Southeastern San Diego and Encanto Neighborhoods Community Plan Update

Mobility Element Update - Traffic Impact Study

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APPENDICES

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Appendices

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Appendix A
Model Trip Generation

TRIP GENERATION BY TAZ – EXISTING CONDITION

TAZ	ADT
3745	4,758
3766	6,517
3767	19,759
3831	3,446
3854	1,758
3857	10,689
3858	1,888
3902	2,578
3904	1,135
3905	8,411
3920	2,223
3921	1,818
3947	2,019
3958	1,899
3959	5,314
3960	1,545
3961	969
3977	1,808
3979	1,395
3980	2,408
3984	2,274
3985	1,504
3989	1,774
3990	2,299
3991	3,560
3992	5,635
3993	25,260
3994	1,724
3998	4,513
3999	6,587
4002	8,474
4008	13,376
4009	4,392
4013	2,518
4027	4,313
4028	6,034
4035	7,075
4038	4,921
4039	4,215
4040	4,394

SOUTHEASTERN

TAZ	ADT
4050	11,047
4057	3,267
4058	3,926
4061	2,750
4079	6,668
4080	3,893
4685	2,024
4686	880
4687	890
4688	1,234
4689	1,103
4690	816
4691	776
4692	1,133
4693	930
4694	4,276
4695	309
4696	1,986
4697	2,985
4698	10,243
4699	1,487
4700	9,278
4701	1,459
4702	3,486
4704	13,267
4709	5,707
4710	1,933
4711	972
4712	1,289
4713	558
4714	1,418
4715	817
4716	789
4717	909
4718	2,950
4719	1,039
4720	1,726
4721	1,697
4722	2,341
4723	2,415

TAZ	ADT
4724	1,534
4725	1,491
TOTAL	316,877

TRIP GENERATION BY TAZ – EXISTING CONDITION

TAZ	ADT
3554	5,016
3574	2,291
3594	0
3602	3,606
3627	2,855
3696	3,177
3720	3,176
3744	3,650
3764	6,231
3817	3,614
3855	8,847
3860	2,093
3861	5,677
3922	5,772
3924	2,517
3926	2,314
3927	3,243
3929	1,532
3944	3,185
3945	1,696
3946	3,992
3949	9,677
3962	0
3969	16,803
3974	4,047
3988	4,044
3995	12,286
3996	6,297
4007	5,658
4010	4,723
4018	5,369
4024	15,813
4044	0
4047	4,108
4683	2,797
4684	5,673
4703	3,452
4705	2,431
4706	2,970
4707	1,533

ENCANTO

TAZ	ADT
4708	3,296
4726	2,447
4727	1,015
4728	2,295
TOTAL	191,218

EXISTING TRIP GENERATION							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
3764	1401	Other Group Quarters Facility	Encanto	300	Cells	2	600
3855	5007	Arterial Commercial	Encanto	58.735	ksf	40	2349
3860	5007	Arterial Commercial	Encanto	11.067	ksf	40	443
3922	5007	Arterial Commercial	Encanto	13.228	ksf	40	529
3924	5007	Arterial Commercial	Encanto	30.607	ksf	40	1224
3927	5007	Arterial Commercial	Encanto	13.607	ksf	40	544
3929	5007	Arterial Commercial	Encanto	20	ksf	40	800
3949	5007	Arterial Commercial	Encanto	4.96	ksf	40	198
3995	5007	Arterial Commercial	Encanto	45.387	ksf	40	1815
4024	5007	Arterial Commercial	Encanto	37.542	ksf	40	1502
4726	5007	Arterial Commercial	Encanto	1.376	ksf	40	55
3831	5007	Arterial Commercial	Southeastern	24.399	ksf	40	976
3854	5007	Arterial Commercial	Southeastern	4.8	ksf	40	192
3857	5007	Arterial Commercial	Southeastern	34.844	ksf	40	1394
3858	5007	Arterial Commercial	Southeastern	20.128	ksf	40	805
3902	5007	Arterial Commercial	Southeastern	7.419	ksf	40	297
3904	5007	Arterial Commercial	Southeastern	3.16	ksf	40	126
3905	5007	Arterial Commercial	Southeastern	3.608	ksf	40	144
3947	5007	Arterial Commercial	Southeastern	4	ksf	40	160
3958	5007	Arterial Commercial	Southeastern	5.68	ksf	40	227
3959	5007	Arterial Commercial	Southeastern	50.435	ksf	40	2017
3960	5007	Arterial Commercial	Southeastern	8.001	ksf	40	320
3984	5007	Arterial Commercial	Southeastern	10.831	ksf	40	433
3990	5007	Arterial Commercial	Southeastern	6.847	ksf	40	274
3991	5007	Arterial Commercial	Southeastern	27.808	ksf	40	1112
3994	5007	Arterial Commercial	Southeastern	7.891	ksf	40	316
3999	5007	Arterial Commercial	Southeastern	6.343	ksf	40	254
4002	5007	Arterial Commercial	Southeastern	17.579	ksf	40	703
4009	5007	Arterial Commercial	Southeastern	13.732	ksf	40	549
4013	5007	Arterial Commercial	Southeastern	4.034	ksf	40	161
4027	5007	Arterial Commercial	Southeastern	45.383	ksf	40	1815
4028	5007	Arterial Commercial	Southeastern	102.983	ksf	40	4119
4035	5007	Arterial Commercial	Southeastern	13.161	ksf	40	526
4038	5007	Arterial Commercial	Southeastern	22.055	ksf	40	882
4039	5007	Arterial Commercial	Southeastern	8.449	ksf	40	338
4040	5007	Arterial Commercial	Southeastern	30.806	ksf	40	1232
4057	5007	Arterial Commercial	Southeastern	2.75	ksf	40	110
4058	5007	Arterial Commercial	Southeastern	3.575	ksf	40	143
4061	5007	Arterial Commercial	Southeastern	1.775	ksf	40	71
4079	5007	Arterial Commercial	Southeastern	8.214	ksf	40	329
4080	5007	Arterial Commercial	Southeastern	3.727	ksf	40	149
4687	5007	Arterial Commercial	Southeastern	5.26	ksf	40	210
4688	5007	Arterial Commercial	Southeastern	7.484	ksf	40	299
4690	5007	Arterial Commercial	Southeastern	4	ksf	40	160
4691	5007	Arterial Commercial	Southeastern	3.99	ksf	40	160
4692	5007	Arterial Commercial	Southeastern	1	ksf	40	40
4693	5007	Arterial Commercial	Southeastern	8.02	ksf	40	321
4694	5007	Arterial Commercial	Southeastern	70.5	ksf	40	2820
4696	5007	Arterial Commercial	Southeastern	1.444	ksf	40	58
4697	5007	Arterial Commercial	Southeastern	8.231	ksf	40	329
4698	5007	Arterial Commercial	Southeastern	18.695	ksf	40	748
4699	5007	Arterial Commercial	Southeastern	17.46	ksf	40	698
4700	5007	Arterial Commercial	Southeastern	21.793	ksf	40	872
4701	5007	Arterial Commercial	Southeastern	21.837	ksf	40	873
4702	5007	Arterial Commercial	Southeastern	0.56	ksf	40	22
4709	5007	Arterial Commercial	Southeastern	2.16	ksf	40	86
4710	5007	Arterial Commercial	Southeastern	10.124	ksf	40	405
4713	5007	Arterial Commercial	Southeastern	6.522	ksf	40	261
4714	5007	Arterial Commercial	Southeastern	30.391	ksf	40	1216
4716	5007	Arterial Commercial	Southeastern	9.41	ksf	40	376
4717	5007	Arterial Commercial	Southeastern	1.628	ksf	40	65
4718	5007	Arterial Commercial	Southeastern	15.934	ksf	40	637
4719	5007	Arterial Commercial	Southeastern	1.536	ksf	40	61
4720	5007	Arterial Commercial	Southeastern	27.006	ksf	40	1080
4721	5007	Arterial Commercial	Southeastern	14.479	ksf	40	579
4722	5007	Arterial Commercial	Southeastern	2.31	ksf	40	92
4723	5007	Arterial Commercial	Southeastern	30.705	ksf	40	1228
4725	5007	Arterial Commercial	Southeastern	2.062	ksf	40	82
3996	5006	Automobile Dealership	Encanto	0.091835054	Acres	300	28
4691	5006	Automobile Dealership	Southeastern	0.118913215	Acres	300	36
4694	5028	Automobile Parts Sale	Southeastern	5.742	ksf	62	356
3969	5029	Automobile Repair Shop	Encanto	6.076	ksf	20	122
3996	5029	Automobile Repair Shop	Encanto	0.96	ksf	20	19
4024	5029	Automobile Repair Shop	Encanto	1.8	ksf	20	36
3960	5029	Automobile Repair Shop	Southeastern	2	ksf	20	40
3977	5029	Automobile Repair Shop	Southeastern	11.88	ksf	20	238
3984	5029	Automobile Repair Shop	Southeastern	2.8	ksf	20	56
3985	5029	Automobile Repair Shop	Southeastern	1.2	ksf	20	24
4690	5029	Automobile Repair Shop	Southeastern	9	ksf	20	180
4693	5029	Automobile Repair Shop	Southeastern	1.651	ksf	20	33
4696	5029	Automobile Repair Shop	Southeastern	1.76	ksf	20	35
4700	5029	Automobile Repair Shop	Southeastern	4.466	ksf	20	89

EXISTING TRIP GENERATION							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4701	5029	Automobile Repair Shop	Southeastern	7.976	ksf	20	160
3984	5030	Automobile Tire Store	Southeastern	1	ksf	25	25
4690	5030	Automobile Tire Store	Southeastern	3.5	ksf	25	88
4696	5030	Automobile Tire Store	Southeastern	2.5	ksf	25	63
4700	5030	Automobile Tire Store	Southeastern	1.568	ksf	25	39
4702	5030	Automobile Tire Store	Southeastern	0.648	ksf	25	16
3969	5024	Carwash (Self service)	Encanto	4	stall	100	400
3744	6101	Cemetery	Encanto	44.7069514	Acres	5	224
3904	6101	Cemetery	Southeastern	116.4493716	Acres	5	582
3990	6101	Cemetery	Southeastern	6.966937439	Acres	5	35
3767	6511	Clinic	Southeastern	31.92	ksf	50	1596
3905	6511	Clinic	Southeastern	153.589	ksf	50	7679
4712	6511	Clinic	Southeastern	2.984	ksf	50	149
3969	7200	Commercial Recreation	Encanto	8.973	ksf	30	269
3602	4113	Communications and Utilities	Encanto	31.32547402	Acres	0	0
3817	4113	Communications and Utilities	Encanto	0.319032991	Acres	0	0
3855	4113	Communications and Utilities	Encanto	0.32958081	Acres	0	0
3924	4113	Communications and Utilities	Encanto	0.178399315	Acres	0	0
4047	4113	Communications and Utilities	Encanto	3.800223735	Acres	0	0
4683	4113	Communications and Utilities	Encanto	3.867827222	Acres	0	0
4707	4113	Communications and Utilities	Encanto	0.55272424	Acres	0	0
3766	4113	Communications and Utilities	Southeastern	15.58278892	Acres	0	0
3831	4113	Communications and Utilities	Southeastern	2.922097705	Acres	0	0
4027	4113	Communications and Utilities	Southeastern	2.85323476	Acres	0	0
4035	4113	Communications and Utilities	Southeastern	0.106874368	Acres	0	0
4718	4113	Communications and Utilities	Southeastern	0.458636907	Acres	0	0
4684	5003	Community Shopping Center (100,000 SF or more)	Encanto	81.044	ksf	70	5673
3767	5003	Community Shopping Center (100,000 SF or more)	Southeastern	127.6	ksf	70	8932
3993	5003	Community Shopping Center (100,000 SF or more)	Southeastern	360.863	ksf	70	25260
4008	5003	Community Shopping Center (100,000 SF or more)	Southeastern	134.337	ksf	70	9404
4050	5003	Community Shopping Center (100,000 SF or more)	Southeastern	75.35	ksf	70	5275
3554	1411	Congregate Care Facility	Encanto	6	Beds	3	18
4706	1411	Congregate Care Facility	Encanto	12	Beds	3	36
3969	5014	Convenience Market Chain (Open Up to 16 Hours Per Day)	Encanto	3.178	ksf	500	1589
3959	5014	Convenience Market Chain (Open Up to 16 Hours Per Day)	Southeastern	3	ksf	500	1500
4698	5014	Convenience Market Chain (Open Up to 16 Hours Per Day)	Southeastern	17.5	ksf	500	8750
4700	5014	Convenience Market Chain (Open Up to 16 Hours Per Day)	Southeastern	14	ksf	500	7000
4702	5014	Convenience Market Chain (Open Up to 16 Hours Per Day)	Southeastern	5.8	ksf	500	2900
3855	6810	Day Care Center	Encanto	75	child	5	375
4024	6810	Day Care Center	Encanto	70	child	5	350
4689	6810	Day Care Center	Southeastern	0	child	5	0
4697	6810	Day Care Center	Southeastern	0	child	5	0
3602	6806	Elementary School	Encanto	357	Students	1.9	678
3696	6806	Elementary School	Encanto	713	Students	1.9	1355
3764	6806	Elementary School	Encanto	0	Students	1.9	0
3855	6806	Elementary School	Encanto	737	Students	1.9	1400
3860	6806	Elementary School	Encanto	526	Students	1.9	999
3946	6806	Elementary School	Encanto	614	Students	1.9	1167
3949	6806	Elementary School	Encanto	270	Students	1.9	513
3995	6806	Elementary School	Encanto	759	Students	1.9	1442
4007	6806	Elementary School	Encanto	589	Students	1.9	1119
4024	6806	Elementary School	Encanto	549	Students	1.9	1043
3854	6806	Elementary School	Southeastern	273	Students	1.9	519
3920	6806	Elementary School	Southeastern	808	Students	1.9	1535
3921	6806	Elementary School	Southeastern	458	Students	1.9	870
3985	6806	Elementary School	Southeastern	78	Students	1.9	148
3999	6806	Elementary School	Southeastern	384	Students	1.9	730
4002	6806	Elementary School	Southeastern	619	Students	1.9	1176
4008	6806	Elementary School	Southeastern	481	Students	1.9	914
4038	6806	Elementary School	Southeastern	760	Students	1.9	1444
4039	6806	Elementary School	Southeastern	173	Students	1.9	329
4057	6806	Elementary School	Southeastern	0	Students	1.9	0
4058	6806	Elementary School	Southeastern	543	Students	1.9	1032
4079	6806	Elementary School	Southeastern	707	Students	1.9	1343
4709	6806	Elementary School	Southeastern	483	Students	1.9	918
4721	6806	Elementary School	Southeastern	333	Students	1.9	633
4725	6806	Elementary School	Southeastern	354	Students	1.9	673
3969	5010	Restaurant (Fast Food with or without drive-through)	Encanto	8.737	ksf	700	6116
3969	6105	Fire/Police Station	Encanto	14.487	ksf	30	435
3980	6105	Fire/Police Station	Southeastern	9.597	ksf	30	288
4009	6105	Fire/Police Station	Southeastern	3.422	ksf	30	103
4700	6105	Fire/Police Station	Southeastern	14.637	ksf	30	439
3594	4112	Freeway	Encanto	21.18601253	Acres	0	0
3602	4112	Freeway	Encanto	15.29793993	Acres	0	0
3744	4112	Freeway	Encanto	14.05186717	Acres	0	0
3855	4112	Freeway	Encanto	18.54009003	Acres	0	0
3944	4112	Freeway	Encanto	7.994751782	Acres	0	0
3995	4112	Freeway	Encanto	10.55081706	Acres	0	0
4024	4112	Freeway	Encanto	13.0704604	Acres	0	0
4726	4112	Freeway	Encanto	10.10655113	Acres	0	0
3745	4112	Freeway	Southeastern	42.03169574	Acres	0	0
3766	4112	Freeway	Southeastern	27.21399067	Acres	0	0

EXISTING TRIP GENERATION							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
3831	4112	Freeway	Southeastern	9.033303743	Acres	0	0
3854	4112	Freeway	Southeastern	17.06777001	Acres	0	0
3857	4112	Freeway	Southeastern	21.93069748	Acres	0	0
3902	4112	Freeway	Southeastern	30.81194232	Acres	0	0
3904	4112	Freeway	Southeastern	7.242612106	Acres	0	0
3979	4112	Freeway	Southeastern	15.06982738	Acres	0	0
3980	4112	Freeway	Southeastern	10.05209509	Acres	0	0
3985	4112	Freeway	Southeastern	4.201763931	Acres	0	0
3989	4112	Freeway	Southeastern	8.042311706	Acres	0	0
3994	4112	Freeway	Southeastern	9.992963725	Acres	0	0
3998	4112	Freeway	Southeastern	10.22758953	Acres	0	0
4008	4112	Freeway	Southeastern	0.079939662	Acres	0	0
4013	4112	Freeway	Southeastern	2.48082896	Acres	0	0
4027	4112	Freeway	Southeastern	10.24076696	Acres	0	0
4028	4112	Freeway	Southeastern	9.971150431	Acres	0	0
4035	4112	Freeway	Southeastern	57.02800551	Acres	0	0
4038	4112	Freeway	Southeastern	21.95480409	Acres	0	0
4057	4112	Freeway	Southeastern	6.968212225	Acres	0	0
4061	4112	Freeway	Southeastern	11.52481463	Acres	0	0
4079	4112	Freeway	Southeastern	9.829958571	Acres	0	0
4692	4112	Freeway	Southeastern	3.296751703	Acres	0	0
4720	4112	Freeway	Southeastern	3.749571806	Acres	0	0
4722	4112	Freeway	Southeastern	4.711304218	Acres	0	0
4723	4112	Freeway	Southeastern	6.773481194	Acres	0	0
3855	6004	Government Office (less or equal to 100,000 SF)	Encanto	22.08	ksf	30	662
3744	6003	Government Office/Civic Center	Encanto	0	ksf	30	0
3929	6003	Government Office/Civic Center	Encanto	18.54	ksf	30	556
3992	6003	Government Office/Civic Center	Southeastern	50.737	ksf	30	1522
4700	6003	Government Office/Civic Center	Southeastern	1.7	ksf	30	51
4720	1501	Hotel (Low-Rise)	Southeastern	27	Rooms	9	243
4079	1501	Motel	Southeastern	64	Rooms	9	576
3927	2101	Industrial Park	Encanto	25.987	ksf	15	390
3764	6805	Junior High School or Middle School	Encanto	420	Students	1.4	588
3988	6805	Junior High School or Middle School	Encanto	1127	Students	1.4	1578
3831	6805	Junior High School or Middle School	Southeastern	212	Students	1.4	297
4002	6805	Junior High School or Middle School	Southeastern	1242	Students	1.4	1739
4010	7606	Landscape Open Space	Encanto	0.072267815	Acres	0	0
3984	7606	Landscape Open Space	Southeastern	0.061409183	Acres	0	0
4038	7606	Landscape Open Space	Southeastern	0.119808954	Acres	0	0
4040	7606	Landscape Open Space	Southeastern	0.042175757	Acres	0	0
4057	7606	Landscape Open Space	Southeastern	0.008982533	Acres	0	0
4079	7606	Landscape Open Space	Southeastern	0.625369027	Acres	0	0
4080	7606	Landscape Open Space	Southeastern	2.132157305	Acres	0	0
4703	6103	Library	Encanto	27.564	ksf	50	1378
4002	6103	Library	Southeastern	3.318	ksf	50	166
4704	6103	Other University or College	Southeastern	20	ksf	50	1000
3574	2103	Light Industry - General	Encanto	152.705	ksf	15	2291
3855	2103	Light Industry - General	Encanto	14.432	ksf	15	216
3926	2103	Light Industry - General	Encanto	116.376	ksf	15	1746
3927	2103	Light Industry - General	Encanto	96.314	ksf	15	1445
4683	2103	Light Industry - General	Encanto	38.94	ksf	15	584
3766	2103	Light Industry - General	Southeastern	410.272	ksf	15	6154
3767	2103	Light Industry - General	Southeastern	596.51	ksf	15	8948
3831	2103	Light Industry - General	Southeastern	29.208	ksf	15	438
3857	2103	Light Industry - General	Southeastern	265.279	ksf	15	3979
3902	2103	Light Industry - General	Southeastern	5.718	ksf	15	86
3947	2103	Light Industry - General	Southeastern	7.17	ksf	15	108
3959	2103	Light Industry - General	Southeastern	4.014	ksf	15	60
3977	2103	Light Industry - General	Southeastern	24.416	ksf	15	366
3984	2103	Light Industry - General	Southeastern	22.13	ksf	15	332
3985	2103	Light Industry - General	Southeastern	23.55	ksf	15	353
3989	2103	Light Industry - General	Southeastern	40.992	ksf	15	615
3990	2103	Light Industry - General	Southeastern	5.822	ksf	15	87
4027	2103	Light Industry - General	Southeastern	66.147	ksf	15	992
4685	2103	Light Industry - General	Southeastern	41.598	ksf	15	624
4686	2103	Light Industry - General	Southeastern	0.5	ksf	15	8
4687	2103	Light Industry - General	Southeastern	34.845	ksf	15	523
4688	2103	Light Industry - General	Southeastern	55.5	ksf	15	833
4690	2103	Light Industry - General	Southeastern	2.3	ksf	15	35
4691	2103	Light Industry - General	Southeastern	13.936	ksf	15	209
4692	2103	Light Industry - General	Southeastern	29.46	ksf	15	442
4693	2103	Light Industry - General	Southeastern	4.896	ksf	15	73
4694	2103	Light Industry - General	Southeastern	50.162	ksf	15	752
4695	2103	Light Industry - General	Southeastern	0.81	ksf	15	12
4700	2103	Light Industry - General	Southeastern	11.772	ksf	15	177
4701	2103	Light Industry - General	Southeastern	15.713	ksf	15	236
4702	2103	Light Industry - General	Southeastern	13.788	ksf	15	207
4711	2103	Light Industry - General	Southeastern	8	ksf	15	120
4722	2103	Light Industry - General	Southeastern	23.736	ksf	15	356
3554	1210	MF Residential less or equal 20 DU/acre	Encanto	3	DU	8	24
3627	1210	MF Residential less or equal 20 DU/acre	Encanto	25	DU	8	200
3696	1210	MF Residential less or equal 20 DU/acre	Encanto	23	DU	8	184

EXISTING TRIP GENERATION							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
3744	1210	MF Residential less or equal 20 DU/acre	Encanto	89	DU	8	712
3817	1210	MF Residential less or equal 20 DU/acre	Encanto	45	DU	8	360
3855	1210	MF Residential less or equal 20 DU/acre	Encanto	115	DU	8	920
3860	1210	MF Residential less or equal 20 DU/acre	Encanto	3	DU	8	24
3861	1210	MF Residential less or equal 20 DU/acre	Encanto	86	DU	8	688
3922	1210	MF Residential less or equal 20 DU/acre	Encanto	75	DU	8	600
3926	1210	MF Residential less or equal 20 DU/acre	Encanto	9	DU	8	72
3927	1210	MF Residential less or equal 20 DU/acre	Encanto	9	DU	8	72
3944	1210	MF Residential less or equal 20 DU/acre	Encanto	186	DU	8	1488
3949	1210	MF Residential less or equal 20 DU/acre	Encanto	240	DU	8	1920
3969	1210	MF Residential less or equal 20 DU/acre	Encanto	44	DU	8	352
3974	1210	MF Residential less or equal 20 DU/acre	Encanto	33	DU	8	264
3995	1210	MF Residential less or equal 20 DU/acre	Encanto	12	DU	8	96
4024	1210	MF Residential less or equal 20 DU/acre	Encanto	389	DU	8	3112
4683	1210	MF Residential less or equal 20 DU/acre	Encanto	10	DU	8	80
4708	1210	MF Residential less or equal 20 DU/acre	Encanto	17	DU	8	136
4726	1210	MF Residential less or equal 20 DU/acre	Encanto	10	DU	8	80
4728	1210	MF Residential less or equal 20 DU/acre	Encanto	22	DU	8	176
3745	1210	MF Residential less or equal 20 DU/acre	Southeastern	224	DU	8	1792
3766	1210	MF Residential less or equal 20 DU/acre	Southeastern	9	DU	8	72
3831	1210	MF Residential less or equal 20 DU/acre	Southeastern	7	DU	8	56
3854	1210	MF Residential less or equal 20 DU/acre	Southeastern	3	DU	8	24
3857	1210	MF Residential less or equal 20 DU/acre	Southeastern	241	DU	8	1928
3858	1210	MF Residential less or equal 20 DU/acre	Southeastern	26	DU	8	208
3902	1210	MF Residential less or equal 20 DU/acre	Southeastern	38	DU	8	304
3904	1210	MF Residential less or equal 20 DU/acre	Southeastern	14	DU	8	112
3905	1210	MF Residential less or equal 20 DU/acre	Southeastern	11	DU	8	88
3920	1210	MF Residential less or equal 20 DU/acre	Southeastern	26	DU	8	208
3921	1210	MF Residential less or equal 20 DU/acre	Southeastern	18	DU	8	144
3947	1210	MF Residential less or equal 20 DU/acre	Southeastern	13	DU	8	104
3958	1210	MF Residential less or equal 20 DU/acre	Southeastern	21	DU	8	168
3959	1210	MF Residential less or equal 20 DU/acre	Southeastern	8	DU	8	64
3960	1210	MF Residential less or equal 20 DU/acre	Southeastern	6	DU	8	48
3961	1210	MF Residential less or equal 20 DU/acre	Southeastern	16	DU	8	128
3977	1210	MF Residential less or equal 20 DU/acre	Southeastern	13	DU	8	104
3979	1210	MF Residential less or equal 20 DU/acre	Southeastern	64	DU	8	512
3980	1210	MF Residential less or equal 20 DU/acre	Southeastern	75	DU	8	600
3984	1210	MF Residential less or equal 20 DU/acre	Southeastern	16	DU	8	128
3985	1210	MF Residential less or equal 20 DU/acre	Southeastern	9	DU	8	72
3989	1210	MF Residential less or equal 20 DU/acre	Southeastern	31	DU	8	248
3990	1210	MF Residential less or equal 20 DU/acre	Southeastern	78	DU	8	624
3991	1210	MF Residential less or equal 20 DU/acre	Southeastern	49	DU	8	392
3992	1210	MF Residential less or equal 20 DU/acre	Southeastern	99	DU	8	792
3994	1210	MF Residential less or equal 20 DU/acre	Southeastern	74	DU	8	592
3998	1210	MF Residential less or equal 20 DU/acre	Southeastern	121	DU	8	968
3999	1210	MF Residential less or equal 20 DU/acre	Southeastern	161	DU	8	1288
4002	1210	MF Residential less or equal 20 DU/acre	Southeastern	155	DU	8	1240
4008	1210	MF Residential less or equal 20 DU/acre	Southeastern	72	DU	8	576
4009	1210	MF Residential less or equal 20 DU/acre	Southeastern	112	DU	8	896
4013	1210	MF Residential less or equal 20 DU/acre	Southeastern	63	DU	8	504
4027	1210	MF Residential less or equal 20 DU/acre	Southeastern	50	DU	8	400
4028	1210	MF Residential less or equal 20 DU/acre	Southeastern	51	DU	8	408
4035	1210	MF Residential less or equal 20 DU/acre	Southeastern	223	DU	8	1784
4038	1210	MF Residential less or equal 20 DU/acre	Southeastern	87	DU	8	696
4039	1210	MF Residential less or equal 20 DU/acre	Southeastern	96	DU	8	768
4040	1210	MF Residential less or equal 20 DU/acre	Southeastern	103	DU	8	824
4057	1210	MF Residential less or equal 20 DU/acre	Southeastern	140	DU	8	1120
4058	1210	MF Residential less or equal 20 DU/acre	Southeastern	152	DU	8	1216
4061	1210	MF Residential less or equal 20 DU/acre	Southeastern	51	DU	8	408
4079	1210	MF Residential less or equal 20 DU/acre	Southeastern	147	DU	8	1176
4080	1210	MF Residential less or equal 20 DU/acre	Southeastern	174	DU	8	1392
4685	1210	MF Residential less or equal 20 DU/acre	Southeastern	15	DU	8	120
4686	1210	MF Residential less or equal 20 DU/acre	Southeastern	12	DU	8	96
4687	1210	MF Residential less or equal 20 DU/acre	Southeastern	6	DU	8	48
4688	1210	MF Residential less or equal 20 DU/acre	Southeastern	5	DU	8	40
4689	1210	MF Residential less or equal 20 DU/acre	Southeastern	22	DU	8	176
4690	1210	MF Residential less or equal 20 DU/acre	Southeastern	6	DU	8	48
4693	1210	MF Residential less or equal 20 DU/acre	Southeastern	2	DU	8	16
4694	1210	MF Residential less or equal 20 DU/acre	Southeastern	6	DU	8	48
4696	1210	MF Residential less or equal 20 DU/acre	Southeastern	15	DU	8	120
4697	1210	MF Residential less or equal 20 DU/acre	Southeastern	10	DU	8	80
4698	1210	MF Residential less or equal 20 DU/acre	Southeastern	9	DU	8	72
4699	1210	MF Residential less or equal 20 DU/acre	Southeastern	6	DU	8	48
4700	1210	MF Residential less or equal 20 DU/acre	Southeastern	8	DU	8	64
4701	1210	MF Residential less or equal 20 DU/acre	Southeastern	4	DU	8	32
4709	1210	MF Residential less or equal 20 DU/acre	Southeastern	188	DU	8	1504
4710	1210	MF Residential less or equal 20 DU/acre	Southeastern	23	DU	8	184
4711	1210	MF Residential less or equal 20 DU/acre	Southeastern	10	DU	8	80
4712	1210	MF Residential less or equal 20 DU/acre	Southeastern	15	DU	8	120
4713	1210	MF Residential less or equal 20 DU/acre	Southeastern	2	DU	8	16
4714	1210	MF Residential less or equal 20 DU/acre	Southeastern	13	DU	8	104
4715	1210	MF Residential less or equal 20 DU/acre	Southeastern	17	DU	8	136

EXISTING TRIP GENERATION							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4716	1210	MF Residential less or equal 20 DU/acre	Southeastern	4	DU	8	32
4717	1210	MF Residential less or equal 20 DU/acre	Southeastern	34	DU	8	272
4718	1210	MF Residential less or equal 20 DU/acre	Southeastern	21	DU	8	168
4719	1210	MF Residential less or equal 20 DU/acre	Southeastern	45	DU	8	360
4720	1210	MF Residential less or equal 20 DU/acre	Southeastern	22	DU	8	176
4721	1210	MF Residential less or equal 20 DU/acre	Southeastern	24	DU	8	192
4722	1210	MF Residential less or equal 20 DU/acre	Southeastern	81	DU	8	648
4723	1210	MF Residential less or equal 20 DU/acre	Southeastern	19	DU	8	152
4724	1210	MF Residential less or equal 20 DU/acre	Southeastern	59	DU	8	472
4725	1210	MF Residential less or equal 20 DU/acre	Southeastern	41	DU	8	328
3995	1210	Arterial Commercial	Encanto	2	DU	8	16
3855	1210	Arterial Commercial	Encanto	4	DU	8	32
3926	1210	Light Industry - General	Encanto	1	DU	8	8
3855	1210	Light Industry - General	Encanto	3	DU	8	24
3861	1210	Other Retail Trade and Strip Commercial	Encanto	1	DU	8	8
3696	1210	Religious Facility (without day care)	Encanto	1	DU	8	8
3944	1210	Religious Facility (without day care)	Encanto	1	DU	8	8
3744	1210	Religious Facility (without day care)	Encanto	2	DU	8	16
3720	1210	Religious Facility (without day care)	Encanto	3	DU	8	24
3995	1210	Religious Facility (without day care)	Encanto	3	DU	8	24
4002	1210	Religious Facility (without day care)	Southeastern	2	DU	8	16
4720	1210	Arterial Commercial	Southeastern	1	DU	8	8
4714	1210	Arterial Commercial	Southeastern	1	DU	8	8
4008	1210	Religious Facility (without day care)	Southeastern	3	DU	8	24
4027	1210	Arterial Commercial	Southeastern	2	DU	8	16
3998	1210	Religious Facility (without day care)	Southeastern	1	DU	8	8
4686	1210	Light Industry - General	Southeastern	1	DU	8	8
4721	1210	Arterial Commercial	Southeastern	1	DU	8	8
3980	1210	Religious Facility (without day care)	Southeastern	1	DU	8	8
4685	1210	Light Industry - General	Southeastern	2	DU	8	16
4039	1210	Arterial Commercial	Southeastern	1	DU	8	8
3745	1210	Religious Facility (without day care)	Southeastern	1	DU	8	8
3990	1210	Religious Facility (without day care)	Southeastern	1	DU	8	8
4688	1210	Arterial Commercial	Southeastern	1	DU	8	8
4698	1210	Arterial Commercial	Southeastern	2	DU	8	16
3999	1210	Religious Facility (without day care)	Southeastern	5	DU	8	40
3984	1210	Arterial Commercial	Southeastern	2	DU	8	16
3984	1210	Religious Facility (without day care)	Southeastern	1	DU	8	8
3858	1210	Arterial Commercial	Southeastern	5	DU	8	40
4699	1210	Arterial Commercial	Southeastern	2	DU	8	16
4697	1210	Arterial Commercial	Southeastern	2	DU	8	16
4690	1210	Automobile Repair Shop	Southeastern	3	DU	8	24
3905	1210	Religious Facility (without day care)	Southeastern	1	DU	8	8
3858	1210	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	2	DU	8	16
4717	1210	Arterial Commercial	Southeastern	1	DU	8	8
4694	1210	Restaurant (High Turnover sit-down)	Southeastern	1	DU	8	8
4713	1210	Arterial Commercial	Southeastern	4	DU	8	32
4700	1210	Arterial Commercial	Southeastern	8	DU	8	64
4700	1210	Restaurant (High Turnover sit-down)	Southeastern	1	DU	8	8
4691	1210	Automobile Dealership	Southeastern	1	DU	8	8
4701	1210	Religious Facility (without day care)	Southeastern	2	DU	8	16
4701	1210	Arterial Commercial	Southeastern	8	DU	8	64
4700	1210	Automobile Tire Store	Southeastern	2	DU	8	16
3696	1220	MF Residential over 20 DU/acre	Encanto	13	DU	6	78
3744	1220	MF Residential over 20 DU/acre	Encanto	13	DU	6	78
3817	1220	MF Residential over 20 DU/acre	Encanto	83	DU	6	498
3861	1220	MF Residential over 20 DU/acre	Encanto	350	DU	6	2100
3922	1220	MF Residential over 20 DU/acre	Encanto	45	DU	6	270
3926	1220	MF Residential over 20 DU/acre	Encanto	35	DU	6	210
3927	1220	MF Residential over 20 DU/acre	Encanto	100	DU	6	600
3949	1220	MF Residential over 20 DU/acre	Encanto	374	DU	6	2244
3969	1220	MF Residential over 20 DU/acre	Encanto	406	DU	6	2436
3974	1220	MF Residential over 20 DU/acre	Encanto	25	DU	6	150
3995	1220	MF Residential over 20 DU/acre	Encanto	104	DU	6	624
4024	1220	MF Residential over 20 DU/acre	Encanto	322	DU	6	1932
4683	1220	MF Residential over 20 DU/acre	Encanto	34	DU	6	204
4728	1220	MF Residential over 20 DU/acre	Encanto	12	DU	6	72
3745	1220	MF Residential over 20 DU/acre	Southeastern	65	DU	6	390
3766	1220	MF Residential over 20 DU/acre	Southeastern	3	DU	6	18
3831	1220	MF Residential over 20 DU/acre	Southeastern	69	DU	6	414
3854	1220	MF Residential over 20 DU/acre	Southeastern	126	DU	6	756
3857	1220	MF Residential over 20 DU/acre	Southeastern	27	DU	6	162
3858	1220	MF Residential over 20 DU/acre	Southeastern	67	DU	6	402
3902	1220	MF Residential over 20 DU/acre	Southeastern	200	DU	6	1200
3905	1220	MF Residential over 20 DU/acre	Southeastern	42	DU	6	252
3920	1220	MF Residential over 20 DU/acre	Southeastern	29	DU	6	174
3921	1220	MF Residential over 20 DU/acre	Southeastern	101	DU	6	606
3947	1220	MF Residential over 20 DU/acre	Southeastern	44	DU	6	264
3958	1220	MF Residential over 20 DU/acre	Southeastern	41	DU	6	246
3959	1220	MF Residential over 20 DU/acre	Southeastern	53	DU	6	318
3960	1220	MF Residential over 20 DU/acre	Southeastern	110	DU	6	660
3961	1220	MF Residential over 20 DU/acre	Southeastern	59	DU	6	354

EXISTING TRIP GENERATION							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
3977	1220	MF Residential over 20 DU/acre	Southeastern	30	DU	6	180
3979	1220	MF Residential over 20 DU/acre	Southeastern	23	DU	6	138
3980	1220	MF Residential over 20 DU/acre	Southeastern	84	DU	6	504
3984	1220	MF Residential over 20 DU/acre	Southeastern	24	DU	6	144
3985	1220	MF Residential over 20 DU/acre	Southeastern	21	DU	6	126
3989	1220	MF Residential over 20 DU/acre	Southeastern	36	DU	6	216
3990	1220	MF Residential over 20 DU/acre	Southeastern	47	DU	6	282
3991	1220	MF Residential over 20 DU/acre	Southeastern	44	DU	6	264
3992	1220	MF Residential over 20 DU/acre	Southeastern	214	DU	6	1284
3994	1220	MF Residential over 20 DU/acre	Southeastern	8	DU	6	48
3998	1220	MF Residential over 20 DU/acre	Southeastern	148	DU	6	888
3999	1220	MF Residential over 20 DU/acre	Southeastern	240	DU	6	1440
4002	1220	MF Residential over 20 DU/acre	Southeastern	160	DU	6	960
4008	1220	MF Residential over 20 DU/acre	Southeastern	117	DU	6	702
4009	1220	MF Residential over 20 DU/acre	Southeastern	124	DU	6	744
4013	1220	MF Residential over 20 DU/acre	Southeastern	40	DU	6	240
4027	1220	MF Residential over 20 DU/acre	Southeastern	88	DU	6	528
4028	1220	MF Residential over 20 DU/acre	Southeastern	86	DU	6	516
4035	1220	MF Residential over 20 DU/acre	Southeastern	360	DU	6	2160
4038	1220	MF Residential over 20 DU/acre	Southeastern	89	DU	6	534
4039	1220	MF Residential over 20 DU/acre	Southeastern	107	DU	6	642
4040	1220	MF Residential over 20 DU/acre	Southeastern	14	DU	6	84
4057	1220	MF Residential over 20 DU/acre	Southeastern	119	DU	6	714
4058	1220	MF Residential over 20 DU/acre	Southeastern	44	DU	6	264
4061	1220	MF Residential over 20 DU/acre	Southeastern	347	DU	6	2082
4079	1220	MF Residential over 20 DU/acre	Southeastern	110	DU	6	660
4080	1220	MF Residential over 20 DU/acre	Southeastern	137	DU	6	822
4685	1220	MF Residential over 20 DU/acre	Southeastern	59	DU	6	354
4686	1220	MF Residential over 20 DU/acre	Southeastern	23	DU	6	138
4687	1220	MF Residential over 20 DU/acre	Southeastern	12	DU	6	72
4688	1220	MF Residential over 20 DU/acre	Southeastern	6	DU	6	36
4689	1220	MF Residential over 20 DU/acre	Southeastern	24	DU	6	144
4690	1220	MF Residential over 20 DU/acre	Southeastern	6	DU	6	36
4692	1220	MF Residential over 20 DU/acre	Southeastern	68	DU	6	408
4693	1220	MF Residential over 20 DU/acre	Southeastern	12	DU	6	72
4695	1220	MF Residential over 20 DU/acre	Southeastern	12	DU	6	72
4696	1220	MF Residential over 20 DU/acre	Southeastern	111	DU	6	666
4697	1220	MF Residential over 20 DU/acre	Southeastern	65	DU	6	390
4698	1220	MF Residential over 20 DU/acre	Southeastern	25	DU	6	150
4699	1220	MF Residential over 20 DU/acre	Southeastern	30	DU	6	180
4700	1220	MF Residential over 20 DU/acre	Southeastern	19	DU	6	114
4701	1220	MF Residential over 20 DU/acre	Southeastern	4	DU	6	24
4702	1220	MF Residential over 20 DU/acre	Southeastern	4	DU	6	24
4709	1220	MF Residential over 20 DU/acre	Southeastern	119	DU	6	714
4710	1220	MF Residential over 20 DU/acre	Southeastern	171	DU	6	1026
4711	1220	MF Residential over 20 DU/acre	Southeastern	80	DU	6	480
4712	1220	MF Residential over 20 DU/acre	Southeastern	134	DU	6	804
4713	1220	MF Residential over 20 DU/acre	Southeastern	25	DU	6	150
4714	1220	MF Residential over 20 DU/acre	Southeastern	9	DU	6	54
4715	1220	MF Residential over 20 DU/acre	Southeastern	54	DU	6	324
4716	1220	MF Residential over 20 DU/acre	Southeastern	20	DU	6	120
4717	1220	MF Residential over 20 DU/acre	Southeastern	37	DU	6	222
4718	1220	MF Residential over 20 DU/acre	Southeastern	10	DU	6	60
4719	1220	MF Residential over 20 DU/acre	Southeastern	31	DU	6	186
4720	1220	MF Residential over 20 DU/acre	Southeastern	8	DU	6	48
4721	1220	MF Residential over 20 DU/acre	Southeastern	13	DU	6	78
4722	1220	MF Residential over 20 DU/acre	Southeastern	52	DU	6	312
4723	1220	MF Residential over 20 DU/acre	Southeastern	150	DU	6	900
4724	1220	MF Residential over 20 DU/acre	Southeastern	120	DU	6	720
4725	1220	MF Residential over 20 DU/acre	Southeastern	20	DU	6	120
4702	1220	Arterial Commercial	Southeastern	1	DU	6	6
4061	1220	Arterial Commercial	Southeastern	3	DU	6	18
3922	1300	Mobile Home Park	Encanto	250	DU	5	1250
3944	1300	Mobile Home Park	Encanto	265	DU	5	1325
3949	1300	Mobile Home Park	Encanto	95	DU	5	475
3944	1290	Multi-Family Residential Without Units	Encanto	0	DU	0	0
3949	1290	Multi-Family Residential Without Units	Encanto	0	DU	0	0
3995	1290	Multi-Family Residential Without Units	Encanto	0	DU	0	0
3745	1290	Multi-Family Residential Without Units	Southeastern	0	DU	0	0
3902	1290	Multi-Family Residential Without Units	Southeastern	0	DU	0	0
3947	1290	Multi-Family Residential Without Units	Southeastern	0	DU	0	0
3992	1290	Multi-Family Residential Without Units	Southeastern	0	DU	0	0
3998	1290	Multi-Family Residential Without Units	Southeastern	1	DU	0	0
3999	1290	Multi-Family Residential Without Units	Southeastern	0	DU	0	0
4013	1290	Multi-Family Residential Without Units	Southeastern	0	DU	0	0
4027	1290	Multi-Family Residential Without Units	Southeastern	0	DU	0	0
4035	1290	Multi-Family Residential Without Units	Southeastern	0	DU	0	0
4057	1290	Multi-Family Residential Without Units	Southeastern	0	DU	0	0
4079	1290	Multi-Family Residential Without Units	Southeastern	0	DU	0	0
4080	1290	Multi-Family Residential Without Units	Southeastern	0	DU	0	0
4696	1290	Multi-Family Residential Without Units	Southeastern	0	DU	0	0
4710	1290	Multi-Family Residential Without Units	Southeastern	0	DU	0	0

EXISTING TRIP GENERATION							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4716	1290	Multi-Family Residential Without Units	Southeastern	0	DU	0	0
4722	1290	Multi-Family Residential Without Units	Southeastern	0	DU	0	0
4723	1290	Multi-Family Residential Without Units	Southeastern	0	DU	0	0
4725	1290	Multi-Family Residential Without Units	Southeastern	3	DU	0	0
3969	5004	Neighborhood Shopping Center (30,000 SF or more)	Encanto	28.756	ksf	120	3451
4024	5004	Neighborhood Shopping Center (30,000 SF or more)	Encanto	33.207	ksf	120	3985
4050	5004	Neighborhood Shopping Center (30,000 SF or more)	Southeastern	48.102	ksf	120	5772
3861	6002A	Office (Low-Rise - less or equal to 100,000 SF)	Encanto	3	ksf	41	134
3984	6002A	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	2	ksf	41	91
4690	6002A	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	2	ksf	41	95
4039	6002A	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	3	ksf	41	118
3991	6002A	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	3	ksf	41	131
3992	6002A	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	4	ksf	41	158
4028	6002A	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	4	ksf	41	174
3922	6002C	Office (Low-Rise - less or equal to 100,000 SF)	Encanto	11	ksf	28	312
4689	6002C	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	13	ksf	28	354
4040	6002C	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	14	ksf	28	379
4711	6002B	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	5	ksf	34	184
3858	6002B	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	7	ksf	34	237
4693	6002B	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	9	ksf	34	289
3857	6002E	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	46	ksf	20	923
3831	6002E	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	52	ksf	20	1034
3945	6002F	Office (Low-Rise - less or equal to 100,000 SF)	Encanto	64	ksf	19	1216
3969	6002G	Office (Low-Rise - less or equal to 100,000 SF)	Encanto	72	ksf	19	1364
3554	7603	Open Space Park or Preserve	Encanto	2.351544231	Acres	5	12
3602	7603	Open Space Park or Preserve	Encanto	70.58427266	Acres	5	353
3696	7603	Open Space Park or Preserve	Encanto	0.69185285	Acres	5	3
3720	7603	Open Space Park or Preserve	Encanto	7.235746505	Acres	5	36
3817	7603	Open Space Park or Preserve	Encanto	0.09669243	Acres	5	0
3855	7603	Open Space Park or Preserve	Encanto	0.449216111	Acres	5	2
3860	7603	Open Space Park or Preserve	Encanto	4.771400171	Acres	5	24
3922	7603	Open Space Park or Preserve	Encanto	0.274363152	Acres	5	1
3927	7603	Open Space Park or Preserve	Encanto	5.920864039	Acres	5	30
3944	7603	Open Space Park or Preserve	Encanto	3.449891738	Acres	5	17
3946	7603	Open Space Park or Preserve	Encanto	14.57935119	Acres	5	73
3949	7603	Open Space Park or Preserve	Encanto	0.985295801	Acres	5	5
3995	7603	Open Space Park or Preserve	Encanto	0.75620807	Acres	5	4
4018	7603	Open Space Park or Preserve	Encanto	8.617918469	Acres	5	43
4047	7603	Open Space Park or Preserve	Encanto	0.819270554	Acres	5	4
4703	7603	Open Space Park or Preserve	Encanto	32.57625068	Acres	5	163
4705	7603	Open Space Park or Preserve	Encanto	25.34818064	Acres	5	127
4707	7603	Open Space Park or Preserve	Encanto	0.751223712	Acres	5	4
4708	7603	Open Space Park or Preserve	Encanto	0.21603072	Acres	5	1
4726	7603	Open Space Park or Preserve	Encanto	6.337216753	Acres	5	32
4727	7603	Open Space Park or Preserve	Encanto	8.639714148	Acres	5	43
4728	7603	Open Space Park or Preserve	Encanto	5.798282182	Acres	5	29
3766	7603	Open Space Park or Preserve	Southeastern	0.724936558	Acres	5	4
3767	7603	Open Space Park or Preserve	Southeastern	0.11603612	Acres	5	1
3947	7603	Open Space Park or Preserve	Southeastern	1.895950512	Acres	5	9
3979	7603	Open Space Park or Preserve	Southeastern	1.905006586	Acres	5	10
3992	7603	Open Space Park or Preserve	Southeastern	5.632978214	Acres	5	28
3994	7603	Open Space Park or Preserve	Southeastern	7.860545294	Acres	5	39
4027	7603	Open Space Park or Preserve	Southeastern	2.806452678	Acres	5	14
4038	7603	Open Space Park or Preserve	Southeastern	2.924230896	Acres	5	15
4039	7603	Open Space Park or Preserve	Southeastern	1.144736579	Acres	5	6
4057	7603	Open Space Park or Preserve	Southeastern	7.240090805	Acres	5	36
4058	7603	Open Space Park or Preserve	Southeastern	0.511719775	Acres	5	3
4080	7603	Open Space Park or Preserve	Southeastern	0.750157776	Acres	5	4
4715	7603	Open Space Park or Preserve	Southeastern	0.029393839	Acres	5	0
4722	7603	Open Space Park or Preserve	Southeastern	2.644518528	Acres	5	13
4008	1409	Other Group Quarters Facility	Southeastern	0	DU	9	0
3995	6509	Other Health Care	Encanto	22.636	ksf	50	1132
3999	6509	Other Health Care	Southeastern	26.008	ksf	50	1300
4709	6509	Other Health Care	Southeastern	3.763	ksf	50	188
3831	6109	Other Public Services	Southeastern	8.05	ksf	10	81
3977	6109	Other Public Services	Southeastern	2	ksf	10	20
4002	6109	Other Public Services	Southeastern	3.536	ksf	10	35
4008	6109	Other Public Services	Southeastern	3.579	ksf	10	36
4058	6109	Other Public Services	Southeastern	2.647	ksf	10	26
4710	6109	Other Public Services	Southeastern	8.675	ksf	10	87
4024	7210	Other Recreation - High	Encanto	2.793357514	Acres	50	140
3904	7210	Other Recreation - High	Southeastern	5.973117881	Acres	50	299
3861	5009	Other Retail Trade and Strip Commercial	Encanto	11.387	ksf	40	455
4024	5009	Other Retail Trade and Strip Commercial	Encanto	1.165	ksf	40	47
3998	5009	Other Retail Trade and Strip Commercial	Southeastern	2.4	ksf	40	96
4009	5009	Other Retail Trade and Strip Commercial	Southeastern	0.928	ksf	40	37
4039	5009	Other Retail Trade and Strip Commercial	Southeastern	10.49	ksf	40	420
3929	6809	Other School	Encanto	9.79	ksf	18	176
4703	6809	Other School	Encanto	14.5	ksf	18	261
4718	6809	Other School	Southeastern	36.104	ksf	18	650
3974	4119	Other Transportation	Encanto	0.934751251	Acres	6	6
3902	4119	Other Transportation	Southeastern	1.319842977	Acres	6	8

EXISTING TRIP GENERATION							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4013	6802	Other University or College	Southeastern	0	Students	1.6	0
4704	6802	Other University or College	Southeastern	7667	Students	1.6	12267
3602	7601	Park - Active	Encanto	9.414771285	Acres	50	471
3764	7601	Park - Active	Encanto	4.734375805	Acres	50	237
3817	7601	Park - Active	Encanto	5.029031946	Acres	50	251
3995	7601	Park - Active	Encanto	4.143482728	Acres	50	207
4010	7601	Park - Active	Encanto	34.57238928	Acres	50	1729
4707	7601	Park - Active	Encanto	3.037712269	Acres	50	152
3767	7601	Park - Active	Southeastern	5.630516332	Acres	50	282
3959	7601	Park - Active	Southeastern	0.151243989	Acres	50	8
3992	7601	Park - Active	Southeastern	3.69137428	Acres	50	185
3999	7601	Park - Active	Southeastern	0.164338205	Acres	50	8
4002	7601	Park - Active	Southeastern	17.97660075	Acres	50	899
4008	7601	Park - Active	Southeastern	0.149609679	Acres	50	7
4035	7601	Park - Active	Southeastern	16.90906144	Acres	50	845
4040	7601	Park - Active	Southeastern	17.50462252	Acres	50	875
4058	7601	Park - Active	Southeastern	0.160760085	Acres	50	8
4709	7601	Park - Active	Southeastern	6.621017277	Acres	50	331
4710	7601	Park - Active	Southeastern	0.116933649	Acres	50	6
4715	7601	Park - Active	Southeastern	2.648048945	Acres	50	132
4718	7601	Park - Active	Southeastern	0.230218865	Acres	50	12
4722	7601	Park - Active	Southeastern	0.21968182	Acres	50	11
4700	4115	Parking Lot - Structure	Southeastern	0.822350214	Acres	0	0
3855	4114	Parking Lot - Surface	Encanto	2.748217311	Acres	0	0
3924	4114	Parking Lot - Surface	Encanto	0.357134213	Acres	0	0
3927	4114	Parking Lot - Surface	Encanto	0.42474501	Acres	0	0
4683	4114	Parking Lot - Surface	Encanto	3.035558314	Acres	0	0
3947	4114	Parking Lot - Surface	Southeastern	0.329984282	Acres	0	0
3958	4114	Parking Lot - Surface	Southeastern	0.129447641	Acres	0	0
3959	4114	Parking Lot - Surface	Southeastern	0.146160978	Acres	0	0
3961	4114	Parking Lot - Surface	Southeastern	0.041775368	Acres	0	0
3977	4114	Parking Lot - Surface	Southeastern	0.145179013	Acres	0	0
3985	4114	Parking Lot - Surface	Southeastern	0.654200197	Acres	0	0
4002	4114	Parking Lot - Surface	Southeastern	0.284841251	Acres	0	0
4688	4114	Parking Lot - Surface	Southeastern	0.464638137	Acres	0	0
4690	4114	Parking Lot - Surface	Southeastern	0.123088906	Acres	0	0
4694	4114	Parking Lot - Surface	Southeastern	0.787791677	Acres	0	0
4698	4114	Parking Lot - Surface	Southeastern	0.249576512	Acres	0	0
4700	4114	Parking Lot - Surface	Southeastern	0.105363174	Acres	0	0
4716	4114	Parking Lot - Surface	Southeastern	0.154394862	Acres	0	0
3998	6104	Post Office	Southeastern	5.848	ksf	200	1170
3926	6115	Public/Community Meeting Room Facility	Encanto	7.975	ksf	30	239
3945	6115	Public/Community Meeting Room Facility	Encanto	16	ksf	30	480
4683	6115	Public/Community Meeting Room Facility	Encanto	13.87	ksf	30	416
3991	6115	Public/Community Meeting Room Facility	Southeastern	3.22	ksf	30	97
4028	6115	Public/Community Meeting Room Facility	Southeastern	2.681	ksf	30	80
4702	6115	Public/Community Meeting Room Facility	Southeastern	4	ksf	30	120
3944	4111	Rail Station/Transit Center	Encanto	0.938282109	Acres	300	281
3861	4111	Rail Station/Transit Center	Encanto	1.702158568	Acres	300	511
3944	4111	Rail Station/Transit Center	Encanto	0.135390425	Acres	300	41
4683	4111	Rail Station/Transit Center	Encanto	2.54208094	Acres	300	763
3817	4117	Railroad Right of Way	Encanto	5.528523766	Acres	0	0
3855	4117	Railroad Right of Way	Encanto	0.733941738	Acres	0	0
3861	4117	Railroad Right of Way	Encanto	2.729942462	Acres	0	0
3926	4117	Railroad Right of Way	Encanto	0.744112237	Acres	0	0
3927	4117	Railroad Right of Way	Encanto	3.384503488	Acres	0	0
3944	4117	Railroad Right of Way	Encanto	2.467618598	Acres	0	0
3945	4117	Railroad Right of Way	Encanto	0.637745605	Acres	0	0
4683	4117	Railroad Right of Way	Encanto	2.867301755	Acres	0	0
4728	4117	Railroad Right of Way	Encanto	1.281102156	Acres	0	0
3857	4117	Railroad Right of Way	Southeastern	1.714029373	Acres	0	0
3902	4117	Railroad Right of Way	Southeastern	1.113512739	Acres	0	0
3904	4117	Railroad Right of Way	Southeastern	4.23604515	Acres	0	0
3947	4117	Railroad Right of Way	Southeastern	4.803646863	Acres	0	0
3602	6102	Religious Facility (without day care)	Encanto	14	ksf	5	70
3696	6102	Religious Facility (without day care)	Encanto	5.66	ksf	5	28
3720	6102	Religious Facility (without day care)	Encanto	16.563	ksf	5	83
3744	6102	Religious Facility (without day care)	Encanto	21.97	ksf	5	110
3817	6102	Religious Facility (without day care)	Encanto	15	ksf	5	75
3855	6102	Religious Facility (without day care)	Encanto	3.375	ksf	5	17
3861	6102	Religious Facility (without day care)	Encanto	7	ksf	5	35
3922	6102	Religious Facility (without day care)	Encanto	40	ksf	5	200
3924	6102	Religious Facility (without day care)	Encanto	5.914	ksf	5	30
3926	6102	Religious Facility (without day care)	Encanto	2.441	ksf	5	12
3944	6102	Religious Facility (without day care)	Encanto	5.09	ksf	5	25
3946	6102	Religious Facility (without day care)	Encanto	13.967	ksf	5	70
3949	6102	Religious Facility (without day care)	Encanto	25.603	ksf	5	128
3969	6102	Religious Facility (without day care)	Encanto	3.48	ksf	5	17
3988	6102	Religious Facility (without day care)	Encanto	0	ksf	5	0
3995	6102	Religious Facility (without day care)	Encanto	52.254	ksf	5	261
3996	6102	Religious Facility (without day care)	Encanto	18.872	ksf	5	94
4007	6102	Religious Facility (without day care)	Encanto	29.326	ksf	5	147

EXISTING TRIP GENERATION							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4010	6102	Religious Facility (without day care)	Encanto	8.485	ksf	5	42
4018	6102	Religious Facility (without day care)	Encanto	5	ksf	5	25
4024	6102	Religious Facility (without day care)	Encanto	5.984	ksf	5	30
4728	6102	Religious Facility (without day care)	Encanto	7.658	ksf	5	38
3745	6102	Religious Facility (without day care)	Southeastern	4.277	ksf	5	21
3831	6102	Religious Facility (without day care)	Southeastern	13.833	ksf	5	69
3854	6102	Religious Facility (without day care)	Southeastern	15.67	ksf	5	78
3857	6102	Religious Facility (without day care)	Southeastern	28.658	ksf	5	143
3902	6102	Religious Facility (without day care)	Southeastern	8.856	ksf	5	44
3904	6102	Religious Facility (without day care)	Southeastern	1.448	ksf	5	7
3905	6102	Religious Facility (without day care)	Southeastern	4.782	ksf	5	24
3920	6102	Religious Facility (without day care)	Southeastern	5.317	ksf	5	27
3947	6102	Religious Facility (without day care)	Southeastern	11.511	ksf	5	58
3961	6102	Religious Facility (without day care)	Southeastern	19.95	ksf	5	100
3979	6102	Religious Facility (without day care)	Southeastern	4.883	ksf	5	24
3980	6102	Religious Facility (without day care)	Southeastern	14.465	ksf	5	72
3984	6102	Religious Facility (without day care)	Southeastern	4.476	ksf	5	22
3985	6102	Religious Facility (without day care)	Southeastern	11	ksf	5	55
3989	6102	Religious Facility (without day care)	Southeastern	74.238	ksf	5	371
3990	6102	Religious Facility (without day care)	Southeastern	5.198	ksf	5	26
3991	6102	Religious Facility (without day care)	Southeastern	3.238	ksf	5	16
3992	6102	Religious Facility (without day care)	Southeastern	14.6	ksf	5	73
3998	6102	Religious Facility (without day care)	Southeastern	19.298	ksf	5	96
3999	6102	Religious Facility (without day care)	Southeastern	33.622	ksf	5	168
4002	6102	Religious Facility (without day care)	Southeastern	50.576	ksf	5	253
4008	6102	Religious Facility (without day care)	Southeastern	24.062	ksf	5	120
4009	6102	Religious Facility (without day care)	Southeastern	18.44	ksf	5	92
4013	6102	Religious Facility (without day care)	Southeastern	2.299	ksf	5	11
4027	6102	Religious Facility (without day care)	Southeastern	7.097	ksf	5	35
4028	6102	Religious Facility (without day care)	Southeastern	11.462	ksf	5	57
4035	6102	Religious Facility (without day care)	Southeastern	24.462	ksf	5	122
4038	6102	Religious Facility (without day care)	Southeastern	3.6	ksf	5	18
4039	6102	Religious Facility (without day care)	Southeastern	27.398	ksf	5	137
4040	6102	Religious Facility (without day care)	Southeastern	50.625	ksf	5	253
4057	6102	Religious Facility (without day care)	Southeastern	5.331	ksf	5	27
4058	6102	Religious Facility (without day care)	Southeastern	9.101	ksf	5	46
4079	6102	Religious Facility (without day care)	Southeastern	4.227	ksf	5	21
4080	6102	Religious Facility (without day care)	Southeastern	15.329	ksf	5	77
4685	6102	Religious Facility (without day care)	Southeastern	5.2	ksf	5	26
4689	6102	Religious Facility (without day care)	Southeastern	28.2	ksf	5	141
4697	6102	Religious Facility (without day care)	Southeastern	5.534	ksf	5	28
4698	6102	Religious Facility (without day care)	Southeastern	0.64	ksf	5	3
4699	6102	Religious Facility (without day care)	Southeastern	11.844	ksf	5	59
4700	6102	Religious Facility (without day care)	Southeastern	4.5	ksf	5	23
4701	6102	Religious Facility (without day care)	Southeastern	1.792	ksf	5	9
4709	6102	Religious Facility (without day care)	Southeastern	16.965	ksf	5	85
3974	9501	Residential Under Construction	Encanto	0	ksf	0	0
4683	5011	Restaurant (Fast Food with or without drive-through)	Encanto	4.247	ksf	130	552
3958	5011	Restaurant (High Turnover sit-down)	Southeastern	5.602	ksf	130	728
3959	5011	Restaurant (High Turnover sit-down)	Southeastern	1.5	ksf	130	195
4691	5011	Restaurant (High Turnover sit-down)	Southeastern	2.231	ksf	130	290
4694	5011	Restaurant (High Turnover sit-down)	Southeastern	1.76	ksf	130	229
4700	5011	Restaurant (High Turnover sit-down)	Southeastern	1.366	ksf	130	178
3554	4118	Road Right of Way	Encanto	32.35278955	Acres	0	0
3574	4118	Road Right of Way	Encanto	9.103582544	Acres	0	0
3602	4118	Road Right of Way	Encanto	13.51995479	Acres	0	0
3627	4118	Road Right of Way	Encanto	22.9616117	Acres	0	0
3696	4118	Road Right of Way	Encanto	8.391496185	Acres	0	0
3720	4118	Road Right of Way	Encanto	13.27464468	Acres	0	0
3744	4118	Road Right of Way	Encanto	15.66782263	Acres	0	0
3764	4118	Road Right of Way	Encanto	18.22877704	Acres	0	0
3817	4118	Road Right of Way	Encanto	23.7139955	Acres	0	0
3855	4118	Road Right of Way	Encanto	10.72626175	Acres	0	0
3860	4118	Road Right of Way	Encanto	6.946633382	Acres	0	0
3861	4118	Road Right of Way	Encanto	16.27084523	Acres	0	0
3922	4118	Road Right of Way	Encanto	25.64883547	Acres	0	0
3924	4118	Road Right of Way	Encanto	4.139312246	Acres	0	0
3926	4118	Road Right of Way	Encanto	3.49667135	Acres	0	0
3927	4118	Road Right of Way	Encanto	6.617823198	Acres	0	0
3929	4118	Road Right of Way	Encanto	2.722667942	Acres	0	0
3944	4118	Road Right of Way	Encanto	1.941953777	Acres	0	0
3946	4118	Road Right of Way	Encanto	23.42454008	Acres	0	0
3949	4118	Road Right of Way	Encanto	27.20873926	Acres	0	0
3962	4118	Road Right of Way	Encanto	1.138725625	Acres	0	0
3969	4118	Road Right of Way	Encanto	8.346615633	Acres	0	0
3974	4118	Road Right of Way	Encanto	10.3652772	Acres	0	0
3988	4118	Road Right of Way	Encanto	19.2831834	Acres	0	0
3995	4118	Road Right of Way	Encanto	32.34649737	Acres	0	0
3996	4118	Road Right of Way	Encanto	38.74459684	Acres	0	0
4007	4118	Road Right of Way	Encanto	32.69329846	Acres	0	0
4010	4118	Road Right of Way	Encanto	28.2299246	Acres	0	0
4018	4118	Road Right of Way	Encanto	33.20414759	Acres	0	0

EXISTING TRIP GENERATION							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4024	4118	Road Right of Way	Encanto	37.08784441	Acres	0	0
4044	4118	Road Right of Way	Encanto	0.099254219	Acres	0	0
4047	4118	Road Right of Way	Encanto	23.21216281	Acres	0	0
4683	4118	Road Right of Way	Encanto	10.50869911	Acres	0	0
4684	4118	Road Right of Way	Encanto	1.378739213	Acres	0	0
4703	4118	Road Right of Way	Encanto	19.04480504	Acres	0	0
4705	4118	Road Right of Way	Encanto	17.61829028	Acres	0	0
4706	4118	Road Right of Way	Encanto	18.55722267	Acres	0	0
4707	4118	Road Right of Way	Encanto	9.018192413	Acres	0	0
4708	4118	Road Right of Way	Encanto	31.60443845	Acres	0	0
4726	4118	Road Right of Way	Encanto	6.622871704	Acres	0	0
4727	4118	Road Right of Way	Encanto	13.30523102	Acres	0	0
4728	4118	Road Right of Way	Encanto	11.92780437	Acres	0	0
3745	4118	Road Right of Way	Southeastern	25.7799306	Acres	0	0
3766	4118	Road Right of Way	Southeastern	12.15605658	Acres	0	0
3767	4118	Road Right of Way	Southeastern	8.010584792	Acres	0	0
3831	4118	Road Right of Way	Southeastern	7.919386599	Acres	0	0
3854	4118	Road Right of Way	Southeastern	7.14247246	Acres	0	0
3857	4118	Road Right of Way	Southeastern	29.06005457	Acres	0	0
3858	4118	Road Right of Way	Southeastern	5.316881354	Acres	0	0
3902	4118	Road Right of Way	Southeastern	19.11320249	Acres	0	0
3904	4118	Road Right of Way	Southeastern	7.342180183	Acres	0	0
3905	4118	Road Right of Way	Southeastern	4.462396838	Acres	0	0
3920	4118	Road Right of Way	Southeastern	6.552897642	Acres	0	0
3921	4118	Road Right of Way	Southeastern	6.067870129	Acres	0	0
3947	4118	Road Right of Way	Southeastern	8.582788195	Acres	0	0
3958	4118	Road Right of Way	Southeastern	4.53821582	Acres	0	0
3959	4118	Road Right of Way	Southeastern	6.49403304	Acres	0	0
3960	4118	Road Right of Way	Southeastern	7.188333093	Acres	0	0
3961	4118	Road Right of Way	Southeastern	4.032323674	Acres	0	0
3977	4118	Road Right of Way	Southeastern	9.504773749	Acres	0	0
3979	4118	Road Right of Way	Southeastern	6.160635359	Acres	0	0
3980	4118	Road Right of Way	Southeastern	10.87190105	Acres	0	0
3984	4118	Road Right of Way	Southeastern	9.565718041	Acres	0	0
3985	4118	Road Right of Way	Southeastern	8.053771805	Acres	0	0
3989	4118	Road Right of Way	Southeastern	6.349840547	Acres	0	0
3990	4118	Road Right of Way	Southeastern	11.44915422	Acres	0	0
3991	4118	Road Right of Way	Southeastern	9.200808563	Acres	0	0
3992	4118	Road Right of Way	Southeastern	19.34372645	Acres	0	0
3993	4118	Road Right of Way	Southeastern	4.175935906	Acres	0	0
3994	4118	Road Right of Way	Southeastern	10.30847531	Acres	0	0
3998	4118	Road Right of Way	Southeastern	16.9429497	Acres	0	0
3999	4118	Road Right of Way	Southeastern	24.7296929	Acres	0	0
4002	4118	Road Right of Way	Southeastern	23.02014717	Acres	0	0
4008	4118	Road Right of Way	Southeastern	12.16183178	Acres	0	0
4009	4118	Road Right of Way	Southeastern	17.78777467	Acres	0	0
4013	4118	Road Right of Way	Southeastern	14.15529607	Acres	0	0
4027	4118	Road Right of Way	Southeastern	11.77450539	Acres	0	0
4028	4118	Road Right of Way	Southeastern	12.10556365	Acres	0	0
4035	4118	Road Right of Way	Southeastern	18.87259536	Acres	0	0
4038	4118	Road Right of Way	Southeastern	17.38556957	Acres	0	0
4039	4118	Road Right of Way	Southeastern	18.18964177	Acres	0	0
4040	4118	Road Right of Way	Southeastern	12.42591183	Acres	0	0
4050	4118	Road Right of Way	Southeastern	0.426020457	Acres	0	0
4057	4118	Road Right of Way	Southeastern	14.62544987	Acres	0	0
4058	4118	Road Right of Way	Southeastern	19.37701302	Acres	0	0
4061	4118	Road Right of Way	Southeastern	4.457096375	Acres	0	0
4079	4118	Road Right of Way	Southeastern	19.08400806	Acres	0	0
4080	4118	Road Right of Way	Southeastern	22.55356229	Acres	0	0
4685	4118	Road Right of Way	Southeastern	8.759257148	Acres	0	0
4686	4118	Road Right of Way	Southeastern	5.18033533	Acres	0	0
4687	4118	Road Right of Way	Southeastern	2.698123804	Acres	0	0
4688	4118	Road Right of Way	Southeastern	0.287224148	Acres	0	0
4689	4118	Road Right of Way	Southeastern	3.558934636	Acres	0	0
4690	4118	Road Right of Way	Southeastern	1.23781695	Acres	0	0
4691	4118	Road Right of Way	Southeastern	2.613345289	Acres	0	0
4692	4118	Road Right of Way	Southeastern	4.623918389	Acres	0	0
4693	4118	Road Right of Way	Southeastern	1.251724253	Acres	0	0
4694	4118	Road Right of Way	Southeastern	1.451177914	Acres	0	0
4695	4118	Road Right of Way	Southeastern	4.943342192	Acres	0	0
4696	4118	Road Right of Way	Southeastern	8.722811172	Acres	0	0
4697	4118	Road Right of Way	Southeastern	3.081118453	Acres	0	0
4698	4118	Road Right of Way	Southeastern	4.283858032	Acres	0	0
4699	4118	Road Right of Way	Southeastern	4.646122792	Acres	0	0
4700	4118	Road Right of Way	Southeastern	1.76143935	Acres	0	0
4701	4118	Road Right of Way	Southeastern	1.094502021	Acres	0	0
4702	4118	Road Right of Way	Southeastern	1.993198713	Acres	0	0
4704	4118	Road Right of Way	Southeastern	1.43588457	Acres	0	0
4709	4118	Road Right of Way	Southeastern	20.24399467	Acres	0	0
4710	4118	Road Right of Way	Southeastern	5.870887352	Acres	0	0
4711	4118	Road Right of Way	Southeastern	2.933172953	Acres	0	0
4712	4118	Road Right of Way	Southeastern	3.756714826	Acres	0	0

EXISTING TRIP GENERATION							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4713	4118	Road Right of Way	Southeastern	1.271653977	Acres	0	0
4714	4118	Road Right of Way	Southeastern	3.55461615	Acres	0	0
4715	4118	Road Right of Way	Southeastern	4.130095811	Acres	0	0
4716	4118	Road Right of Way	Southeastern	1.978115025	Acres	0	0
4717	4118	Road Right of Way	Southeastern	2.469899369	Acres	0	0
4718	4118	Road Right of Way	Southeastern	8.104377871	Acres	0	0
4719	4118	Road Right of Way	Southeastern	3.833200153	Acres	0	0
4720	4118	Road Right of Way	Southeastern	1.71013609	Acres	0	0
4721	4118	Road Right of Way	Southeastern	6.439134888	Acres	0	0
4722	4118	Road Right of Way	Southeastern	9.658142194	Acres	0	0
4723	4118	Road Right of Way	Southeastern	7.4438962	Acres	0	0
4724	4118	Road Right of Way	Southeastern	4.100106565	Acres	0	0
4725	4118	Road Right of Way	Southeastern	5.699110522	Acres	0	0
3947	2301	Scrap Yards/Auto Dismanttling/Landfill	Southeastern	0.363848093	Acres	6	2
3977	2301	Scrap Yards/Auto Dismanttling/Landfill	Southeastern	1.535572327	Acres	6	9
3984	2301	Scrap Yards/Auto Dismanttling/Landfill	Southeastern	0.356208655	Acres	6	2
4685	2301	Scrap Yards/Auto Dismanttling/Landfill	Southeastern	1.761406996	Acres	6	11
4687	2301	Scrap Yards/Auto Dismanttling/Landfill	Southeastern	0.237653218	Acres	6	1
4690	2301	Scrap Yards/Auto Dismanttling/Landfill	Southeastern	0.954524776	Acres	6	6
4691	2301	Scrap Yards/Auto Dismanttling/Landfill	Southeastern	0.902026726	Acres	6	5
4693	2301	Scrap Yards/Auto Dismanttling/Landfill	Southeastern	0.125225122	Acres	6	1
4702	2301	Scrap Yards/Auto Dismanttling/Landfill	Southeastern	0.250068529	Acres	6	2
3764	6804	Senior High School	Encanto	950	Students	1.8	1710
3995	6804	Senior High School	Encanto	2333	Students	1.8	4199
3998	6804	Senior High School	Southeastern	0	Students	1.8	0
3949	5008	Service Station	Encanto	8	Station	135	1080
4008	5008	Service Station	Southeastern	8	Station	135	1080
3974	5027	Service Station (with food mart and automated carwash)	Encanto	12	station	155	1860
4079	5027	Service Station (with food mart and automated carwash)	Southeastern	8	station	155	1240
3855	5025	Service Station (with food mart)	Encanto	10	station	150	1500
3924	5025	Service Station (with food mart)	Encanto	8	station	150	1200
4726	5025	Service Station (with food mart)	Encanto	8	station	150	1200
4697	5025	Service Station (with food mart)	Southeastern	12	station	150	1800
3554	1110	Single Family Detached	Encanto	516	DU	9	4644
3602	1110	Single Family Detached	Encanto	226	DU	9	2034
3627	1110	Single Family Detached	Encanto	253	DU	9	2277
3696	1110	Single Family Detached	Encanto	127	DU	9	1143
3720	1110	Single Family Detached	Encanto	251	DU	9	2259
3744	1110	Single Family Detached	Encanto	142	DU	9	1278
3764	1110	Single Family Detached	Encanto	120	DU	9	1080
3817	1110	Single Family Detached	Encanto	210	DU	9	1890
3855	1110	Single Family Detached	Encanto	100	DU	9	900
3860	1110	Single Family Detached	Encanto	1	DU	9	9
3861	1110	Single Family Detached	Encanto	134	DU	9	1206
3922	1110	Single Family Detached	Encanto	284	DU	9	2556
3924	1110	Single Family Detached	Encanto	3	DU	9	27
3926	1110	Single Family Detached	Encanto	3	DU	9	27
3927	1110	Single Family Detached	Encanto	18	DU	9	162
3946	1110	Single Family Detached	Encanto	282	DU	9	2538
3949	1110	Single Family Detached	Encanto	256	DU	9	2304
3969	1110	Single Family Detached	Encanto	12	DU	9	108
3974	1110	Single Family Detached	Encanto	113	DU	9	1017
3988	1110	Single Family Detached	Encanto	268	DU	9	2412
3995	1110	Single Family Detached	Encanto	256	DU	9	2304
3996	1110	Single Family Detached	Encanto	672	DU	9	6048
4007	1110	Single Family Detached	Encanto	488	DU	9	4392
4010	1110	Single Family Detached	Encanto	324	DU	9	2916
4018	1110	Single Family Detached	Encanto	579	DU	9	5211
4024	1110	Single Family Detached	Encanto	400	DU	9	3600
4047	1110	Single Family Detached	Encanto	456	DU	9	4104
4683	1110	Single Family Detached	Encanto	14	DU	9	126
4703	1110	Single Family Detached	Encanto	164	DU	9	1476
4705	1110	Single Family Detached	Encanto	256	DU	9	2304
4706	1110	Single Family Detached	Encanto	326	DU	9	2934
4707	1110	Single Family Detached	Encanto	125	DU	9	1125
4708	1110	Single Family Detached	Encanto	305	DU	9	2745
4726	1110	Single Family Detached	Encanto	78	DU	9	702
4727	1110	Single Family Detached	Encanto	94	DU	9	846
4728	1110	Single Family Detached	Encanto	198	DU	9	1782
3745	1110	Single Family Detached	Southeastern	283	DU	9	2547
3766	1110	Single Family Detached	Southeastern	13	DU	9	117
3831	1110	Single Family Detached	Southeastern	9	DU	9	81
3854	1110	Single Family Detached	Southeastern	21	DU	9	189
3857	1110	Single Family Detached	Southeastern	240	DU	9	2160
3858	1110	Single Family Detached	Southeastern	20	DU	9	180
3902	1110	Single Family Detached	Southeastern	71	DU	9	639
3904	1110	Single Family Detached	Southeastern	1	DU	9	9
3905	1110	Single Family Detached	Southeastern	24	DU	9	216
3920	1110	Single Family Detached	Southeastern	31	DU	9	279
3921	1110	Single Family Detached	Southeastern	22	DU	9	198
3960	1110	Single Family Detached	Southeastern	1	DU	9	9
3979	1110	Single Family Detached	Southeastern	79	DU	9	711

EXISTING TRIP GENERATION							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
3980	1110	Single Family Detached	Southeastern	104	DU	9	936
3984	1110	Single Family Detached	Southeastern	1	DU	9	9
3985	1110	Single Family Detached	Southeastern	1	DU	9	9
3989	1110	Single Family Detached	Southeastern	36	DU	9	324
3990	1110	Single Family Detached	Southeastern	107	DU	9	963
3991	1110	Single Family Detached	Southeastern	172	DU	9	1548
3992	1110	Single Family Detached	Southeastern	177	DU	9	1593
3994	1110	Single Family Detached	Southeastern	81	DU	9	729
3998	1110	Single Family Detached	Southeastern	143	DU	9	1287
3999	1110	Single Family Detached	Southeastern	151	DU	9	1359
4002	1110	Single Family Detached	Southeastern	143	DU	9	1287
4008	1110	Single Family Detached	Southeastern	57	DU	9	513
4009	1110	Single Family Detached	Southeastern	219	DU	9	1971
4013	1110	Single Family Detached	Southeastern	178	DU	9	1602
4027	1110	Single Family Detached	Southeastern	43	DU	9	387
4028	1110	Single Family Detached	Southeastern	73	DU	9	657
4035	1110	Single Family Detached	Southeastern	182	DU	9	1638
4038	1110	Single Family Detached	Southeastern	148	DU	9	1332
4039	1110	Single Family Detached	Southeastern	161	DU	9	1449
4040	1110	Single Family Detached	Southeastern	83	DU	9	747
4057	1110	Single Family Detached	Southeastern	140	DU	9	1260
4058	1110	Single Family Detached	Southeastern	132	DU	9	1188
4061	1110	Single Family Detached	Southeastern	19	DU	9	171
4079	1110	Single Family Detached	Southeastern	147	DU	9	1323
4080	1110	Single Family Detached	Southeastern	161	DU	9	1449
4709	1110	Single Family Detached	Southeastern	209	DU	9	1881
4710	1110	Single Family Detached	Southeastern	25	DU	9	225
4711	1110	Single Family Detached	Southeastern	12	DU	9	108
4712	1110	Single Family Detached	Southeastern	24	DU	9	216
4713	1110	Single Family Detached	Southeastern	11	DU	9	99
4714	1110	Single Family Detached	Southeastern	4	DU	9	36
4715	1110	Single Family Detached	Southeastern	25	DU	9	225
4716	1110	Single Family Detached	Southeastern	29	DU	9	261
4717	1110	Single Family Detached	Southeastern	38	DU	9	342
4718	1110	Single Family Detached	Southeastern	33	DU	9	297
4719	1110	Single Family Detached	Southeastern	48	DU	9	432
4720	1110	Single Family Detached	Southeastern	19	DU	9	171
4721	1110	Single Family Detached	Southeastern	23	DU	9	207
4722	1110	Single Family Detached	Southeastern	101	DU	9	909
4723	1110	Single Family Detached	Southeastern	15	DU	9	135
4724	1110	Single Family Detached	Southeastern	38	DU	9	342
4725	1110	Single Family Detached	Southeastern	32	DU	9	288
3554	1120	Single Family Multiple-Units	Encanto	34	DU	9	306
3627	1120	Single Family Multiple-Units	Encanto	42	DU	9	378
3696	1120	Single Family Multiple-Units	Encanto	42	DU	9	378
3720	1120	Single Family Multiple-Units	Encanto	86	DU	9	774
3744	1120	Single Family Multiple-Units	Encanto	136	DU	9	1224
3764	1120	Single Family Multiple-Units	Encanto	224	DU	9	2016
3817	1120	Single Family Multiple-Units	Encanto	60	DU	9	540
3855	1120	Single Family Multiple-Units	Encanto	50	DU	9	450
3860	1120	Single Family Multiple-Units	Encanto	66	DU	9	594
3861	1120	Single Family Multiple-Units	Encanto	60	DU	9	540
3922	1120	Single Family Multiple-Units	Encanto	6	DU	9	54
3924	1120	Single Family Multiple-Units	Encanto	4	DU	9	36
3946	1120	Single Family Multiple-Units	Encanto	16	DU	9	144
3949	1120	Single Family Multiple-Units	Encanto	90	DU	9	810
3969	1120	Single Family Multiple-Units	Encanto	16	DU	9	144
3974	1120	Single Family Multiple-Units	Encanto	10	DU	9	90
3988	1120	Single Family Multiple-Units	Encanto	6	DU	9	54
3995	1120	Single Family Multiple-Units	Encanto	18	DU	9	162
3996	1120	Single Family Multiple-Units	Encanto	12	DU	9	108
4010	1120	Single Family Multiple-Units	Encanto	4	DU	9	36
4018	1120	Single Family Multiple-Units	Encanto	10	DU	9	90
4024	1120	Single Family Multiple-Units	Encanto	4	DU	9	36
4683	1120	Single Family Multiple-Units	Encanto	8	DU	9	72
4703	1120	Single Family Multiple-Units	Encanto	18	DU	9	162
4707	1120	Single Family Multiple-Units	Encanto	28	DU	9	252
4708	1120	Single Family Multiple-Units	Encanto	46	DU	9	414
4726	1120	Single Family Multiple-Units	Encanto	42	DU	9	378
4727	1120	Single Family Multiple-Units	Encanto	14	DU	9	126
4728	1120	Single Family Multiple-Units	Encanto	22	DU	9	198
3947	1120	Single Family Multiple-Units	Southeastern	112	DU	9	1008
3958	1120	Single Family Multiple-Units	Southeastern	58	DU	9	522
3959	1120	Single Family Multiple-Units	Southeastern	128	DU	9	1152
3960	1120	Single Family Multiple-Units	Southeastern	52	DU	9	468
3961	1120	Single Family Multiple-Units	Southeastern	43	DU	9	387
3977	1120	Single Family Multiple-Units	Southeastern	99	DU	9	891
3984	1120	Single Family Multiple-Units	Southeastern	112	DU	9	1008
3985	1120	Single Family Multiple-Units	Southeastern	68	DU	9	612
4685	1120	Single Family Multiple-Units	Southeastern	97	DU	9	873
4686	1120	Single Family Multiple-Units	Southeastern	70	DU	9	630
4687	1120	Single Family Multiple-Units	Southeastern	4	DU	9	36

EXISTING TRIP GENERATION							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4688	1120	Single Family Multiple-Units	Southeastern	2	DU	9	18
4689	1120	Single Family Multiple-Units	Southeastern	32	DU	9	288
4690	1120	Single Family Multiple-Units	Southeastern	16	DU	9	144
4691	1120	Single Family Multiple-Units	Southeastern	7	DU	9	63
4692	1120	Single Family Multiple-Units	Southeastern	27	DU	9	243
4693	1120	Single Family Multiple-Units	Southeastern	3	DU	9	27
4694	1120	Single Family Multiple-Units	Southeastern	7	DU	9	63
4695	1120	Single Family Multiple-Units	Southeastern	25	DU	9	225
4696	1120	Single Family Multiple-Units	Southeastern	116	DU	9	1044
4697	1120	Single Family Multiple-Units	Southeastern	38	DU	9	342
4698	1120	Single Family Multiple-Units	Southeastern	56	DU	9	504
4699	1120	Single Family Multiple-Units	Southeastern	54	DU	9	486
4700	1120	Single Family Multiple-Units	Southeastern	16	DU	9	144
4701	1120	Single Family Multiple-Units	Southeastern	5	DU	9	45
4702	1120	Single Family Multiple-Units	Southeastern	21	DU	9	189
4718	1120	Single Family Multiple-Units	Southeastern	3	DU	9	27
3554	1190	Single Family Residential Without Units	Encanto	0	DU	0	0
3627	1190	Single Family Residential Without Units	Encanto	0	DU	0	0
3696	1190	Single Family Residential Without Units	Encanto	0	DU	0	0
3744	1190	Single Family Residential Without Units	Encanto	0	DU	0	0
3817	1190	Single Family Residential Without Units	Encanto	0	DU	0	0
3861	1190	Single Family Residential Without Units	Encanto	0	DU	0	0
3922	1190	Single Family Residential Without Units	Encanto	0	DU	0	0
3946	1190	Single Family Residential Without Units	Encanto	1	DU	0	0
3974	1190	Single Family Residential Without Units	Encanto	0	DU	0	0
3988	1190	Single Family Residential Without Units	Encanto	1	DU	0	0
3995	1190	Single Family Residential Without Units	Encanto	0	DU	0	0
3996	1190	Single Family Residential Without Units	Encanto	0	DU	0	0
4007	1190	Single Family Residential Without Units	Encanto	0	DU	0	0
4010	1190	Single Family Residential Without Units	Encanto	0	DU	0	0
4018	1190	Single Family Residential Without Units	Encanto	0	DU	0	0
4703	1190	Single Family Residential Without Units	Encanto	0	DU	0	0
4705	1190	Single Family Residential Without Units	Encanto	0	DU	0	0
4706	1190	Single Family Residential Without Units	Encanto	0	DU	0	0
4707	1190	Single Family Residential Without Units	Encanto	0	DU	0	0
4708	1190	Single Family Residential Without Units	Encanto	0	DU	0	0
4727	1190	Single Family Residential Without Units	Encanto	0	DU	0	0
4728	1190	Single Family Residential Without Units	Encanto	0	DU	0	0
3745	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
3857	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
3947	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
3959	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
3977	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
3979	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
3980	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
3984	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
3985	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
3989	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
3990	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
3991	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
3992	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
3994	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
3998	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
3999	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4002	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4008	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4009	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4027	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4028	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4038	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4039	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4057	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4058	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4079	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4080	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4686	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4689	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4692	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4696	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4699	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4700	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4712	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4715	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4716	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4717	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4718	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4720	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4722	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4723	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
4725	1190	Single Family Residential Without Units	Southeastern	0	DU	0	0
3554	1000	Spaced Rural Residential	Encanto	1	DU	12	12
4703	1000	Spaced Rural Residential	Encanto	1	DU	12	12

EXISTING TRIP GENERATION							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
3974	5013	Supermarket (Stand alone)	Encanto	4.4	ksf	150	660
3554	9101	Vacant and Undeveloped Land	Encanto	7.2277596	Acres	0	0
3602	9101	Vacant and Undeveloped Land	Encanto	0.121705113	Acres	0	0
3627	9101	Vacant and Undeveloped Land	Encanto	9.835669742	Acres	0	0
3696	9101	Vacant and Undeveloped Land	Encanto	1.499337103	Acres	0	0
3720	9101	Vacant and Undeveloped Land	Encanto	1.182965274	Acres	0	0
3744	9101	Vacant and Undeveloped Land	Encanto	4.722185367	Acres	0	0
3764	9101	Vacant and Undeveloped Land	Encanto	7.660425742	Acres	0	0
3817	9101	Vacant and Undeveloped Land	Encanto	4.992575059	Acres	0	0
3855	9101	Vacant and Undeveloped Land	Encanto	0.605211102	Acres	0	0
3860	9101	Vacant and Undeveloped Land	Encanto	0.81932932	Acres	0	0
3861	9101	Vacant and Undeveloped Land	Encanto	1.281980342	Acres	0	0
3922	9101	Vacant and Undeveloped Land	Encanto	7.638848411	Acres	0	0
3926	9101	Vacant and Undeveloped Land	Encanto	6.03271069	Acres	0	0
3927	9101	Vacant and Undeveloped Land	Encanto	4.34195831	Acres	0	0
3945	9101	Vacant and Undeveloped Land	Encanto	7.204952619	Acres	0	0
3946	9101	Vacant and Undeveloped Land	Encanto	7.074550651	Acres	0	0
3949	9101	Vacant and Undeveloped Land	Encanto	1.328330424	Acres	0	0
3969	9101	Vacant and Undeveloped Land	Encanto	3.914567238	Acres	0	0
3974	9101	Vacant and Undeveloped Land	Encanto	1.405509694	Acres	0	0
3988	9101	Vacant and Undeveloped Land	Encanto	9.183083232	Acres	0	0
3995	9101	Vacant and Undeveloped Land	Encanto	2.517566225	Acres	0	0
3996	9101	Vacant and Undeveloped Land	Encanto	7.023274468	Acres	0	0
4007	9101	Vacant and Undeveloped Land	Encanto	0.731762851	Acres	0	0
4010	9101	Vacant and Undeveloped Land	Encanto	10.35152263	Acres	0	0
4018	9101	Vacant and Undeveloped Land	Encanto	10.11457389	Acres	0	0
4024	9101	Vacant and Undeveloped Land	Encanto	1.960352738	Acres	0	0
4047	9101	Vacant and Undeveloped Land	Encanto	0.820377396	Acres	0	0
4683	9101	Vacant and Undeveloped Land	Encanto	13.5101657	Acres	0	0
4703	9101	Vacant and Undeveloped Land	Encanto	2.384637023	Acres	0	0
4705	9101	Vacant and Undeveloped Land	Encanto	1.061426992	Acres	0	0
4706	9101	Vacant and Undeveloped Land	Encanto	3.923019791	Acres	0	0
4707	9101	Vacant and Undeveloped Land	Encanto	13.00083848	Acres	0	0
4708	9101	Vacant and Undeveloped Land	Encanto	19.96509814	Acres	0	0
4726	9101	Vacant and Undeveloped Land	Encanto	0.322977308	Acres	0	0
4727	9101	Vacant and Undeveloped Land	Encanto	13.73862361	Acres	0	0
4728	9101	Vacant and Undeveloped Land	Encanto	0.787391368	Acres	0	0
3745	9101	Vacant and Undeveloped Land	Southeastern	4.021381826	Acres	0	0
3766	9101	Vacant and Undeveloped Land	Southeastern	1.278837459	Acres	0	0
3831	9101	Vacant and Undeveloped Land	Southeastern	0.444896399	Acres	0	0
3857	9101	Vacant and Undeveloped Land	Southeastern	3.838236816	Acres	0	0
3858	9101	Vacant and Undeveloped Land	Southeastern	0.311723134	Acres	0	0
3902	9101	Vacant and Undeveloped Land	Southeastern	2.170567426	Acres	0	0
3904	9101	Vacant and Undeveloped Land	Southeastern	3.923202627	Acres	0	0
3920	9101	Vacant and Undeveloped Land	Southeastern	0.137056341	Acres	0	0
3947	9101	Vacant and Undeveloped Land	Southeastern	1.77092887	Acres	0	0
3959	9101	Vacant and Undeveloped Land	Southeastern	0.041031149	Acres	0	0
3977	9101	Vacant and Undeveloped Land	Southeastern	0.214671913	Acres	0	0
3979	9101	Vacant and Undeveloped Land	Southeastern	0.616778241	Acres	0	0
3980	9101	Vacant and Undeveloped Land	Southeastern	0.34416715	Acres	0	0
3984	9101	Vacant and Undeveloped Land	Southeastern	0.063369956	Acres	0	0
3985	9101	Vacant and Undeveloped Land	Southeastern	1.041781624	Acres	0	0
3989	9101	Vacant and Undeveloped Land	Southeastern	0.717674986	Acres	0	0
3990	9101	Vacant and Undeveloped Land	Southeastern	0.092414127	Acres	0	0
3991	9101	Vacant and Undeveloped Land	Southeastern	0.308434514	Acres	0	0
3992	9101	Vacant and Undeveloped Land	Southeastern	4.597339999	Acres	0	0
3994	9101	Vacant and Undeveloped Land	Southeastern	2.202190173	Acres	0	0
3999	9101	Vacant and Undeveloped Land	Southeastern	3.823633828	Acres	0	0
4002	9101	Vacant and Undeveloped Land	Southeastern	0.059982179	Acres	0	0
4008	9101	Vacant and Undeveloped Land	Southeastern	1.278513723	Acres	0	0
4009	9101	Vacant and Undeveloped Land	Southeastern	0.605670348	Acres	0	0
4027	9101	Vacant and Undeveloped Land	Southeastern	0.830039704	Acres	0	0
4028	9101	Vacant and Undeveloped Land	Southeastern	0.378162572	Acres	0	0
4035	9101	Vacant and Undeveloped Land	Southeastern	0.884891451	Acres	0	0
4038	9101	Vacant and Undeveloped Land	Southeastern	1.692916434	Acres	0	0
4039	9101	Vacant and Undeveloped Land	Southeastern	1.375527824	Acres	0	0
4040	9101	Vacant and Undeveloped Land	Southeastern	2.285779607	Acres	0	0
4057	9101	Vacant and Undeveloped Land	Southeastern	3.429547326	Acres	0	0
4058	9101	Vacant and Undeveloped Land	Southeastern	2.377237063	Acres	0	0
4061	9101	Vacant and Undeveloped Land	Southeastern	0.229382251	Acres	0	0
4079	9101	Vacant and Undeveloped Land	Southeastern	0.414611077	Acres	0	0
4080	9101	Vacant and Undeveloped Land	Southeastern	0.822725341	Acres	0	0
4685	9101	Vacant and Undeveloped Land	Southeastern	0.280767846	Acres	0	0
4686	9101	Vacant and Undeveloped Land	Southeastern	1.329438192	Acres	0	0
4687	9101	Vacant and Undeveloped Land	Southeastern	0.084862916	Acres	0	0
4688	9101	Vacant and Undeveloped Land	Southeastern	0.81454537	Acres	0	0
4689	9101	Vacant and Undeveloped Land	Southeastern	0.26217695	Acres	0	0
4690	9101	Vacant and Undeveloped Land	Southeastern	0.117074792	Acres	0	0
4691	9101	Vacant and Undeveloped Land	Southeastern	0.116787112	Acres	0	0
4693	9101	Vacant and Undeveloped Land	Southeastern	0.382253425	Acres	0	0
4694	9101	Vacant and Undeveloped Land	Southeastern	0.080073981	Acres	0	0
4695	9101	Vacant and Undeveloped Land	Southeastern	2.449650918	Acres	0	0

EXISTING TRIP GENERATION							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4696	9101	Vacant and Undeveloped Land	Southeastern	0.256536107	Acres	0	0
4697	9101	Vacant and Undeveloped Land	Southeastern	0.154675663	Acres	0	0
4699	9101	Vacant and Undeveloped Land	Southeastern	0.10995444	Acres	0	0
4700	9101	Vacant and Undeveloped Land	Southeastern	0.234605157	Acres	0	0
4702	9101	Vacant and Undeveloped Land	Southeastern	0.026467751	Acres	0	0
4709	9101	Vacant and Undeveloped Land	Southeastern	1.083846198	Acres	0	0
4713	9101	Vacant and Undeveloped Land	Southeastern	0.73240027	Acres	0	0
4714	9101	Vacant and Undeveloped Land	Southeastern	0.199402373	Acres	0	0
4715	9101	Vacant and Undeveloped Land	Southeastern	0.088887947	Acres	0	0
4716	9101	Vacant and Undeveloped Land	Southeastern	0.171787733	Acres	0	0
4717	9101	Vacant and Undeveloped Land	Southeastern	0.135777807	Acres	0	0
4718	9101	Vacant and Undeveloped Land	Southeastern	1.761087361	Acres	0	0
4719	9101	Vacant and Undeveloped Land	Southeastern	0.172127316	Acres	0	0
4720	9101	Vacant and Undeveloped Land	Southeastern	0.596234814	Acres	0	0
4722	9101	Vacant and Undeveloped Land	Southeastern	3.030875475	Acres	0	0
4723	9101	Vacant and Undeveloped Land	Southeastern	1.406975808	Acres	0	0
3744	2104	Warehousing	Encanto	1.665	ksf	5	8
3766	2104	Warehousing	Southeastern	30.334	ksf	5	152
3958	2104	Warehousing	Southeastern	1.5	ksf	5	8
3985	2104	Warehousing	Southeastern	21	ksf	5	105
4027	2104	Warehousing	Southeastern	25.273	ksf	5	126
4028	2104	Warehousing	Southeastern	4.549	ksf	5	23
4691	2104	Warehousing	Southeastern	1	ksf	5	5
4693	2104	Warehousing	Southeastern	19.5	ksf	5	98
3947	5001	Wholesale Trade	Southeastern	4.374	ksf	70	306
4718	5001	Wholesale Trade	Southeastern	15.703	ksf	70	1099

Land Use Comparison - Southeastern			
Preferred vs. Existing Conditions			
TAZ	Preferred	Existing Conditions	
	ADT	ADT	Δ ADT
3745	5,069	4,758	311
3766	9,997	6,517	3,480
3767	19,759	19,759	0
3831	4,915	3,446	1,469
3854	1,758	1,758	0
3857	14,424	10,689	3,735
3858	1,872	1,888	-16
3902	3,132	2,578	554
3904	1,196	1,135	61
3905	8,411	8,411	0
3920	2,249	2,223	26
3921	1,818	1,818	0
3947	3,386	2,019	1,367
3958	1,899	1,899	0
3959	5,653	5,314	339
3960	1,545	1,545	0
3961	1,159	969	190
3977	2,613	1,808	805
3979	1,440	1,395	45
3980	2,443	2,408	35
3984	3,097	2,274	823
3985	2,648	1,504	1,144
3989	3,384	1,774	1,610
3990	3,441	2,299	1,142
3991	4,109	3,560	549
3992	6,444	5,635	809
3993	25,260	25,260	0
3994	1,787	1,724	63
3998	4,774	4,513	261
3999	8,343	6,587	1,756
4002	8,724	8,474	250
4008	15,305	13,376	1,929
4009	4,461	4,392	69
4013	2,518	2,518	0
4027	7,781	4,313	3,468

Land Use Comparison - Southeastern			
Preferred vs. Existing Conditions			
TAZ	Preferred	Existing Conditions	
	ADT	ADT	Δ ADT
4028	8,681	6,034	2,647
4035	7,841	7,075	766
4038	6,125	4,921	1,204
4039	4,500	4,215	285
4040	6,719	4,394	2,325
4050	13,862	11,047	2,815
4057	3,342	3,267	75
4058	4,998	3,926	1,072
4061	2,870	2,750	120
4079	6,898	6,668	230
4080	3,988	3,893	95
4685	2,716	2,024	692
4686	1,677	880	797
4687	1,395	890	505
4688	1,612	1,234	378
4689	1,829	1,103	726
4690	1,465	816	649
4691	1,496	776	720
4692	1,133	1,133	0
4693	1,918	930	988
4694	5,796	4,276	1,520
4695	2,145	309	1,836
4696	2,251	1,986	265
4697	3,138	2,985	153
4698	10,474	10,243	231
4699	1,534	1,487	47
4700	10,446	9,278	1,168
4701	1,948	1,459	489
4702	3,853	3,486	367
4704	13,267	13,267	0
4709	5,829	5,707	122
4710	1,933	1,933	0
4711	972	972	0
4712	1,289	1,289	0
4713	1,317	558	759
4714	1,944	1,418	526

Land Use Comparison - Southeastern			
Preferred vs. Existing Conditions			
TAZ	Preferred	Existing Conditions	
	ADT	ADT	Δ ADT
4715	817	817	0
4716	1,565	789	776
4717	936	909	27
4718	5,633	2,950	2,683
4719	1,048	1,039	9
4720	2,322	1,726	596
4721	1,974	1,697	277
4722	4,266	2,341	1,925
4723	3,787	2,415	1,372
4724	1,674	1,534	140
4725	1,509	1,491	18
TOTAL	375,546	316,877	58,669

Land Use Comparison - Encanto			
Preferred vs. Existing Conditions			
TAZ	Preferred	Existing Conditions	
	ADT	ADT	Δ ADT
3554	5,124	5,016	108
3574	4,217	2,291	1,926
3594	0	0	0
3602	3,615	3,606	9
3627	3,035	2,855	180
3696	3,222	3,177	45
3720	3,230	3,176	54
3744	4,758	3,650	1,108
3764	10,148	6,231	3,917
3817	3,802	3,614	188
3855	12,430	8,847	3,583
3860	3,154	2,093	1,061
3861	6,286	5,677	609
3922	6,466	5,772	694
3924	3,931	2,517	1,414
3926	6,584	2,314	4,270
3927	7,647	3,243	4,404
3929	3,900	1,532	2,368
3944	6,758	3,185	3,573
3945	3,772	1,696	2,076
3946	7,787	3,992	3,795
3949	13,980	9,677	4,303
3962	0	0	0
3969	14,334	16,803	-2,469
3974	5,598	4,047	1,551
3988	4,361	4,044	317
3995	13,440	12,286	1,154
3996	6,520	6,297	223
4007	5,747	5,658	89
4010	5,195	4,723	472
4018	5,592	5,369	223
4024	20,093	15,813	4,280
4044	0	0	0
4047	4,126	4,108	18
4683	24,560	2,797	21,763
4684	12,416	5,673	6,743
4703	3,686	3,452	234

Land Use Comparison - Encanto			
Preferred vs. Existing Conditions			
TAZ	Preferred	Existing Conditions	
	ADT	ADT	Δ ADT
4705	2,440	2,431	9
4706	2,943	2,970	-27
4707	1,686	1,533	153
4708	3,683	3,296	387
4726	3,776	2,447	1,329
4727	1,150	1,015	135
4728	2,313	2,295	18
TOTAL	267,505	191,218	76,287

PREFERRED PLAN							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4008	1409	Other Group Quarters Facility	Southeastern	0.0	DU	9.0	0.0
3574	5007	Arterial Commercial (Street Commercial)	Encanto	55.3	ksf	40.0	2,211.0
3574	5007	Arterial Commercial (Street Commercial)	Encanto	43.9	ksf	40.0	1,756.0
3764	5007	Arterial Commercial (Street Commercial)	Encanto	60.8	ksf	40.0	2,433.0
3831	5007	Arterial Commercial (Street Commercial)	Southeastern	63.2	ksf	40.0	2,529.0
3854	5007	Arterial Commercial (Street Commercial)	Southeastern	4.8	ksf	40.0	192.0
3855	5007	Arterial Commercial (Street Commercial)	Encanto	92.1	ksf	40.0	3,685.0
3857	5007	Arterial Commercial (Street Commercial)	Southeastern	59.3	ksf	40.0	2,373.0
3858	5007	Arterial Commercial (Street Commercial)	Southeastern	20.1	ksf	40.0	805.0
3860	5007	Arterial Commercial (Street Commercial)	Encanto	27.3	ksf	40.0	1,090.0
3905	5007	Arterial Commercial (Street Commercial)	Southeastern	3.6	ksf	40.0	144.0
3924	5007	Arterial Commercial (Street Commercial)	Encanto	43.3	ksf	40.0	1,733.0
3926	5007	Arterial Commercial (Street Commercial)	Encanto	35.5	ksf	40.0	1,422.0
3927	5007	Arterial Commercial (Street Commercial)	Encanto	24.2	ksf	40.0	969.0
3929	5007	Arterial Commercial (Street Commercial)	Encanto	60.9	ksf	40.0	2,436.0
3944	5007	Arterial Commercial (Street Commercial)	Encanto	20.0	ksf	40.0	800.0
3945	5007	Arterial Commercial (Street Commercial)	Encanto	29.4	ksf	40.0	1,175.0
3946	5007	Arterial Commercial (Street Commercial)	Encanto	48.9	ksf	40.0	1,957.0
3947	5007	Arterial Commercial (Street Commercial)	Southeastern	25.6	ksf	40.0	1,025.0
3949	5007	Arterial Commercial (Street Commercial)	Encanto	19.7	ksf	40.0	789.0
3958	5007	Arterial Commercial (Street Commercial)	Southeastern	5.7	ksf	40.0	227.0
3959	5007	Arterial Commercial (Street Commercial)	Southeastern	58.2	ksf	40.0	2,327.0
3960	5007	Arterial Commercial (Street Commercial)	Southeastern	8.0	ksf	40.0	320.0
3961	5007	Arterial Commercial (Street Commercial)	Southeastern	2.6	ksf	40.0	106.0
3969	5007	Arterial Commercial (Street Commercial)	Encanto	30.3	ksf	40.0	1,213.0
3984	5007	Arterial Commercial (Street Commercial)	Southeastern	23.6	ksf	40.0	945.0
3985	5007	Arterial Commercial (Street Commercial)	Southeastern	19.1	ksf	40.0	765.0
3989	5007	Arterial Commercial (Street Commercial)	Southeastern	31.0	ksf	40.0	1,241.0
3990	5007	Arterial Commercial (Street Commercial)	Southeastern	37.4	ksf	40.0	1,494.0
3991	5007	Arterial Commercial (Street Commercial)	Southeastern	38.5	ksf	40.0	1,540.0
3992	5007	Arterial Commercial (Street Commercial)	Southeastern	8.5	ksf	40.0	342.0
3995	5007	Arterial Commercial (Street Commercial)	Encanto	33.5	ksf	40.0	1,339.0
3998	5007	Arterial Commercial (Street Commercial)	Southeastern	6.7	ksf	40.0	269.0
3999	5007	Arterial Commercial (Street Commercial)	Southeastern	30.0	ksf	40.0	1,200.0
4002	5007	Arterial Commercial (Street Commercial)	Southeastern	20.0	ksf	40.0	800.0
4008	5007	Arterial Commercial (Street Commercial)	Southeastern	32.1	ksf	40.0	1,285.0
4009	5007	Arterial Commercial (Street Commercial)	Southeastern	13.7	ksf	40.0	549.0
4013	5007	Arterial Commercial (Street Commercial)	Southeastern	4.0	ksf	40.0	161.0
4024	5007	Arterial Commercial (Street Commercial)	Encanto	75.2	ksf	40.0	3,007.0
4027	5007	Arterial Commercial (Street Commercial)	Southeastern	89.1	ksf	40.0	3,565.0
4028	5007	Arterial Commercial (Street Commercial)	Southeastern	150.7	ksf	40.0	6,029.0
4035	5007	Arterial Commercial (Street Commercial)	Southeastern	13.6	ksf	40.0	542.0
4038	5007	Arterial Commercial (Street Commercial)	Southeastern	41.9	ksf	40.0	1,675.0
4039	5007	Arterial Commercial (Street Commercial)	Southeastern	8.4	ksf	40.0	338.0
4040	5007	Arterial Commercial (Street Commercial)	Southeastern	69.1	ksf	40.0	2,764.0
4057	5007	Arterial Commercial (Street Commercial)	Southeastern	2.8	ksf	40.0	110.0
4058	5007	Arterial Commercial (Street Commercial)	Southeastern	16.6	ksf	40.0	664.0
4061	5007	Arterial Commercial (Street Commercial)	Southeastern	1.8	ksf	40.0	71.0
4079	5007	Arterial Commercial (Street Commercial)	Southeastern	13.3	ksf	40.0	532.0
4080	5007	Arterial Commercial (Street Commercial)	Southeastern	3.7	ksf	40.0	149.0
4683	5007	Arterial Commercial (Street Commercial)	Encanto	103.2	ksf	40.0	4,128.0
4686	5007	Arterial Commercial (Street Commercial)	Southeastern	12.7	ksf	40.0	506.0
4687	5007	Arterial Commercial (Street Commercial)	Southeastern	6.2	ksf	40.0	249.0
4688	5007	Arterial Commercial (Street Commercial)	Southeastern	10.5	ksf	40.0	419.0
4689	5007	Arterial Commercial (Street Commercial)	Southeastern	1.3	ksf	40.0	53.0
4690	5007	Arterial Commercial (Street Commercial)	Southeastern	10.9	ksf	40.0	435.0
4691	5007	Arterial Commercial (Street Commercial)	Southeastern	11.6	ksf	40.0	465.0
4692	5007	Arterial Commercial (Street Commercial)	Southeastern	1.0	ksf	40.0	40.0
4693	5007	Arterial Commercial (Street Commercial)	Southeastern	28.7	ksf	40.0	1,146.0
4694	5007	Arterial Commercial (Street Commercial)	Southeastern	7.6	ksf	40.0	305.0
4695	5007	Arterial Commercial (Street Commercial)	Southeastern	19.4	ksf	40.0	776.0
4696	5007	Arterial Commercial (Street Commercial)	Southeastern	7.5	ksf	40.0	302.0
4697	5007	Arterial Commercial (Street Commercial)	Southeastern	10.9	ksf	40.0	434.0
4698	5007	Arterial Commercial (Street Commercial)	Southeastern	21.7	ksf	40.0	869.0
4699	5007	Arterial Commercial (Street Commercial)	Southeastern	18.1	ksf	40.0	724.0
4700	5007	Arterial Commercial (Street Commercial)	Southeastern	42.5	ksf	40.0	1,702.0
4701	5007	Arterial Commercial (Street Commercial)	Southeastern	30.5	ksf	40.0	1,222.0
4702	5007	Arterial Commercial (Street Commercial)	Southeastern	8.2	ksf	40.0	329.0
4709	5007	Arterial Commercial (Street Commercial)	Southeastern	2.2	ksf	40.0	86.0
4710	5007	Arterial Commercial (Street Commercial)	Southeastern	10.1	ksf	40.0	405.0
4713	5007	Arterial Commercial (Street Commercial)	Southeastern	18.3	ksf	40.0	731.0
4714	5007	Arterial Commercial (Street Commercial)	Southeastern	32.1	ksf	40.0	1,285.0
4716	5007	Arterial Commercial (Street Commercial)	Southeastern	20.5	ksf	40.0	821.0
4717	5007	Arterial Commercial (Street Commercial)	Southeastern	1.6	ksf	40.0	65.0
4718	5007	Arterial Commercial (Street Commercial)	Southeastern	61.5	ksf	40.0	2,459.0

PREFERRED PLAN							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4719	5007	Arterial Commercial (Street Commercial)	Southeastern	1.5	ksf	40.0	61.0
4720	5007	Arterial Commercial (Street Commercial)	Southeastern	37.2	ksf	40.0	1,489.0
4721	5007	Arterial Commercial (Street Commercial)	Southeastern	20.8	ksf	40.0	832.0
4722	5007	Arterial Commercial (Street Commercial)	Southeastern	42.9	ksf	40.0	1,717.0
4723	5007	Arterial Commercial (Street Commercial)	Southeastern	43.6	ksf	40.0	1,744.0
4724	5007	Arterial Commercial (Street Commercial)	Southeastern	1.7	ksf	40.0	68.0
4725	5007	Arterial Commercial (Street Commercial)	Southeastern	2.1	ksf	40.0	82.0
4726	5007	Arterial Commercial (Street Commercial)	Encanto	22.5	ksf	40.0	901.0
3996	5006	Automobile Dealership	Encanto	0.1	Acres	300.0	28.0
4691	5006	Automobile Dealership	Southeastern	0.1	Acres	300.0	36.0
4694	5028	Automobile Parts Sale	Southeastern	5.7	ksf	62.0	356.0
3960	5029	Automobile Repair Shop	Southeastern	2.0	ksf	20.0	40.0
3969	5029	Automobile Repair Shop	Encanto	6.1	ksf	20.0	122.0
3977	5029	Automobile Repair Shop	Southeastern	11.9	ksf	20.0	238.0
3984	5029	Automobile Repair Shop	Southeastern	2.8	ksf	20.0	56.0
3985	5029	Automobile Repair Shop	Southeastern	1.2	ksf	20.0	24.0
3996	5029	Automobile Repair Shop	Encanto	1.0	ksf	20.0	19.0
4024	5029	Automobile Repair Shop	Encanto	1.8	ksf	20.0	36.0
4690	5029	Automobile Repair Shop	Southeastern	9.0	ksf	20.0	180.0
4693	5029	Automobile Repair Shop	Southeastern	1.7	ksf	20.0	33.0
4696	5029	Automobile Repair Shop	Southeastern	1.8	ksf	20.0	35.0
4700	5029	Automobile Repair Shop	Southeastern	4.5	ksf	20.0	89.0
4701	5029	Automobile Repair Shop	Southeastern	8.0	ksf	20.0	160.0
4690	5030	Automobile Tire Store	Southeastern	3.5	ksf	25.0	88.0
4696	5030	Automobile Tire Store	Southeastern	2.5	ksf	25.0	63.0
4700	5030	Automobile Tire Store	Southeastern	1.6	ksf	25.0	39.0
3744	6101	Cemetery	Encanto	40.5	Acres	5.0	202.0
3904	6101	Cemetery	Southeastern	116.4	Acres	5.0	582.0
3990	6101	Cemetery	Southeastern	7.0	Acres	5.0	35.0
3767	6511	Clinic	Southeastern	31.9	ksf	50.0	1,596.0
3905	6511	Clinic	Southeastern	153.6	ksf	50.0	7,679.0
4683	6511	Clinic	Encanto	27.6	ksf	50.0	1,382.0
4712	6511	Clinic	Southeastern	3.0	ksf	50.0	149.0
3602	4113	Communications and Utilities	Encanto	31.3	Acres	0.0	0.0
3766	4113	Communications and Utilities	Southeastern	15.6	Acres	0.0	0.0
3817	4113	Communications and Utilities	Encanto	0.3	Acres	0.0	0.0
3831	4113	Communications and Utilities	Southeastern	2.9	Acres	0.0	0.0
3855	4113	Communications and Utilities	Encanto	0.3	Acres	0.0	0.0
3924	4113	Communications and Utilities	Encanto	0.2	Acres	0.0	0.0
4035	4113	Communications and Utilities	Southeastern	0.1	Acres	0.0	0.0
4047	4113	Communications and Utilities	Encanto	3.8	Acres	0.0	0.0
4683	4113	Communications and Utilities	Encanto	0.8	Acres	0.0	0.0
4707	4113	Communications and Utilities	Encanto	0.6	Acres	0.0	0.0
4718	4113	Communications and Utilities	Southeastern	0.5	Acres	0.0	0.0
3767	5003	Community Shopping Center (100,000 SF or more)	Southeastern	127.6	ksf	70.0	8,932.0
3993	5003	Community Shopping Center (100,000 SF or more)	Southeastern	360.9	ksf	70.0	25,260.0
4008	5003	Community Shopping Center (100,000 SF or more)	Southeastern	134.3	ksf	70.0	9,404.0
4050	5003	Community Shopping Center (100,000 SF or more)	Southeastern	176.7	ksf	70.0	12,366.0
4683	5003	Community Shopping Center (100,000 SF or more)	Encanto	145.4	ksf	70.0	10,181.0
4684	5003	Community Shopping Center (100,000 SF or more)	Encanto	145.8	ksf	70.0	10,208.0
4689	5003	Community Shopping Center (100,000 SF or more)	Southeastern	0.5	ksf	70.0	32.0
3554	1411	Congregate Care Facility	Encanto	0.0	Beds	3.0	0.0
4706	1411	Congregate Care Facility	Encanto	0.0	Beds	3.0	0.0
3959	5014	Convenience Market Chain (Open Up to 16 Hours Per Day)	Southeastern	3.0	ksf	500.0	1,500.0
4698	5014	Convenience Market Chain (Open Up to 16 Hours Per Day)	Southeastern	17.5	ksf	500.0	8,750.0
4700	5014	Convenience Market Chain (Open Up to 16 Hours Per Day)	Southeastern	14.0	ksf	500.0	7,000.0
4702	5014	Convenience Market Chain (Open Up to 16 Hours Per Day)	Southeastern	5.8	ksf	500.0	2,900.0
3855	6810	Day Care Center	Encanto	75.0	child	5.0	375.0
4024	6810	Day Care Center	Encanto	70.0	child	5.0	350.0
4689	6810	Day Care Center	Southeastern	109.0	child	5.0	545.0
4695	6810	Day Care Center	Southeastern	0.0	child	5.0	0.0
4697	6810	Day Care Center	Southeastern	0.0	child	5.0	0.0
3602	6806	Elementary School	Encanto	357.0	Students	1.9	678.0
3696	6806	Elementary School	Encanto	713.0	Students	1.9	1,355.0
3764	6806	Elementary School	Encanto	0.0	Students	1.9	0.0
3854	6806	Elementary School	Southeastern	273.0	Students	1.9	519.0
3855	6806	Elementary School	Encanto	737.0	Students	1.9	1,400.0
3860	6806	Elementary School	Encanto	526.0	Students	1.9	999.0
3920	6806	Elementary School	Southeastern	808.0	Students	1.9	1,535.0
3921	6806	Elementary School	Southeastern	458.0	Students	1.9	870.0
3946	6806	Elementary School	Encanto	614.0	Students	1.9	1,167.0
3949	6806	Elementary School	Encanto	270.0	Students	1.9	513.0
3985	6806	Elementary School	Southeastern	78.0	Students	1.9	148.0
3995	6806	Elementary School	Encanto	759.0	Students	1.9	1,442.0
3999	6806	Elementary School	Southeastern	384.0	Students	1.9	730.0

PREFERRED PLAN							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4002	6806	Elementary School	Southeastern	619.0	Students	1.9	1,176.0
4007	6806	Elementary School	Encanto	589.0	Students	1.9	1,119.0
4008	6806	Elementary School	Southeastern	481.0	Students	1.9	914.0
4024	6806	Elementary School	Encanto	549.0	Students	1.9	1,043.0
4038	6806	Elementary School	Southeastern	760.0	Students	1.9	1,444.0
4039	6806	Elementary School	Southeastern	173.0	Students	1.9	329.0
4057	6806	Elementary School	Southeastern	0.0	Students	1.9	0.0
4058	6806	Elementary School	Southeastern	543.0	Students	1.9	1,032.0
4079	6806	Elementary School	Southeastern	707.0	Students	1.9	1,343.0
4709	6806	Elementary School	Southeastern	483.0	Students	1.9	918.0
4721	6806	Elementary School	Southeastern	333.0	Students	1.9	633.0
4725	6806	Elementary School	Southeastern	354.0	Students	1.9	673.0
3969	6105	Fire/Police Station	Encanto	14.5	ksf	30.0	435.0
3980	6105	Fire/Police Station	Southeastern	9.6	ksf	30.0	288.0
4009	6105	Fire/Police Station	Southeastern	3.4	ksf	30.0	103.0
4700	6105	Fire/Police Station	Southeastern	14.6	ksf	30.0	439.0
3594	4112	Freeway	Encanto	21.2	Acres	0.0	0.0
3602	4112	Freeway	Encanto	15.3	Acres	0.0	0.0
3744	4112	Freeway	Encanto	14.1	Acres	0.0	0.0
3745	4112	Freeway	Southeastern	42.0	Acres	0.0	0.0
3766	4112	Freeway	Southeastern	27.2	Acres	0.0	0.0
3831	4112	Freeway	Southeastern	9.0	Acres	0.0	0.0
3854	4112	Freeway	Southeastern	17.1	Acres	0.0	0.0
3855	4112	Freeway	Encanto	18.5	Acres	0.0	0.0
3857	4112	Freeway	Southeastern	21.9	Acres	0.0	0.0
3902	4112	Freeway	Southeastern	30.8	Acres	0.0	0.0
3904	4112	Freeway	Southeastern	7.2	Acres	0.0	0.0
3944	4112	Freeway	Encanto	8.0	Acres	0.0	0.0
3979	4112	Freeway	Southeastern	15.1	Acres	0.0	0.0
3980	4112	Freeway	Southeastern	10.1	Acres	0.0	0.0
3985	4112	Freeway	Southeastern	4.2	Acres	0.0	0.0
3989	4112	Freeway	Southeastern	8.0	Acres	0.0	0.0
3994	4112	Freeway	Southeastern	10.0	Acres	0.0	0.0
3995	4112	Freeway	Encanto	10.6	Acres	0.0	0.0
3998	4112	Freeway	Southeastern	10.2	Acres	0.0	0.0
4008	4112	Freeway	Southeastern	0.1	Acres	0.0	0.0
4013	4112	Freeway	Southeastern	2.5	Acres	0.0	0.0
4024	4112	Freeway	Encanto	13.1	Acres	0.0	0.0
4027	4112	Freeway	Southeastern	10.2	Acres	0.0	0.0
4028	4112	Freeway	Southeastern	10.0	Acres	0.0	0.0
4035	4112	Freeway	Southeastern	44.4	Acres	0.0	0.0
4035	4112	Freeway	Southeastern	4.6	Acres	0.0	0.0
4035	4112	Freeway	Southeastern	0.6	Acres	0.0	0.0
4038	4112	Freeway	Southeastern	22.0	Acres	0.0	0.0
4057	4112	Freeway	Southeastern	7.0	Acres	0.0	0.0
4061	4112	Freeway	Southeastern	2.8	Acres	0.0	0.0
4061	4112	Freeway	Southeastern	4.7	Acres	0.0	0.0
4061	4112	Freeway	Southeastern	4.0	Acres	0.0	0.0
4079	4112	Freeway	Southeastern	9.8	Acres	0.0	0.0
4692	4112	Freeway	Southeastern	3.3	Acres	0.0	0.0
4720	4112	Freeway	Southeastern	3.7	Acres	0.0	0.0
4722	4112	Freeway	Southeastern	4.7	Acres	0.0	0.0
4723	4112	Freeway	Southeastern	6.8	Acres	0.0	0.0
4726	4112	Freeway	Encanto	10.1	Acres	0.0	0.0
3855	6004	Government Office (less or equal to 100,000 SF)	Encanto	22.1	ksf	30.0	662.0
3744	6003	Government Office/Civic Center	Encanto	0.0	ksf	30.0	0.0
3992	6003	Government Office/Civic Center	Southeastern	50.7	ksf	30.0	1,522.0
4700	6003	Government Office/Civic Center	Southeastern	1.7	ksf	30.0	51.0
4720	1501	Hotel (Low-Rise)	Southeastern	27.0	Rooms	9.0	243.0
4079	1501	Motel	Southeastern	64.0	Rooms	9.0	576.0
3927	2101	Industrial Park	Encanto	152.0	ksf	15.0	2,280.0
4027	2101	Industrial Park	Southeastern	113.5	ksf	15.0	1,703.0
3764	6805	Junior High School or Middle School	Encanto	420.0	Students	1.4	588.0
3831	6805	Junior High School or Middle School	Southeastern	212.0	Students	1.4	297.0
3988	6805	Junior High School or Middle School	Encanto	1,127.0	Students	1.4	1,578.0
4002	6805	Junior High School or Middle School	Southeastern	1,242.0	Students	1.4	1,739.0
3984	7606	Landscape Open Space	Southeastern	0.1	Acres	0.0	0.0
4010	7606	Landscape Open Space	Encanto	0.1	Acres	0.0	0.0
4038	7606	Landscape Open Space	Southeastern	0.1	Acres	0.0	0.0
4040	7606	Landscape Open Space	Southeastern	0.0	Acres	0.0	0.0
4057	7606	Landscape Open Space	Southeastern	0.0	Acres	0.0	0.0
4079	7606	Landscape Open Space	Southeastern	0.6	Acres	0.0	0.0
4080	7606	Landscape Open Space	Southeastern	2.1	Acres	0.0	0.0
4002	6103	Library	Southeastern	3.3	ksf	50.0	166.0
4703	6103	Library	Encanto	27.6	ksf	50.0	1,378.0

PREFERRED PLAN							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4704	6103	Library	Southeastern	20.0	ksf	50.0	1,000.0
3766	2103	Light Industry - General	Southeastern	511.6	ksf	15.0	7,674.0
3767	2103	Light Industry - General	Southeastern	596.5	ksf	15.0	8,948.0
3831	2103	Light Industry - General	Southeastern	29.2	ksf	15.0	438.0
3855	2103	Light Industry - General	Encanto	12.1	ksf	15.0	181.0
3857	2103	Light Industry - General	Southeastern	364.0	ksf	15.0	5,459.0
3902	2103	Light Industry - General	Southeastern	40.7	ksf	15.0	611.0
3926	2103	Light Industry - General	Encanto	179.4	ksf	15.0	2,692.0
3927	2103	Light Industry - General	Encanto	153.4	ksf	15.0	2,302.0
3959	2103	Light Industry - General	Southeastern	3.1	ksf	15.0	46.0
3977	2103	Light Industry - General	Southeastern	77.8	ksf	15.0	1,167.0
3984	2103	Light Industry - General	Southeastern	22.1	ksf	15.0	332.0
3985	2103	Light Industry - General	Southeastern	23.6	ksf	15.0	353.0
3989	2103	Light Industry - General	Southeastern	41.0	ksf	15.0	615.0
4027	2103	Light Industry - General	Southeastern	27.2	ksf	15.0	408.0
4685	2103	Light Industry - General	Southeastern	87.3	ksf	15.0	1,309.0
4686	2103	Light Industry - General	Southeastern	0.5	ksf	15.0	8.0
4687	2103	Light Industry - General	Southeastern	61.2	ksf	15.0	918.0
4688	2103	Light Industry - General	Southeastern	57.2	ksf	15.0	859.0
4690	2103	Light Industry - General	Southeastern	27.5	ksf	15.0	413.0
4691	2103	Light Industry - General	Southeastern	37.0	ksf	15.0	554.0
4692	2103	Light Industry - General	Southeastern	29.5	ksf	15.0	442.0
4693	2103	Light Industry - General	Southeastern	4.9	ksf	15.0	73.0
4694	2103	Light Industry - General	Southeastern	48.9	ksf	15.0	733.0
4700	2103	Light Industry - General	Southeastern	11.8	ksf	15.0	177.0
4701	2103	Light Industry - General	Southeastern	14.5	ksf	15.0	218.0
4702	2103	Light Industry - General	Southeastern	13.8	ksf	15.0	207.0
4711	2103	Light Industry - General	Southeastern	8.0	ksf	15.0	120.0
4722	2103	Light Industry - General	Southeastern	8.4	ksf	15.0	126.0
3554	1210	MF Residential less or equal 20 DU/acre	Encanto	3.0	DU	8.0	24.0
3627	1210	MF Residential less or equal 20 DU/acre	Encanto	25.0	DU	8.0	200.0
3696	1210	MF Residential less or equal 20 DU/acre	Encanto	23.0	DU	8.0	184.0
3744	1210	MF Residential less or equal 20 DU/acre	Encanto	64.0	DU	8.0	512.0
3745	1210	MF Residential less or equal 20 DU/acre	Southeastern	228.0	DU	8.0	1,824.0
3764	1210	MF Residential less or equal 20 DU/acre	Encanto	142.0	DU	8.0	1,136.0
3766	1210	MF Residential less or equal 20 DU/acre	Southeastern	6.0	DU	8.0	48.0
3817	1210	MF Residential less or equal 20 DU/acre	Encanto	45.0	DU	8.0	360.0
3831	1210	MF Residential less or equal 20 DU/acre	Southeastern	4.0	DU	8.0	32.0
3854	1210	MF Residential less or equal 20 DU/acre	Southeastern	3.0	DU	8.0	24.0
3855	1210	MF Residential less or equal 20 DU/acre	Encanto	83.0	DU	8.0	664.0
3857	1210	MF Residential less or equal 20 DU/acre	Southeastern	276.0	DU	8.0	2,208.0
3858	1210	MF Residential less or equal 20 DU/acre	Southeastern	26.0	DU	8.0	208.0
3861	1210	MF Residential less or equal 20 DU/acre	Encanto	96.0	DU	8.0	768.0
3902	1210	MF Residential less or equal 20 DU/acre	Southeastern	55.0	DU	8.0	440.0
3904	1210	MF Residential less or equal 20 DU/acre	Southeastern	34.0	DU	8.0	272.0
3905	1210	MF Residential less or equal 20 DU/acre	Southeastern	11.0	DU	8.0	88.0
3920	1210	MF Residential less or equal 20 DU/acre	Southeastern	27.0	DU	8.0	216.0
3921	1210	MF Residential less or equal 20 DU/acre	Southeastern	18.0	DU	8.0	144.0
3922	1210	MF Residential less or equal 20 DU/acre	Encanto	79.0	DU	8.0	632.0
3927	1210	MF Residential less or equal 20 DU/acre	Encanto	9.0	DU	8.0	72.0
3946	1210	MF Residential less or equal 20 DU/acre	Encanto	61.0	DU	8.0	488.0
3947	1210	MF Residential less or equal 20 DU/acre	Southeastern	13.0	DU	8.0	104.0
3949	1210	MF Residential less or equal 20 DU/acre	Encanto	58.0	DU	8.0	464.0
3958	1210	MF Residential less or equal 20 DU/acre	Southeastern	21.0	DU	8.0	168.0
3959	1210	MF Residential less or equal 20 DU/acre	Southeastern	8.0	DU	8.0	64.0
3960	1210	MF Residential less or equal 20 DU/acre	Southeastern	6.0	DU	8.0	48.0
3961	1210	MF Residential less or equal 20 DU/acre	Southeastern	7.0	DU	8.0	56.0
3977	1210	MF Residential less or equal 20 DU/acre	Southeastern	16.0	DU	8.0	128.0
3979	1210	MF Residential less or equal 20 DU/acre	Southeastern	64.0	DU	8.0	512.0
3980	1210	MF Residential less or equal 20 DU/acre	Southeastern	76.0	DU	8.0	608.0
3984	1210	MF Residential less or equal 20 DU/acre	Southeastern	10.0	DU	8.0	80.0
3988	1210	MF Residential less or equal 20 DU/acre	Encanto	7.0	DU	8.0	56.0
3989	1210	MF Residential less or equal 20 DU/acre	Southeastern	22.0	DU	8.0	176.0
3990	1210	MF Residential less or equal 20 DU/acre	Southeastern	78.0	DU	8.0	624.0
3991	1210	MF Residential less or equal 20 DU/acre	Southeastern	49.0	DU	8.0	392.0
3992	1210	MF Residential less or equal 20 DU/acre	Southeastern	103.0	DU	8.0	824.0
3994	1210	MF Residential less or equal 20 DU/acre	Southeastern	109.0	DU	8.0	872.0
3998	1210	MF Residential less or equal 20 DU/acre	Southeastern	111.0	DU	8.0	888.0
3999	1210	MF Residential less or equal 20 DU/acre	Southeastern	155.0	DU	8.0	1,240.0
4002	1210	MF Residential less or equal 20 DU/acre	Southeastern	150.0	DU	8.0	1,200.0
4007	1210	MF Residential less or equal 20 DU/acre	Encanto	10.0	DU	8.0	80.0
4008	1210	MF Residential less or equal 20 DU/acre	Southeastern	100.0	DU	8.0	800.0
4009	1210	MF Residential less or equal 20 DU/acre	Southeastern	100.0	DU	8.0	800.0
4010	1210	MF Residential less or equal 20 DU/acre	Encanto	23.0	DU	8.0	184.0
4013	1210	MF Residential less or equal 20 DU/acre	Southeastern	63.0	DU	8.0	504.0

PREFERRED PLAN							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4024	1210	MF Residential less or equal 20 DU/acre	Encanto	35.0	DU	8.0	280.0
4027	1210	MF Residential less or equal 20 DU/acre	Southeastern	50.0	DU	8.0	400.0
4028	1210	MF Residential less or equal 20 DU/acre	Southeastern	54.0	DU	8.0	432.0
4035	1210	MF Residential less or equal 20 DU/acre	Southeastern	198.0	DU	8.0	1,584.0
4038	1210	MF Residential less or equal 20 DU/acre	Southeastern	90.0	DU	8.0	720.0
4039	1210	MF Residential less or equal 20 DU/acre	Southeastern	90.0	DU	8.0	720.0
4040	1210	MF Residential less or equal 20 DU/acre	Southeastern	100.0	DU	8.0	800.0
4057	1210	MF Residential less or equal 20 DU/acre	Southeastern	131.0	DU	8.0	1,048.0
4058	1210	MF Residential less or equal 20 DU/acre	Southeastern	120.0	DU	8.0	960.0
4061	1210	MF Residential less or equal 20 DU/acre	Southeastern	12.0	DU	8.0	96.0
4079	1210	MF Residential less or equal 20 DU/acre	Southeastern	147.0	DU	8.0	1,176.0
4080	1210	MF Residential less or equal 20 DU/acre	Southeastern	178.0	DU	8.0	1,424.0
4683	1210	MF Residential less or equal 20 DU/acre	Encanto	4.0	DU	8.0	32.0
4685	1210	MF Residential less or equal 20 DU/acre	Southeastern	15.0	DU	8.0	120.0
4687	1210	MF Residential less or equal 20 DU/acre	Southeastern	6.0	DU	8.0	48.0
4688	1210	MF Residential less or equal 20 DU/acre	Southeastern	2.0	DU	8.0	16.0
4689	1210	MF Residential less or equal 20 DU/acre	Southeastern	16.0	DU	8.0	128.0
4690	1210	MF Residential less or equal 20 DU/acre	Southeastern	6.0	DU	8.0	48.0
4693	1210	MF Residential less or equal 20 DU/acre	Southeastern	2.0	DU	8.0	16.0
4694	1210	MF Residential less or equal 20 DU/acre	Southeastern	2.0	DU	8.0	16.0
4696	1210	MF Residential less or equal 20 DU/acre	Southeastern	6.0	DU	8.0	48.0
4697	1210	MF Residential less or equal 20 DU/acre	Southeastern	10.0	DU	8.0	80.0
4698	1210	MF Residential less or equal 20 DU/acre	Southeastern	9.0	DU	8.0	72.0
4699	1210	MF Residential less or equal 20 DU/acre	Southeastern	6.0	DU	8.0	48.0
4700	1210	MF Residential less or equal 20 DU/acre	Southeastern	2.0	DU	8.0	16.0
4701	1210	MF Residential less or equal 20 DU/acre	Southeastern	4.0	DU	8.0	32.0
4708	1210	MF Residential less or equal 20 DU/acre	Encanto	17.0	DU	8.0	136.0
4709	1210	MF Residential less or equal 20 DU/acre	Southeastern	186.0	DU	8.0	1,488.0
4710	1210	MF Residential less or equal 20 DU/acre	Southeastern	23.0	DU	8.0	184.0
4711	1210	MF Residential less or equal 20 DU/acre	Southeastern	10.0	DU	8.0	80.0
4712	1210	MF Residential less or equal 20 DU/acre	Southeastern	15.0	DU	8.0	120.0
4713	1210	MF Residential less or equal 20 DU/acre	Southeastern	2.0	DU	8.0	16.0
4714	1210	MF Residential less or equal 20 DU/acre	Southeastern	13.0	DU	8.0	104.0
4715	1210	MF Residential less or equal 20 DU/acre	Southeastern	17.0	DU	8.0	136.0
4717	1210	MF Residential less or equal 20 DU/acre	Southeastern	34.0	DU	8.0	272.0
4718	1210	MF Residential less or equal 20 DU/acre	Southeastern	21.0	DU	8.0	168.0
4719	1210	MF Residential less or equal 20 DU/acre	Southeastern	45.0	DU	8.0	360.0
4720	1210	MF Residential less or equal 20 DU/acre	Southeastern	22.0	DU	8.0	176.0
4721	1210	MF Residential less or equal 20 DU/acre	Southeastern	21.0	DU	8.0	168.0
4722	1210	MF Residential less or equal 20 DU/acre	Southeastern	73.0	DU	8.0	584.0
4723	1210	MF Residential less or equal 20 DU/acre	Southeastern	12.0	DU	8.0	96.0
4724	1210	MF Residential less or equal 20 DU/acre	Southeastern	41.0	DU	8.0	328.0
4725	1210	MF Residential less or equal 20 DU/acre	Southeastern	26.0	DU	8.0	208.0
4726	1210	MF Residential less or equal 20 DU/acre	Encanto	7.0	DU	8.0	56.0
4728	1210	MF Residential less or equal 20 DU/acre	Encanto	22.0	DU	8.0	176.0
3696	1220	MF Residential over 20 DU/acre	Encanto	13.0	DU	6.0	78.0
3744	1220	MF Residential over 20 DU/acre	Encanto	287.0	DU	6.0	1,722.0
3745	1220	MF Residential over 20 DU/acre	Southeastern	65.0	DU	6.0	390.0
3764	1220	MF Residential over 20 DU/acre	Encanto	75.0	DU	6.0	450.0
3817	1220	MF Residential over 20 DU/acre	Encanto	88.0	DU	6.0	528.0
3831	1220	MF Residential over 20 DU/acre	Southeastern	46.0	DU	6.0	276.0
3854	1220	MF Residential over 20 DU/acre	Southeastern	126.0	DU	6.0	756.0
3855	1220	MF Residential over 20 DU/acre	Encanto	146.0	DU	6.0	876.0
3857	1220	MF Residential over 20 DU/acre	Southeastern	27.0	DU	6.0	162.0
3858	1220	MF Residential over 20 DU/acre	Southeastern	67.0	DU	6.0	402.0
3860	1220	MF Residential over 20 DU/acre	Encanto	38.0	DU	6.0	228.0
3861	1220	MF Residential over 20 DU/acre	Encanto	404.0	DU	6.0	2,424.0
3902	1220	MF Residential over 20 DU/acre	Southeastern	227.0	DU	6.0	1,362.0
3905	1220	MF Residential over 20 DU/acre	Southeastern	42.0	DU	6.0	252.0
3920	1220	MF Residential over 20 DU/acre	Southeastern	29.0	DU	6.0	174.0
3921	1220	MF Residential over 20 DU/acre	Southeastern	101.0	DU	6.0	606.0
3922	1220	MF Residential over 20 DU/acre	Encanto	303.0	DU	6.0	1,818.0
3926	1220	MF Residential over 20 DU/acre	Encanto	251.0	DU	6.0	1,506.0
3944	1220	MF Residential over 20 DU/acre	Encanto	931.0	DU	6.0	5,586.0
3947	1220	MF Residential over 20 DU/acre	Southeastern	81.0	DU	6.0	486.0
3949	1220	MF Residential over 20 DU/acre	Encanto	1,308.0	DU	6.0	7,848.0
3958	1220	MF Residential over 20 DU/acre	Southeastern	41.0	DU	6.0	246.0
3959	1220	MF Residential over 20 DU/acre	Southeastern	50.0	DU	6.0	300.0
3960	1220	MF Residential over 20 DU/acre	Southeastern	110.0	DU	6.0	660.0
3961	1220	MF Residential over 20 DU/acre	Southeastern	43.0	DU	6.0	258.0
3969	1220	MF Residential over 20 DU/acre	Encanto	884.0	DU	6.0	5,304.0
3974	1220	MF Residential over 20 DU/acre	Encanto	513.0	DU	6.0	3,078.0
3977	1220	MF Residential over 20 DU/acre	Southeastern	30.0	DU	6.0	180.0
3979	1220	MF Residential over 20 DU/acre	Southeastern	23.0	DU	6.0	138.0
3980	1220	MF Residential over 20 DU/acre	Southeastern	84.0	DU	6.0	504.0

PREFERRED PLAN							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
3984	1220	MF Residential over 20 DU/acre	Southeastern	2.0	DU	6.0	12.0
3985	1220	MF Residential over 20 DU/acre	Southeastern	38.0	DU	6.0	228.0
3989	1220	MF Residential over 20 DU/acre	Southeastern	48.0	DU	6.0	288.0
3990	1220	MF Residential over 20 DU/acre	Southeastern	47.0	DU	6.0	282.0
3991	1220	MF Residential over 20 DU/acre	Southeastern	37.0	DU	6.0	222.0
3992	1220	MF Residential over 20 DU/acre	Southeastern	265.0	DU	6.0	1,590.0
3994	1220	MF Residential over 20 DU/acre	Southeastern	23.0	DU	6.0	138.0
3995	1220	MF Residential over 20 DU/acre	Encanto	609.0	DU	6.0	3,654.0
3998	1220	MF Residential over 20 DU/acre	Southeastern	158.0	DU	6.0	948.0
3999	1220	MF Residential over 20 DU/acre	Southeastern	236.0	DU	6.0	1,416.0
4002	1220	MF Residential over 20 DU/acre	Southeastern	156.0	DU	6.0	936.0
4008	1220	MF Residential over 20 DU/acre	Southeastern	110.0	DU	6.0	660.0
4009	1220	MF Residential over 20 DU/acre	Southeastern	141.0	DU	6.0	846.0
4013	1220	MF Residential over 20 DU/acre	Southeastern	40.0	DU	6.0	240.0
4024	1220	MF Residential over 20 DU/acre	Encanto	1,319.0	DU	6.0	7,914.0
4027	1220	MF Residential over 20 DU/acre	Southeastern	29.0	DU	6.0	174.0
4028	1220	MF Residential over 20 DU/acre	Southeastern	70.0	DU	6.0	420.0
4035	1220	MF Residential over 20 DU/acre	Southeastern	444.0	DU	6.0	2,664.0
4038	1220	MF Residential over 20 DU/acre	Southeastern	84.0	DU	6.0	504.0
4039	1220	MF Residential over 20 DU/acre	Southeastern	139.0	DU	6.0	834.0
4040	1220	MF Residential over 20 DU/acre	Southeastern	72.0	DU	6.0	432.0
4057	1220	MF Residential over 20 DU/acre	Southeastern	133.0	DU	6.0	798.0
4058	1220	MF Residential over 20 DU/acre	Southeastern	153.0	DU	6.0	918.0
4061	1220	MF Residential over 20 DU/acre	Southeastern	419.0	DU	6.0	2,514.0
4079	1220	MF Residential over 20 DU/acre	Southeastern	110.0	DU	6.0	660.0
4080	1220	MF Residential over 20 DU/acre	Southeastern	137.0	DU	6.0	822.0
4683	1220	MF Residential over 20 DU/acre	Encanto	319.0	DU	6.0	1,914.0
4685	1220	MF Residential over 20 DU/acre	Southeastern	59.0	DU	6.0	354.0
4686	1220	MF Residential over 20 DU/acre	Southeastern	52.0	DU	6.0	312.0
4687	1220	MF Residential over 20 DU/acre	Southeastern	4.0	DU	6.0	24.0
4689	1220	MF Residential over 20 DU/acre	Southeastern	21.0	DU	6.0	126.0
4690	1220	MF Residential over 20 DU/acre	Southeastern	2.0	DU	6.0	12.0
4692	1220	MF Residential over 20 DU/acre	Southeastern	68.0	DU	6.0	408.0
4695	1220	MF Residential over 20 DU/acre	Southeastern	165.0	DU	6.0	990.0
4696	1220	MF Residential over 20 DU/acre	Southeastern	120.0	DU	6.0	720.0
4697	1220	MF Residential over 20 DU/acre	Southeastern	61.0	DU	6.0	366.0
4698	1220	MF Residential over 20 DU/acre	Southeastern	25.0	DU	6.0	150.0
4699	1220	MF Residential over 20 DU/acre	Southeastern	28.0	DU	6.0	168.0
4700	1220	MF Residential over 20 DU/acre	Southeastern	6.0	DU	6.0	36.0
4702	1220	MF Residential over 20 DU/acre	Southeastern	4.0	DU	6.0	24.0
4703	1220	MF Residential over 20 DU/acre	Encanto	36.0	DU	6.0	216.0
4709	1220	MF Residential over 20 DU/acre	Southeastern	136.0	DU	6.0	816.0
4710	1220	MF Residential over 20 DU/acre	Southeastern	171.0	DU	6.0	1,026.0
4711	1220	MF Residential over 20 DU/acre	Southeastern	80.0	DU	6.0	480.0
4712	1220	MF Residential over 20 DU/acre	Southeastern	134.0	DU	6.0	804.0
4713	1220	MF Residential over 20 DU/acre	Southeastern	10.0	DU	6.0	60.0
4714	1220	MF Residential over 20 DU/acre	Southeastern	7.0	DU	6.0	42.0
4715	1220	MF Residential over 20 DU/acre	Southeastern	54.0	DU	6.0	324.0
4716	1220	MF Residential over 20 DU/acre	Southeastern	13.0	DU	6.0	78.0
4717	1220	MF Residential over 20 DU/acre	Southeastern	37.0	DU	6.0	222.0
4718	1220	MF Residential over 20 DU/acre	Southeastern	9.0	DU	6.0	54.0
4719	1220	MF Residential over 20 DU/acre	Southeastern	31.0	DU	6.0	186.0
4720	1220	MF Residential over 20 DU/acre	Southeastern	4.0	DU	6.0	24.0
4721	1220	MF Residential over 20 DU/acre	Southeastern	13.0	DU	6.0	78.0
4722	1220	MF Residential over 20 DU/acre	Southeastern	65.0	DU	6.0	390.0
4723	1220	MF Residential over 20 DU/acre	Southeastern	151.0	DU	6.0	906.0
4724	1220	MF Residential over 20 DU/acre	Southeastern	129.0	DU	6.0	774.0
4725	1220	MF Residential over 20 DU/acre	Southeastern	43.0	DU	6.0	258.0
4726	1220	MF Residential over 20 DU/acre	Encanto	102.0	DU	6.0	612.0
4728	1220	MF Residential over 20 DU/acre	Encanto	12.0	DU	6.0	72.0
3922	1300	Mobile Home Park	Encanto	250.0	DU	5.0	1,250.0
3947	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
3992	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
3998	1290	Multi-Family Residential Without Units	Southeastern	1.0	DU	0.0	0.0
3999	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4013	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4079	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4080	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4710	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4716	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4725	1290	Multi-Family Residential Without Units	Southeastern	3.0	DU	0.0	0.0
3855	5004	Neighborhood Shopping Center (30,000 SF or more)	Encanto	8.7	ksf	120.0	1,043.0
3969	5004	Neighborhood Shopping Center (30,000 SF or more)	Encanto	28.8	ksf	120.0	3,451.0
3985	5004	Neighborhood Shopping Center (30,000 SF or more)	Southeastern	0.9	ksf	120.0	109.0
4024	5004	Neighborhood Shopping Center (30,000 SF or more)	Encanto	33.2	ksf	120.0	3,985.0

PREFERRED PLAN							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4694	5004	Neighborhood Shopping Center (30,000 SF or more)	Southeastern	30.0	ksf	120.0	3,600.0
3554	7603	Open Space Park or Preserve	Encanto	2.4	Acres	5.0	12.0
3602	7603	Open Space Park or Preserve	Encanto	70.6	Acres	5.0	353.0
3696	7603	Open Space Park or Preserve	Encanto	0.7	Acres	5.0	3.0
3720	7603	Open Space Park or Preserve	Encanto	7.2	Acres	5.0	36.0
3766	7603	Open Space Park or Preserve	Southeastern	0.7	Acres	5.0	4.0
3767	7603	Open Space Park or Preserve	Southeastern	0.1	Acres	5.0	1.0
3817	7603	Open Space Park or Preserve	Encanto	0.1	Acres	5.0	0.0
3855	7603	Open Space Park or Preserve	Encanto	0.4	Acres	5.0	2.0
3860	7603	Open Space Park or Preserve	Encanto	4.8	Acres	5.0	24.0
3922	7603	Open Space Park or Preserve	Encanto	0.3	Acres	5.0	1.0
3927	7603	Open Space Park or Preserve	Encanto	6.4	Acres	5.0	32.0
3944	7603	Open Space Park or Preserve	Encanto	3.4	Acres	5.0	17.0
3945	7603	Open Space Park or Preserve	Encanto	3.8	Acres	5.0	19.0
3946	7603	Open Space Park or Preserve	Encanto	14.6	Acres	5.0	73.0
3947	7603	Open Space Park or Preserve	Southeastern	1.9	Acres	5.0	9.0
3949	7603	Open Space Park or Preserve	Encanto	1.0	Acres	5.0	5.0
3979	7603	Open Space Park or Preserve	Southeastern	1.9	Acres	5.0	10.0
3992	7603	Open Space Park or Preserve	Southeastern	5.6	Acres	5.0	28.0
3994	7603	Open Space Park or Preserve	Southeastern	7.9	Acres	5.0	39.0
3995	7603	Open Space Park or Preserve	Encanto	0.8	Acres	5.0	4.0
4018	7603	Open Space Park or Preserve	Encanto	8.6	Acres	5.0	43.0
4027	7603	Open Space Park or Preserve	Southeastern	1.9	Acres	5.0	9.0
4038	7603	Open Space Park or Preserve	Southeastern	2.9	Acres	5.0	15.0
4039	7603	Open Space Park or Preserve	Southeastern	1.1	Acres	5.0	6.0
4047	7603	Open Space Park or Preserve	Encanto	0.8	Acres	5.0	4.0
4057	7603	Open Space Park or Preserve	Southeastern	7.2	Acres	5.0	36.0
4058	7603	Open Space Park or Preserve	Southeastern	0.5	Acres	5.0	3.0
4080	7603	Open Space Park or Preserve	Southeastern	0.8	Acres	5.0	4.0
4683	7603	Open Space Park or Preserve	Encanto	2.0	Acres	5.0	10.0
4703	7603	Open Space Park or Preserve	Encanto	32.6	Acres	5.0	163.0
4705	7603	Open Space Park or Preserve	Encanto	25.3	Acres	5.0	127.0
4707	7603	Open Space Park or Preserve	Encanto	0.8	Acres	5.0	4.0
4708	7603	Open Space Park or Preserve	Encanto	0.2	Acres	5.0	1.0
4715	7603	Open Space Park or Preserve	Southeastern	0.0	Acres	5.0	0.0
4722	7603	Open Space Park or Preserve	Southeastern	2.6	Acres	5.0	13.0
4726	7603	Open Space Park or Preserve	Encanto	6.3	Acres	5.0	32.0
4727	7603	Open Space Park or Preserve	Encanto	8.6	Acres	5.0	43.0
4728	7603	Open Space Park or Preserve	Encanto	5.8	Acres	5.0	29.0
3999	6509	Other Health Care	Southeastern	26.0	ksf	50.0	1,300.0
4709	6509	Other Health Care	Southeastern	3.8	ksf	50.0	188.0
3831	6109	Other Public Services	Southeastern	8.1	ksf	10.0	81.0
4008	6109	Other Public Services	Southeastern	3.6	ksf	10.0	36.0
4058	6109	Other Public Services	Southeastern	2.6	ksf	10.0	26.0
4710	6109	Other Public Services	Southeastern	8.7	ksf	10.0	87.0
3904	7210	Other Recreation - High	Southeastern	6.0	Acres	50.0	299.0
3861	5009	Other Retail Trade and Strip Commercial	Encanto	11.4	ksf	40.0	455.0
3998	5009	Other Retail Trade and Strip Commercial	Southeastern	1.2	ksf	40.0	48.0
4009	5009	Other Retail Trade and Strip Commercial	Southeastern	0.9	ksf	40.0	37.0
4039	5009	Other Retail Trade and Strip Commercial	Southeastern	10.5	ksf	40.0	420.0
4703	6809	Other School	Encanto	14.5	ksf	18.0	261.0
4718	6809	Other School	Southeastern	36.1	ksf	18.0	650.0
4013	6802	Other University or College	Southeastern	0.0	Students	1.6	0.0
4704	6802	Other University or College	Southeastern	7,667.0	Students	1.6	12,267.0
3602	7601	Park - Active	Encanto	9.4	Acres	50.0	471.0
3764	7601	Park - Active	Encanto	4.7	Acres	50.0	237.0
3767	7601	Park - Active	Southeastern	5.6	Acres	50.0	282.0
3817	7601	Park - Active	Encanto	5.8	Acres	50.0	292.0
3959	7601	Park - Active	Southeastern	0.2	Acres	50.0	8.0
3969	7601	Park - Active	Encanto	0.1	Acres	50.0	4.0
3992	7601	Park - Active	Southeastern	3.7	Acres	50.0	185.0
3995	7601	Park - Active	Encanto	4.1	Acres	50.0	207.0
3996	7601	Park - Active	Encanto	0.5	Acres	50.0	25.0
3999	7601	Park - Active	Southeastern	0.2	Acres	50.0	8.0
4002	7601	Park - Active	Southeastern	18.0	Acres	50.0	899.0
4008	7601	Park - Active	Southeastern	0.1	Acres	50.0	7.0
4010	7601	Park - Active	Encanto	34.6	Acres	50.0	1,729.0
4018	7601	Park - Active	Encanto	0.1	Acres	50.0	7.0
4027	7601	Park - Active	Southeastern	7.7	Acres	50.0	385.0
4035	7601	Park - Active	Southeastern	24.4	Acres	50.0	1,220.0
4040	7601	Park - Active	Southeastern	17.5	Acres	50.0	875.0
4058	7601	Park - Active	Southeastern	0.2	Acres	50.0	8.0
4707	7601	Park - Active	Encanto	3.0	Acres	50.0	152.0
4709	7601	Park - Active	Southeastern	6.6	Acres	50.0	331.0
4710	7601	Park - Active	Southeastern	0.1	Acres	50.0	6.0

PREFERRED PLAN							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4715	7601	Park - Active	Southeastern	2.6	Acres	50.0	132.0
4718	7601	Park - Active	Southeastern	0.2	Acres	50.0	12.0
4722	7601	Park - Active	Southeastern	0.2	Acres	50.0	11.0
3855	4114	Parking Lot - Surface	Encanto	0.3	Acres	0.0	0.0
3947	4114	Parking Lot - Surface	Southeastern	0.3	Acres	0.0	0.0
3958	4114	Parking Lot - Surface	Southeastern	0.1	Acres	0.0	0.0
3959	4114	Parking Lot - Surface	Southeastern	0.1	Acres	0.0	0.0
3961	4114	Parking Lot - Surface	Southeastern	0.0	Acres	0.0	0.0
3977	4114	Parking Lot - Surface	Southeastern	0.1	Acres	0.0	0.0
3985	4114	Parking Lot - Surface	Southeastern	0.7	Acres	0.0	0.0
4002	4114	Parking Lot - Surface	Southeastern	0.3	Acres	0.0	0.0
4688	4114	Parking Lot - Surface	Southeastern	0.5	Acres	0.0	0.0
4690	4114	Parking Lot - Surface	Southeastern	0.1	Acres	0.0	0.0
4694	4114	Parking Lot - Surface	Southeastern	0.8	Acres	0.0	0.0
4698	4114	Parking Lot - Surface	Southeastern	0.2	Acres	0.0	0.0
4700	4114	Parking Lot - Surface	Southeastern	0.1	Acres	0.0	0.0
3998	6104	Post Office	Southeastern	5.8	ksf	200.0	1,170.0
3574	2105	Public Storage	Encanto	124.9	ksf	2.0	250.0
3945	6115	Public/Community Meeting Room Facility	Encanto	16.0	ksf	30.0	480.0
3991	6115	Public/Community Meeting Room Facility	Southeastern	3.2	ksf	30.0	97.0
4028	6115	Public/Community Meeting Room Facility	Southeastern	2.7	ksf	30.0	80.0
4683	6115	Public/Community Meeting Room Facility	Encanto	5.4	ksf	30.0	163.0
4702	6115	Public/Community Meeting Room Facility	Southeastern	4.0	ksf	30.0	120.0
3861	4111	Rail Station/Transit Center	Encanto	1.7	Acres	300.0	511.0
3944	4111	Rail Station/Transit Center	Encanto	1.1	Acres	300.0	322.0
3817	4117	Railroad Right of Way	Encanto	5.5	Acres	0.0	0.0
3855	4117	Railroad Right of Way	Encanto	0.7	Acres	0.0	0.0
3861	4117	Railroad Right of Way	Encanto	2.7	Acres	0.0	0.0
3902	4117	Railroad Right of Way	Southeastern	1.1	Acres	0.0	0.0
3904	4117	Railroad Right of Way	Southeastern	4.0	Acres	0.0	0.0
3926	4117	Railroad Right of Way	Encanto	0.7	Acres	0.0	0.0
3927	4117	Railroad Right of Way	Encanto	3.4	Acres	0.0	0.0
3944	4117	Railroad Right of Way	Encanto	2.5	Acres	0.0	0.0
3945	4117	Railroad Right of Way	Encanto	0.6	Acres	0.0	0.0
3947	4117	Railroad Right of Way	Southeastern	4.8	Acres	0.0	0.0
4683	4117	Railroad Right of Way	Encanto	2.9	Acres	0.0	0.0
4728	4117	Railroad Right of Way	Encanto	1.3	Acres	0.0	0.0
3602	6102	Religious Facility (without day care)	Encanto	14.0	ksf	5.0	70.0
3696	6102	Religious Facility (without day care)	Encanto	5.7	ksf	5.0	28.0
3696	6102	Religious Facility (without day care)	Encanto	0.0	ksf	5.0	0.0
3720	6102	Religious Facility (without day care)	Encanto	16.6	ksf	5.0	83.0
3720	6102	Religious Facility (without day care)	Encanto	0.0	ksf	5.0	0.0
3744	6102	Religious Facility (without day care)	Encanto	22.0	ksf	5.0	110.0
3745	6102	Religious Facility (without day care)	Southeastern	4.3	ksf	5.0	21.0
3817	6102	Religious Facility (without day care)	Encanto	15.0	ksf	5.0	75.0
3831	6102	Religious Facility (without day care)	Southeastern	27.7	ksf	5.0	138.0
3854	6102	Religious Facility (without day care)	Southeastern	15.7	ksf	5.0	78.0
3855	6102	Religious Facility (without day care)	Encanto	3.4	ksf	5.0	17.0
3857	6102	Religious Facility (without day care)	Southeastern	28.7	ksf	5.0	143.0
3861	6102	Religious Facility (without day care)	Encanto	7.0	ksf	5.0	35.0
3902	6102	Religious Facility (without day care)	Southeastern	8.9	ksf	5.0	44.0
3904	6102	Religious Facility (without day care)	Southeastern	1.4	ksf	5.0	7.0
3905	6102	Religious Facility (without day care)	Southeastern	4.8	ksf	5.0	24.0
3920	6102	Religious Facility (without day care)	Southeastern	5.3	ksf	5.0	27.0
3922	6102	Religious Facility (without day care)	Encanto	40.0	ksf	5.0	200.0
3924	6102	Religious Facility (without day care)	Encanto	4.0	ksf	5.0	20.0
3944	6102	Religious Facility (without day care)	Encanto	5.1	ksf	5.0	25.0
3946	6102	Religious Facility (without day care)	Encanto	2.7	ksf	5.0	13.0
3947	6102	Religious Facility (without day care)	Southeastern	11.5	ksf	5.0	58.0
3949	6102	Religious Facility (without day care)	Encanto	25.6	ksf	5.0	128.0
3949	6102	Religious Facility (without day care)	Encanto	0.0	ksf	5.0	0.0
3961	6102	Religious Facility (without day care)	Southeastern	20.0	ksf	5.0	100.0
3961	6102	Religious Facility (without day care)	Southeastern	0.0	ksf	5.0	0.0
3969	6102	Religious Facility (without day care)	Encanto	3.5	ksf	5.0	17.0
3979	6102	Religious Facility (without day care)	Southeastern	4.9	ksf	5.0	24.0
3979	6102	Religious Facility (without day care)	Southeastern	0.0	ksf	5.0	0.0
3980	6102	Religious Facility (without day care)	Southeastern	14.5	ksf	5.0	72.0
3984	6102	Religious Facility (without day care)	Southeastern	4.5	ksf	5.0	22.0
3985	6102	Religious Facility (without day care)	Southeastern	11.0	ksf	5.0	55.0
3988	6102	Religious Facility (without day care)	Encanto	0.0	ksf	5.0	0.0
3989	6102	Religious Facility (without day care)	Southeastern	68.8	ksf	5.0	344.0
3989	6102	Religious Facility (without day care)	Southeastern	0.0	ksf	5.0	0.0
3990	6102	Religious Facility (without day care)	Southeastern	0.0	ksf	5.0	0.0
3990	6102	Religious Facility (without day care)	Southeastern	5.2	ksf	5.0	26.0
3991	6102	Religious Facility (without day care)	Southeastern	3.2	ksf	5.0	16.0

PREFERRED PLAN							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
3991	6102	Religious Facility (without day care)	Southeastern	0.0	ksf	5.0	0.0
3992	6102	Religious Facility (without day care)	Southeastern	14.6	ksf	5.0	73.0
3992	6102	Religious Facility (without day care)	Southeastern	0.0	ksf	5.0	0.0
3995	6102	Religious Facility (without day care)	Encanto	52.3	ksf	5.0	261.0
3995	6102	Religious Facility (without day care)	Encanto	0.0	ksf	5.0	0.0
3996	6102	Religious Facility (without day care)	Encanto	18.9	ksf	5.0	94.0
3998	6102	Religious Facility (without day care)	Southeastern	19.3	ksf	5.0	96.0
3999	6102	Religious Facility (without day care)	Southeastern	0.0	ksf	5.0	0.0
3999	6102	Religious Facility (without day care)	Southeastern	33.6	ksf	5.0	168.0
4002	6102	Religious Facility (without day care)	Southeastern	50.6	ksf	5.0	253.0
4002	6102	Religious Facility (without day care)	Southeastern	0.0	ksf	5.0	0.0
4007	6102	Religious Facility (without day care)	Encanto	29.3	ksf	5.0	147.0
4008	6102	Religious Facility (without day care)	Southeastern	24.1	ksf	5.0	120.0
4009	6102	Religious Facility (without day care)	Southeastern	18.4	ksf	5.0	92.0
4009	6102	Religious Facility (without day care)	Southeastern	0.0	ksf	5.0	0.0
4010	6102	Religious Facility (without day care)	Encanto	8.5	ksf	5.0	42.0
4013	6102	Religious Facility (without day care)	Southeastern	2.3	ksf	5.0	11.0
4018	6102	Religious Facility (without day care)	Encanto	5.0	ksf	5.0	25.0
4024	6102	Religious Facility (without day care)	Encanto	6.0	ksf	5.0	30.0
4027	6102	Religious Facility (without day care)	Southeastern	7.1	ksf	5.0	35.0
4028	6102	Religious Facility (without day care)	Southeastern	11.5	ksf	5.0	57.0
4028	6102	Religious Facility (without day care)	Southeastern	0.0	ksf	5.0	0.0
4035	6102	Religious Facility (without day care)	Southeastern	24.5	ksf	5.0	122.0
4038	6102	Religious Facility (without day care)	Southeastern	3.6	ksf	5.0	18.0
4039	6102	Religious Facility (without day care)	Southeastern	27.4	ksf	5.0	137.0
4039	6102	Religious Facility (without day care)	Southeastern	0.0	ksf	5.0	0.0
4040	6102	Religious Facility (without day care)	Southeastern	50.6	ksf	5.0	253.0
4057	6102	Religious Facility (without day care)	Southeastern	5.3	ksf	5.0	27.0
4058	6102	Religious Facility (without day care)	Southeastern	9.1	ksf	5.0	46.0
4079	6102	Religious Facility (without day care)	Southeastern	4.2	ksf	5.0	21.0
4080	6102	Religious Facility (without day care)	Southeastern	15.3	ksf	5.0	77.0
4080	6102	Religious Facility (without day care)	Southeastern	0.0	ksf	5.0	0.0
4685	6102	Religious Facility (without day care)	Southeastern	5.2	ksf	5.0	26.0
4689	6102	Religious Facility (without day care)	Southeastern	28.2	ksf	5.0	141.0
4697	6102	Religious Facility (without day care)	Southeastern	5.5	ksf	5.0	28.0
4698	6102	Religious Facility (without day care)	Southeastern	0.6	ksf	5.0	3.0
4699	6102	Religious Facility (without day care)	Southeastern	11.8	ksf	5.0	59.0
4700	6102	Religious Facility (without day care)	Southeastern	4.5	ksf	5.0	23.0
4701	6102	Religious Facility (without day care)	Southeastern	1.8	ksf	5.0	9.0
4709	6102	Religious Facility (without day care)	Southeastern	17.0	ksf	5.0	85.0
4728	6102	Religious Facility (without day care)	Encanto	7.7	ksf	5.0	38.0
3974	9501	Residential Under Construction	Encanto	0.0	ksf	0.0	0.0
3958	5011	Restaurant (High Turnover sit-down)	Southeastern	5.6	ksf	130.0	728.0
3959	5011	Restaurant (High Turnover sit-down)	Southeastern	1.5	ksf	130.0	195.0
3969	5011	Restaurant (High Turnover sit-down)	Encanto	14.4	ksf	130.0	1,872.0
4691	5011	Restaurant (High Turnover sit-down)	Southeastern	2.2	ksf	130.0	290.0
4694	5011	Restaurant (High Turnover sit-down)	Southeastern	1.8	ksf	130.0	229.0
4700	5011	Restaurant (High Turnover sit-down)	Southeastern	1.4	ksf	130.0	178.0
3554	4118	Road Right of Way	Encanto	32.4	Acres	0.0	0.0
3574	4118	Road Right of Way	Encanto	9.1	Acres	0.0	0.0
3602	4118	Road Right of Way	Encanto	13.5	Acres	0.0	0.0
3627	4118	Road Right of Way	Encanto	23.0	Acres	0.0	0.0
3696	4118	Road Right of Way	Encanto	8.4	Acres	0.0	0.0
3720	4118	Road Right of Way	Encanto	13.3	Acres	0.0	0.0
3744	4118	Road Right of Way	Encanto	15.7	Acres	0.0	0.0
3745	4118	Road Right of Way	Southeastern	25.8	Acres	0.0	0.0
3764	4118	Road Right of Way	Encanto	18.2	Acres	0.0	0.0
3766	4118	Road Right of Way	Southeastern	12.2	Acres	0.0	0.0
3767	4118	Road Right of Way	Southeastern	8.0	Acres	0.0	0.0
3817	4118	Road Right of Way	Encanto	23.7	Acres	0.0	0.0
3831	4118	Road Right of Way	Southeastern	7.9	Acres	0.0	0.0
3854	4118	Road Right of Way	Southeastern	7.1	Acres	0.0	0.0
3855	4118	Road Right of Way	Encanto	10.7	Acres	0.0	0.0
3857	4118	Road Right of Way	Southeastern	29.1	Acres	0.0	0.0
3858	4118	Road Right of Way	Southeastern	5.3	Acres	0.0	0.0
3860	4118	Road Right of Way	Encanto	6.9	Acres	0.0	0.0
3861	4118	Road Right of Way	Encanto	16.3	Acres	0.0	0.0
3902	4118	Road Right of Way	Southeastern	19.1	Acres	0.0	0.0
3904	4118	Road Right of Way	Southeastern	7.3	Acres	0.0	0.0
3905	4118	Road Right of Way	Southeastern	4.5	Acres	0.0	0.0
3920	4118	Road Right of Way	Southeastern	6.6	Acres	0.0	0.0
3921	4118	Road Right of Way	Southeastern	6.1	Acres	0.0	0.0
3922	4118	Road Right of Way	Encanto	25.6	Acres	0.0	0.0
3924	4118	Road Right of Way	Encanto	4.1	Acres	0.0	0.0
3926	4118	Road Right of Way	Encanto	3.5	Acres	0.0	0.0

PREFERRED PLAN							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
3927	4118	Road Right of Way	Encanto	6.6	Acres	0.0	0.0
3929	4118	Road Right of Way	Encanto	2.7	Acres	0.0	0.0
3944	4118	Road Right of Way	Encanto	1.9	Acres	0.0	0.0
3946	4118	Road Right of Way	Encanto	23.4	Acres	0.0	0.0
3947	4118	Road Right of Way	Southeastern	8.6	Acres	0.0	0.0
3949	4118	Road Right of Way	Encanto	27.2	Acres	0.0	0.0
3958	4118	Road Right of Way	Southeastern	4.5	Acres	0.0	0.0
3959	4118	Road Right of Way	Southeastern	6.5	Acres	0.0	0.0
3960	4118	Road Right of Way	Southeastern	7.2	Acres	0.0	0.0
3961	4118	Road Right of Way	Southeastern	4.0	Acres	0.0	0.0
3962	4118	Road Right of Way	Encanto	1.1	Acres	0.0	0.0
3969	4118	Road Right of Way	Encanto	8.3	Acres	0.0	0.0
3974	4118	Road Right of Way	Encanto	10.4	Acres	0.0	0.0
3977	4118	Road Right of Way	Southeastern	9.5	Acres	0.0	0.0
3979	4118	Road Right of Way	Southeastern	6.2	Acres	0.0	0.0
3980	4118	Road Right of Way	Southeastern	10.9	Acres	0.0	0.0
3984	4118	Road Right of Way	Southeastern	9.6	Acres	0.0	0.0
3985	4118	Road Right of Way	Southeastern	8.1	Acres	0.0	0.0
3988	4118	Road Right of Way	Encanto	19.3	Acres	0.0	0.0
3989	4118	Road Right of Way	Southeastern	6.3	Acres	0.0	0.0
3990	4118	Road Right of Way	Southeastern	11.4	Acres	0.0	0.0
3991	4118	Road Right of Way	Southeastern	9.2	Acres	0.0	0.0
3992	4118	Road Right of Way	Southeastern	19.3	Acres	0.0	0.0
3993	4118	Road Right of Way	Southeastern	4.2	Acres	0.0	0.0
3994	4118	Road Right of Way	Southeastern	10.3	Acres	0.0	0.0
3995	4118	Road Right of Way	Encanto	32.3	Acres	0.0	0.0
3996	4118	Road Right of Way	Encanto	38.7	Acres	0.0	0.0
3998	4118	Road Right of Way	Southeastern	16.9	Acres	0.0	0.0
3999	4118	Road Right of Way	Southeastern	24.7	Acres	0.0	0.0
4002	4118	Road Right of Way	Southeastern	23.0	Acres	0.0	0.0
4007	4118	Road Right of Way	Encanto	32.7	Acres	0.0	0.0
4008	4118	Road Right of Way	Southeastern	12.2	Acres	0.0	0.0
4009	4118	Road Right of Way	Southeastern	17.8	Acres	0.0	0.0
4010	4118	Road Right of Way	Encanto	28.2	Acres	0.0	0.0
4013	4118	Road Right of Way	Southeastern	14.2	Acres	0.0	0.0
4018	4118	Road Right of Way	Encanto	33.2	Acres	0.0	0.0
4024	4118	Road Right of Way	Encanto	37.1	Acres	0.0	0.0
4027	4118	Road Right of Way	Southeastern	9.6	Acres	0.0	0.0
4028	4118	Road Right of Way	Southeastern	12.1	Acres	0.0	0.0
4035	4118	Road Right of Way	Southeastern	18.9	Acres	0.0	0.0
4038	4118	Road Right of Way	Southeastern	17.4	Acres	0.0	0.0
4039	4118	Road Right of Way	Southeastern	18.2	Acres	0.0	0.0
4040	4118	Road Right of Way	Southeastern	12.4	Acres	0.0	0.0
4044	4118	Road Right of Way	Encanto	0.1	Acres	0.0	0.0
4047	4118	Road Right of Way	Encanto	23.2	Acres	0.0	0.0
4050	4118	Road Right of Way	Southeastern	0.4	Acres	0.0	0.0
4057	4118	Road Right of Way	Southeastern	14.6	Acres	0.0	0.0
4058	4118	Road Right of Way	Southeastern	19.4	Acres	0.0	0.0
4061	4118	Road Right of Way	Southeastern	4.5	Acres	0.0	0.0
4079	4118	Road Right of Way	Southeastern	19.1	Acres	0.0	0.0
4080	4118	Road Right of Way	Southeastern	22.6	Acres	0.0	0.0
4683	4118	Road Right of Way	Encanto	10.5	Acres	0.0	0.0
4684	4118	Road Right of Way	Encanto	1.4	Acres	0.0	0.0
4685	4118	Road Right of Way	Southeastern	8.8	Acres	0.0	0.0
4686	4118	Road Right of Way	Southeastern	5.2	Acres	0.0	0.0
4687	4118	Road Right of Way	Southeastern	2.7	Acres	0.0	0.0
4688	4118	Road Right of Way	Southeastern	0.3	Acres	0.0	0.0
4689	4118	Road Right of Way	Southeastern	3.6	Acres	0.0	0.0
4690	4118	Road Right of Way	Southeastern	1.2	Acres	0.0	0.0
4691	4118	Road Right of Way	Southeastern	2.6	Acres	0.0	0.0
4692	4118	Road Right of Way	Southeastern	4.6	Acres	0.0	0.0
4693	4118	Road Right of Way	Southeastern	1.3	Acres	0.0	0.0
4694	4118	Road Right of Way	Southeastern	1.5	Acres	0.0	0.0
4695	4118	Road Right of Way	Southeastern	4.9	Acres	0.0	0.0
4696	4118	Road Right of Way	Southeastern	8.7	Acres	0.0	0.0
4697	4118	Road Right of Way	Southeastern	3.1	Acres	0.0	0.0
4698	4118	Road Right of Way	Southeastern	4.3	Acres	0.0	0.0
4699	4118	Road Right of Way	Southeastern	4.6	Acres	0.0	0.0
4700	4118	Road Right of Way	Southeastern	1.8	Acres	0.0	0.0
4701	4118	Road Right of Way	Southeastern	1.1	Acres	0.0	0.0
4702	4118	Road Right of Way	Southeastern	2.0	Acres	0.0	0.0
4703	4118	Road Right of Way	Encanto	19.0	Acres	0.0	0.0
4704	4118	Road Right of Way	Southeastern	1.4	Acres	0.0	0.0
4705	4118	Road Right of Way	Encanto	17.6	Acres	0.0	0.0
4706	4118	Road Right of Way	Encanto	18.6	Acres	0.0	0.0

PREFERRED PLAN							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4707	4118	Road Right of Way	Encanto	9.0	Acres	0.0	0.0
4708	4118	Road Right of Way	Encanto	31.6	Acres	0.0	0.0
4709	4118	Road Right of Way	Southeastern	20.2	Acres	0.0	0.0
4710	4118	Road Right of Way	Southeastern	5.9	Acres	0.0	0.0
4711	4118	Road Right of Way	Southeastern	2.9	Acres	0.0	0.0
4712	4118	Road Right of Way	Southeastern	3.8	Acres	0.0	0.0
4713	4118	Road Right of Way	Southeastern	1.3	Acres	0.0	0.0
4714	4118	Road Right of Way	Southeastern	3.6	Acres	0.0	0.0
4715	4118	Road Right of Way	Southeastern	4.1	Acres	0.0	0.0
4716	4118	Road Right of Way	Southeastern	2.0	Acres	0.0	0.0
4717	4118	Road Right of Way	Southeastern	2.5	Acres	0.0	0.0
4718	4118	Road Right of Way	Southeastern	8.1	Acres	0.0	0.0
4719	4118	Road Right of Way	Southeastern	3.8	Acres	0.0	0.0
4720	4118	Road Right of Way	Southeastern	1.7	Acres	0.0	0.0
4721	4118	Road Right of Way	Southeastern	6.4	Acres	0.0	0.0
4722	4118	Road Right of Way	Southeastern	9.7	Acres	0.0	0.0
4723	4118	Road Right of Way	Southeastern	7.4	Acres	0.0	0.0
4724	4118	Road Right of Way	Southeastern	4.1	Acres	0.0	0.0
4725	4118	Road Right of Way	Southeastern	5.7	Acres	0.0	0.0
4726	4118	Road Right of Way	Encanto	6.6	Acres	0.0	0.0
4727	4118	Road Right of Way	Encanto	13.3	Acres	0.0	0.0
4728	4118	Road Right of Way	Encanto	11.9	Acres	0.0	0.0
3764	6804	Senior High School	Encanto	950.0	Students	1.8	1,710.0
3995	6804	Senior High School	Encanto	2,333.0	Students	1.8	4,199.0
3998	6804	Senior High School	Southeastern	0.0	Students	1.8	0.0
3949	5008	Service Station	Encanto	8.0	Station	135.0	1,080.0
4008	5008	Service Station	Southeastern	8.0	Station	135.0	1,080.0
3974	5027	Service Station (with food mart and automated carwash)	Encanto	12.0	station	155.0	1,860.0
4079	5027	Service Station (with food mart and automated carwash)	Southeastern	8.0	station	155.0	1,240.0
3855	5025	Service Station (with food mart)	Encanto	10.0	station	150.0	1,500.0
3924	5025	Service Station (with food mart)	Encanto	8.0	station	150.0	1,200.0
4697	5025	Service Station (with food mart)	Southeastern	12.0	station	150.0	1,800.0
4726	5025	Service Station (with food mart)	Encanto	8.0	station	150.0	1,200.0
3554	1110	Single Family Detached	Encanto	530.0	DU	9.0	4,770.0
3602	1110	Single Family Detached	Encanto	227.0	DU	9.0	2,043.0
3627	1110	Single Family Detached	Encanto	273.0	DU	9.0	2,457.0
3696	1110	Single Family Detached	Encanto	132.0	DU	9.0	1,188.0
3720	1110	Single Family Detached	Encanto	257.0	DU	9.0	2,313.0
3744	1110	Single Family Detached	Encanto	105.0	DU	9.0	945.0
3745	1110	Single Family Detached	Southeastern	314.0	DU	9.0	2,826.0
3764	1110	Single Family Detached	Encanto	106.0	DU	9.0	954.0
3766	1110	Single Family Detached	Southeastern	13.0	DU	9.0	117.0
3817	1110	Single Family Detached	Encanto	223.0	DU	9.0	2,007.0
3831	1110	Single Family Detached	Southeastern	10.0	DU	9.0	90.0
3854	1110	Single Family Detached	Southeastern	21.0	DU	9.0	189.0
3855	1110	Single Family Detached	Encanto	45.0	DU	9.0	405.0
3857	1110	Single Family Detached	Southeastern	248.0	DU	9.0	2,232.0
3858	1110	Single Family Detached	Southeastern	20.0	DU	9.0	180.0
3861	1110	Single Family Detached	Encanto	133.0	DU	9.0	1,197.0
3902	1110	Single Family Detached	Southeastern	73.0	DU	9.0	657.0
3904	1110	Single Family Detached	Southeastern	4.0	DU	9.0	36.0
3905	1110	Single Family Detached	Southeastern	24.0	DU	9.0	216.0
3920	1110	Single Family Detached	Southeastern	31.0	DU	9.0	279.0
3921	1110	Single Family Detached	Southeastern	22.0	DU	9.0	198.0
3922	1110	Single Family Detached	Encanto	283.0	DU	9.0	2,547.0
3927	1110	Single Family Detached	Encanto	18.0	DU	9.0	162.0
3946	1110	Single Family Detached	Encanto	293.0	DU	9.0	2,637.0
3947	1110	Single Family Detached	Southeastern	1.0	DU	9.0	9.0
3949	1110	Single Family Detached	Encanto	173.0	DU	9.0	1,557.0
3960	1110	Single Family Detached	Southeastern	1.0	DU	9.0	9.0
3977	1110	Single Family Detached	Southeastern	1.0	DU	9.0	9.0
3979	1110	Single Family Detached	Southeastern	82.0	DU	9.0	738.0
3980	1110	Single Family Detached	Southeastern	107.0	DU	9.0	963.0
3984	1110	Single Family Detached	Southeastern	1.0	DU	9.0	9.0
3985	1110	Single Family Detached	Southeastern	1.0	DU	9.0	9.0
3988	1110	Single Family Detached	Encanto	297.0	DU	9.0	2,673.0
3989	1110	Single Family Detached	Southeastern	36.0	DU	9.0	324.0
3990	1110	Single Family Detached	Southeastern	108.0	DU	9.0	972.0
3991	1110	Single Family Detached	Southeastern	175.0	DU	9.0	1,575.0
3992	1110	Single Family Detached	Southeastern	178.0	DU	9.0	1,602.0
3994	1110	Single Family Detached	Southeastern	82.0	DU	9.0	738.0
3995	1110	Single Family Detached	Encanto	212.0	DU	9.0	1,908.0
3996	1110	Single Family Detached	Encanto	694.0	DU	9.0	6,246.0
3998	1110	Single Family Detached	Southeastern	143.0	DU	9.0	1,287.0
3999	1110	Single Family Detached	Southeastern	165.0	DU	9.0	1,485.0

PREFERRED PLAN

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4002	1110	Single Family Detached	Southeastern	145.0	DU	9.0	1,305.0
4007	1110	Single Family Detached	Encanto	489.0	DU	9.0	4,401.0
4008	1110	Single Family Detached	Southeastern	57.0	DU	9.0	513.0
4009	1110	Single Family Detached	Southeastern	222.0	DU	9.0	1,998.0
4010	1110	Single Family Detached	Encanto	356.0	DU	9.0	3,204.0
4013	1110	Single Family Detached	Southeastern	178.0	DU	9.0	1,602.0
4018	1110	Single Family Detached	Encanto	603.0	DU	9.0	5,427.0
4024	1110	Single Family Detached	Encanto	368.0	DU	9.0	3,312.0
4027	1110	Single Family Detached	Southeastern	46.0	DU	9.0	414.0
4028	1110	Single Family Detached	Southeastern	73.0	DU	9.0	657.0
4035	1110	Single Family Detached	Southeastern	179.0	DU	9.0	1,611.0
4038	1110	Single Family Detached	Southeastern	149.0	DU	9.0	1,341.0
4039	1110	Single Family Detached	Southeastern	166.0	DU	9.0	1,494.0
4040	1110	Single Family Detached	Southeastern	83.0	DU	9.0	747.0
4047	1110	Single Family Detached	Encanto	458.0	DU	9.0	4,122.0
4057	1110	Single Family Detached	Southeastern	145.0	DU	9.0	1,305.0
4058	1110	Single Family Detached	Southeastern	133.0	DU	9.0	1,197.0
4061	1110	Single Family Detached	Southeastern	19.0	DU	9.0	171.0
4079	1110	Single Family Detached	Southeastern	150.0	DU	9.0	1,350.0
4080	1110	Single Family Detached	Southeastern	166.0	DU	9.0	1,494.0
4685	1110	Single Family Detached	Southeastern	2.0	DU	9.0	18.0
4686	1110	Single Family Detached	Southeastern	3.0	DU	9.0	27.0
4695	1110	Single Family Detached	Southeastern	2.0	DU	9.0	18.0
4699	1110	Single Family Detached	Southeastern	1.0	DU	9.0	9.0
4703	1110	Single Family Detached	Encanto	166.0	DU	9.0	1,494.0
4705	1110	Single Family Detached	Encanto	257.0	DU	9.0	2,313.0
4706	1110	Single Family Detached	Encanto	327.0	DU	9.0	2,943.0
4707	1110	Single Family Detached	Encanto	142.0	DU	9.0	1,278.0
4708	1110	Single Family Detached	Encanto	348.0	DU	9.0	3,132.0
4709	1110	Single Family Detached	Southeastern	211.0	DU	9.0	1,899.0
4710	1110	Single Family Detached	Southeastern	25.0	DU	9.0	225.0
4711	1110	Single Family Detached	Southeastern	12.0	DU	9.0	108.0
4712	1110	Single Family Detached	Southeastern	24.0	DU	9.0	216.0
4713	1110	Single Family Detached	Southeastern	12.0	DU	9.0	108.0
4714	1110	Single Family Detached	Southeastern	3.0	DU	9.0	27.0
4715	1110	Single Family Detached	Southeastern	25.0	DU	9.0	225.0
4716	1110	Single Family Detached	Southeastern	24.0	DU	9.0	216.0
4717	1110	Single Family Detached	Southeastern	41.0	DU	9.0	369.0
4718	1110	Single Family Detached	Southeastern	34.0	DU	9.0	306.0
4719	1110	Single Family Detached	Southeastern	49.0	DU	9.0	441.0
4720	1110	Single Family Detached	Southeastern	22.0	DU	9.0	198.0
4721	1110	Single Family Detached	Southeastern	23.0	DU	9.0	207.0
4722	1110	Single Family Detached	Southeastern	89.0	DU	9.0	801.0
4723	1110	Single Family Detached	Southeastern	11.0	DU	9.0	99.0
4724	1110	Single Family Detached	Southeastern	38.0	DU	9.0	342.0
4725	1110	Single Family Detached	Southeastern	32.0	DU	9.0	288.0
4726	1110	Single Family Detached	Encanto	69.0	DU	9.0	621.0
4727	1110	Single Family Detached	Encanto	109.0	DU	9.0	981.0
4728	1110	Single Family Detached	Encanto	200.0	DU	9.0	1,800.0
3554	1120	Single Family Multiple-Units	Encanto	34.0	DU	9.0	306.0
3627	1120	Single Family Multiple-Units	Encanto	42.0	DU	9.0	378.0
3696	1120	Single Family Multiple-Units	Encanto	42.0	DU	9.0	378.0
3720	1120	Single Family Multiple-Units	Encanto	86.0	DU	9.0	774.0
3744	1120	Single Family Multiple-Units	Encanto	139.0	DU	9.0	1,251.0
3764	1120	Single Family Multiple-Units	Encanto	168.0	DU	9.0	1,512.0
3817	1120	Single Family Multiple-Units	Encanto	60.0	DU	9.0	540.0
3855	1120	Single Family Multiple-Units	Encanto	106.0	DU	9.0	954.0
3857	1120	Single Family Multiple-Units	Southeastern	4.0	DU	9.0	36.0
3860	1120	Single Family Multiple-Units	Encanto	45.0	DU	9.0	405.0
3861	1120	Single Family Multiple-Units	Encanto	56.0	DU	9.0	504.0
3902	1120	Single Family Multiple-Units	Southeastern	2.0	DU	9.0	18.0
3920	1120	Single Family Multiple-Units	Southeastern	2.0	DU	9.0	18.0
3922	1120	Single Family Multiple-Units	Encanto	2.0	DU	9.0	18.0
3946	1120	Single Family Multiple-Units	Encanto	16.0	DU	9.0	144.0
3947	1120	Single Family Multiple-Units	Southeastern	115.0	DU	9.0	1,035.0
3949	1120	Single Family Multiple-Units	Encanto	154.0	DU	9.0	1,386.0
3958	1120	Single Family Multiple-Units	Southeastern	58.0	DU	9.0	522.0
3959	1120	Single Family Multiple-Units	Southeastern	125.0	DU	9.0	1,125.0
3960	1120	Single Family Multiple-Units	Southeastern	52.0	DU	9.0	468.0
3961	1120	Single Family Multiple-Units	Southeastern	43.0	DU	9.0	387.0
3977	1120	Single Family Multiple-Units	Southeastern	99.0	DU	9.0	891.0
3979	1120	Single Family Multiple-Units	Southeastern	2.0	DU	9.0	18.0
3984	1120	Single Family Multiple-Units	Southeastern	90.0	DU	9.0	810.0
3985	1120	Single Family Multiple-Units	Southeastern	62.0	DU	9.0	558.0
3988	1120	Single Family Multiple-Units	Encanto	6.0	DU	9.0	54.0

PREFERRED PLAN							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
3996	1120	Single Family Multiple-Units	Encanto	12.0	DU	9.0	108.0
3999	1120	Single Family Multiple-Units	Southeastern	24.0	DU	9.0	216.0
4002	1120	Single Family Multiple-Units	Southeastern	4.0	DU	9.0	36.0
4009	1120	Single Family Multiple-Units	Southeastern	4.0	DU	9.0	36.0
4010	1120	Single Family Multiple-Units	Encanto	4.0	DU	9.0	36.0
4018	1120	Single Family Multiple-Units	Encanto	10.0	DU	9.0	90.0
4027	1120	Single Family Multiple-Units	Southeastern	8.0	DU	9.0	72.0
4028	1120	Single Family Multiple-Units	Southeastern	2.0	DU	9.0	18.0
4035	1120	Single Family Multiple-Units	Southeastern	2.0	DU	9.0	18.0
4038	1120	Single Family Multiple-Units	Southeastern	4.0	DU	9.0	36.0
4039	1120	Single Family Multiple-Units	Southeastern	2.0	DU	9.0	18.0
4057	1120	Single Family Multiple-Units	Southeastern	2.0	DU	9.0	18.0
4058	1120	Single Family Multiple-Units	Southeastern	2.0	DU	9.0	18.0
4080	1120	Single Family Multiple-Units	Southeastern	2.0	DU	9.0	18.0
4685	1120	Single Family Multiple-Units	Southeastern	97.0	DU	9.0	873.0
4686	1120	Single Family Multiple-Units	Southeastern	70.0	DU	9.0	630.0
4687	1120	Single Family Multiple-Units	Southeastern	4.0	DU	9.0	36.0
4688	1120	Single Family Multiple-Units	Southeastern	2.0	DU	9.0	18.0
4689	1120	Single Family Multiple-Units	Southeastern	32.0	DU	9.0	288.0
4690	1120	Single Family Multiple-Units	Southeastern	10.0	DU	9.0	90.0
4691	1120	Single Family Multiple-Units	Southeastern	7.0	DU	9.0	63.0
4692	1120	Single Family Multiple-Units	Southeastern	27.0	DU	9.0	243.0
4693	1120	Single Family Multiple-Units	Southeastern	3.0	DU	9.0	27.0
4694	1120	Single Family Multiple-Units	Southeastern	7.0	DU	9.0	63.0
4695	1120	Single Family Multiple-Units	Southeastern	25.0	DU	9.0	225.0
4696	1120	Single Family Multiple-Units	Southeastern	113.0	DU	9.0	1,017.0
4697	1120	Single Family Multiple-Units	Southeastern	38.0	DU	9.0	342.0
4698	1120	Single Family Multiple-Units	Southeastern	50.0	DU	9.0	450.0
4699	1120	Single Family Multiple-Units	Southeastern	54.0	DU	9.0	486.0
4700	1120	Single Family Multiple-Units	Southeastern	16.0	DU	9.0	144.0
4701	1120	Single Family Multiple-Units	Southeastern	5.0	DU	9.0	45.0
4702	1120	Single Family Multiple-Units	Southeastern	21.0	DU	9.0	189.0
4703	1120	Single Family Multiple-Units	Encanto	18.0	DU	9.0	162.0
4707	1120	Single Family Multiple-Units	Encanto	28.0	DU	9.0	252.0
4708	1120	Single Family Multiple-Units	Encanto	46.0	DU	9.0	414.0
4709	1120	Single Family Multiple-Units	Southeastern	2.0	DU	9.0	18.0
4713	1120	Single Family Multiple-Units	Southeastern	2.0	DU	9.0	18.0
4718	1120	Single Family Multiple-Units	Southeastern	15.0	DU	9.0	135.0
4726	1120	Single Family Multiple-Units	Encanto	22.0	DU	9.0	198.0
4727	1120	Single Family Multiple-Units	Encanto	14.0	DU	9.0	126.0
4728	1120	Single Family Multiple-Units	Encanto	22.0	DU	9.0	198.0
3554	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0.0
3627	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0.0
3696	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0.0
3744	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0.0
3745	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
3817	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0.0
3857	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
3861	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0.0
3922	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0.0
3946	1190	Single Family Residential Without Units	Encanto	1.0	DU	0.0	0.0
3947	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
3959	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
3974	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0.0
3977	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
3979	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
3980	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
3984	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
3985	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
3988	1190	Single Family Residential Without Units	Encanto	1.0	DU	0.0	0.0
3990	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
3991	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
3992	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
3994	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
3995	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0.0
3996	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0.0
3998	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
3999	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4002	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4007	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0.0
4008	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4009	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4010	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0.0
4018	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0.0
4027	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0

PREFERRED PLAN							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4028	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4038	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4039	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4057	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4058	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4079	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4080	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4686	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4689	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4692	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4696	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4699	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4700	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4703	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0.0
4705	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0.0
4706	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0.0
4707	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0.0
4708	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0.0
4712	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4715	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4717	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4718	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4720	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4722	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4723	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4725	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0.0
4727	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0.0
4728	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0.0
3554	1000	Spaced Rural Residential	Encanto	1.0	DU	12.0	12.0
4703	1000	Spaced Rural Residential	Encanto	1.0	DU	12.0	12.0
3974	5013	Supermarket (Stand alone)	Encanto	4.4	ksf	150.0	660.0
3858	9101	Vacant and Undeveloped Land	Southeastern	0.3	Acres	0.0	0.0
3904	9101	Vacant and Undeveloped Land	Southeastern	0.7	Acres	0.0	0.0
3922	9101	Vacant and Undeveloped Land	Encanto	0.5	Acres	0.0	0.0
3947	9101	Vacant and Undeveloped Land	Southeastern	0.0	Acres	0.0	0.0
3974	9101	Vacant and Undeveloped Land	Encanto	0.6	Acres	0.0	0.0
3979	9101	Vacant and Undeveloped Land	Southeastern	0.2	Acres	0.0	0.0
3992	9101	Vacant and Undeveloped Land	Southeastern	2.8	Acres	0.0	0.0
3999	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0.0	0.0
4002	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0.0	0.0
4009	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0.0	0.0
4038	9101	Vacant and Undeveloped Land	Southeastern	0.3	Acres	0.0	0.0
4039	9101	Vacant and Undeveloped Land	Southeastern	0.4	Acres	0.0	0.0
4057	9101	Vacant and Undeveloped Land	Southeastern	2.9	Acres	0.0	0.0
4079	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0.0	0.0
4080	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0.0	0.0
4713	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0.0	0.0
4714	9101	Vacant and Undeveloped Land	Southeastern	0.2	Acres	0.0	0.0
4715	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0.0	0.0
4719	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0.0	0.0
4722	9101	Vacant and Undeveloped Land	Southeastern	1.8	Acres	0.0	0.0
4728	9101	Vacant and Undeveloped Land	Encanto	0.4	Acres	0.0	0.0
3766	2104	Warehousing	Southeastern	30.3	ksf	5.0	152.0
3958	2104	Warehousing	Southeastern	1.5	ksf	5.0	8.0
3985	2104	Warehousing	Southeastern	21.0	ksf	5.0	105.0
4028	2104	Warehousing	Southeastern	4.0	ksf	5.0	20.0
4693	2104	Warehousing	Southeastern	19.5	ksf	5.0	98.0
4718	5001	Wholesale Trade	Southeastern	15.7	ksf	70.0	1,099.0
4002	1210	Religious Facility (without day care)	Southeastern	1.0	DU	8.0	8.0
3995	1210	Religious Facility (without day care)	Encanto	3.0	DU	8.0	24.0
4685	1210	Light Industry - General	Southeastern	2.0	DU	8.0	16.0
3744	1210	Religious Facility (without day care)	Encanto	2.0	DU	8.0	16.0
4008	1210	Religious Facility (without day care)	Southeastern	3.0	DU	8.0	24.0
3998	1210	Religious Facility (without day care)	Southeastern	1.0	DU	8.0	8.0
3861	1210	Other Retail Trade and Strip Commercial	Encanto	1.0	DU	8.0	8.0
4002	1210	Religious Facility (without day care)	Southeastern	1.0	DU	8.0	8.0
3944	1210	Religious Facility (without day care)	Encanto	1.0	DU	8.0	8.0
4686	1210	Light Industry - General	Southeastern	1.0	DU	8.0	8.0
3980	1210	Religious Facility (without day care)	Southeastern	1.0	DU	8.0	8.0
3696	1210	Religious Facility (without day care)	Encanto	1.0	DU	8.0	8.0
3720	1210	Religious Facility (without day care)	Encanto	3.0	DU	8.0	24.0
3855	1210	Light Industry - General	Encanto	3.0	DU	8.0	24.0
3745	1210	Religious Facility (without day care)	Southeastern	1.0	DU	8.0	8.0
3984	1210	Religious Facility (without day care)	Southeastern	1.0	DU	8.0	8.0
3999	1210	Religious Facility (without day care)	Southeastern	5.0	DU	8.0	40.0

PREFERRED PLAN							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
3858	1210	Arterial Commercial (Street Commercial)	Southeastern	5.0	DU	8.0	40.0
3990	1210	Religious Facility (without day care)	Southeastern	1.0	DU	8.0	8.0
4024	1210	Arterial Commercial (Street Commercial)	Encanto	17.0	DU	8.0	136.0
3959	1210	Arterial Commercial (Street Commercial)	Southeastern	11.0	DU	8.0	88.0
4690	1210	Automobile Repair Shop	Southeastern	3.0	DU	8.0	24.0
3905	1210	Religious Facility (without day care)	Southeastern	1.0	DU	8.0	8.0
4694	1210	Restaurant (High Turnover sit-down)	Southeastern	1.0	DU	8.0	8.0
4721	1210	Arterial Commercial (Street Commercial)	Southeastern	7.0	DU	8.0	56.0
4700	1210	Restaurant (High Turnover sit-down)	Southeastern	1.0	DU	8.0	8.0
3926	1210	Light Industry - General	Encanto	74.0	DU	8.0	592.0
4691	1210	Automobile Dealership	Southeastern	1.0	DU	8.0	8.0
4699	1210	Arterial Commercial (Street Commercial)	Southeastern	5.0	DU	8.0	40.0
4695	1210	Arterial Commercial (Street Commercial)	Southeastern	17.0	DU	8.0	136.0
3991	1210	Arterial Commercial (Street Commercial)	Southeastern	17.0	DU	8.0	136.0
4720	1210	Arterial Commercial (Street Commercial)	Southeastern	24.0	DU	8.0	192.0
4701	1210	Religious Facility (without day care)	Southeastern	2.0	DU	8.0	16.0
4700	1210	Automobile Tire Store	Southeastern	2.0	DU	8.0	16.0
4697	1210	Arterial Commercial (Street Commercial)	Southeastern	11.0	DU	8.0	88.0
4690	1210	Arterial Commercial (Street Commercial)	Southeastern	10.0	DU	8.0	80.0
4035	1210	Arterial Commercial (Street Commercial)	Southeastern	10.0	DU	8.0	80.0
4050	1210	Community Shopping Center (100,000 SF or more)	Southeastern	187.0	DU	8.0	1,496.0
4717	1210	Arterial Commercial (Street Commercial)	Southeastern	1.0	DU	8.0	8.0
4691	1210	Arterial Commercial (Street Commercial)	Southeastern	10.0	DU	8.0	80.0
4028	1210	Arterial Commercial (Street Commercial)	Southeastern	121.0	DU	8.0	968.0
4027	1210	Arterial Commercial (Street Commercial)	Southeastern	77.0	DU	8.0	616.0
4687	1210	Arterial Commercial (Street Commercial)	Southeastern	15.0	DU	8.0	120.0
4698	1220	Arterial Commercial (Street Commercial)	Southeastern	30.0	DU	6.0	180.0
4040	1220	Arterial Commercial (Street Commercial)	Southeastern	84.0	DU	6.0	504.0
4039	1220	Arterial Commercial (Street Commercial)	Southeastern	15.0	DU	6.0	90.0
3857	1220	Arterial Commercial (Street Commercial)	Southeastern	97.0	DU	6.0	582.0
3855	1220	Arterial Commercial (Street Commercial)	Encanto	87.0	DU	6.0	522.0
3985	1220	Neighborhood Shopping Center (30,000 SF or more)	Southeastern	1.0	DU	6.0	6.0
4058	1220	Arterial Commercial (Street Commercial)	Southeastern	21.0	DU	6.0	126.0
4726	1220	Arterial Commercial (Street Commercial)	Encanto	26.0	DU	6.0	156.0
4696	1220	Arterial Commercial (Street Commercial)	Southeastern	11.0	DU	6.0	66.0
3995	1220	Arterial Commercial (Street Commercial)	Encanto	67.0	DU	6.0	402.0
3998	1220	Arterial Commercial (Street Commercial)	Southeastern	10.0	DU	6.0	60.0
4702	1220	Arterial Commercial (Street Commercial)	Southeastern	14.0	DU	6.0	84.0
4722	1220	Arterial Commercial (Street Commercial)	Southeastern	104.0	DU	6.0	624.0
4039	1220	Other Retail Trade and Strip Commercial	Southeastern	19.0	DU	6.0	114.0
3927	1220	Arterial Commercial (Street Commercial)	Encanto	137.0	DU	6.0	822.0
4002	1220	Arterial Commercial (Street Commercial)	Southeastern	33.0	DU	6.0	198.0
4701	1220	Arterial Commercial (Street Commercial)	Southeastern	41.0	DU	6.0	246.0
3927	1220	Light Industry - General	Encanto	168.0	DU	6.0	1,008.0
4700	1220	Arterial Commercial (Street Commercial)	Southeastern	88.0	DU	6.0	528.0
4693	1220	Arterial Commercial (Street Commercial)	Southeastern	37.0	DU	6.0	222.0
4038	1220	Arterial Commercial (Street Commercial)	Southeastern	62.0	DU	6.0	372.0
4688	1220	Arterial Commercial (Street Commercial)	Southeastern	50.0	DU	6.0	300.0
3949	1220	Arterial Commercial (Street Commercial)	Encanto	35.0	DU	6.0	210.0
3989	1220	Arterial Commercial (Street Commercial)	Southeastern	66.0	DU	6.0	396.0
4694	1220	Arterial Commercial (Street Commercial)	Southeastern	21.0	DU	6.0	126.0
3999	1220	Arterial Commercial (Street Commercial)	Southeastern	90.0	DU	6.0	540.0
3984	1220	Arterial Commercial (Street Commercial)	Southeastern	122.0	DU	6.0	732.0
3764	1220	Arterial Commercial (Street Commercial)	Encanto	188.0	DU	6.0	1,128.0
3969	1220	Arterial Commercial (Street Commercial)	Encanto	77.0	DU	6.0	462.0
4718	1220	Arterial Commercial (Street Commercial)	Southeastern	125.0	DU	6.0	750.0
4061	1220	Arterial Commercial (Street Commercial)	Southeastern	3.0	DU	6.0	18.0
4723	1220	Arterial Commercial (Street Commercial)	Southeastern	157.0	DU	6.0	942.0
3861	1220	Rail Station/Transit Center	Encanto	64.0	DU	6.0	384.0
4713	1220	Arterial Commercial (Street Commercial)	Southeastern	64.0	DU	6.0	384.0
4689	1220	Arterial Commercial (Street Commercial)	Southeastern	20.0	DU	6.0	120.0
4716	1220	Arterial Commercial (Street Commercial)	Southeastern	75.0	DU	6.0	450.0
4689	1220	Community Shopping Center (100,000 SF or more)	Southeastern	7.0	DU	6.0	42.0
3855	1220	Neighborhood Shopping Center (30,000 SF or more)	Encanto	20.0	DU	6.0	120.0
3992	1220	Arterial Commercial (Street Commercial)	Southeastern	20.0	DU	6.0	120.0
3924	1220	Arterial Commercial (Street Commercial)	Encanto	163.0	DU	6.0	978.0
3961	1220	Arterial Commercial (Street Commercial)	Southeastern	42.0	DU	6.0	252.0
3985	1220	Arterial Commercial (Street Commercial)	Southeastern	48.0	DU	6.0	288.0
4724	1220	Arterial Commercial (Street Commercial)	Southeastern	27.0	DU	6.0	162.0
4008	1220	Arterial Commercial (Street Commercial)	Southeastern	77.0	DU	6.0	462.0
4714	1220	Arterial Commercial (Street Commercial)	Southeastern	81.0	DU	6.0	486.0
4686	1220	Arterial Commercial (Street Commercial)	Southeastern	31.0	DU	6.0	186.0
3926	1220	Arterial Commercial (Street Commercial)	Encanto	62.0	DU	6.0	372.0
3947	1220	Arterial Commercial (Street Commercial)	Southeastern	110.0	DU	6.0	660.0
4683	1220	Arterial Commercial (Street Commercial)	Encanto	695.0	DU	6.0	4,170.0

PREFERRED PLAN							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4683	1220	Community Shopping Center (100,000 SF or more)	Encanto	361.0	DU	6.0	2,166.0
4694	1220	Neighborhood Shopping Center (30,000 SF or more)	Southeastern	60.0	DU	6.0	360.0
3860	1220	Arterial Commercial (Street Commercial)	Encanto	68.0	DU	6.0	408.0
4683	1220	Clinic	Encanto	69.0	DU	6.0	414.0
3945	1220	Arterial Commercial (Street Commercial)	Encanto	147.0	DU	6.0	882.0
3929	1220	Arterial Commercial (Street Commercial)	Encanto	244.0	DU	6.0	1,464.0
4684	1220	Community Shopping Center (100,000 SF or more)	Encanto	368.0	DU	6.0	2,208.0
3946	1220	Arterial Commercial (Street Commercial)	Encanto	218.0	DU	6.0	1,308.0
4693	6002A	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	2.0	ksf	41.0	82.0
3984	6002A	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	2.2	ksf	41.0	91.0
4690	6002A	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	2.3	ksf	41.0	95.0
3991	6002A	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	3.2	ksf	41.0	131.0
3992	6002A	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	3.9	ksf	41.0	158.0
4040	6002A	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	3.9	ksf	41.0	161.0
3969	6002A	Office (Low-Rise - less or equal to 100,000 SF)	Encanto	4.8	ksf	41.0	198.0
4040	6002B	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	5.4	ksf	34.0	183.0
4711	6002B	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	5.4	ksf	34.0	184.0
4693	6002B	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	6.5	ksf	34.0	221.0
3858	6002B	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	7.0	ksf	34.0	237.0
4689	6002C	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	12.6	ksf	28.0	354.0
3857	6002D	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	21.0	ksf	25.0	525.0
3857	6002C	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	25.1	ksf	28.0	704.0
3831	6002E	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	51.7	ksf	20.0	1,034.0
3945	6002F	Office (Low-Rise - less or equal to 100,000 SF)	Encanto	64.0	ksf	19.0	1,216.0
3969	6002G	Office (Low-Rise - less or equal to 100,000 SF)	Encanto	66.1	ksf	19.0	1,256.0
3766	6002H	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	125.1	ksf	16.0	2,002.0

Land Use Comparison - Southeastern					
Low Density vs. Existing Conditions vs. Preferred					
TAZ	Low Density	Existing Conditions		Preferred	
	ADT	ADT	Δ ADT	ADT	Δ ADT (LD - Pref)
3745	5,070	4,758	312	5,069	1
3766	9,997	6,517	3,480	9,997	0
3767	19,759	19,759	0	19,759	0
3831	4,915	3,446	1,469	4,915	0
3854	1,758	1,758	0	1,758	0
3857	14,024	10,689	3,335	14,424	-400
3858	1,888	1,888	0	1,872	16
3902	3,132	2,578	554	3,132	0
3904	1,196	1,135	61	1,196	0
3905	8,412	8,411	1	8,411	1
3920	2,249	2,223	26	2,249	0
3921	1,818	1,818	0	1,818	0
3947	3,368	2,019	1,349	3,386	-18
3958	1,899	1,899	0	1,899	0
3959	5,653	5,314	339	5,653	0
3960	1,545	1,545	0	1,545	0
3961	1,147	969	178	1,159	-12
3977	2,613	1,808	805	2,613	0
3979	1,440	1,395	45	1,440	0
3980	2,444	2,408	36	2,443	1
3984	3,098	2,274	824	3,097	1
3985	2,639	1,504	1,135	2,648	-9
3989	3,324	1,774	1,550	3,384	-60
3990	3,442	2,299	1,143	3,441	1
3991	4,109	3,560	549	4,109	0
3992	6,402	5,635	767	6,444	-42
3993	25,260	25,260	0	25,260	0
3994	1,753	1,724	29	1,787	-34
3998	4,747	4,513	234	4,774	-27
3999	8,157	6,587	1,570	8,343	-186
4002	8,702	8,474	228	8,724	-22
4008	14,843	13,376	1,467	15,305	-462
4009	4,461	4,392	69	4,461	0
4013	2,518	2,518	0	2,518	0
4027	7,781	4,313	3,468	7,781	0
4028	8,513	6,034	2,479	8,681	-168

Land Use Comparison - Southeastern					
Low Density vs. Existing Conditions vs. Preferred					
TAZ	Low Density	Existing Conditions		Preferred	
	ADT	ADT	Δ ADT	ADT	Δ ADT (LD - Pref)
4035	7,841	7,075	766	7,841	0
4038	5,753	4,921	832	6,125	-372
4039	4,500	4,215	285	4,500	0
4040	6,659	4,394	2,265	6,719	-60
4050	12,678	11,047	1,631	13,862	-1,184
4057	3,342	3,267	75	3,342	0
4058	4,998	3,926	1,072	4,998	0
4061	2,870	2,750	120	2,870	0
4079	6,898	6,668	230	6,898	0
4080	3,988	3,893	95	3,988	0
4685	2,716	2,024	692	2,716	0
4686	1,678	880	798	1,677	1
4687	1,395	890	505	1,395	0
4688	1,612	1,234	378	1,612	0
4689	1,787	1,103	684	1,829	-42
4690	1,465	816	649	1,465	0
4691	1,497	776	721	1,496	1
4692	1,133	1,133	0	1,133	0
4693	1,874	930	944	1,918	-44
4694	5,671	4,276	1,395	5,796	-125
4695	2,129	309	1,820	2,145	-16
4696	2,251	1,986	265	2,251	0
4697	3,138	2,985	153	3,138	0
4698	10,470	10,243	227	10,474	-4
4699	1,534	1,487	47	1,534	0
4700	10,447	9,278	1,169	10,446	1
4701	1,948	1,459	489	1,948	0
4702	3,853	3,486	367	3,853	0
4704	13,267	13,267	0	13,267	0
4709	5,829	5,707	122	5,829	0
4710	1,933	1,933	0	1,933	0
4711	972	972	0	972	0
4712	1,289	1,289	0	1,289	0
4713	1,209	558	651	1,317	-108
4714	1,776	1,418	358	1,944	-168
4715	817	817	0	817	0

Land Use Comparison - Southeastern					
Low Density vs. Existing Conditions vs. Preferred					
TAZ	Low Density	Existing Conditions		Preferred	
	ADT	ADT	Δ ADT	ADT	Δ ADT (LD - Pref)
4716	1,565	789	776	1,565	0
4717	937	909	28	936	1
4718	5,297	2,950	2,347	5,633	-336
4719	1,048	1,039	9	1,048	0
4720	2,322	1,726	596	2,322	0
4721	1,974	1,697	277	1,974	0
4722	4,266	2,341	1,925	4,266	0
4723	3,679	2,415	1,264	3,787	-108
4724	1,674	1,534	140	1,674	0
4725	1,509	1,491	18	1,509	0
TOTAL	371,564	316,877	54,687	375,546	-3,982

Land Use Comparison - Encanto					
Low Density vs. Existing Conditions vs. Preferred					
TAZ	Low Density	Existing Conditions		Preferred	
	ADT	ADT	Δ ADT	ADT	Δ ADT (LD - Pref)
3554	5,124	5,016	108	5,124	0
3574	4,218	2,291	1,927	4,217	1
3594	0	0	0	0	0
3602	3,615	3,606	9	3,615	0
3627	3,035	2,855	180	3,035	0
3696	3,223	3,177	46	3,222	1
3720	3,230	3,176	54	3,230	0
3744	4,758	3,650	1,108	4,758	0
3764	10,148	6,231	3,917	10,148	0
3817	3,802	3,614	188	3,802	0
3855	12,376	8,847	3,529	12,430	-54
3860	3,088	2,093	995	3,154	-66
3861	6,287	5,677	610	6,286	1
3922	6,466	5,772	694	6,466	0
3924	3,673	2,517	1,156	3,931	-258
3926	6,584	2,314	4,270	6,584	0
3927	7,647	3,243	4,404	7,647	0
3929	3,900	1,532	2,368	3,900	0
3944	6,759	3,185	3,574	6,758	1
3945	3,772	1,696	2,076	3,772	0
3946	7,640	3,992	3,648	7,787	-147
3949	13,980	9,677	4,303	13,980	0
3962	0	0	0	0	0
3969	13,700	16,803	-3,103	14,334	-634
3974	5,598	4,047	1,551	5,598	0
3988	4,361	4,044	317	4,361	0
3995	13,422	12,286	1,136	13,440	-18
3996	6,520	6,297	223	6,520	0
4007	5,747	5,658	89	5,747	0
4010	5,195	4,723	472	5,195	0
4018	5,592	5,369	223	5,592	0
4024	20,093	15,813	4,280	20,093	0
4044	0	0	0	0	0
4047	4,126	4,108	18	4,126	0
4683	23,852	2,797	21,055	24,560	-708
4684	12,416	5,673	6,743	12,416	0

Land Use Comparison - Encanto					
Low Density vs. Existing Conditions vs. Preferred					
TAZ	Low Density	Existing Conditions		Preferred	
	ADT	ADT	Δ ADT	ADT	Δ ADT (LD - Pref)
4703	3,686	3,452	234	3,686	0
4705	2,440	2,431	9	2,440	0
4706	2,943	2,970	-27	2,943	0
4707	1,686	1,533	153	1,686	0
4708	3,683	3,296	387	3,683	0
4726	3,776	2,447	1,329	3,776	0
4727	1,150	1,015	135	1,150	0
4728	2,313	2,295	18	2,313	0
TOTAL	265,624	191,218	74,406	267,505	-1,881

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
3554	1411	Congregate Care Facility	Encanto	0.0	Beds	0
3554	1210	MF Residential less or equal 20 DU/acre	Encanto	3.0	DU	24
3554	7603	Open Space Park or Preserve	Encanto	2.4	Acres	12
3554	4118	Road Right of Way	Encanto	32.4	Acres	0
3554	1110	Single Family Detached	Encanto	530.0	DU	4,770
3554	1120	Single Family Multiple-Units	Encanto	34.0	DU	306
3554	1190	Single Family Residential Without Units	Encanto	0.0	DU	0
3554	1000	Spaced Rural Residential	Encanto	1.0	DU	12
3574	5007	Arterial Commercial (Street Commercial)	Encanto	99.2	ksf	3,968
3574	2105	Public Storage	Encanto	124.9	ksf	250
3574	4118	Road Right of Way	Encanto	9.1	Acres	0
3594	4112	Freeway	Encanto	21.2	Acres	0
3602	4113	Communications and Utilities	Encanto	31.3	Acres	0
3602	6806	Elementary School	Encanto	357.0	Students	678
3602	4112	Freeway	Encanto	15.3	Acres	0
3602	7603	Open Space Park or Preserve	Encanto	70.6	Acres	353
3602	7601	Park - Active	Encanto	9.4	Acres	471
3602	6102	Religious Facility (without day care)	Encanto	14.0	ksf	70
3602	4118	Road Right of Way	Encanto	13.5	Acres	0
3602	1110	Single Family Detached	Encanto	227.0	DU	2,043
3627	1210	MF Residential less or equal 20 DU/acre	Encanto	25.0	DU	200
3627	4118	Road Right of Way	Encanto	23.0	Acres	0
3627	1110	Single Family Detached	Encanto	273.0	DU	2,457
3627	1120	Single Family Multiple-Units	Encanto	42.0	DU	378
3627	1190	Single Family Residential Without Units	Encanto	0.0	DU	0
3696	6806	Elementary School	Encanto	713.0	Students	1,355
3696	1210	MF Residential less or equal 20 DU/acre	Encanto	23.0	DU	184
3696	1220	MF Residential over 20 DU/acre	Encanto	13.0	DU	78
3696	7603	Open Space Park or Preserve	Encanto	0.7	Acres	3
3696	6102	Religious Facility (without day care)	Encanto	5.7	ksf	28
3696	4118	Road Right of Way	Encanto	8.4	Acres	0
3696	1110	Single Family Detached	Encanto	132.0	DU	1,188
3696	1120	Single Family Multiple-Units	Encanto	42.0	DU	378
3696	1190	Single Family Residential Without Units	Encanto	0.0	DU	0
3855	1220	Parking Lot - Surface	Encanto	7.0	DU	42
3720	7603	Open Space Park or Preserve	Encanto	7.2	Acres	36
3720	6102	Religious Facility (without day care)	Encanto	16.6	ksf	83
3720	4118	Road Right of Way	Encanto	13.3	Acres	0
3720	1110	Single Family Detached	Encanto	257.0	DU	2,313
3720	1120	Single Family Multiple-Units	Encanto	86.0	DU	774
3927	1220	Arterial Commercial (Street Commercial)	Encanto	137.0	DU	822
3744	6101	Cemetery	Encanto	40.5	Acres	202
3744	4112	Freeway	Encanto	14.1	Acres	0
3744	6003	Government Office/Civic Center	Encanto	0.0	ksf	0
3744	1210	MF Residential less or equal 20 DU/acre	Encanto	64.0	DU	512
3744	1220	MF Residential over 20 DU/acre	Encanto	287.0	DU	1,722

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
3744	6102	Religious Facility (without day care)	Encanto	22.0	ksf	110
3744	4118	Road Right of Way	Encanto	15.7	Acres	0
3744	1110	Single Family Detached	Encanto	105.0	DU	945
3744	1120	Single Family Multiple-Units	Encanto	139.0	DU	1,251
3744	1190	Single Family Residential Without Units	Encanto	0.0	DU	0
3926	1210	Light Industry - General	Encanto	74.0	DU	592
3745	4112	Freeway	Southeastern	42.0	Acres	0
3745	1210	MF Residential less or equal 20 DU/acre	Southeastern	228.0	DU	1,824
3745	1220	MF Residential over 20 DU/acre	Southeastern	65.0	DU	390
3745	6102	Religious Facility (without day care)	Southeastern	4.3	ksf	21
3745	4118	Road Right of Way	Southeastern	25.8	Acres	0
3745	1110	Single Family Detached	Southeastern	314.0	DU	2,826
3745	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
3855	1220	Arterial Commercial (Street Commercial)	Encanto	79.0	DU	474
3764	5007	Arterial Commercial (Street Commercial)	Encanto	60.8	ksf	2,433
3764	6806	Elementary School	Encanto	0.0	Students	0
3764	6805	Junior High School or Middle School	Encanto	420.0	Students	588
3764	1210	MF Residential less or equal 20 DU/acre	Encanto	142.0	DU	1,136
3764	1220	MF Residential over 20 DU/acre	Encanto	75.0	DU	450
3764	7601	Park - Active	Encanto	4.7	Acres	237
3764	4118	Road Right of Way	Encanto	18.2	Acres	0
3764	6804	Senior High School	Encanto	950.0	Students	1,710
3764	1110	Single Family Detached	Encanto	106.0	DU	954
3764	1120	Single Family Multiple-Units	Encanto	168.0	DU	1,512
4700	1210	Automobile Tire Store	Southeastern	2.0	DU	16
3766	4113	Communications and Utilities	Southeastern	15.6	Acres	0
3766	4112	Freeway	Southeastern	27.2	Acres	0
3766	2103	Light Industry - General	Southeastern	511.6	ksf	7,674
3766	1210	MF Residential less or equal 20 DU/acre	Southeastern	6.0	DU	48
3766	7603	Open Space Park or Preserve	Southeastern	0.7	Acres	4
3766	4118	Road Right of Way	Southeastern	12.2	Acres	0
3766	1110	Single Family Detached	Southeastern	13.0	DU	117
3766	2104	Warehousing	Southeastern	30.3	ksf	152
3766	6002H	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	125.1	ksf	2,002
3767	6511	Clinic	Southeastern	31.9	ksf	1,596
3767	5003	Community Shopping Center (100,000 SF or more)	Southeastern	127.6	ksf	8,932
3767	2103	Light Industry - General	Southeastern	596.5	ksf	8,948
3767	7603	Open Space Park or Preserve	Southeastern	0.1	Acres	1
3767	7601	Park - Active	Southeastern	5.6	Acres	282
3767	4118	Road Right of Way	Southeastern	8.0	Acres	0
3817	4113	Communications and Utilities	Encanto	0.3	Acres	0
3817	1210	MF Residential less or equal 20 DU/acre	Encanto	45.0	DU	360
3817	1220	MF Residential over 20 DU/acre	Encanto	88.0	DU	528
3817	7603	Open Space Park or Preserve	Encanto	0.1	Acres	0
3817	7601	Park - Active	Encanto	5.8	Acres	292
3817	4117	Railroad Right of Way	Encanto	5.5	Acres	0

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
3817	6102	Religious Facility (without day care)	Encanto	15.0	ksf	75
3817	4118	Road Right of Way	Encanto	23.7	Acres	0
3817	1110	Single Family Detached	Encanto	223.0	DU	2,007
3817	1120	Single Family Multiple-Units	Encanto	60.0	DU	540
3817	1190	Single Family Residential Without Units	Encanto	0.0	DU	0
3831	5007	Arterial Commercial (Street Commercial)	Southeastern	63.2	ksf	2,529
3831	4113	Communications and Utilities	Southeastern	2.9	Acres	0
3831	4112	Freeway	Southeastern	9.0	Acres	0
3831	6805	Junior High School or Middle School	Southeastern	212.0	Students	297
3831	2103	Light Industry - General	Southeastern	29.2	ksf	438
3831	1210	MF Residential less or equal 20 DU/acre	Southeastern	4.0	DU	32
3831	1220	MF Residential over 20 DU/acre	Southeastern	46.0	DU	276
3831	6109	Other Public Services	Southeastern	8.1	ksf	81
3831	6102	Religious Facility (without day care)	Southeastern	27.7	ksf	138
3831	4118	Road Right of Way	Southeastern	7.9	Acres	0
3831	1110	Single Family Detached	Southeastern	10.0	DU	90
3831	6002E	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	51.7	ksf	1,034
3854	5007	Arterial Commercial (Street Commercial)	Southeastern	4.8	ksf	192
3854	6806	Elementary School	Southeastern	273.0	Students	519
3854	4112	Freeway	Southeastern	17.1	Acres	0
3854	1210	MF Residential less or equal 20 DU/acre	Southeastern	3.0	DU	24
3854	1220	MF Residential over 20 DU/acre	Southeastern	126.0	DU	756
3854	6102	Religious Facility (without day care)	Southeastern	15.7	ksf	78
3854	4118	Road Right of Way	Southeastern	7.1	Acres	0
3854	1110	Single Family Detached	Southeastern	21.0	DU	189
3855	1110	Single Family Detached	Encanto	45.0	DU	405
3855	1120	Single Family Multiple-Units	Encanto	106.0	DU	954
3855	1210	MF Residential less or equal 20 DU/acre	Encanto	83.0	DU	664
3855	1220	MF Residential over 20 DU/acre	Encanto	146.0	DU	876
4058	1220	Arterial Commercial (Street Commercial)	Southeastern	21.0	DU	126
4683	1220	Open Space Park or Preserve	Encanto	44.0	DU	264
4686	1220	Arterial Commercial (Street Commercial)	Southeastern	31.0	DU	186
4691	1110	Automobile Dealership	Southeastern	1.0	DU	9
4691	1210	Arterial Commercial (Street Commercial)	Southeastern	10.0	DU	80
3855	2103	Light Industry - General	Encanto	12.1	ksf	181
3855	4112	Freeway	Encanto	18.5	Acres	0
3855	4113	Communications and Utilities	Encanto	0.3	Acres	0
3855	4114	Parking Lot - Surface	Encanto	0.3	Acres	0
3855	4117	Railroad Right of Way	Encanto	0.7	Acres	0
3855	4118	Road Right of Way	Encanto	10.7	Acres	0
3855	5004	Neighborhood Shopping Center (30,000 SF or more)	Encanto	8.7	ksf	1,043
3855	5007	Arterial Commercial (Street Commercial)	Encanto	92.1	ksf	3,685
3855	5025	Service Station (with food mart)	Encanto	10.0	station	1,500
3855	6004	Government Office (less or equal to 100,000 SF)	Encanto	22.1	ksf	662
3855	6102	Religious Facility (without day care)	Encanto	3.4	ksf	17
3855	6806	Elementary School	Encanto	737.0	Students	1,400

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
3855	6810	Day Care Center	Encanto	75.0	child	375
3855	7603	Open Space Park or Preserve	Encanto	0.4	Acres	2
3857	5007	Arterial Commercial (Street Commercial)	Southeastern	59.3	ksf	2,373
3857	4112	Freeway	Southeastern	21.9	Acres	0
3857	2103	Light Industry - General	Southeastern	364.0	ksf	5,459
3857	1210	MF Residential less or equal 20 DU/acre	Southeastern	276.0	DU	2,208
3857	1220	MF Residential over 20 DU/acre	Southeastern	27.0	DU	162
3857	6102	Religious Facility (without day care)	Southeastern	28.7	ksf	143
3857	4118	Road Right of Way	Southeastern	29.1	Acres	0
3857	1110	Single Family Detached	Southeastern	248.0	DU	2,232
3857	1120	Single Family Multiple-Units	Southeastern	4.0	DU	36
3857	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
3990	1110	Religious Facility (without day care)	Southeastern	1.0	DU	9
3857	6002E	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	46.1	ksf	923
3858	5007	Arterial Commercial (Street Commercial)	Southeastern	20.1	ksf	805
3858	1210	MF Residential less or equal 20 DU/acre	Southeastern	26.0	DU	208
3858	1220	MF Residential over 20 DU/acre	Southeastern	67.0	DU	402
3858	4118	Road Right of Way	Southeastern	5.3	Acres	0
3858	1110	Single Family Detached	Southeastern	20.0	DU	180
3858	9101	Vacant and Undeveloped Land	Southeastern	0.3	Acres	0
3929	1220	Arterial Commercial (Street Commercial)	Encanto	244.0	DU	1,464
3949	1220	Arterial Commercial (Street Commercial)	Encanto	35.0	DU	210
3858	6002B	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	7.0	ksf	237
3860	5007	Arterial Commercial (Street Commercial)	Encanto	27.3	ksf	1,090
3860	6806	Elementary School	Encanto	526.0	Students	999
3860	1220	MF Residential over 20 DU/acre	Encanto	38.0	DU	228
3860	7603	Open Space Park or Preserve	Encanto	4.8	Acres	24
3860	4118	Road Right of Way	Encanto	6.9	Acres	0
3860	1120	Single Family Multiple-Units	Encanto	45.0	DU	405
4701	1220	Arterial Commercial (Street Commercial)	Southeastern	41.0	DU	246
3861	1210	MF Residential less or equal 20 DU/acre	Encanto	96.0	DU	768
3861	1220	MF Residential over 20 DU/acre	Encanto	404.0	DU	2,424
3861	5009	Other Retail Trade and Strip Commercial	Encanto	11.4	ksf	455
3861	4111	Rail Station/Transit Center	Encanto	1.7	Acres	511
3861	4117	Railroad Right of Way	Encanto	2.7	Acres	0
3861	6102	Religious Facility (without day care)	Encanto	7.0	ksf	35
3861	4118	Road Right of Way	Encanto	16.3	Acres	0
3861	1110	Single Family Detached	Encanto	133.0	DU	1,197
3861	1120	Single Family Multiple-Units	Encanto	56.0	DU	504
3861	1190	Single Family Residential Without Units	Encanto	0.0	DU	0
3764	1220	Arterial Commercial (Street Commercial)	Encanto	188.0	DU	1,128
4702	1220	Arterial Commercial (Street Commercial)	Southeastern	14.0	DU	84
3902	4112	Freeway	Southeastern	30.8	Acres	0
3902	2103	Light Industry - General	Southeastern	40.7	ksf	611
3902	1210	MF Residential less or equal 20 DU/acre	Southeastern	55.0	DU	440
3902	1220	MF Residential over 20 DU/acre	Southeastern	227.0	DU	1,362

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
3902	4117	Railroad Right of Way	Southeastern	1.1	Acres	0
3902	6102	Religious Facility (without day care)	Southeastern	8.9	ksf	44
3902	4118	Road Right of Way	Southeastern	19.1	Acres	0
3902	1110	Single Family Detached	Southeastern	73.0	DU	657
3902	1120	Single Family Multiple-Units	Southeastern	2.0	DU	18
3904	6101	Cemetery	Southeastern	116.4	Acres	582
3904	4112	Freeway	Southeastern	7.2	Acres	0
3904	1210	MF Residential less or equal 20 DU/acre	Southeastern	34.0	DU	272
3904	7210	Other Recreation - High	Southeastern	6.0	Acres	299
3904	4117	Railroad Right of Way	Southeastern	4.0	Acres	0
3904	6102	Religious Facility (without day care)	Southeastern	1.4	ksf	7
3904	4118	Road Right of Way	Southeastern	7.3	Acres	0
3904	1110	Single Family Detached	Southeastern	4.0	DU	36
3904	9101	Vacant and Undeveloped Land	Southeastern	0.7	Acres	0
3905	5007	Arterial Commercial (Street Commercial)	Southeastern	3.6	ksf	144
3905	6511	Clinic	Southeastern	153.6	ksf	7,679
3905	1210	MF Residential less or equal 20 DU/acre	Southeastern	11.0	DU	88
3905	1220	MF Residential over 20 DU/acre	Southeastern	42.0	DU	252
3905	6102	Religious Facility (without day care)	Southeastern	4.8	ksf	24
3905	4118	Road Right of Way	Southeastern	4.5	Acres	0
3905	1110	Single Family Detached	Southeastern	24.0	DU	216
3855	1220	Government Office (less or equal to 100,000 SF)	Encanto	0.0	DU	0
3920	6806	Elementary School	Southeastern	808.0	Students	1,535
3920	1210	MF Residential less or equal 20 DU/acre	Southeastern	27.0	DU	216
3920	1220	MF Residential over 20 DU/acre	Southeastern	29.0	DU	174
3920	6102	Religious Facility (without day care)	Southeastern	5.3	ksf	27
3920	4118	Road Right of Way	Southeastern	6.6	Acres	0
3920	1110	Single Family Detached	Southeastern	31.0	DU	279
3920	1120	Single Family Multiple-Units	Southeastern	2.0	DU	18
3921	6806	Elementary School	Southeastern	458.0	Students	870
3921	1210	MF Residential less or equal 20 DU/acre	Southeastern	18.0	DU	144
3921	1220	MF Residential over 20 DU/acre	Southeastern	101.0	DU	606
3921	4118	Road Right of Way	Southeastern	6.1	Acres	0
3921	1110	Single Family Detached	Southeastern	22.0	DU	198
3922	1210	MF Residential less or equal 20 DU/acre	Encanto	79.0	DU	632
3922	1220	MF Residential over 20 DU/acre	Encanto	303.0	DU	1,818
3922	1300	Mobile Home Park	Encanto	250.0	DU	1,250
3922	7603	Open Space Park or Preserve	Encanto	0.3	Acres	1
3922	6102	Religious Facility (without day care)	Encanto	40.0	ksf	200
3922	4118	Road Right of Way	Encanto	25.6	Acres	0
3922	1110	Single Family Detached	Encanto	283.0	DU	2,547
3922	1120	Single Family Multiple-Units	Encanto	2.0	DU	18
3922	1190	Single Family Residential Without Units	Encanto	0.0	DU	0
3922	9101	Vacant and Undeveloped Land	Encanto	0.5	Acres	0
3924	5007	Arterial Commercial (Street Commercial)	Encanto	43.3	ksf	1,733
3924	4113	Communications and Utilities	Encanto	0.2	Acres	0

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
3924	6102	Religious Facility (without day care)	Encanto	4.0	ksf	20
3924	4118	Road Right of Way	Encanto	4.1	Acres	0
3924	5025	Service Station (with food mart)	Encanto	8.0	station	1,200
4694	1220	Neighborhood Shopping Center (30,000 SF or more)	Southeastern	39.0	DU	234
3926	5007	Arterial Commercial (Street Commercial)	Encanto	35.5	ksf	1,422
3926	2103	Light Industry - General	Encanto	179.4	ksf	2,692
3926	1220	MF Residential over 20 DU/acre	Encanto	251.0	DU	1,506
3926	4117	Railroad Right of Way	Encanto	0.7	Acres	0
3926	4118	Road Right of Way	Encanto	3.5	Acres	0
3969	1220	Arterial Commercial (Street Commercial)	Encanto	77.0	DU	462
4722	1220	Arterial Commercial (Street Commercial)	Southeastern	104.0	DU	624
3927	5007	Arterial Commercial (Street Commercial)	Encanto	24.2	ksf	969
3927	2101	Industrial Park	Encanto	152.0	ksf	2,280
3927	2103	Light Industry - General	Encanto	153.4	ksf	2,302
3927	1210	MF Residential less or equal 20 DU/acre	Encanto	9.0	DU	72
3927	7603	Open Space Park or Preserve	Encanto	6.4	Acres	32
3927	4117	Railroad Right of Way	Encanto	3.4	Acres	0
3927	4118	Road Right of Way	Encanto	6.6	Acres	0
3927	1110	Single Family Detached	Encanto	18.0	DU	162
4686	1110	Light Industry - General	Southeastern	1.0	DU	9
4690	1210	Automobile Repair Shop	Southeastern	3.0	DU	24
3929	5007	Arterial Commercial (Street Commercial)	Encanto	60.9	ksf	2,436
3929	4118	Road Right of Way	Encanto	2.7	Acres	0
4724	1220	Arterial Commercial (Street Commercial)	Southeastern	27.0	DU	162
3944	5007	Arterial Commercial (Street Commercial)	Encanto	20.0	ksf	800
3944	4112	Freeway	Encanto	8.0	Acres	0
3944	1220	MF Residential over 20 DU/acre	Encanto	931.0	DU	5,586
3944	7603	Open Space Park or Preserve	Encanto	3.4	Acres	17
3944	4111	Rail Station/Transit Center	Encanto	1.1	Acres	322
3944	4117	Railroad Right of Way	Encanto	2.5	Acres	0
3944	6102	Religious Facility (without day care)	Encanto	5.1	ksf	25
3944	4118	Road Right of Way	Encanto	1.9	Acres	0
3855	1220	Neighborhood Shopping Center (30,000 SF or more)	Encanto	13.0	DU	78
3945	5007	Arterial Commercial (Street Commercial)	Encanto	29.4	ksf	1,175
3945	7603	Open Space Park or Preserve	Encanto	3.8	Acres	19
3945	6115	Public/Community Meeting Room Facility	Encanto	16.0	ksf	480
3945	4117	Railroad Right of Way	Encanto	0.6	Acres	0
4723	1220	Arterial Commercial (Street Commercial)	Southeastern	139.0	DU	834
3945	6002F	Office (Low-Rise - less or equal to 100,000 SF)	Encanto	64.0	ksf	1,216
3946	5007	Arterial Commercial (Street Commercial)	Encanto	48.9	ksf	1,957
3946	6806	Elementary School	Encanto	614.0	Students	1,167
3946	1210	MF Residential less or equal 20 DU/acre	Encanto	127.0	DU	1,016
3946	7603	Open Space Park or Preserve	Encanto	14.6	Acres	73
3946	6102	Religious Facility (without day care)	Encanto	2.7	ksf	13
3946	4118	Road Right of Way	Encanto	23.4	Acres	0
3946	1110	Single Family Detached	Encanto	320.0	DU	2,880

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
3946	1120	Single Family Multiple-Units	Encanto	16.0	DU	144
3946	1190	Single Family Residential Without Units	Encanto	1.0	DU	0
4700	1110	Restaurant (High Turnover sit-down)	Southeastern	1.0	DU	9
3947	5007	Arterial Commercial (Street Commercial)	Southeastern	25.6	ksf	1,025
3947	1210	MF Residential less or equal 20 DU/acre	Southeastern	13.0	DU	104
3947	1220	MF Residential over 20 DU/acre	Southeastern	81.0	DU	486
3947	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0
3947	7603	Open Space Park or Preserve	Southeastern	1.9	Acres	9
3947	4114	Parking Lot - Surface	Southeastern	0.3	Acres	0
3947	4117	Railroad Right of Way	Southeastern	4.8	Acres	0
3947	6102	Religious Facility (without day care)	Southeastern	11.5	ksf	58
3947	4118	Road Right of Way	Southeastern	8.6	Acres	0
3947	1110	Single Family Detached	Southeastern	1.0	DU	9
3947	1120	Single Family Multiple-Units	Southeastern	115.0	DU	1,035
3947	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
3947	9101	Vacant and Undeveloped Land	Southeastern	0.0	Acres	0
4718	1220	Arterial Commercial (Street Commercial)	Southeastern	80.0	DU	480
3949	5007	Arterial Commercial (Street Commercial)	Encanto	19.7	ksf	789
3949	6806	Elementary School	Encanto	270.0	Students	513
3949	1210	MF Residential less or equal 20 DU/acre	Encanto	58.0	DU	464
3949	1220	MF Residential over 20 DU/acre	Encanto	1,308.0	DU	7,848
3949	7603	Open Space Park or Preserve	Encanto	1.0	Acres	5
3949	6102	Religious Facility (without day care)	Encanto	25.6	ksf	128
3949	4118	Road Right of Way	Encanto	27.2	Acres	0
3949	5008	Service Station	Encanto	8.0	Station	1,080
3949	1110	Single Family Detached	Encanto	173.0	DU	1,557
3949	1120	Single Family Multiple-Units	Encanto	154.0	DU	1,386
4695	1210	Arterial Commercial (Street Commercial)	Southeastern	15.0	DU	120
3958	5007	Arterial Commercial (Street Commercial)	Southeastern	5.7	ksf	227
3958	1210	MF Residential less or equal 20 DU/acre	Southeastern	21.0	DU	168
3958	1220	MF Residential over 20 DU/acre	Southeastern	41.0	DU	246
3958	4114	Parking Lot - Surface	Southeastern	0.1	Acres	0
3958	5011	Restaurant (High Turnover sit-down)	Southeastern	5.6	ksf	728
3958	4118	Road Right of Way	Southeastern	4.5	Acres	0
3958	1120	Single Family Multiple-Units	Southeastern	58.0	DU	522
3958	2104	Warehousing	Southeastern	1.5	ksf	8
3959	5007	Arterial Commercial (Street Commercial)	Southeastern	58.2	ksf	2,327
3959	5014	Convenience Market Chain (Open Up to 16 Hours Per Day)	Southeastern	3.0	ksf	1,500
3959	2103	Light Industry - General	Southeastern	3.1	ksf	46
3959	1210	MF Residential less or equal 20 DU/acre	Southeastern	8.0	DU	64
3959	1220	MF Residential over 20 DU/acre	Southeastern	50.0	DU	300
3959	7601	Park - Active	Southeastern	0.2	Acres	8
3959	4114	Parking Lot - Surface	Southeastern	0.1	Acres	0
3959	5011	Restaurant (High Turnover sit-down)	Southeastern	1.5	ksf	195
3959	4118	Road Right of Way	Southeastern	6.5	Acres	0
3959	1120	Single Family Multiple-Units	Southeastern	125.0	DU	1,125

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
3959	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
3946	1220	Arterial Commercial (Street Commercial)	Encanto	65.0	DU	390
3960	5007	Arterial Commercial (Street Commercial)	Southeastern	8.0	ksf	320
3960	5029	Automobile Repair Shop	Southeastern	2.0	ksf	40
3960	1210	MF Residential less or equal 20 DU/acre	Southeastern	6.0	DU	48
3960	1220	MF Residential over 20 DU/acre	Southeastern	110.0	DU	660
3960	4118	Road Right of Way	Southeastern	7.2	Acres	0
3960	1110	Single Family Detached	Southeastern	1.0	DU	9
3960	1120	Single Family Multiple-Units	Southeastern	52.0	DU	468
3961	5007	Arterial Commercial (Street Commercial)	Southeastern	2.6	ksf	106
3961	1210	MF Residential less or equal 20 DU/acre	Southeastern	7.0	DU	56
3961	1220	MF Residential over 20 DU/acre	Southeastern	43.0	DU	258
3961	4114	Parking Lot - Surface	Southeastern	0.0	Acres	0
3961	6102	Religious Facility (without day care)	Southeastern	20.0	ksf	100
3961	4118	Road Right of Way	Southeastern	4.0	Acres	0
3961	1120	Single Family Multiple-Units	Southeastern	43.0	DU	387
4713	1220	Arterial Commercial (Street Commercial)	Southeastern	46.0	DU	276
3962	4118	Road Right of Way	Encanto	1.1	Acres	0
3969	5007	Arterial Commercial (Street Commercial)	Encanto	30.3	ksf	1,213
3969	5029	Automobile Repair Shop	Encanto	6.1	ksf	122
3969	6105	Fire/Police Station	Encanto	14.5	ksf	435
3969	1220	MF Residential over 20 DU/acre	Encanto	796.0	DU	4,776
3969	5004	Neighborhood Shopping Center (30,000 SF or more)	Encanto	28.8	ksf	3,451
3969	7601	Park - Active	Encanto	0.1	Acres	4
3969	6102	Religious Facility (without day care)	Encanto	3.5	ksf	17
3969	5011	Restaurant (High Turnover sit-down)	Encanto	14.4	ksf	1,872
3969	4118	Road Right of Way	Encanto	8.3	Acres	0
4700	1220	Arterial Commercial (Street Commercial)	Southeastern	88.0	DU	528
3969	6002G	Office (Low-Rise - less or equal to 100,000 SF)	Encanto	71.0	ksf	1,348
3974	1220	MF Residential over 20 DU/acre	Encanto	513.0	DU	3,078
3974	9501	Residential Under Construction	Encanto	0.0	ksf	0
3974	4118	Road Right of Way	Encanto	10.4	Acres	0
3974	5027	Service Station (with food mart and automated carwash)	Encanto	12.0	station	1,860
3974	1190	Single Family Residential Without Units	Encanto	0.0	DU	0
3974	5013	Supermarket (Stand alone)	Encanto	4.4	ksf	660
3974	9101	Vacant and Undeveloped Land	Encanto	0.6	Acres	0
3977	5029	Automobile Repair Shop	Southeastern	11.9	ksf	238
3977	2103	Light Industry - General	Southeastern	77.8	ksf	1,167
3977	1210	MF Residential less or equal 20 DU/acre	Southeastern	16.0	DU	128
3977	1220	MF Residential over 20 DU/acre	Southeastern	30.0	DU	180
3977	4114	Parking Lot - Surface	Southeastern	0.1	Acres	0
3977	4118	Road Right of Way	Southeastern	9.5	Acres	0
3977	1110	Single Family Detached	Southeastern	1.0	DU	9
3977	1120	Single Family Multiple-Units	Southeastern	99.0	DU	891
3977	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
3979	4112	Freeway	Southeastern	15.1	Acres	0

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
3979	1210	MF Residential less or equal 20 DU/acre	Southeastern	64.0	DU	512
3979	1220	MF Residential over 20 DU/acre	Southeastern	23.0	DU	138
3979	7603	Open Space Park or Preserve	Southeastern	1.9	Acres	10
3979	6102	Religious Facility (without day care)	Southeastern	4.9	ksf	24
3979	4118	Road Right of Way	Southeastern	6.2	Acres	0
3979	1110	Single Family Detached	Southeastern	82.0	DU	738
3979	1120	Single Family Multiple-Units	Southeastern	2.0	DU	18
3979	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
3979	9101	Vacant and Undeveloped Land	Southeastern	0.2	Acres	0
3980	6105	Fire/Police Station	Southeastern	9.6	ksf	288
3980	4112	Freeway	Southeastern	10.1	Acres	0
3980	1210	MF Residential less or equal 20 DU/acre	Southeastern	76.0	DU	608
3980	1220	MF Residential over 20 DU/acre	Southeastern	84.0	DU	504
3980	6102	Religious Facility (without day care)	Southeastern	14.5	ksf	72
3980	4118	Road Right of Way	Southeastern	10.9	Acres	0
3980	1110	Single Family Detached	Southeastern	107.0	DU	963
3980	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
3855	1220	Light Industry - General	Encanto	3.0	DU	18
3984	5007	Arterial Commercial (Street Commercial)	Southeastern	23.6	ksf	945
3984	5029	Automobile Repair Shop	Southeastern	2.8	ksf	56
3984	7606	Landscape Open Space	Southeastern	0.1	Acres	0
3984	2103	Light Industry - General	Southeastern	22.1	ksf	332
3984	1210	MF Residential less or equal 20 DU/acre	Southeastern	10.0	DU	80
3984	1220	MF Residential over 20 DU/acre	Southeastern	2.0	DU	12
3984	6102	Religious Facility (without day care)	Southeastern	4.5	ksf	22
3984	4118	Road Right of Way	Southeastern	9.6	Acres	0
3984	1110	Single Family Detached	Southeastern	1.0	DU	9
3984	1120	Single Family Multiple-Units	Southeastern	90.0	DU	810
3984	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
3857	1210	Arterial Commercial (Street Commercial)	Southeastern	61.0	DU	488
4698	1210	Arterial Commercial (Street Commercial)	Southeastern	22.0	DU	176
3984	6002A	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	2.2	ksf	91
3985	5007	Arterial Commercial (Street Commercial)	Southeastern	19.1	ksf	765
3985	5029	Automobile Repair Shop	Southeastern	1.2	ksf	24
3985	6806	Elementary School	Southeastern	78.0	Students	148
3985	4112	Freeway	Southeastern	4.2	Acres	0
3985	2103	Light Industry - General	Southeastern	23.6	ksf	353
3985	1220	MF Residential over 20 DU/acre	Southeastern	38.0	DU	228
3985	5004	Neighborhood Shopping Center (30,000 SF or more)	Southeastern	0.9	ksf	109
3985	4114	Parking Lot - Surface	Southeastern	0.7	Acres	0
3985	6102	Religious Facility (without day care)	Southeastern	11.0	ksf	55
3985	4118	Road Right of Way	Southeastern	8.1	Acres	0
3985	1110	Single Family Detached	Southeastern	1.0	DU	9
3985	1120	Single Family Multiple-Units	Southeastern	62.0	DU	558
3985	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
3985	2104	Warehousing	Southeastern	21.0	ksf	105

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
3745	1110	Religious Facility (without day care)	Southeastern	1.0	DU	9
4716	1220	Arterial Commercial (Street Commercial)	Southeastern	75.0	DU	450
3988	6805	Junior High School or Middle School	Encanto	1,127.0	Students	1,578
3988	1210	MF Residential less or equal 20 DU/acre	Encanto	7.0	DU	56
3988	6102	Religious Facility (without day care)	Encanto	0.0	ksf	0
3988	4118	Road Right of Way	Encanto	19.3	Acres	0
3988	1110	Single Family Detached	Encanto	297.0	DU	2,673
3988	1120	Single Family Multiple-Units	Encanto	6.0	DU	54
3988	1190	Single Family Residential Without Units	Encanto	1.0	DU	0
3989	5007	Arterial Commercial (Street Commercial)	Southeastern	31.0	ksf	1,241
3989	4112	Freeway	Southeastern	8.0	Acres	0
3989	2103	Light Industry - General	Southeastern	41.0	ksf	615
3989	1210	MF Residential less or equal 20 DU/acre	Southeastern	22.0	DU	176
3989	1220	MF Residential over 20 DU/acre	Southeastern	48.0	DU	288
3989	6102	Religious Facility (without day care)	Southeastern	68.8	ksf	344
3989	4118	Road Right of Way	Southeastern	6.3	Acres	0
3989	1110	Single Family Detached	Southeastern	36.0	DU	324
4683	1220	Clinic	Encanto	46.0	DU	276
3990	5007	Arterial Commercial (Street Commercial)	Southeastern	37.4	ksf	1,494
3990	6101	Cemetery	Southeastern	7.0	Acres	35
3990	1210	MF Residential less or equal 20 DU/acre	Southeastern	78.0	DU	624
3990	1220	MF Residential over 20 DU/acre	Southeastern	47.0	DU	282
3990	6102	Religious Facility (without day care)	Southeastern	5.2	ksf	26
3990	4118	Road Right of Way	Southeastern	11.4	Acres	0
3990	1110	Single Family Detached	Southeastern	108.0	DU	972
3990	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
3858	1210	Arterial Commercial (Street Commercial)	Southeastern	5.0	DU	40
3991	5007	Arterial Commercial (Street Commercial)	Southeastern	38.5	ksf	1,540
3991	1210	MF Residential less or equal 20 DU/acre	Southeastern	49.0	DU	392
3991	1220	MF Residential over 20 DU/acre	Southeastern	37.0	DU	222
3991	6115	Public/Community Meeting Room Facility	Southeastern	3.2	ksf	97
3991	6102	Religious Facility (without day care)	Southeastern	3.2	ksf	16
3991	4118	Road Right of Way	Southeastern	9.2	Acres	0
3991	1110	Single Family Detached	Southeastern	175.0	DU	1,575
3991	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
3984	1110	Religious Facility (without day care)	Southeastern	1.0	DU	9
3991	6002A	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	3.2	ksf	131
3992	5007	Arterial Commercial (Street Commercial)	Southeastern	8.5	ksf	342
3992	6003	Government Office/Civic Center	Southeastern	50.7	ksf	1,522
3992	1210	MF Residential less or equal 20 DU/acre	Southeastern	103.0	DU	824
3992	1220	MF Residential over 20 DU/acre	Southeastern	265.0	DU	1,590
3992	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0
3992	7603	Open Space Park or Preserve	Southeastern	5.6	Acres	28
3992	7601	Park - Active	Southeastern	3.7	Acres	185
3992	6102	Religious Facility (without day care)	Southeastern	14.6	ksf	73
3992	4118	Road Right of Way	Southeastern	19.3	Acres	0

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
3992	1110	Single Family Detached	Southeastern	178.0	DU	1,602
3992	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
3992	9101	Vacant and Undeveloped Land	Southeastern	2.8	Acres	0
4684	1220	Community Shopping Center (100,000 SF or more)	Encanto	368.0	DU	2,208
3992	6002A	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	3.9	ksf	158
3993	5003	Community Shopping Center (100,000 SF or more)	Southeastern	360.9	ksf	25,260
3993	4118	Road Right of Way	Southeastern	4.2	Acres	0
3994	4112	Freeway	Southeastern	10.0	Acres	0
3994	1210	MF Residential less or equal 20 DU/acre	Southeastern	109.0	DU	872
3994	1210	MF Residential over 20 DU/acre	Southeastern	7.0	DU	56
3994	1220	MF Residential over 20 DU/acre	Southeastern	8.0	DU	48
3994	7603	Open Space Park or Preserve	Southeastern	7.9	Acres	39
3994	4118	Road Right of Way	Southeastern	10.3	Acres	0
3994	1110	Single Family Detached	Southeastern	82.0	DU	738
3994	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
3995	5007	Arterial Commercial (Street Commercial)	Encanto	33.5	ksf	1,339
3995	6806	Elementary School	Encanto	759.0	Students	1,442
3995	4112	Freeway	Encanto	10.6	Acres	0
3995	1220	MF Residential over 20 DU/acre	Encanto	609.0	DU	3,654
3995	7603	Open Space Park or Preserve	Encanto	0.8	Acres	4
3995	7601	Park - Active	Encanto	4.1	Acres	207
3995	6102	Religious Facility (without day care)	Encanto	52.3	ksf	261
3995	4118	Road Right of Way	Encanto	32.3	Acres	0
3995	6804	Senior High School	Encanto	2,333.0	Students	4,199
3995	1110	Single Family Detached	Encanto	212.0	DU	1,908
3995	1190	Single Family Residential Without Units	Encanto	0.0	DU	0
3905	1110	Religious Facility (without day care)	Southeastern	1.0	DU	9
3999	1220	Arterial Commercial (Street Commercial)	Southeastern	59.0	DU	354
3996	5006	Automobile Dealership	Encanto	0.1	Acres	28
3996	5029	Automobile Repair Shop	Encanto	1.0	ksf	19
3996	7601	Park - Active	Encanto	0.5	Acres	25
3996	6102	Religious Facility (without day care)	Encanto	18.9	ksf	94
3996	4118	Road Right of Way	Encanto	38.7	Acres	0
3996	1110	Single Family Detached	Encanto	694.0	DU	6,246
3996	1120	Single Family Multiple-Units	Encanto	12.0	DU	108
3996	1190	Single Family Residential Without Units	Encanto	0.0	DU	0
3998	5007	Arterial Commercial (Street Commercial)	Southeastern	6.7	ksf	269
3998	4112	Freeway	Southeastern	10.2	Acres	0
3998	1210	MF Residential less or equal 20 DU/acre	Southeastern	111.0	DU	888
3998	1210	MF Residential over 20 DU/acre	Southeastern	4.0	DU	32
3998	1220	MF Residential over 20 DU/acre	Southeastern	148.0	DU	888
3998	1290	Multi-Family Residential Without Units	Southeastern	1.0	DU	0
3998	5009	Other Retail Trade and Strip Commercial	Southeastern	1.2	ksf	48
3998	6104	Post Office	Southeastern	5.8	ksf	1,170
3998	6102	Religious Facility (without day care)	Southeastern	19.3	ksf	96
3998	4118	Road Right of Way	Southeastern	16.9	Acres	0

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
3998	6804	Senior High School	Southeastern	0.0	Students	0
3998	1110	Single Family Detached	Southeastern	143.0	DU	1,287
3998	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
3858	1210	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	2.0	DU	16
4061	1220	Arterial Commercial (Street Commercial)	Southeastern	3.0	DU	18
3999	5007	Arterial Commercial (Street Commercial)	Southeastern	30.0	ksf	1,200
3999	6806	Elementary School	Southeastern	384.0	Students	730
3999	1210	MF Residential less or equal 20 DU/acre	Southeastern	155.0	DU	1,240
3999	1220	MF Residential over 20 DU/acre	Southeastern	236.0	DU	1,416
3999	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0
3999	6509	Other Health Care	Southeastern	26.0	ksf	1,300
3999	7601	Park - Active	Southeastern	0.2	Acres	8
3999	6102	Religious Facility (without day care)	Southeastern	33.6	ksf	168
3999	4118	Road Right of Way	Southeastern	24.7	Acres	0
3999	1110	Single Family Detached	Southeastern	165.0	DU	1,485
3999	1120	Single Family Multiple-Units	Southeastern	24.0	DU	216
3999	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
3999	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0
3927	1220	Light Industry - General	Encanto	168.0	DU	1,008
4024	1210	Arterial Commercial (Street Commercial)	Encanto	17.0	DU	136
4002	5007	Arterial Commercial (Street Commercial)	Southeastern	20.0	ksf	800
4002	6806	Elementary School	Southeastern	619.0	Students	1,176
4002	6805	Junior High School or Middle School	Southeastern	1,242.0	Students	1,739
4002	6103	Library	Southeastern	3.3	ksf	166
4002	1210	MF Residential less or equal 20 DU/acre	Southeastern	150.0	DU	1,200
4002	1220	MF Residential over 20 DU/acre	Southeastern	156.0	DU	936
4002	7601	Park - Active	Southeastern	18.0	Acres	899
4002	4114	Parking Lot - Surface	Southeastern	0.3	Acres	0
4002	6102	Religious Facility (without day care)	Southeastern	50.6	ksf	253
4002	4118	Road Right of Way	Southeastern	23.0	Acres	0
4002	1110	Single Family Detached	Southeastern	145.0	DU	1,305
4002	1120	Single Family Multiple-Units	Southeastern	4.0	DU	36
4002	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
4002	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0
3861	1220	Rail Station/Transit Center	Encanto	64.0	DU	384
3999	1210	Religious Facility (without day care)	Southeastern	5.0	DU	40
4007	6806	Elementary School	Encanto	589.0	Students	1,119
4007	1210	MF Residential less or equal 20 DU/acre	Encanto	10.0	DU	80
4007	6102	Religious Facility (without day care)	Encanto	29.3	ksf	147
4007	4118	Road Right of Way	Encanto	32.7	Acres	0
4007	1110	Single Family Detached	Encanto	489.0	DU	4,401
4007	1190	Single Family Residential Without Units	Encanto	0.0	DU	0
4008	5007	Arterial Commercial (Street Commercial)	Southeastern	32.1	ksf	1,285
4008	5003	Community Shopping Center (100,000 SF or more)	Southeastern	134.3	ksf	9,404
4008	6806	Elementary School	Southeastern	481.0	Students	914
4008	4112	Freeway	Southeastern	0.1	Acres	0

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
4008	1210	MF Residential less or equal 20 DU/acre	Southeastern	100.0	DU	800
4008	1220	MF Residential over 20 DU/acre	Southeastern	110.0	DU	660
4008	1409	Other Group Quarter Facility	Southeastern	0.0	DU	0
4008	6109	Other Public Services	Southeastern	3.6	ksf	36
4008	7601	Park - Active	Southeastern	0.1	Acres	7
4008	6102	Religious Facility (without day care)	Southeastern	24.1	ksf	120
4008	4118	Road Right of Way	Southeastern	12.2	Acres	0
4008	5008	Service Station	Southeastern	8.0	Station	1,080
4008	1110	Single Family Detached	Southeastern	57.0	DU	513
4008	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
3926	1220	Arterial Commercial (Street Commercial)	Encanto	62.0	DU	372
4009	5007	Arterial Commercial (Street Commercial)	Southeastern	13.7	ksf	549
4009	6105	Fire/Police Station	Southeastern	3.4	ksf	103
4009	1210	MF Residential less or equal 20 DU/acre	Southeastern	100.0	DU	800
4009	1220	MF Residential over 20 DU/acre	Southeastern	141.0	DU	846
4009	5009	Other Retail Trade and Strip Commercial	Southeastern	0.9	ksf	37
4009	6102	Religious Facility (without day care)	Southeastern	18.4	ksf	92
4009	4118	Road Right of Way	Southeastern	17.8	Acres	0
4009	1110	Single Family Detached	Southeastern	222.0	DU	1,998
4009	1120	Single Family Multiple-Units	Southeastern	4.0	DU	36
4009	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
4009	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0
4010	7606	Landscape Open Space	Encanto	0.1	Acres	0
4010	1210	MF Residential less or equal 20 DU/acre	Encanto	23.0	DU	184
4010	7601	Park - Active	Encanto	34.6	Acres	1,729
4010	6102	Religious Facility (without day care)	Encanto	8.5	ksf	42
4010	4118	Road Right of Way	Encanto	28.2	Acres	0
4010	1110	Single Family Detached	Encanto	356.0	DU	3,204
4010	1120	Single Family Multiple-Units	Encanto	4.0	DU	36
4010	1190	Single Family Residential Without Units	Encanto	0.0	DU	0
4013	5007	Arterial Commercial (Street Commercial)	Southeastern	4.0	ksf	161
4013	4112	Freeway	Southeastern	2.5	Acres	0
4013	1210	MF Residential less or equal 20 DU/acre	Southeastern	63.0	DU	504
4013	1220	MF Residential over 20 DU/acre	Southeastern	40.0	DU	240
4013	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0
4013	6802	Other University or College	Southeastern	0.0	Students	0
4013	6102	Religious Facility (without day care)	Southeastern	2.3	ksf	11
4013	4118	Road Right of Way	Southeastern	14.2	Acres	0
4013	1110	Single Family Detached	Southeastern	178.0	DU	1,602
4018	7603	Open Space Park or Preserve	Encanto	8.6	Acres	43
4018	7601	Park - Active	Encanto	0.1	Acres	7
4018	6102	Religious Facility (without day care)	Encanto	5.0	ksf	25
4018	4118	Road Right of Way	Encanto	33.2	Acres	0
4018	1110	Single Family Detached	Encanto	603.0	DU	5,427
4018	1120	Single Family Multiple-Units	Encanto	10.0	DU	90
4018	1190	Single Family Residential Without Units	Encanto	0.0	DU	0

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
4024	5007	Arterial Commercial (Street Commercial)	Encanto	75.2	ksf	3,007
4024	5029	Automobile Repair Shop	Encanto	1.8	ksf	36
4024	6810	Day Care Center	Encanto	70.0	child	350
4024	6806	Elementary School	Encanto	549.0	Students	1,043
4024	4112	Freeway	Encanto	13.1	Acres	0
4024	1210	MF Residential less or equal 20 DU/acre	Encanto	35.0	DU	280
4024	1220	MF Residential over 20 DU/acre	Encanto	1,319.0	DU	7,914
4024	5004	Neighborhood Shopping Center (30,000 SF or more)	Encanto	33.2	ksf	3,985
4024	6102	Religious Facility (without day care)	Encanto	6.0	ksf	30
4024	4118	Road Right of Way	Encanto	37.1	Acres	0
4024	1110	Single Family Detached	Encanto	368.0	DU	3,312
3945	1220	Arterial Commercial (Street Commercial)	Encanto	147.0	DU	882
4027	5007	Arterial Commercial (Street Commercial)	Southeastern	89.1	ksf	3,565
4027	4112	Freeway	Southeastern	10.2	Acres	0
4027	2101	Industrial Park	Southeastern	113.5	ksf	1,703
4027	2103	Light Industry - General	Southeastern	27.2	ksf	408
4027	1210	MF Residential less or equal 20 DU/acre	Southeastern	50.0	DU	400
4027	1220	MF Residential over 20 DU/acre	Southeastern	29.0	DU	174
4027	7603	Open Space Park or Preserve	Southeastern	1.9	Acres	9
4027	7601	Park - Active	Southeastern	7.7	Acres	385
4027	6102	Religious Facility (without day care)	Southeastern	7.1	ksf	35
4027	4118	Road Right of Way	Southeastern	9.6	Acres	0
4027	1110	Single Family Detached	Southeastern	46.0	DU	414
4027	1120	Single Family Multiple-Units	Southeastern	8.0	DU	72
4027	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
4002	1210	Religious Facility (without day care)	Southeastern	2.0	DU	16
4028	5007	Arterial Commercial (Street Commercial)	Southeastern	150.7	ksf	6,029
4028	4112	Freeway	Southeastern	10.0	Acres	0
4028	1210	MF Residential less or equal 20 DU/acre	Southeastern	54.0	DU	432
4028	1220	MF Residential over 20 DU/acre	Southeastern	70.0	DU	420
4028	6115	Public/Community Meeting Room Facility	Southeastern	2.7	ksf	80
4028	6102	Religious Facility (without day care)	Southeastern	11.5	ksf	57
4028	4118	Road Right of Way	Southeastern	12.1	Acres	0
4028	1110	Single Family Detached	Southeastern	73.0	DU	657
4028	1120	Single Family Multiple-Units	Southeastern	2.0	DU	18
4028	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
4028	2104	Warehousing	Southeastern	4.0	ksf	20
3989	1220	Arterial Commercial (Street Commercial)	Southeastern	56.0	DU	336
4035	5007	Arterial Commercial (Street Commercial)	Southeastern	13.6	ksf	542
4035	4113	Communications and Utilities	Southeastern	0.1	Acres	0
4035	4112	Freeway	Southeastern	49.5	Acres	0
4035	1210	MF Residential less or equal 20 DU/acre	Southeastern	198.0	DU	1,584
4035	1220	MF Residential over 20 DU/acre	Southeastern	444.0	DU	2,664
4035	7601	Park - Active	Southeastern	24.4	Acres	1,220
4035	6102	Religious Facility (without day care)	Southeastern	24.5	ksf	122
4035	4118	Road Right of Way	Southeastern	18.9	Acres	0

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
4035	1110	Single Family Detached	Southeastern	179.0	DU	1,611
4035	1120	Single Family Multiple-Units	Southeastern	2.0	DU	18
3998	1110	Religious Facility (without day care)	Southeastern	1.0	DU	9
4038	5007	Arterial Commercial (Street Commercial)	Southeastern	41.9	ksf	1,675
4038	6806	Elementary School	Southeastern	760.0	Students	1,444
4038	4112	Freeway	Southeastern	22.0	Acres	0
4038	7606	Landscape Open Space	Southeastern	0.1	Acres	0
4038	1210	MF Residential less or equal 20 DU/acre	Southeastern	90.0	DU	720
4038	1220	MF Residential over 20 DU/acre	Southeastern	84.0	DU	504
4038	7603	Open Space Park or Preserve	Southeastern	2.9	Acres	15
4038	6102	Religious Facility (without day care)	Southeastern	3.6	ksf	18
4038	4118	Road Right of Way	Southeastern	17.4	Acres	0
4038	1110	Single Family Detached	Southeastern	149.0	DU	1,341
4038	1120	Single Family Multiple-Units	Southeastern	4.0	DU	36
4038	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
4038	9101	Vacant and Undeveloped Land	Southeastern	0.3	Acres	0
4039	5007	Arterial Commercial (Street Commercial)	Southeastern	8.4	ksf	338
4039	6806	Elementary School	Southeastern	173.0	Students	329
4039	1210	MF Residential less or equal 20 DU/acre	Southeastern	90.0	DU	720
4039	1220	MF Residential over 20 DU/acre	Southeastern	139.0	DU	834
4039	7603	Open Space Park or Preserve	Southeastern	1.1	Acres	6
4039	5009	Other Retail Trade and Strip Commercial	Southeastern	10.5	ksf	420
4039	6102	Religious Facility (without day care)	Southeastern	27.4	ksf	137
4039	4118	Road Right of Way	Southeastern	18.2	Acres	0
4039	1110	Single Family Detached	Southeastern	166.0	DU	1,494
4039	1120	Single Family Multiple-Units	Southeastern	2.0	DU	18
4039	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
4039	9101	Vacant and Undeveloped Land	Southeastern	0.4	Acres	0
4039	1220	Arterial Commercial (Street Commercial)	Southeastern	15.0	DU	90
4685	1210	Light Industry - General	Southeastern	2.0	DU	16
4040	5007	Arterial Commercial (Street Commercial)	Southeastern	69.1	ksf	2,764
4040	7606	Landscape Open Space	Southeastern	0.0	Acres	0
4040	1210	MF Residential less or equal 20 DU/acre	Southeastern	100.0	DU	800
4040	1220	MF Residential over 20 DU/acre	Southeastern	72.0	DU	432
4040	7601	Park - Active	Southeastern	17.5	Acres	875
4040	6102	Religious Facility (without day care)	Southeastern	50.6	ksf	253
4040	4118	Road Right of Way	Southeastern	12.4	Acres	0
4040	1110	Single Family Detached	Southeastern	83.0	DU	747
3991	1210	Arterial Commercial (Street Commercial)	Southeastern	17.0	DU	136
4040	6002B	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	9.3	ksf	316
4044	4118	Road Right of Way	Encanto	0.1	Acres	0
4047	4113	Communications and Utilities	Encanto	3.8	Acres	0
4047	7603	Open Space Park or Preserve	Encanto	0.8	Acres	4
4047	4118	Road Right of Way	Encanto	23.2	Acres	0
4047	1110	Single Family Detached	Encanto	458.0	DU	4,122
4050	5003	Community Shopping Center (100,000 SF or more)	Southeastern	176.7	ksf	12,366

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
4050	4118	Road Right of Way	Southeastern	0.4	Acres	0
3944	1110	Religious Facility (without day care)	Encanto	1.0	DU	9
4057	5007	Arterial Commercial (Street Commercial)	Southeastern	2.8	ksf	110
4057	6806	Elementary School	Southeastern	0.0	Students	0
4057	4112	Freeway	Southeastern	7.0	Acres	0
4057	7606	Landscape Open Space	Southeastern	0.0	Acres	0
4057	1210	MF Residential less or equal 20 DU/acre	Southeastern	131.0	DU	1,048
4057	1220	MF Residential over 20 DU/acre	Southeastern	133.0	DU	798
4057	7603	Open Space Park or Preserve	Southeastern	7.2	Acres	36
4057	6102	Religious Facility (without day care)	Southeastern	5.3	ksf	27
4057	4118	Road Right of Way	Southeastern	14.6	Acres	0
4057	1110	Single Family Detached	Southeastern	145.0	DU	1,305
4057	1120	Single Family Multiple-Units	Southeastern	2.0	DU	18
4057	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
4057	9101	Vacant and Undeveloped Land	Southeastern	2.9	Acres	0
4058	5007	Arterial Commercial (Street Commercial)	Southeastern	16.6	ksf	664
4058	6806	Elementary School	Southeastern	543.0	Students	1,032
4058	1210	MF Residential less or equal 20 DU/acre	Southeastern	120.0	DU	960
4058	1220	MF Residential over 20 DU/acre	Southeastern	153.0	DU	918
4058	7603	Open Space Park or Preserve	Southeastern	0.5	Acres	3
4058	6109	Other Public Services	Southeastern	2.6	ksf	26
4058	7601	Park - Active	Southeastern	0.2	Acres	8
4058	6102	Religious Facility (without day care)	Southeastern	9.1	ksf	46
4058	4118	Road Right of Way	Southeastern	19.4	Acres	0
4058	1110	Single Family Detached	Southeastern	133.0	DU	1,197
4058	1120	Single Family Multiple-Units	Southeastern	2.0	DU	18
4058	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
4039	1220	Other Retail Trade and Strip Commercial	Southeastern	19.0	DU	114
4061	5007	Arterial Commercial (Street Commercial)	Southeastern	1.8	ksf	71
4061	4112	Freeway	Southeastern	11.5	Acres	0
4061	1210	MF Residential less or equal 20 DU/acre	Southeastern	12.0	DU	96
4061	1220	MF Residential over 20 DU/acre	Southeastern	419.0	DU	2,514
4061	4118	Road Right of Way	Southeastern	4.5	Acres	0
4061	1110	Single Family Detached	Southeastern	19.0	DU	171
4701	1210	Religious Facility (without day care)	Southeastern	2.0	DU	16
4079	5007	Arterial Commercial (Street Commercial)	Southeastern	13.3	ksf	532
4079	6806	Elementary School	Southeastern	707.0	Students	1,343
4079	4112	Freeway	Southeastern	9.8	Acres	0
4079	7606	Landscape Open Space	Southeastern	0.6	Acres	0
4079	1210	MF Residential less or equal 20 DU/acre	Southeastern	147.0	DU	1,176
4079	1220	MF Residential over 20 DU/acre	Southeastern	110.0	DU	660
4079	1501	Motel	Southeastern	64.0	Rooms	576
4079	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0
4079	6102	Religious Facility (without day care)	Southeastern	4.2	ksf	21
4079	4118	Road Right of Way	Southeastern	19.1	Acres	0
4079	5027	Service Station (with food mart and automated carwash)	Southeastern	8.0	station	1,240

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
4079	1110	Single Family Detached	Southeastern	150.0	DU	1,350
4079	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
4079	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0
4080	5007	Arterial Commercial (Street Commercial)	Southeastern	3.7	ksf	149
4080	7606	Landscape Open Space	Southeastern	2.1	Acres	0
4080	1210	MF Residential less or equal 20 DU/acre	Southeastern	178.0	DU	1,424
4080	1220	MF Residential over 20 DU/acre	Southeastern	137.0	DU	822
4080	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0
4080	7603	Open Space Park or Preserve	Southeastern	0.8	Acres	4
4080	6102	Religious Facility (without day care)	Southeastern	15.3	ksf	77
4080	4118	Road Right of Way	Southeastern	22.6	Acres	0
4080	1110	Single Family Detached	Southeastern	166.0	DU	1,494
4080	1120	Single Family Multiple-Units	Southeastern	2.0	DU	18
4080	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
4080	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0
4683	5007	Arterial Commercial (Street Commercial)	Encanto	103.2	ksf	4,128
4683	6511	Clinic	Encanto	27.6	ksf	1,382
4683	4113	Communications and Utilities	Encanto	0.8	Acres	0
4683	5003	Community Shopping Center (100,000 SF or more)	Encanto	145.4	ksf	10,181
4683	1210	MF Residential less or equal 20 DU/acre	Encanto	4.0	DU	32
4683	1220	MF Residential over 20 DU/acre	Encanto	319.0	DU	1,914
4683	7603	Open Space Park or Preserve	Encanto	2.0	Acres	10
4683	6115	Public/Community Meeting Room Facility	Encanto	5.4	ksf	163
4683	4117	Railroad Right of Way	Encanto	2.9	Acres	0
4683	4118	Road Right of Way	Encanto	10.5	Acres	0
4027	1210	Arterial Commercial (Street Commercial)	Southeastern	77.0	DU	616
4690	1210	Arterial Commercial (Street Commercial)	Southeastern	10.0	DU	80
4693	1210	Arterial Commercial (Street Commercial)	Southeastern	24.0	DU	192
4720	1210	Arterial Commercial (Street Commercial)	Southeastern	24.0	DU	192
4684	5003	Community Shopping Center (100,000 SF or more)	Encanto	145.8	ksf	10,208
4684	4118	Road Right of Way	Encanto	1.4	Acres	0
4726	1220	Arterial Commercial (Street Commercial)	Encanto	26.0	DU	156
4685	2103	Light Industry - General	Southeastern	87.3	ksf	1,309
4685	1210	MF Residential less or equal 20 DU/acre	Southeastern	15.0	DU	120
4685	1220	MF Residential over 20 DU/acre	Southeastern	59.0	DU	354
4685	6102	Religious Facility (without day care)	Southeastern	5.2	ksf	26
4685	4118	Road Right of Way	Southeastern	8.8	Acres	0
4685	1110	Single Family Detached	Southeastern	2.0	DU	18
4685	1120	Single Family Multiple-Units	Southeastern	97.0	DU	873
3924	1220	Arterial Commercial (Street Commercial)	Encanto	120.0	DU	720
4686	5007	Arterial Commercial (Street Commercial)	Southeastern	12.7	ksf	506
4686	2103	Light Industry - General	Southeastern	0.5	ksf	8
4686	1220	MF Residential over 20 DU/acre	Southeastern	52.0	DU	312
4686	4118	Road Right of Way	Southeastern	5.2	Acres	0
4686	1110	Single Family Detached	Southeastern	3.0	DU	27
4686	1120	Single Family Multiple-Units	Southeastern	70.0	DU	630

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
4686	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
3744	1210	Religious Facility (without day care)	Encanto	2.0	DU	16
4721	1210	Arterial Commercial (Street Commercial)	Southeastern	7.0	DU	56
4687	5007	Arterial Commercial (Street Commercial)	Southeastern	6.2	ksf	249
4687	2103	Light Industry - General	Southeastern	61.2	ksf	918
4687	1210	MF Residential less or equal 20 DU/acre	Southeastern	6.0	DU	48
4687	1220	MF Residential over 20 DU/acre	Southeastern	4.0	DU	24
4687	4118	Road Right of Way	Southeastern	2.7	Acres	0
4687	1120	Single Family Multiple-Units	Southeastern	4.0	DU	36
4008	1210	Religious Facility (without day care)	Southeastern	3.0	DU	24
4688	5007	Arterial Commercial (Street Commercial)	Southeastern	10.5	ksf	419
4688	2103	Light Industry - General	Southeastern	57.2	ksf	859
4688	1210	MF Residential less or equal 20 DU/acre	Southeastern	2.0	DU	16
4688	4114	Parking Lot - Surface	Southeastern	0.5	Acres	0
4688	4118	Road Right of Way	Southeastern	0.3	Acres	0
4688	1120	Single Family Multiple-Units	Southeastern	2.0	DU	18
4694	1220	Arterial Commercial (Street Commercial)	Southeastern	21.0	DU	126
4689	5007	Arterial Commercial (Street Commercial)	Southeastern	1.3	ksf	53
4689	5003	Community Shopping Center (100,000 SF or more)	Southeastern	0.5	ksf	32
4689	6810	Day Care Center	Southeastern	109.0	child	545
4689	1210	MF Residential less or equal 20 DU/acre	Southeastern	16.0	DU	128
4689	1220	MF Residential over 20 DU/acre	Southeastern	21.0	DU	126
4689	6102	Religious Facility (without day care)	Southeastern	28.2	ksf	141
4689	4118	Road Right of Way	Southeastern	3.6	Acres	0
4689	1120	Single Family Multiple-Units	Southeastern	32.0	DU	288
4689	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
4028	1210	Arterial Commercial (Street Commercial)	Southeastern	100.0	DU	800
4697	1210	Arterial Commercial (Street Commercial)	Southeastern	11.0	DU	88
4689	6002C	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	12.6	ksf	354
4690	5007	Arterial Commercial (Street Commercial)	Southeastern	10.9	ksf	435
4690	5029	Automobile Repair Shop	Southeastern	9.0	ksf	180
4690	5030	Automobile Tire Store	Southeastern	3.5	ksf	88
4690	2103	Light Industry - General	Southeastern	27.5	ksf	413
4690	1210	MF Residential less or equal 20 DU/acre	Southeastern	6.0	DU	48
4690	1220	MF Residential over 20 DU/acre	Southeastern	2.0	DU	12
4690	4114	Parking Lot - Surface	Southeastern	0.1	Acres	0
4690	4118	Road Right of Way	Southeastern	1.2	Acres	0
4690	1120	Single Family Multiple-Units	Southeastern	10.0	DU	90
3947	1220	Arterial Commercial (Street Commercial)	Southeastern	107.0	DU	642
3995	1210	Arterial Commercial (Street Commercial)	Encanto	48.0	DU	384
4690	6002A	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	2.3	ksf	95
4691	5007	Arterial Commercial (Street Commercial)	Southeastern	11.6	ksf	465
4691	5006	Automobile Dealership	Southeastern	0.1	Acres	36
4691	2103	Light Industry - General	Southeastern	37.0	ksf	554
4691	5011	Restaurant (High Turnover sit-down)	Southeastern	2.2	ksf	290
4691	4118	Road Right of Way	Southeastern	2.6	Acres	0

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
4691	1120	Single Family Multiple-Units	Southeastern	7.0	DU	63
3720	1210	Religious Facility (without day care)	Encanto	3.0	DU	24
3998	1220	Arterial Commercial (Street Commercial)	Southeastern	10.0	DU	60
4692	5007	Arterial Commercial (Street Commercial)	Southeastern	1.0	ksf	40
4692	4112	Freeway	Southeastern	3.3	Acres	0
4692	2103	Light Industry - General	Southeastern	29.5	ksf	442
4692	1220	MF Residential over 20 DU/acre	Southeastern	68.0	DU	408
4692	4118	Road Right of Way	Southeastern	4.6	Acres	0
4692	1120	Single Family Multiple-Units	Southeastern	27.0	DU	243
4692	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
4693	5007	Arterial Commercial (Street Commercial)	Southeastern	28.7	ksf	1,146
4693	5029	Automobile Repair Shop	Southeastern	1.7	ksf	33
4693	2103	Light Industry - General	Southeastern	4.9	ksf	73
4693	1210	MF Residential less or equal 20 DU/acre	Southeastern	2.0	DU	16
4693	4118	Road Right of Way	Southeastern	1.3	Acres	0
4693	1120	Single Family Multiple-Units	Southeastern	3.0	DU	27
4693	2104	Warehousing	Southeastern	19.5	ksf	98
4002	1210	Arterial Commercial (Street Commercial)	Southeastern	22.0	DU	176
4693	6002B	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	8.5	ksf	289
4694	5007	Arterial Commercial (Street Commercial)	Southeastern	7.6	ksf	305
4694	5028	Automobile Parts Sale	Southeastern	5.7	ksf	356
4694	2103	Light Industry - General	Southeastern	48.9	ksf	733
4694	1210	MF Residential less or equal 20 DU/acre	Southeastern	2.0	DU	16
4694	5004	Neighborhood Shopping Center (30,000 SF or more)	Southeastern	30.0	ksf	3,600
4694	4114	Parking Lot - Surface	Southeastern	0.8	Acres	0
4694	5011	Restaurant (High Turnover sit-down)	Southeastern	1.8	ksf	229
4694	4118	Road Right of Way	Southeastern	1.5	Acres	0
4694	1120	Single Family Multiple-Units	Southeastern	7.0	DU	63
3860	1220	Arterial Commercial (Street Commercial)	Encanto	57.0	DU	342
4689	1220	Arterial Commercial (Street Commercial)	Southeastern	16.0	DU	96
4696	1220	Arterial Commercial (Street Commercial)	Southeastern	11.0	DU	66
4695	5007	Arterial Commercial (Street Commercial)	Southeastern	19.4	ksf	776
4695	6810	Day Care Center	Southeastern	0.0	child	0
4695	1220	MF Residential over 20 DU/acre	Southeastern	165.0	DU	990
4695	4118	Road Right of Way	Southeastern	4.9	Acres	0
4695	1110	Single Family Detached	Southeastern	2.0	DU	18
4695	1120	Single Family Multiple-Units	Southeastern	25.0	DU	225
3961	1220	Arterial Commercial (Street Commercial)	Southeastern	40.0	DU	240
4696	5007	Arterial Commercial (Street Commercial)	Southeastern	7.5	ksf	302
4696	5029	Automobile Repair Shop	Southeastern	1.8	ksf	35
4696	5030	Automobile Tire Store	Southeastern	2.5	ksf	63
4696	1210	MF Residential less or equal 20 DU/acre	Southeastern	6.0	DU	48
4696	1220	MF Residential over 20 DU/acre	Southeastern	120.0	DU	720
4696	4118	Road Right of Way	Southeastern	8.7	Acres	0
4696	1120	Single Family Multiple-Units	Southeastern	113.0	DU	1,017
4696	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
4050	1210	Community Shopping Center (100,000 SF or more)	Southeastern	39.0	DU	312
4697	5007	Arterial Commercial (Street Commercial)	Southeastern	10.9	ksf	434
4697	6810	Day Care Center	Southeastern	0.0	child	0
4697	1210	MF Residential less or equal 20 DU/acre	Southeastern	10.0	DU	80
4697	1220	MF Residential over 20 DU/acre	Southeastern	61.0	DU	366
4697	6102	Religious Facility (without day care)	Southeastern	5.5	ksf	28
4697	4118	Road Right of Way	Southeastern	3.1	Acres	0
4697	5025	Service Station (with food mart)	Southeastern	12.0	station	1,800
4697	1120	Single Family Multiple-Units	Southeastern	38.0	DU	342
3995	1210	Religious Facility (without day care)	Encanto	3.0	DU	24
4698	5007	Arterial Commercial (Street Commercial)	Southeastern	21.7	ksf	869
4698	5014	Convenience Market Chain (Open Up to 16 Hours Per Day)	Southeastern	17.5	ksf	8,750
4698	1210	MF Residential less or equal 20 DU/acre	Southeastern	9.0	DU	72
4698	1220	MF Residential over 20 DU/acre	Southeastern	25.0	DU	150
4698	4114	Parking Lot - Surface	Southeastern	0.2	Acres	0
4698	6102	Religious Facility (without day care)	Southeastern	0.6	ksf	3
4698	4118	Road Right of Way	Southeastern	4.3	Acres	0
4698	1120	Single Family Multiple-Units	Southeastern	50.0	DU	450
3992	1220	Arterial Commercial (Street Commercial)	Southeastern	13.0	DU	78
4699	5007	Arterial Commercial (Street Commercial)	Southeastern	18.1	ksf	724
4699	1210	MF Residential less or equal 20 DU/acre	Southeastern	6.0	DU	48
4699	1220	MF Residential over 20 DU/acre	Southeastern	28.0	DU	168
4699	6102	Religious Facility (without day care)	Southeastern	11.8	ksf	59
4699	4118	Road Right of Way	Southeastern	4.6	Acres	0
4699	1110	Single Family Detached	Southeastern	1.0	DU	9
4699	1120	Single Family Multiple-Units	Southeastern	54.0	DU	486
4699	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
3980	1110	Religious Facility (without day care)	Southeastern	1.0	DU	9
4700	5007	Arterial Commercial (Street Commercial)	Southeastern	42.5	ksf	1,702
4700	5029	Automobile Repair Shop	Southeastern	4.5	ksf	89
4700	5030	Automobile Tire Store	Southeastern	1.6	ksf	39
4700	5014	Convenience Market Chain (Open Up to 16 Hours Per Day)	Southeastern	14.0	ksf	7,000
4700	6105	Fire/Police Station	Southeastern	14.6	ksf	439
4700	6003	Government Office/Civic Center	Southeastern	1.7	ksf	51
4700	2103	Light Industry - General	Southeastern	11.8	ksf	177
4700	1210	MF Residential less or equal 20 DU/acre	Southeastern	2.0	DU	16
4700	1220	MF Residential over 20 DU/acre	Southeastern	6.0	DU	36
4700	4114	Parking Lot - Surface	Southeastern	0.1	Acres	0
4700	6102	Religious Facility (without day care)	Southeastern	4.5	ksf	23
4700	5011	Restaurant (High Turnover sit-down)	Southeastern	1.4	ksf	178
4700	4118	Road Right of Way	Southeastern	1.8	Acres	0
4700	1120	Single Family Multiple-Units	Southeastern	16.0	DU	144
4700	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
3861	1110	Other Retail Trade and Strip Commercial	Encanto	1.0	DU	9
3985	1220	Arterial Commercial (Street Commercial)	Southeastern	46.0	DU	276
4694	1110	Restaurant (High Turnover sit-down)	Southeastern	1.0	DU	9

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
4701	5007	Arterial Commercial (Street Commercial)	Southeastern	30.5	ksf	1,222
4701	5029	Automobile Repair Shop	Southeastern	8.0	ksf	160
4701	2103	Light Industry - General	Southeastern	14.5	ksf	218
4701	1210	MF Residential less or equal 20 DU/acre	Southeastern	4.0	DU	32
4701	6102	Religious Facility (without day care)	Southeastern	1.8	ksf	9
4701	4118	Road Right of Way	Southeastern	1.1	Acres	0
4701	1120	Single Family Multiple-Units	Southeastern	5.0	DU	45
3985	1110	Neighborhood Shopping Center (30,000 SF or more)	Southeastern	1.0	DU	9
4689	1220	Community Shopping Center (100,000 SF or more)	Southeastern	4.0	DU	24
4702	5007	Arterial Commercial (Street Commercial)	Southeastern	8.2	ksf	329
4702	5014	Convenience Market Chain (Open Up to 16 Hours Per Day)	Southeastern	5.8	ksf	2,900
4702	2103	Light Industry - General	Southeastern	13.8	ksf	207
4702	1220	MF Residential over 20 DU/acre	Southeastern	4.0	DU	24
4702	6115	Public/Community Meeting Room Facility	Southeastern	4.0	ksf	120
4702	4118	Road Right of Way	Southeastern	2.0	Acres	0
4702	1120	Single Family Multiple-Units	Southeastern	21.0	DU	189
4683	1220	Community Shopping Center (100,000 SF or more)	Encanto	238.0	DU	1,428
4703	6103	Library	Encanto	27.6	ksf	1,378
4703	1220	MF Residential over 20 DU/acre	Encanto	36.0	DU	216
4703	7603	Open Space Park or Preserve	Encanto	32.6	Acres	163
4703	6809	Other School	Encanto	14.5	ksf	261
4703	4118	Road Right of Way	Encanto	19.0	Acres	0
4703	1110	Single Family Detached	Encanto	166.0	DU	1,494
4703	1120	Single Family Multiple-Units	Encanto	18.0	DU	162
4703	1190	Single Family Residential Without Units	Encanto	0.0	DU	0
4703	1000	Spaced Rural Residential	Encanto	1.0	DU	12
4704	6103	Library	Southeastern	20.0	ksf	1,000
4704	6802	Other University or College	Southeastern	7,667.0	Students	12,267
4704	4118	Road Right of Way	Southeastern	1.4	Acres	0
4705	7603	Open Space Park or Preserve	Encanto	25.3	Acres	127
4705	4118	Road Right of Way	Encanto	17.6	Acres	0
4705	1110	Single Family Detached	Encanto	257.0	DU	2,313
4705	1190	Single Family Residential Without Units	Encanto	0.0	DU	0
4706	1411	Congregate Care Facility	Encanto	0.0	Beds	0
4706	4118	Road Right of Way	Encanto	18.6	Acres	0
4706	1110	Single Family Detached	Encanto	327.0	DU	2,943
4706	1190	Single Family Residential Without Units	Encanto	0.0	DU	0
4707	4113	Communications and Utilities	Encanto	0.6	Acres	0
4707	7603	Open Space Park or Preserve	Encanto	0.8	Acres	4
4707	7601	Park - Active	Encanto	3.0	Acres	152
4707	4118	Road Right of Way	Encanto	9.0	Acres	0
4707	1110	Single Family Detached	Encanto	142.0	DU	1,278
4707	1120	Single Family Multiple-Units	Encanto	28.0	DU	252
4707	1190	Single Family Residential Without Units	Encanto	0.0	DU	0
4708	1210	MF Residential less or equal 20 DU/acre	Encanto	17.0	DU	136
4708	7603	Open Space Park or Preserve	Encanto	0.2	Acres	1

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
4708	4118	Road Right of Way	Encanto	31.6	Acres	0
4708	1110	Single Family Detached	Encanto	348.0	DU	3,132
4708	1120	Single Family Multiple-Units	Encanto	46.0	DU	414
4708	1190	Single Family Residential Without Units	Encanto	0.0	DU	0
4709	5007	Arterial Commercial (Street Commercial)	Southeastern	2.2	ksf	86
4709	6806	Elementary School	Southeastern	483.0	Students	918
4709	1210	MF Residential less or equal 20 DU/acre	Southeastern	186.0	DU	1,488
4709	1220	MF Residential over 20 DU/acre	Southeastern	136.0	DU	816
4709	6509	Other Health Care	Southeastern	3.8	ksf	188
4709	7601	Park - Active	Southeastern	6.6	Acres	331
4709	6102	Religious Facility (without day care)	Southeastern	17.0	ksf	85
4709	4118	Road Right of Way	Southeastern	20.2	Acres	0
4709	1110	Single Family Detached	Southeastern	211.0	DU	1,899
4709	1120	Single Family Multiple-Units	Southeastern	2.0	DU	18
4710	5007	Arterial Commercial (Street Commercial)	Southeastern	10.1	ksf	405
4710	1210	MF Residential less or equal 20 DU/acre	Southeastern	23.0	DU	184
4710	1220	MF Residential over 20 DU/acre	Southeastern	171.0	DU	1,026
4710	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0
4710	6109	Other Public Services	Southeastern	8.7	ksf	87
4710	7601	Park - Active	Southeastern	0.1	Acres	6
4710	4118	Road Right of Way	Southeastern	5.9	Acres	0
4710	1110	Single Family Detached	Southeastern	25.0	DU	225
4711	2103	Light Industry - General	Southeastern	8.0	ksf	120
4711	1210	MF Residential less or equal 20 DU/acre	Southeastern	10.0	DU	80
4711	1220	MF Residential over 20 DU/acre	Southeastern	80.0	DU	480
4711	4118	Road Right of Way	Southeastern	2.9	Acres	0
4711	1110	Single Family Detached	Southeastern	12.0	DU	108
4711	6002B	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	5.4	ksf	184
4712	6511	Clinic	Southeastern	3.0	ksf	149
4712	1210	MF Residential less or equal 20 DU/acre	Southeastern	15.0	DU	120
4712	1220	MF Residential over 20 DU/acre	Southeastern	134.0	DU	804
4712	4118	Road Right of Way	Southeastern	3.8	Acres	0
4712	1110	Single Family Detached	Southeastern	24.0	DU	216
4712	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
4713	5007	Arterial Commercial (Street Commercial)	Southeastern	18.3	ksf	731
4713	1210	MF Residential less or equal 20 DU/acre	Southeastern	2.0	DU	16
4713	1220	MF Residential over 20 DU/acre	Southeastern	10.0	DU	60
4713	4118	Road Right of Way	Southeastern	1.3	Acres	0
4713	1110	Single Family Detached	Southeastern	12.0	DU	108
4713	1120	Single Family Multiple-Units	Southeastern	2.0	DU	18
4713	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0
4687	1210	Arterial Commercial (Street Commercial)	Southeastern	15.0	DU	120
4714	5007	Arterial Commercial (Street Commercial)	Southeastern	32.1	ksf	1,285
4714	1210	MF Residential less or equal 20 DU/acre	Southeastern	13.0	DU	104
4714	1220	MF Residential over 20 DU/acre	Southeastern	7.0	DU	42
4714	4118	Road Right of Way	Southeastern	3.6	Acres	0

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
4714	1110	Single Family Detached	Southeastern	3.0	DU	27
4714	9101	Vacant and Undeveloped Land	Southeastern	0.2	Acres	0
4688	1220	Arterial Commercial (Street Commercial)	Southeastern	50.0	DU	300
4715	1210	MF Residential less or equal 20 DU/acre	Southeastern	17.0	DU	136
4715	1220	MF Residential over 20 DU/acre	Southeastern	54.0	DU	324
4715	7603	Open Space Park or Preserve	Southeastern	0.0	Acres	0
4715	7601	Park - Active	Southeastern	2.6	Acres	132
4715	4118	Road Right of Way	Southeastern	4.1	Acres	0
4715	1110	Single Family Detached	Southeastern	25.0	DU	225
4715	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
4715	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0
4716	5007	Arterial Commercial (Street Commercial)	Southeastern	20.5	ksf	821
4716	1220	MF Residential over 20 DU/acre	Southeastern	13.0	DU	78
4716	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0
4716	4118	Road Right of Way	Southeastern	2.0	Acres	0
4716	1110	Single Family Detached	Southeastern	24.0	DU	216
4714	1220	Arterial Commercial (Street Commercial)	Southeastern	53.0	DU	318
4717	5007	Arterial Commercial (Street Commercial)	Southeastern	1.6	ksf	65
4717	1210	MF Residential less or equal 20 DU/acre	Southeastern	34.0	DU	272
4717	1220	MF Residential over 20 DU/acre	Southeastern	37.0	DU	222
4717	4118	Road Right of Way	Southeastern	2.5	Acres	0
4717	1110	Single Family Detached	Southeastern	41.0	DU	369
4717	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
3696	1110	Religious Facility (without day care)	Encanto	1.0	DU	9
4718	5007	Arterial Commercial (Street Commercial)	Southeastern	61.5	ksf	2,459
4718	4113	Communications and Utilities	Southeastern	0.5	Acres	0
4718	1210	MF Residential less or equal 20 DU/acre	Southeastern	21.0	DU	168
4718	1220	MF Residential over 20 DU/acre	Southeastern	7.0	DU	42
4718	6809	Other School	Southeastern	36.1	ksf	650
4718	7601	Park - Active	Southeastern	0.2	Acres	12
4718	4118	Road Right of Way	Southeastern	8.1	Acres	0
4718	1110	Single Family Detached	Southeastern	34.0	DU	306
4718	1120	Single Family Multiple-Units	Southeastern	9.0	DU	81
4718	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
4718	5001	Wholesale Trade	Southeastern	15.7	ksf	1,099
4035	1210	Arterial Commercial (Street Commercial)	Southeastern	10.0	DU	80
4719	5007	Arterial Commercial (Street Commercial)	Southeastern	1.5	ksf	61
4719	1210	MF Residential less or equal 20 DU/acre	Southeastern	45.0	DU	360
4719	1220	MF Residential over 20 DU/acre	Southeastern	31.0	DU	186
4719	4118	Road Right of Way	Southeastern	3.8	Acres	0
4719	1110	Single Family Detached	Southeastern	49.0	DU	441
4719	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0
4720	5007	Arterial Commercial (Street Commercial)	Southeastern	37.2	ksf	1,489
4720	4112	Freeway	Southeastern	3.7	Acres	0
4720	1501	Hotel (Low-Rise)	Southeastern	27.0	Rooms	243
4720	1210	MF Residential less or equal 20 DU/acre	Southeastern	22.0	DU	176

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
4720	1220	MF Residential over 20 DU/acre	Southeastern	4.0	DU	24
4720	4118	Road Right of Way	Southeastern	1.7	Acres	0
4720	1110	Single Family Detached	Southeastern	22.0	DU	198
4720	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
3984	1220	Arterial Commercial (Street Commercial)	Southeastern	122.0	DU	732
4721	5007	Arterial Commercial (Street Commercial)	Southeastern	20.8	ksf	832
4721	6806	Elementary School	Southeastern	333.0	Students	633
4721	1210	MF Residential less or equal 20 DU/acre	Southeastern	21.0	DU	168
4721	1220	MF Residential over 20 DU/acre	Southeastern	13.0	DU	78
4721	4118	Road Right of Way	Southeastern	6.4	Acres	0
4721	1110	Single Family Detached	Southeastern	23.0	DU	207
3959	1210	Arterial Commercial (Street Commercial)	Southeastern	11.0	DU	88
4722	5007	Arterial Commercial (Street Commercial)	Southeastern	42.9	ksf	1,717
4722	4112	Freeway	Southeastern	4.7	Acres	0
4722	2103	Light Industry - General	Southeastern	8.4	ksf	126
4722	1210	MF Residential less or equal 20 DU/acre	Southeastern	73.0	DU	584
4722	1220	MF Residential over 20 DU/acre	Southeastern	65.0	DU	390
4722	7603	Open Space Park or Preserve	Southeastern	2.6	Acres	13
4722	7601	Park - Active	Southeastern	0.2	Acres	11
4722	4118	Road Right of Way	Southeastern	9.7	Acres	0
4722	1110	Single Family Detached	Southeastern	89.0	DU	801
4722	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
4722	9101	Vacant and Undeveloped Land	Southeastern	1.8	Acres	0
4683	1220	Arterial Commercial (Street Commercial)	Encanto	679.0	DU	4,074
4723	5007	Arterial Commercial (Street Commercial)	Southeastern	43.6	ksf	1,744
4723	4112	Freeway	Southeastern	6.8	Acres	0
4723	1210	MF Residential less or equal 20 DU/acre	Southeastern	12.0	DU	96
4723	1220	MF Residential over 20 DU/acre	Southeastern	151.0	DU	906
4723	4118	Road Right of Way	Southeastern	7.4	Acres	0
4723	1110	Single Family Detached	Southeastern	11.0	DU	99
4723	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0
4699	1210	Arterial Commercial (Street Commercial)	Southeastern	5.0	DU	40
4724	5007	Arterial Commercial (Street Commercial)	Southeastern	1.7	ksf	68
4724	1210	MF Residential less or equal 20 DU/acre	Southeastern	41.0	DU	328
4724	1220	MF Residential over 20 DU/acre	Southeastern	129.0	DU	774
4724	4118	Road Right of Way	Southeastern	4.1	Acres	0
4724	1110	Single Family Detached	Southeastern	38.0	DU	342
4717	1110	Arterial Commercial (Street Commercial)	Southeastern	1.0	DU	9
4725	5007	Arterial Commercial (Street Commercial)	Southeastern	2.1	ksf	82
4725	6806	Elementary School	Southeastern	354.0	Students	673
4725	1210	MF Residential less or equal 20 DU/acre	Southeastern	26.0	DU	208
4725	1220	MF Residential over 20 DU/acre	Southeastern	43.0	DU	258
4725	1290	Multi-Family Residential Without Units	Southeastern	3.0	DU	0
4725	4118	Road Right of Way	Southeastern	5.7	Acres	0
4725	1110	Single Family Detached	Southeastern	32.0	DU	288
4725	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0

Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Total Trip Gen
4726	5007	Arterial Commercial (Street Commercial)	Encanto	22.5	ksf	901
4726	4112	Freeway	Encanto	10.1	Acres	0
4726	1210	MF Residential less or equal 20 DU/acre	Encanto	7.0	DU	56
4726	1220	MF Residential over 20 DU/acre	Encanto	102.0	DU	612
4726	7603	Open Space Park or Preserve	Encanto	6.3	Acres	32
4726	4118	Road Right of Way	Encanto	6.6	Acres	0
4726	5025	Service Station (with food mart)	Encanto	8.0	station	1,200
4726	1110	Single Family Detached	Encanto	69.0	DU	621
4726	1120	Single Family Multiple-Units	Encanto	22.0	DU	198
4040	1210	Arterial Commercial (Street Commercial)	Southeastern	59.0	DU	472
4727	7603	Open Space Park or Preserve	Encanto	8.6	Acres	43
4727	4118	Road Right of Way	Encanto	13.3	Acres	0
4727	1110	Single Family Detached	Encanto	109.0	DU	981
4727	1120	Single Family Multiple-Units	Encanto	14.0	DU	126
4727	1190	Single Family Residential Without Units	Encanto	0.0	DU	0
4728	1210	MF Residential less or equal 20 DU/acre	Encanto	22.0	DU	176
4728	1220	MF Residential over 20 DU/acre	Encanto	12.0	DU	72
4728	7603	Open Space Park or Preserve	Encanto	5.8	Acres	29
4728	4117	Railroad Right of Way	Encanto	1.3	Acres	0
4728	6102	Religious Facility (without day care)	Encanto	7.7	ksf	38
4728	4118	Road Right of Way	Encanto	11.9	Acres	0
4728	1110	Single Family Detached	Encanto	200.0	DU	1,800
4728	1120	Single Family Multiple-Units	Encanto	22.0	DU	198
4728	1190	Single Family Residential Without Units	Encanto	0.0	DU	0
4728	9101	Vacant and Undeveloped Land	Encanto	0.4	Acres	0

Land Use Comparison - Southeastern					
High Density vs. Existing Conditions vs. Preferred					
TAZ	High Density	Existing Conditions		Preferred	
	ADT	ADT	Δ ADT	ADT	Δ ADT (HD - Pref)
3745	5,069	4,758	311	5,069	0
3766	9,997	6,517	3,480	9,997	0
3767	19,759	19,759	0	19,759	0
3831	4,915	3,446	1,469	4,915	0
3854	1,758	1,758	0	1,758	0
3857	14,118	10,689	3,429	14,424	-306
3858	1,872	1,888	-16	1,872	0
3902	3,132	2,578	554	3,132	0
3904	1,196	1,135	61	1,196	0
3905	8,411	8,411	0	8,411	0
3920	2,249	2,223	26	2,249	0
3921	1,818	1,818	0	1,818	0
3947	3,386	2,019	1,367	3,386	0
3958	1,899	1,899	0	1,899	0
3959	5,653	5,314	339	5,653	0
3960	1,545	1,545	0	1,545	0
3961	1,159	969	190	1,159	0
3977	3,725	1,808	1,917	2,613	1,112
3979	1,440	1,395	45	1,440	0
3980	2,443	2,408	35	2,443	0
3984	3,097	2,274	823	3,097	0
3985	2,648	1,504	1,144	2,648	0
3989	3,384	1,774	1,610	3,384	0
3990	3,441	2,299	1,142	3,441	0
3991	4,109	3,560	549	4,109	0
3992	6,444	5,635	809	6,444	0
3993	25,260	25,260	0	25,260	0
3994	1,787	1,724	63	1,787	0
3998	4,774	4,513	261	4,774	0
3999	8,343	6,587	1,756	8,343	0
4002	8,724	8,474	250	8,724	0
4008	15,305	13,376	1,929	15,305	0
4009	4,461	4,392	69	4,461	0
4013	2,518	2,518	0	2,518	0
4027	7,781	4,313	3,468	7,781	0
4028	8,681	6,034	2,647	8,681	0

Land Use Comparison - Southeastern					
High Density vs. Existing Conditions vs. Preferred					
TAZ	High Density	Existing Conditions		Preferred	
	ADT	ADT	Δ ADT	ADT	Δ ADT (HD - Pref)
4035	7,841	7,075	766	7,841	0
4038	6,125	4,921	1,204	6,125	0
4039	4,500	4,215	285	4,500	0
4040	6,691	4,394	2,297	6,719	-28
4050	13,862	11,047	2,815	13,862	0
4057	3,342	3,267	75	3,342	0
4058	4,998	3,926	1,072	4,998	0
4061	2,870	2,750	120	2,870	0
4079	6,898	6,668	230	6,898	0
4080	3,988	3,893	95	3,988	0
4685	4,006	2,024	1,982	2,716	1,290
4686	1,677	880	797	1,677	0
4687	1,263	890	373	1,395	-132
4688	1,808	1,234	574	1,612	196
4689	1,829	1,103	726	1,829	0
4690	2,756	816	1,940	1,465	1,291
4691	1,004	776	228	1,496	-492
4692	1,133	1,133	0	1,133	0
4693	1,904	930	974	1,918	-14
4694	5,796	4,276	1,520	5,796	0
4695	2,145	309	1,836	2,145	0
4696	2,251	1,986	265	2,251	0
4697	3,138	2,985	153	3,138	0
4698	10,474	10,243	231	10,474	0
4699	1,534	1,487	47	1,534	0
4700	10,446	9,278	1,168	10,446	0
4701	1,948	1,459	489	1,948	0
4702	3,853	3,486	367	3,853	0
4704	13,267	13,267	0	13,267	0
4709	5,829	5,707	122	5,829	0
4710	1,933	1,933	0	1,933	0
4711	972	972	0	972	0
4712	1,289	1,289	0	1,289	0
4713	1,317	558	759	1,317	0
4714	1,944	1,418	526	1,944	0
4715	817	817	0	817	0

Land Use Comparison - Southeastern					
High Density vs. Existing Conditions vs. Preferred					
TAZ	High Density	Existing Conditions		Preferred	
	ADT	ADT	Δ ADT	ADT	Δ ADT (HD - Pref)
4716	1,565	789	776	1,565	0
4717	936	909	27	936	0
4718	5,633	2,950	2,683	5,633	0
4719	1,048	1,039	9	1,048	0
4720	2,322	1,726	596	2,322	0
4721	1,974	1,697	277	1,974	0
4722	4,266	2,341	1,925	4,266	0
4723	3,787	2,415	1,372	3,787	0
4724	1,674	1,534	140	1,674	0
4725	1,509	1,491	18	1,509	0
TOTAL	378,463	316,877	61,586	375,546	2,917

Land Use Comparison - Encanto					
High Density vs. Existing Conditions vs. Preferred					
TAZ	High Density	Existing Conditions		Preferred	
	ADT	ADT	Δ ADT	ADT	Δ ADT (HD - Pref)
3554	5,124	5,016	108	5,124	0
3574	4,218	2,291	1,927	4,217	1
3594	0	0	0	0	0
3602	3,615	3,606	9	3,615	0
3627	3,035	2,855	180	3,035	0
3696	3,222	3,177	45	3,222	0
3720	3,230	3,176	54	3,230	0
3744	4,758	3,650	1,108	4,758	0
3764	22,910	6,231	16,679	10,148	12,762
3817	3,802	3,614	188	3,802	0
3855	15,422	8,847	6,575	12,430	2,992
3860	3,298	2,093	1,205	3,154	144
3861	6,269	5,677	592	6,286	-17
3922	6,466	5,772	694	6,466	0
3924	3,931	2,517	1,414	3,931	0
3926	6,740	2,314	4,426	6,584	156
3927	7,647	3,243	4,404	7,647	0
3929	4,908	1,532	3,376	3,900	1,008
3944	8,540	3,185	5,355	6,758	1,782
3945	4,606	1,696	2,910	3,772	834
3946	7,787	3,992	3,795	7,787	0
3949	14,232	9,677	4,555	13,980	252
3962	0	0	0	0	0
3969	17,488	16,803	685	14,334	3,154
3974	5,598	4,047	1,551	5,598	0
3988	4,361	4,044	317	4,361	0
3995	14,192	12,286	1,906	13,440	752
3996	6,541	6,297	244	6,520	21
4007	5,747	5,658	89	5,747	0
4010	5,195	4,723	472	5,195	0
4018	5,592	5,369	223	5,592	0
4024	20,093	15,813	4,280	20,093	0
4044	0	0	0	0	0
4047	4,126	4,108	18	4,126	0
4683	28,394	2,797	25,597	24,560	3,834
4684	13,922	5,673	8,249	12,416	1,506

Land Use Comparison - Encanto					
High Density vs. Existing Conditions vs. Preferred					
TAZ	High Density	Existing Conditions		Preferred	
	ADT	ADT	Δ ADT	ADT	Δ ADT (HD - Pref)
4703	3,686	3,452	234	3,686	0
4705	2,440	2,431	9	2,440	0
4706	2,943	2,970	-27	2,943	0
4707	1,686	1,533	153	1,686	0
4708	3,683	3,296	387	3,683	0
4726	3,776	2,447	1,329	3,776	0
4727	1,150	1,015	135	1,150	0
4728	2,313	2,295	18	2,313	0
TOTAL	296,686	191,218	105,468	267,505	29,181

HIGH DENSITY ALTERNATIVE							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4008	1409	Other Group Quarters Facility	Encanto	0.0	DU	9.0	0
3574	5007	Arterial Commercial (Street Commercial)	Encanto	99.2	ksf	40.0	3,968
3764	5007	Arterial Commercial (Street Commercial)	Encanto	357.2	ksf	40.0	14,289
3831	5007	Arterial Commercial (Street Commercial)	Southeastern	63.2	ksf	40.0	2,529
3854	5007	Arterial Commercial (Street Commercial)	Southeastern	4.8	ksf	40.0	192
3855	5007	Arterial Commercial (Street Commercial)	Encanto	92.1	ksf	40.0	3,685
3857	5007	Arterial Commercial (Street Commercial)	Southeastern	59.3	ksf	40.0	2,373
3858	5007	Arterial Commercial (Street Commercial)	Southeastern	20.1	ksf	40.0	805
3860	5007	Arterial Commercial (Street Commercial)	Encanto	27.3	ksf	40.0	1,090
3905	5007	Arterial Commercial (Street Commercial)	Southeastern	3.6	ksf	40.0	144
3924	5007	Arterial Commercial (Street Commercial)	Encanto	43.3	ksf	40.0	1,733
3926	5007	Arterial Commercial (Street Commercial)	Encanto	35.5	ksf	40.0	1,422
3927	5007	Arterial Commercial (Street Commercial)	Encanto	24.2	ksf	40.0	969
3929	5007	Arterial Commercial (Street Commercial)	Encanto	60.9	ksf	40.0	2,436
3944	5007	Arterial Commercial (Street Commercial)	Encanto	20.0	ksf	40.0	800
3945	5007	Arterial Commercial (Street Commercial)	Encanto	29.4	ksf	40.0	1,175
3946	5007	Arterial Commercial (Street Commercial)	Encanto	48.9	ksf	40.0	1,957
3947	5007	Arterial Commercial (Street Commercial)	Southeastern	25.6	ksf	40.0	1,025
3949	5007	Arterial Commercial (Street Commercial)	Encanto	24.2	ksf	40.0	969
3958	5007	Arterial Commercial (Street Commercial)	Southeastern	5.7	ksf	40.0	227
3959	5007	Arterial Commercial (Street Commercial)	Southeastern	58.2	ksf	40.0	2,327
3960	5007	Arterial Commercial (Street Commercial)	Southeastern	8.0	ksf	40.0	320
3961	5007	Arterial Commercial (Street Commercial)	Southeastern	2.6	ksf	40.0	106
3969	5007	Arterial Commercial (Street Commercial)	Encanto	70.6	ksf	40.0	2,826
3977	5007	Arterial Commercial (Street Commercial)	Southeastern	42.0	ksf	40.0	1,678
3984	5007	Arterial Commercial (Street Commercial)	Southeastern	23.6	ksf	40.0	945
3985	5007	Arterial Commercial (Street Commercial)	Southeastern	19.1	ksf	40.0	765
3989	5007	Arterial Commercial (Street Commercial)	Southeastern	31.0	ksf	40.0	1,241
3990	5007	Arterial Commercial (Street Commercial)	Southeastern	37.4	ksf	40.0	1,494
3991	5007	Arterial Commercial (Street Commercial)	Southeastern	38.5	ksf	40.0	1,540
3992	5007	Arterial Commercial (Street Commercial)	Southeastern	8.5	ksf	40.0	342
3995	5007	Arterial Commercial (Street Commercial)	Encanto	41.8	ksf	40.0	1,671
3998	5007	Arterial Commercial (Street Commercial)	Southeastern	6.7	ksf	40.0	269
3999	5007	Arterial Commercial (Street Commercial)	Southeastern	30.0	ksf	40.0	1,200
4002	5007	Arterial Commercial (Street Commercial)	Southeastern	20.0	ksf	40.0	800
4008	5007	Arterial Commercial (Street Commercial)	Southeastern	32.1	ksf	40.0	1,285
4009	5007	Arterial Commercial (Street Commercial)	Southeastern	13.7	ksf	40.0	549
4013	5007	Arterial Commercial (Street Commercial)	Southeastern	4.0	ksf	40.0	161
4024	5007	Arterial Commercial (Street Commercial)	Encanto	75.2	ksf	40.0	3,007
4027	5007	Arterial Commercial (Street Commercial)	Southeastern	89.1	ksf	40.0	3,565
4028	5007	Arterial Commercial (Street Commercial)	Southeastern	150.7	ksf	40.0	6,029
4035	5007	Arterial Commercial (Street Commercial)	Southeastern	13.6	ksf	40.0	542
4038	5007	Arterial Commercial (Street Commercial)	Southeastern	41.9	ksf	40.0	1,675
4039	5007	Arterial Commercial (Street Commercial)	Southeastern	8.4	ksf	40.0	338
4040	5007	Arterial Commercial (Street Commercial)	Southeastern	69.1	ksf	40.0	2,764
4057	5007	Arterial Commercial (Street Commercial)	Southeastern	2.8	ksf	40.0	110
4058	5007	Arterial Commercial (Street Commercial)	Southeastern	16.6	ksf	40.0	664
4061	5007	Arterial Commercial (Street Commercial)	Southeastern	1.8	ksf	40.0	71
4079	5007	Arterial Commercial (Street Commercial)	Southeastern	13.3	ksf	40.0	532
4080	5007	Arterial Commercial (Street Commercial)	Southeastern	3.7	ksf	40.0	149
4683	5007	Arterial Commercial (Street Commercial)	Encanto	103.2	ksf	40.0	4,128
4685	5007	Arterial Commercial (Street Commercial)	Southeastern	46.6	ksf	40.0	1,863
4686	5007	Arterial Commercial (Street Commercial)	Southeastern	12.7	ksf	40.0	506
4687	5007	Arterial Commercial (Street Commercial)	Southeastern	14.3	ksf	40.0	572
4688	5007	Arterial Commercial (Street Commercial)	Southeastern	26.3	ksf	40.0	1,053
4689	5007	Arterial Commercial (Street Commercial)	Southeastern	1.3	ksf	40.0	53
4690	5007	Arterial Commercial (Street Commercial)	Southeastern	49.3	ksf	40.0	1,970
4691	5007	Arterial Commercial (Street Commercial)	Southeastern	11.0	ksf	40.0	439
4692	5007	Arterial Commercial (Street Commercial)	Southeastern	1.0	ksf	40.0	40
4693	5007	Arterial Commercial (Street Commercial)	Southeastern	28.7	ksf	40.0	1,146
4694	5007	Arterial Commercial (Street Commercial)	Southeastern	7.6	ksf	40.0	305
4695	5007	Arterial Commercial (Street Commercial)	Southeastern	19.4	ksf	40.0	776
4696	5007	Arterial Commercial (Street Commercial)	Southeastern	7.5	ksf	40.0	302
4697	5007	Arterial Commercial (Street Commercial)	Southeastern	10.9	ksf	40.0	434
4698	5007	Arterial Commercial (Street Commercial)	Southeastern	21.7	ksf	40.0	869
4699	5007	Arterial Commercial (Street Commercial)	Southeastern	18.1	ksf	40.0	724
4700	5007	Arterial Commercial (Street Commercial)	Southeastern	42.5	ksf	40.0	1,702
4701	5007	Arterial Commercial (Street Commercial)	Southeastern	30.5	ksf	40.0	1,222
4702	5007	Arterial Commercial (Street Commercial)	Southeastern	8.2	ksf	40.0	329
4703	5007	Arterial Commercial (Street Commercial)	Encanto	0.0	ksf	40.0	0
4709	5007	Arterial Commercial (Street Commercial)	Southeastern	2.2	ksf	40.0	86
4710	5007	Arterial Commercial (Street Commercial)	Southeastern	10.1	ksf	40.0	405
4713	5007	Arterial Commercial (Street Commercial)	Southeastern	18.3	ksf	40.0	731
4714	5007	Arterial Commercial (Street Commercial)	Southeastern	32.1	ksf	40.0	1,285
4716	5007	Arterial Commercial (Street Commercial)	Southeastern	20.5	ksf	40.0	821
4717	5007	Arterial Commercial (Street Commercial)	Southeastern	1.6	ksf	40.0	65
4718	5007	Arterial Commercial (Street Commercial)	Southeastern	61.5	ksf	40.0	2,459
4719	5007	Arterial Commercial (Street Commercial)	Southeastern	1.5	ksf	40.0	61
4720	5007	Arterial Commercial (Street Commercial)	Southeastern	37.2	ksf	40.0	1,489
4721	5007	Arterial Commercial (Street Commercial)	Southeastern	20.8	ksf	40.0	832
4722	5007	Arterial Commercial (Street Commercial)	Southeastern	42.9	ksf	40.0	1,717
4723	5007	Arterial Commercial (Street Commercial)	Southeastern	43.6	ksf	40.0	1,744
4724	5007	Arterial Commercial (Street Commercial)	Southeastern	1.7	ksf	40.0	68
4725	5007	Arterial Commercial (Street Commercial)	Southeastern	2.1	ksf	40.0	82
4726	5007	Arterial Commercial (Street Commercial)	Encanto	22.5	ksf	40.0	901

HIGH DENSITY ALTERNATIVE							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
3996	5006	Automobile Dealership	Encanto	0.1	Acres	300.0	28
4691	5006	Automobile Dealership	Southeastern	0.1	Acres	300.0	36
4694	5028	Automobile Parts Sale	Southeastern	5.7	ksf	62.0	356
3960	5029	Automobile Repair Shop	Southeastern	2.0	ksf	20.0	40
3969	5029	Automobile Repair Shop	Encanto	6.1	ksf	20.0	122
3984	5029	Automobile Repair Shop	Southeastern	2.8	ksf	20.0	56
3985	5029	Automobile Repair Shop	Southeastern	1.2	ksf	20.0	24
3996	5029	Automobile Repair Shop	Encanto	1.0	ksf	20.0	19
4024	5029	Automobile Repair Shop	Encanto	1.8	ksf	20.0	36
4693	5029	Automobile Repair Shop	Southeastern	1.7	ksf	20.0	33
4696	5029	Automobile Repair Shop	Southeastern	1.8	ksf	20.0	35
4700	5029	Automobile Repair Shop	Southeastern	4.5	ksf	20.0	89
4701	5029	Automobile Repair Shop	Southeastern	8.0	ksf	20.0	160
4690	5030	Automobile Tire Store	Southeastern	3.5	ksf	25.0	88
4696	5030	Automobile Tire Store	Southeastern	2.5	ksf	25.0	63
4700	5030	Automobile Tire Store	Southeastern	1.6	ksf	25.0	39
3744	6101	Cemetery	Encanto	40.5	Acres	5.0	202
3904	6101	Cemetery	Southeastern	116.4	Acres	5.0	582
3990	6101	Cemetery	Southeastern	7.0	Acres	5.0	35
3767	6511	Clinic	Southeastern	31.9	ksf	50.0	1,596
3905	6511	Clinic	Southeastern	153.6	ksf	50.0	7,679
4683	6511	Clinic	Encanto	27.6	ksf	50.0	1,382
4712	6511	Clinic	Southeastern	3.0	ksf	50.0	149
3602	4113	Communications and Utilities	Encanto	31.3	Acres	0.0	0
3766	4113	Communications and Utilities	Southeastern	15.6	Acres	0.0	0
3817	4113	Communications and Utilities	Encanto	0.3	Acres	0.0	0
3831	4113	Communications and Utilities	Southeastern	2.9	Acres	0.0	0
3855	4113	Communications and Utilities	Encanto	0.3	Acres	0.0	0
3924	4113	Communications and Utilities	Encanto	0.2	Acres	0.0	0
4035	4113	Communications and Utilities	Southeastern	0.1	Acres	0.0	0
4047	4113	Communications and Utilities	Encanto	3.8	Acres	0.0	0
4683	4113	Communications and Utilities	Encanto	0.8	Acres	0.0	0
4707	4113	Communications and Utilities	Encanto	0.6	Acres	0.0	0
4718	4113	Communications and Utilities	Southeastern	0.5	Acres	0.0	0
3767	5003	Community Shopping Center (100,000 SF or more)	Southeastern	127.6	ksf	70.0	8,932
3993	5003	Community Shopping Center (100,000 SF or more)	Southeastern	360.9	ksf	70.0	25,260
4008	5003	Community Shopping Center (100,000 SF or more)	Southeastern	134.3	ksf	70.0	9,404
4050	5003	Community Shopping Center (100,000 SF or more)	Southeastern	176.7	ksf	70.0	12,366
4683	5003	Community Shopping Center (100,000 SF or more)	Encanto	145.4	ksf	70.0	10,181
4684	5003	Community Shopping Center (100,000 SF or more)	Encanto	145.8	ksf	70.0	10,208
4689	5003	Community Shopping Center (100,000 SF or more)	Southeastern	0.5	ksf	70.0	32
3554	1411	Congregate Care Facility	Encanto	0.0	Beds	3.0	0
4706	1411	Congregate Care Facility	Encanto	0.0	Beds	3.0	0
3959	5014	Convenience Market Chain (Open Up to 16 Hours Per Day)	Southeastern	3.0	ksf	500.0	1,500
4698	5014	Convenience Market Chain (Open Up to 16 Hours Per Day)	Southeastern	17.5	ksf	500.0	8,750
4700	5014	Convenience Market Chain (Open Up to 16 Hours Per Day)	Southeastern	14.0	ksf	500.0	7,000
4702	5014	Convenience Market Chain (Open Up to 16 Hours Per Day)	Southeastern	5.8	ksf	500.0	2,900
3855	6810	Day Care Center	Encanto	75.0	child	5.0	375
4024	6810	Day Care Center	Encanto	70.0	child	5.0	350
4689	6810	Day Care Center	Southeastern	109.0	child	5.0	545
4695	6810	Day Care Center	Southeastern	0.0	child	5.0	0
4697	6810	Day Care Center	Southeastern	0.0	child	5.0	0
3602	6806	Elementary School	Encanto	357.0	Students	1.9	678
3696	6806	Elementary School	Encanto	713.0	Students	1.9	1,355
3764	6806	Elementary School	Encanto	0.0	Students	1.9	0
3854	6806	Elementary School	Southeastern	273.0	Students	1.9	519
3855	6806	Elementary School	Encanto	737.0	Students	1.9	1,400
3860	6806	Elementary School	Encanto	526.0	Students	1.9	999
3920	6806	Elementary School	Southeastern	808.0	Students	1.9	1,535
3921	6806	Elementary School	Southeastern	458.0	Students	1.9	870
3946	6806	Elementary School	Encanto	614.0	Students	1.9	1,167
3949	6806	Elementary School	Encanto	270.0	Students	1.9	513
3985	6806	Elementary School	Southeastern	78.0	Students	1.9	148
3995	6806	Elementary School	Encanto	759.0	Students	1.9	1,442
3999	6806	Elementary School	Southeastern	384.0	Students	1.9	730
4002	6806	Elementary School	Southeastern	619.0	Students	1.9	1,176
4007	6806	Elementary School	Encanto	589.0	Students	1.9	1,119
4008	6806	Elementary School	Southeastern	481.0	Students	1.9	914
4024	6806	Elementary School	Encanto	549.0	Students	1.9	1,043
4038	6806	Elementary School	Southeastern	760.0	Students	1.9	1,444
4039	6806	Elementary School	Southeastern	173.0	Students	1.9	329
4057	6806	Elementary School	Southeastern	0.0	Students	1.9	0
4058	6806	Elementary School	Southeastern	543.0	Students	1.9	1,032
4079	6806	Elementary School	Southeastern	707.0	Students	1.9	1,343
4709	6806	Elementary School	Southeastern	483.0	Students	1.9	918
4721	6806	Elementary School	Southeastern	333.0	Students	1.9	633
4725	6806	Elementary School	Southeastern	354.0	Students	1.9	673
3969	6105	Fire/Police Station	Encanto	14.5	ksf	30.0	435
3980	6105	Fire/Police Station	Southeastern	9.6	ksf	30.0	288
4009	6105	Fire/Police Station	Southeastern	3.4	ksf	30.0	103
4700	6105	Fire/Police Station	Southeastern	14.6	ksf	30.0	439
3594	4112	Freeway	Encanto	21.2	Acres	0.0	0
3602	4112	Freeway	Encanto	15.3	Acres	0.0	0
3744	4112	Freeway	Encanto	14.1	Acres	0.0	0
3745	4112	Freeway	Southeastern	42.0	Acres	0.0	0

HIGH DENSITY ALTERNATIVE							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
3766	4112	Freeway	Southeastern	27.2	Acres	0.0	0
3831	4112	Freeway	Southeastern	9.0	Acres	0.0	0
3854	4112	Freeway	Southeastern	17.1	Acres	0.0	0
3855	4112	Freeway	Encanto	18.5	Acres	0.0	0
3857	4112	Freeway	Southeastern	21.9	Acres	0.0	0
3902	4112	Freeway	Southeastern	30.8	Acres	0.0	0
3904	4112	Freeway	Southeastern	7.2	Acres	0.0	0
3944	4112	Freeway	Encanto	8.0	Acres	0.0	0
3979	4112	Freeway	Southeastern	15.1	Acres	0.0	0
3980	4112	Freeway	Southeastern	10.1	Acres	0.0	0
3985	4112	Freeway	Southeastern	4.2	Acres	0.0	0
3989	4112	Freeway	Southeastern	8.0	Acres	0.0	0
3994	4112	Freeway	Southeastern	10.0	Acres	0.0	0
3995	4112	Freeway	Encanto	10.6	Acres	0.0	0
3998	4112	Freeway	Southeastern	10.2	Acres	0.0	0
4008	4112	Freeway	Southeastern	0.1	Acres	0.0	0
4013	4112	Freeway	Southeastern	2.5	Acres	0.0	0
4024	4112	Freeway	Encanto	13.1	Acres	0.0	0
4027	4112	Freeway	Southeastern	10.2	Acres	0.0	0
4028	4112	Freeway	Southeastern	10.0	Acres	0.0	0
4035	4112	Freeway	Southeastern	49.5	Acres	0.0	0
4038	4112	Freeway	Southeastern	22.0	Acres	0.0	0
4057	4112	Freeway	Southeastern	7.0	Acres	0.0	0
4061	4112	Freeway	Southeastern	11.5	Acres	0.0	0
4079	4112	Freeway	Southeastern	9.8	Acres	0.0	0
4692	4112	Freeway	Southeastern	3.3	Acres	0.0	0
4720	4112	Freeway	Southeastern	3.7	Acres	0.0	0
4722	4112	Freeway	Southeastern	4.7	Acres	0.0	0
4723	4112	Freeway	Southeastern	6.8	Acres	0.0	0
4726	4112	Freeway	Encanto	10.1	Acres	0.0	0
3855	6004	Government Office (less or equal to 100,000 SF)	Encanto	22.1	ksf	30.0	662
3744	6003	Government Office/Civic Center	Encanto	0.0	ksf	30.0	0
3992	6003	Government Office/Civic Center	Southeastern	50.7	ksf	30.0	1,522
4700	6003	Government Office/Civic Center	Southeastern	1.7	ksf	30.0	51
4079	1501	Motel	Southeastern	64.0	Rooms	9.0	576
4720	1501	Hotel (Low-Rise)	Southeastern	27.0	Rooms	9.0	243
3927	2101	Industrial Park	Encanto	152.0	ksf	15.0	2,280
4027	2101	Industrial Park	Southeastern	113.5	ksf	15.0	1,703
3764	6805	Junior High School or Middle School	Encanto	420.0	Students	1.4	588
3831	6805	Junior High School or Middle School	Southeastern	212.0	Students	1.4	297
3988	6805	Junior High School or Middle School	Encanto	1,127.0	Students	1.4	1,578
4002	6805	Junior High School or Middle School	Southeastern	1,242.0	Students	1.4	1,739
3984	7606	Landscape Open Space	Southeastern	0.1	Acres	0.0	0
4010	7606	Landscape Open Space	Encanto	0.1	Acres	0.0	0
4038	7606	Landscape Open Space	Southeastern	0.1	Acres	0.0	0
4040	7606	Landscape Open Space	Southeastern	0.0	Acres	0.0	0
4057	7606	Landscape Open Space	Southeastern	0.0	Acres	0.0	0
4079	7606	Landscape Open Space	Southeastern	0.6	Acres	0.0	0
4080	7606	Landscape Open Space	Southeastern	2.1	Acres	0.0	0
4002	6103	Library	Southeastern	3.3	ksf	50.0	166
4703	6103	Library	Encanto	27.6	ksf	50.0	1,378
4704	6103	Library	Southeastern	20.0	ksf	50.0	1,000
3766	2103	Light Industry - General	Southeastern	511.6	ksf	15.0	7,674
3767	2103	Light Industry - General	Southeastern	596.5	ksf	15.0	8,948
3831	2103	Light Industry - General	Southeastern	29.2	ksf	15.0	438
3855	2103	Light Industry - General	Encanto	12.1	ksf	15.0	181
3857	2103	Light Industry - General	Southeastern	364.0	ksf	15.0	5,459
3902	2103	Light Industry - General	Southeastern	40.7	ksf	15.0	611
3926	2103	Light Industry - General	Encanto	179.4	ksf	15.0	2,692
3927	2103	Light Industry - General	Encanto	153.4	ksf	15.0	2,302
3959	2103	Light Industry - General	Southeastern	3.1	ksf	15.0	46
3984	2103	Light Industry - General	Southeastern	22.1	ksf	15.0	332
3985	2103	Light Industry - General	Southeastern	23.6	ksf	15.0	353
3989	2103	Light Industry - General	Southeastern	41.0	ksf	15.0	615
4027	2103	Light Industry - General	Southeastern	27.2	ksf	15.0	408
4686	2103	Light Industry - General	Southeastern	0.5	ksf	15.0	8
4687	2103	Light Industry - General	Southeastern	0.4	ksf	15.0	6
4692	2103	Light Industry - General	Southeastern	29.5	ksf	15.0	442
4693	2103	Light Industry - General	Southeastern	4.9	ksf	15.0	73
4694	2103	Light Industry - General	Southeastern	48.9	ksf	15.0	733
4700	2103	Light Industry - General	Southeastern	11.8	ksf	15.0	177
4701	2103	Light Industry - General	Southeastern	14.5	ksf	15.0	218
4702	2103	Light Industry - General	Southeastern	13.8	ksf	15.0	207
4711	2103	Light Industry - General	Southeastern	8.0	ksf	15.0	120
4722	2103	Light Industry - General	Southeastern	8.4	ksf	15.0	126
3554	1210	MF Residential less or equal 20 DU/acre	Encanto	3.0	DU	8.0	24
3627	1210	MF Residential less or equal 20 DU/acre	Encanto	25.0	DU	8.0	200
3696	1210	MF Residential less or equal 20 DU/acre	Encanto	23.0	DU	8.0	184
3696	1210	Religious Facility (without day care)	Encanto	1.0	DU	8.0	8
3720	1210	Religious Facility (without day care)	Encanto	3.0	DU	8.0	24
3744	1210	MF Residential less or equal 20 DU/acre	Encanto	64.0	DU	8.0	512
3744	1210	Religious Facility (without day care)	Encanto	2.0	DU	8.0	16
3745	1210	MF Residential less or equal 20 DU/acre	Southeastern	228.0	DU	8.0	1,824
3745	1210	Religious Facility (without day care)	Southeastern	1.0	DU	8.0	8
3764	1210	MF Residential less or equal 20 DU/acre	Encanto	61.0	DU	8.0	488

HIGH DENSITY ALTERNATIVE							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
3766	1210	MF Residential less or equal 20 DU/acre	Southeastern	6.0	DU	8.0	48
3817	1210	MF Residential less or equal 20 DU/acre	Encanto	45.0	DU	8.0	360
3831	1210	MF Residential less or equal 20 DU/acre	Southeastern	4.0	DU	8.0	32
3854	1210	MF Residential less or equal 20 DU/acre	Southeastern	3.0	DU	8.0	24
3855	1210	MF Residential less or equal 20 DU/acre	Encanto	253.0	DU	8.0	2,024
3857	1210	MF Residential less or equal 20 DU/acre	Southeastern	276.0	DU	8.0	2,208
3858	1210	MF Residential less or equal 20 DU/acre	Southeastern	26.0	DU	8.0	208
3858	1210	Arterial Commercial (Street Commercial)	Southeastern	5.0	DU	8.0	40
3861	1210	MF Residential less or equal 20 DU/acre	Encanto	92.0	DU	8.0	736
3861	1210	Other Retail Trade and Strip Commercial	Encanto	1.0	DU	8.0	8
3902	1210	MF Residential less or equal 20 DU/acre	Southeastern	55.0	DU	8.0	440
3904	1210	MF Residential less or equal 20 DU/acre	Southeastern	34.0	DU	8.0	272
3905	1210	MF Residential less or equal 20 DU/acre	Southeastern	11.0	DU	8.0	88
3905	1210	Religious Facility (without day care)	Southeastern	1.0	DU	8.0	8
3920	1210	MF Residential less or equal 20 DU/acre	Southeastern	27.0	DU	8.0	216
3921	1210	MF Residential less or equal 20 DU/acre	Southeastern	18.0	DU	8.0	144
3922	1210	MF Residential less or equal 20 DU/acre	Encanto	79.0	DU	8.0	632
3926	1210	Light Industry - General	Encanto	74.0	DU	8.0	592
3927	1210	MF Residential less or equal 20 DU/acre	Encanto	9.0	DU	8.0	72
3946	1210	MF Residential less or equal 20 DU/acre	Encanto	61.0	DU	8.0	488
3947	1210	MF Residential less or equal 20 DU/acre	Southeastern	13.0	DU	8.0	104
3949	1210	MF Residential less or equal 20 DU/acre	Encanto	58.0	DU	8.0	464
3958	1210	MF Residential less or equal 20 DU/acre	Southeastern	21.0	DU	8.0	168
3959	1210	MF Residential less or equal 20 DU/acre	Southeastern	8.0	DU	8.0	64
3959	1210	Arterial Commercial (Street Commercial)	Southeastern	11.0	DU	8.0	88
3960	1210	MF Residential less or equal 20 DU/acre	Southeastern	6.0	DU	8.0	48
3961	1210	MF Residential less or equal 20 DU/acre	Southeastern	7.0	DU	8.0	56
3977	1210	MF Residential less or equal 20 DU/acre	Southeastern	16.0	DU	8.0	128
3979	1210	MF Residential less or equal 20 DU/acre	Southeastern	64.0	DU	8.0	512
3980	1210	MF Residential less or equal 20 DU/acre	Southeastern	76.0	DU	8.0	608
3980	1210	Religious Facility (without day care)	Southeastern	1.0	DU	8.0	8
3984	1210	MF Residential less or equal 20 DU/acre	Southeastern	10.0	DU	8.0	80
3984	1210	Religious Facility (without day care)	Southeastern	1.0	DU	8.0	8
3988	1210	MF Residential less or equal 20 DU/acre	Encanto	7.0	DU	8.0	56
3989	1210	MF Residential less or equal 20 DU/acre	Southeastern	22.0	DU	8.0	176
3990	1210	MF Residential less or equal 20 DU/acre	Southeastern	78.0	DU	8.0	624
3990	1210	Religious Facility (without day care)	Southeastern	1.0	DU	8.0	8
3991	1210	MF Residential less or equal 20 DU/acre	Southeastern	49.0	DU	8.0	392
3991	1210	Arterial Commercial (Street Commercial)	Southeastern	17.0	DU	8.0	136
3992	1210	MF Residential less or equal 20 DU/acre	Southeastern	103.0	DU	8.0	824
3994	1210	MF Residential less or equal 20 DU/acre	Southeastern	109.0	DU	8.0	872
3995	1210	Religious Facility (without day care)	Encanto	3.0	DU	8.0	24
3998	1210	MF Residential less or equal 20 DU/acre	Southeastern	111.0	DU	8.0	888
3998	1210	Religious Facility (without day care)	Southeastern	1.0	DU	8.0	8
3999	1210	MF Residential less or equal 20 DU/acre	Southeastern	155.0	DU	8.0	1,240
3999	1210	Religious Facility (without day care)	Southeastern	5.0	DU	8.0	40
4002	1210	MF Residential less or equal 20 DU/acre	Southeastern	150.0	DU	8.0	1,200
4002	1210	Religious Facility (without day care)	Southeastern	2.0	DU	8.0	16
4007	1210	MF Residential less or equal 20 DU/acre	Encanto	10.0	DU	8.0	80
4008	1210	MF Residential less or equal 20 DU/acre	Southeastern	100.0	DU	8.0	800
4008	1210	Religious Facility (without day care)	Southeastern	3.0	DU	8.0	24
4009	1210	MF Residential less or equal 20 DU/acre	Southeastern	100.0	DU	8.0	800
4010	1210	MF Residential less or equal 20 DU/acre	Encanto	23.0	DU	8.0	184
4013	1210	MF Residential less or equal 20 DU/acre	Southeastern	63.0	DU	8.0	504
4024	1210	MF Residential less or equal 20 DU/acre	Encanto	35.0	DU	8.0	280
4024	1210	Arterial Commercial (Street Commercial)	Encanto	17.0	DU	8.0	136
4027	1210	MF Residential less or equal 20 DU/acre	Southeastern	50.0	DU	8.0	400
4027	1210	Arterial Commercial (Street Commercial)	Southeastern	77.0	DU	8.0	616
4028	1210	MF Residential less or equal 20 DU/acre	Southeastern	54.0	DU	8.0	432
4028	1210	Arterial Commercial (Street Commercial)	Southeastern	121.0	DU	8.0	968
4035	1210	MF Residential less or equal 20 DU/acre	Southeastern	198.0	DU	8.0	1,584
4035	1210	Arterial Commercial (Street Commercial)	Southeastern	10.0	DU	8.0	80
4038	1210	MF Residential less or equal 20 DU/acre	Southeastern	90.0	DU	8.0	720
4039	1210	MF Residential less or equal 20 DU/acre	Southeastern	90.0	DU	8.0	720
4040	1210	MF Residential less or equal 20 DU/acre	Southeastern	100.0	DU	8.0	800
4050	1210	Community Shopping Center (100,000 SF or more)	Southeastern	187.0	DU	8.0	1,496
4057	1210	MF Residential less or equal 20 DU/acre	Southeastern	131.0	DU	8.0	1,048
4058	1210	MF Residential less or equal 20 DU/acre	Southeastern	120.0	DU	8.0	960
4061	1210	MF Residential less or equal 20 DU/acre	Southeastern	12.0	DU	8.0	96
4079	1210	MF Residential less or equal 20 DU/acre	Southeastern	147.0	DU	8.0	1,176
4080	1210	MF Residential less or equal 20 DU/acre	Southeastern	178.0	DU	8.0	1,424
4683	1210	MF Residential less or equal 20 DU/acre	Encanto	4.0	DU	8.0	32
4685	1210	MF Residential less or equal 20 DU/acre	Southeastern	15.0	DU	8.0	120
4686	1210	Light Industry - General	Southeastern	1.0	DU	8.0	8
4687	1210	MF Residential less or equal 20 DU/acre	Southeastern	6.0	DU	8.0	48
4688	1210	MF Residential less or equal 20 DU/acre	Southeastern	2.0	DU	8.0	16
4689	1210	MF Residential less or equal 20 DU/acre	Southeastern	16.0	DU	8.0	128
4690	1210	MF Residential less or equal 20 DU/acre	Southeastern	4.0	DU	8.0	32
4691	1210	Automobile Dealership	Southeastern	1.0	DU	8.0	8
4693	1210	MF Residential less or equal 20 DU/acre	Southeastern	2.0	DU	8.0	16
4694	1210	MF Residential less or equal 20 DU/acre	Southeastern	2.0	DU	8.0	16
4694	1210	Restaurant (High Turnover sit-down)	Southeastern	1.0	DU	8.0	8
4695	1210	Day Care Center	Southeastern	0.0	DU	8.0	0
4695	1210	Arterial Commercial (Street Commercial)	Southeastern	17.0	DU	8.0	136
4696	1210	MF Residential less or equal 20 DU/acre	Southeastern	6.0	DU	8.0	48

HIGH DENSITY ALTERNATIVE							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4697	1210	MF Residential less or equal 20 DU/acre	Southeastern	10.0	DU	8.0	80
4697	1210	Arterial Commercial (Street Commercial)	Southeastern	11.0	DU	8.0	88
4698	1210	MF Residential less or equal 20 DU/acre	Southeastern	9.0	DU	8.0	72
4699	1210	MF Residential less or equal 20 DU/acre	Southeastern	6.0	DU	8.0	48
4699	1210	Arterial Commercial (Street Commercial)	Southeastern	5.0	DU	8.0	40
4700	1210	MF Residential less or equal 20 DU/acre	Southeastern	2.0	DU	8.0	16
4700	1210	Restaurant (High Turnover sit-down)	Southeastern	1.0	DU	8.0	8
4700	1210	Automobile Tire Store	Southeastern	2.0	DU	8.0	16
4701	1210	MF Residential less or equal 20 DU/acre	Southeastern	4.0	DU	8.0	32
4701	1210	Religious Facility (without day care)	Southeastern	2.0	DU	8.0	16
4708	1210	MF Residential less or equal 20 DU/acre	Encanto	17.0	DU	8.0	136
4709	1210	MF Residential less or equal 20 DU/acre	Southeastern	186.0	DU	8.0	1,488
4710	1210	MF Residential less or equal 20 DU/acre	Southeastern	23.0	DU	8.0	184
4711	1210	MF Residential less or equal 20 DU/acre	Southeastern	10.0	DU	8.0	80
4712	1210	MF Residential less or equal 20 DU/acre	Southeastern	15.0	DU	8.0	120
4713	1210	MF Residential less or equal 20 DU/acre	Southeastern	2.0	DU	8.0	16
4714	1210	MF Residential less or equal 20 DU/acre	Southeastern	13.0	DU	8.0	104
4715	1210	MF Residential less or equal 20 DU/acre	Southeastern	17.0	DU	8.0	136
4717	1210	MF Residential less or equal 20 DU/acre	Southeastern	34.0	DU	8.0	272
4717	1210	Arterial Commercial (Street Commercial)	Southeastern	1.0	DU	8.0	8
4718	1210	MF Residential less or equal 20 DU/acre	Southeastern	21.0	DU	8.0	168
4719	1210	MF Residential less or equal 20 DU/acre	Southeastern	45.0	DU	8.0	360
4720	1210	MF Residential less or equal 20 DU/acre	Southeastern	22.0	DU	8.0	176
4720	1210	Arterial Commercial (Street Commercial)	Southeastern	24.0	DU	8.0	192
4721	1210	MF Residential less or equal 20 DU/acre	Southeastern	21.0	DU	8.0	168
4721	1210	Arterial Commercial (Street Commercial)	Southeastern	7.0	DU	8.0	56
4722	1210	MF Residential less or equal 20 DU/acre	Southeastern	73.0	DU	8.0	584
4723	1210	MF Residential less or equal 20 DU/acre	Southeastern	12.0	DU	8.0	96
4724	1210	MF Residential less or equal 20 DU/acre	Southeastern	41.0	DU	8.0	328
4725	1210	MF Residential less or equal 20 DU/acre	Southeastern	26.0	DU	8.0	208
4726	1210	MF Residential less or equal 20 DU/acre	Encanto	7.0	DU	8.0	56
4728	1210	MF Residential less or equal 20 DU/acre	Encanto	22.0	DU	8.0	176
3696	1220	MF Residential over 20 DU/acre	Encanto	13.0	DU	6.0	78
3744	1220	MF Residential over 20 DU/acre	Encanto	287.0	DU	6.0	1,722
3745	1220	MF Residential over 20 DU/acre	Southeastern	65.0	DU	6.0	390
3764	1220	MF Residential over 20 DU/acre	Encanto	75.0	DU	6.0	450
3764	1220	Arterial Commercial (Street Commercial)	Encanto	447.0	DU	6.0	2,682
3817	1220	MF Residential over 20 DU/acre	Encanto	88.0	DU	6.0	528
3831	1220	MF Residential over 20 DU/acre	Southeastern	46.0	DU	6.0	276
3854	1220	MF Residential over 20 DU/acre	Southeastern	126.0	DU	6.0	756
3855	1220	MF Residential over 20 DU/acre	Encanto	146.0	DU	6.0	876
3855	1220	Neighborhood Shopping Center (30,000 SF or more)	Encanto	20.0	DU	6.0	120
3855	1220	Arterial Commercial (Street Commercial)	Encanto	225.0	DU	6.0	1,350
3855	1220	Light Industry - General	Encanto	138.0	DU	6.0	828
3857	1220	MF Residential over 20 DU/acre	Southeastern	27.0	DU	6.0	162
3857	1220	Arterial Commercial (Street Commercial)	Southeastern	97.0	DU	6.0	582
3858	1220	MF Residential over 20 DU/acre	Southeastern	67.0	DU	6.0	402
3860	1220	MF Residential over 20 DU/acre	Encanto	38.0	DU	6.0	228
3860	1220	Arterial Commercial (Street Commercial)	Encanto	92.0	DU	6.0	552
3861	1220	MF Residential over 20 DU/acre	Encanto	411.0	DU	6.0	2,466
3861	1220	Rail Station/Transit Center	Encanto	64.0	DU	6.0	384
3902	1220	MF Residential over 20 DU/acre	Southeastern	227.0	DU	6.0	1,362
3905	1220	MF Residential over 20 DU/acre	Southeastern	42.0	DU	6.0	252
3920	1220	MF Residential over 20 DU/acre	Southeastern	29.0	DU	6.0	174
3921	1220	MF Residential over 20 DU/acre	Southeastern	101.0	DU	6.0	606
3922	1220	MF Residential over 20 DU/acre	Encanto	303.0	DU	6.0	1,818
3924	1220	Arterial Commercial (Street Commercial)	Encanto	163.0	DU	6.0	978
3926	1220	MF Residential over 20 DU/acre	Encanto	251.0	DU	6.0	1,506
3926	1220	Arterial Commercial (Street Commercial)	Encanto	88.0	DU	6.0	528
3927	1220	Arterial Commercial (Street Commercial)	Encanto	137.0	DU	6.0	822
3927	1220	Light Industry - General	Encanto	168.0	DU	6.0	1,008
3929	1220	Arterial Commercial (Street Commercial)	Encanto	412.0	DU	6.0	2,472
3944	1220	MF Residential over 20 DU/acre	Encanto	1,074.0	DU	6.0	6,444
3944	1220	Rail Station/Transit Center	Encanto	69.0	DU	6.0	414
3944	1220	Religious Facility (without day care)	Encanto	66.0	DU	6.0	396
3945	1220	Arterial Commercial (Street Commercial)	Encanto	248.0	DU	6.0	1,488
3945	1220	Public/Community Meeting Room Facility	Encanto	38.0	DU	6.0	228
3946	1220	Arterial Commercial (Street Commercial)	Encanto	218.0	DU	6.0	1,308
3947	1220	MF Residential over 20 DU/acre	Southeastern	81.0	DU	6.0	486
3947	1220	Arterial Commercial (Street Commercial)	Southeastern	110.0	DU	6.0	660
3949	1220	MF Residential over 20 DU/acre	Encanto	1,308.0	DU	6.0	7,848
3949	1220	Arterial Commercial (Street Commercial)	Encanto	47.0	DU	6.0	282
3958	1220	MF Residential over 20 DU/acre	Southeastern	41.0	DU	6.0	246
3959	1220	MF Residential over 20 DU/acre	Southeastern	50.0	DU	6.0	300
3960	1220	MF Residential over 20 DU/acre	Southeastern	110.0	DU	6.0	660
3961	1220	MF Residential over 20 DU/acre	Southeastern	43.0	DU	6.0	258
3961	1220	Arterial Commercial (Street Commercial)	Southeastern	42.0	DU	6.0	252
3969	1220	MF Residential over 20 DU/acre	Encanto	956.0	DU	6.0	5,736
3969	1220	Arterial Commercial (Street Commercial)	Encanto	92.0	DU	6.0	552
3969	1220	Restaurant (High Turnover sit-down)	Encanto	28.0	DU	6.0	168
3974	1220	MF Residential over 20 DU/acre	Encanto	513.0	DU	6.0	3,078
3977	1220	MF Residential over 20 DU/acre	Southeastern	30.0	DU	6.0	180
3977	1220	Arterial Commercial (Street Commercial)	Southeastern	40.0	DU	6.0	240
3979	1220	MF Residential over 20 DU/acre	Southeastern	23.0	DU	6.0	138
3980	1220	MF Residential over 20 DU/acre	Southeastern	84.0	DU	6.0	504

HIGH DENSITY ALTERNATIVE							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
3984	1220	MF Residential over 20 DU/acre	Southeastern	2.0	DU	6.0	12
3984	1220	Arterial Commercial (Street Commercial)	Southeastern	122.0	DU	6.0	732
3985	1220	MF Residential over 20 DU/acre	Southeastern	38.0	DU	6.0	228
3985	1220	Neighborhood Shopping Center (30,000 SF or more)	Southeastern	1.0	DU	6.0	6
3985	1220	Arterial Commercial (Street Commercial)	Southeastern	48.0	DU	6.0	288
3989	1220	MF Residential over 20 DU/acre	Southeastern	48.0	DU	6.0	288
3989	1220	Arterial Commercial (Street Commercial)	Southeastern	66.0	DU	6.0	396
3990	1220	MF Residential over 20 DU/acre	Southeastern	47.0	DU	6.0	282
3991	1220	MF Residential over 20 DU/acre	Southeastern	37.0	DU	6.0	222
3992	1220	MF Residential over 20 DU/acre	Southeastern	265.0	DU	6.0	1,590
3992	1220	Arterial Commercial (Street Commercial)	Southeastern	20.0	DU	6.0	120
3994	1220	MF Residential over 20 DU/acre	Southeastern	23.0	DU	6.0	138
3995	1220	MF Residential over 20 DU/acre	Encanto	655.0	DU	6.0	3,930
3995	1220	Arterial Commercial (Street Commercial)	Encanto	91.0	DU	6.0	546
3998	1220	MF Residential over 20 DU/acre	Southeastern	158.0	DU	6.0	948
3998	1220	Arterial Commercial (Street Commercial)	Southeastern	10.0	DU	6.0	60
3999	1220	MF Residential over 20 DU/acre	Southeastern	236.0	DU	6.0	1,416
3999	1220	Arterial Commercial (Street Commercial)	Southeastern	90.0	DU	6.0	540
4002	1220	MF Residential over 20 DU/acre	Southeastern	156.0	DU	6.0	936
4002	1220	Arterial Commercial (Street Commercial)	Southeastern	33.0	DU	6.0	198
4008	1220	MF Residential over 20 DU/acre	Southeastern	110.0	DU	6.0	660
4008	1220	Arterial Commercial (Street Commercial)	Southeastern	77.0	DU	6.0	462
4009	1220	MF Residential over 20 DU/acre	Southeastern	141.0	DU	6.0	846
4013	1220	MF Residential over 20 DU/acre	Southeastern	40.0	DU	6.0	240
4024	1220	MF Residential over 20 DU/acre	Encanto	1,319.0	DU	6.0	7,914
4027	1220	MF Residential over 20 DU/acre	Southeastern	29.0	DU	6.0	174
4028	1220	MF Residential over 20 DU/acre	Southeastern	70.0	DU	6.0	420
4035	1220	MF Residential over 20 DU/acre	Southeastern	444.0	DU	6.0	2,664
4038	1220	MF Residential over 20 DU/acre	Southeastern	84.0	DU	6.0	504
4038	1220	Arterial Commercial (Street Commercial)	Southeastern	62.0	DU	6.0	372
4039	1220	MF Residential over 20 DU/acre	Southeastern	139.0	DU	6.0	834
4039	1220	Arterial Commercial (Street Commercial)	Southeastern	15.0	DU	6.0	90
4039	1220	Other Retail Trade and Strip Commercial	Southeastern	19.0	DU	6.0	114
4040	1220	MF Residential over 20 DU/acre	Southeastern	72.0	DU	6.0	432
4040	1220	Arterial Commercial (Street Commercial)	Southeastern	84.0	DU	6.0	504
4057	1220	MF Residential over 20 DU/acre	Southeastern	133.0	DU	6.0	798
4058	1220	MF Residential over 20 DU/acre	Southeastern	153.0	DU	6.0	918
4058	1220	Arterial Commercial (Street Commercial)	Southeastern	21.0	DU	6.0	126
4061	1220	MF Residential over 20 DU/acre	Southeastern	419.0	DU	6.0	2,514
4061	1220	Arterial Commercial (Street Commercial)	Southeastern	3.0	DU	6.0	18
4079	1220	MF Residential over 20 DU/acre	Southeastern	110.0	DU	6.0	660
4080	1220	MF Residential over 20 DU/acre	Southeastern	137.0	DU	6.0	822
4683	1220	MF Residential over 20 DU/acre	Encanto	354.0	DU	6.0	2,124
4683	1220	Clinic	Encanto	69.0	DU	6.0	414
4683	1220	Arterial Commercial (Street Commercial)	Encanto	1,048.0	DU	6.0	6,288
4683	1220	Community Shopping Center (100,000 SF or more)	Encanto	612.0	DU	6.0	3,672
4684	1220	Community Shopping Center (100,000 SF or more)	Encanto	619.0	DU	6.0	3,714
4685	1220	MF Residential over 20 DU/acre	Southeastern	59.0	DU	6.0	354
4685	1220	Arterial Commercial (Street Commercial)	Southeastern	44.0	DU	6.0	264
4686	1220	MF Residential over 20 DU/acre	Southeastern	52.0	DU	6.0	312
4686	1220	Arterial Commercial (Street Commercial)	Southeastern	31.0	DU	6.0	186
4687	1220	MF Residential over 20 DU/acre	Southeastern	2.0	DU	6.0	12
4687	1220	Arterial Commercial (Street Commercial)	Southeastern	54.0	DU	6.0	324
4688	1220	Arterial Commercial (Street Commercial)	Southeastern	119.0	DU	6.0	714
4689	1220	MF Residential over 20 DU/acre	Southeastern	21.0	DU	6.0	126
4689	1220	Arterial Commercial (Street Commercial)	Southeastern	20.0	DU	6.0	120
4689	1220	Community Shopping Center (100,000 SF or more)	Southeastern	7.0	DU	6.0	42
4690	1220	Arterial Commercial (Street Commercial)	Southeastern	45.0	DU	6.0	270
4691	1220	Arterial Commercial (Street Commercial)	Southeastern	41.0	DU	6.0	246
4692	1220	MF Residential over 20 DU/acre	Southeastern	68.0	DU	6.0	408
4693	1220	Arterial Commercial (Street Commercial)	Southeastern	37.0	DU	6.0	222
4694	1220	Arterial Commercial (Street Commercial)	Southeastern	21.0	DU	6.0	126
4694	1220	Neighborhood Shopping Center (30,000 SF or more)	Southeastern	60.0	DU	6.0	360
4695	1220	MF Residential over 20 DU/acre	Southeastern	165.0	DU	6.0	990
4696	1220	MF Residential over 20 DU/acre	Southeastern	120.0	DU	6.0	720
4696	1220	Arterial Commercial (Street Commercial)	Southeastern	11.0	DU	6.0	66
4697	1220	MF Residential over 20 DU/acre	Southeastern	61.0	DU	6.0	366
4698	1220	MF Residential over 20 DU/acre	Southeastern	25.0	DU	6.0	150
4698	1220	Arterial Commercial (Street Commercial)	Southeastern	30.0	DU	6.0	180
4699	1220	MF Residential over 20 DU/acre	Southeastern	28.0	DU	6.0	168
4700	1220	MF Residential over 20 DU/acre	Southeastern	6.0	DU	6.0	36
4700	1220	Arterial Commercial (Street Commercial)	Southeastern	88.0	DU	6.0	528
4701	1220	Arterial Commercial (Street Commercial)	Southeastern	41.0	DU	6.0	246
4702	1220	MF Residential over 20 DU/acre	Southeastern	4.0	DU	6.0	24
4702	1220	Arterial Commercial (Street Commercial)	Southeastern	14.0	DU	6.0	84
4703	1220	Arterial Commercial (Street Commercial)	Encanto	36.0	DU	6.0	216
4709	1220	MF Residential over 20 DU/acre	Southeastern	136.0	DU	6.0	816
4710	1220	MF Residential over 20 DU/acre	Southeastern	171.0	DU	6.0	1,026
4711	1220	MF Residential over 20 DU/acre	Southeastern	80.0	DU	6.0	480
4712	1220	MF Residential over 20 DU/acre	Southeastern	134.0	DU	6.0	804
4713	1220	MF Residential over 20 DU/acre	Southeastern	10.0	DU	6.0	60
4713	1220	Arterial Commercial (Street Commercial)	Southeastern	64.0	DU	6.0	384
4714	1220	MF Residential over 20 DU/acre	Southeastern	7.0	DU	6.0	42
4714	1220	Arterial Commercial (Street Commercial)	Southeastern	81.0	DU	6.0	486
4715	1220	MF Residential over 20 DU/acre	Southeastern	54.0	DU	6.0	324

HIGH DENSITY ALTERNATIVE							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4716	1220	MF Residential over 20 DU/acre	Southeastern	13.0	DU	6.0	78
4716	1220	Arterial Commercial (Street Commercial)	Southeastern	75.0	DU	6.0	450
4717	1220	MF Residential over 20 DU/acre	Southeastern	37.0	DU	6.0	222
4718	1220	MF Residential over 20 DU/acre	Southeastern	9.0	DU	6.0	54
4718	1220	Arterial Commercial (Street Commercial)	Southeastern	125.0	DU	6.0	750
4719	1220	MF Residential over 20 DU/acre	Southeastern	31.0	DU	6.0	186
4720	1220	MF Residential over 20 DU/acre	Southeastern	4.0	DU	6.0	24
4721	1220	MF Residential over 20 DU/acre	Southeastern	13.0	DU	6.0	78
4722	1220	MF Residential over 20 DU/acre	Southeastern	65.0	DU	6.0	390
4722	1220	Arterial Commercial (Street Commercial)	Southeastern	104.0	DU	6.0	624
4723	1220	MF Residential over 20 DU/acre	Southeastern	151.0	DU	6.0	906
4723	1220	Arterial Commercial (Street Commercial)	Southeastern	157.0	DU	6.0	942
4724	1220	MF Residential over 20 DU/acre	Southeastern	129.0	DU	6.0	774
4724	1220	Arterial Commercial (Street Commercial)	Southeastern	27.0	DU	6.0	162
4725	1220	MF Residential over 20 DU/acre	Southeastern	43.0	DU	6.0	258
4726	1220	Arterial Commercial (Street Commercial)	Encanto	128.0	DU	6.0	768
4728	1220	MF Residential over 20 DU/acre	Encanto	12.0	DU	6.0	72
3922	1300	Mobile Home Park	Encanto	250.0	DU	5.0	1,250
3947	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0.0	0
3992	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0.0	0
3998	1290	Multi-Family Residential Without Units	Southeastern	1.0	DU	0.0	0
3999	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4013	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4079	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4080	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4710	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4716	1290	Multi-Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4725	1290	Multi-Family Residential Without Units	Southeastern	3.0	DU	0.0	0
3855	5004	Neighborhood Shopping Center (30,000 SF or more)	Encanto	8.7	ksf	120.0	1,043
3969	5004	Neighborhood Shopping Center (30,000 SF or more)	Encanto	28.8	ksf	120.0	3,451
3985	5004	Neighborhood Shopping Center (30,000 SF or more)	Southeastern	0.9	ksf	120.0	109
4024	5004	Neighborhood Shopping Center (30,000 SF or more)	Encanto	33.2	ksf	120.0	3,985
4694	5004	Neighborhood Shopping Center (30,000 SF or more)	Southeastern	30.0	ksf	120.0	3,600
3984	6002A	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	2.2	ksf	41.0	91
3991	6002A	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	3.2	ksf	41.0	131
3992	6002A	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	3.9	ksf	41.0	158
4691	6002A	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	4.8	ksf	41.0	196
4689	6002C	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	12.6	ksf	28.0	354
4690	6002C	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	10.8	ksf	28.0	301
3766	6002H	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	125.1	ksf	16.0	2,002
3977	6002D	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	23.8	ksf	25.0	594
4685	6002D	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	19.2	ksf	25.0	481
3858	6002B	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	7.0	ksf	34.0	237
4040	6002B	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	9.3	ksf	34.0	316
4687	6002B	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	7.5	ksf	34.0	257
4693	6002B	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	8.5	ksf	34.0	289
4711	6002B	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	5.4	ksf	34.0	184
3831	6002E	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	51.7	ksf	20.0	1,034
3857	6002E	Office (Low-Rise - less or equal to 100,000 SF)	Southeastern	46.1	ksf	20.0	923
3945	6002F	Office (Low-Rise - less or equal to 100,000 SF)	Encanto	64.0	ksf	19.0	1,216
3969	6002G	Office (Low-Rise - less or equal to 100,000 SF)	Encanto	74.5	ksf	19.0	1,416
3554	7603	Open Space Park or Preserve	Encanto	2.4	Acres	5.0	12
3602	7603	Open Space Park or Preserve	Encanto	70.6	Acres	5.0	353
3696	7603	Open Space Park or Preserve	Encanto	0.7	Acres	5.0	3
3720	7603	Open Space Park or Preserve	Encanto	7.2	Acres	5.0	36
3766	7603	Open Space Park or Preserve	Southeastern	0.7	Acres	5.0	4
3767	7603	Open Space Park or Preserve	Southeastern	0.1	Acres	5.0	1
3817	7603	Open Space Park or Preserve	Encanto	0.1	Acres	5.0	0
3855	7603	Open Space Park or Preserve	Encanto	0.4	Acres	5.0	2
3860	7603	Open Space Park or Preserve	Encanto	4.8	Acres	5.0	24
3922	7603	Open Space Park or Preserve	Encanto	0.3	Acres	5.0	1
3927	7603	Open Space Park or Preserve	Encanto	6.4	Acres	5.0	32
3944	7603	Open Space Park or Preserve	Encanto	3.4	Acres	5.0	17
3945	7603	Open Space Park or Preserve	Encanto	3.8	Acres	5.0	19
3946	7603	Open Space Park or Preserve	Encanto	14.6	Acres	5.0	73
3947	7603	Open Space Park or Preserve	Southeastern	1.9	Acres	5.0	9
3949	7603	Open Space Park or Preserve	Encanto	1.0	Acres	5.0	5
3979	7603	Open Space Park or Preserve	Southeastern	1.9	Acres	5.0	10
3992	7603	Open Space Park or Preserve	Southeastern	5.6	Acres	5.0	28
3994	7603	Open Space Park or Preserve	Southeastern	7.9	Acres	5.0	39
3995	7603	Open Space Park or Preserve	Encanto	0.8	Acres	5.0	4
4018	7603	Open Space Park or Preserve	Encanto	8.6	Acres	5.0	43
4027	7603	Open Space Park or Preserve	Southeastern	1.9	Acres	5.0	9
4038	7603	Open Space Park or Preserve	Southeastern	2.9	Acres	5.0	15
4039	7603	Open Space Park or Preserve	Southeastern	1.1	Acres	5.0	6
4047	7603	Open Space Park or Preserve	Encanto	0.8	Acres	5.0	4
4057	7603	Open Space Park or Preserve	Southeastern	7.2	Acres	5.0	36
4058	7603	Open Space Park or Preserve	Southeastern	0.5	Acres	5.0	3
4080	7603	Open Space Park or Preserve	Southeastern	0.8	Acres	5.0	4
4683	7603	Open Space Park or Preserve	Encanto	2.0	Acres	5.0	10
4703	7603	Open Space Park or Preserve	Encanto	32.6	Acres	5.0	163
4705	7603	Open Space Park or Preserve	Encanto	25.3	Acres	5.0	127
4707	7603	Open Space Park or Preserve	Encanto	0.8	Acres	5.0	4
4708	7603	Open Space Park or Preserve	Encanto	0.2	Acres	5.0	1
4715	7603	Open Space Park or Preserve	Southeastern	0.0	Acres	5.0	0

HIGH DENSITY ALTERNATIVE							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4722	7603	Open Space Park or Preserve	Southeastern	2.6	Acres	5.0	13
4726	7603	Open Space Park or Preserve	Encanto	6.3	Acres	5.0	32
4727	7603	Open Space Park or Preserve	Encanto	8.6	Acres	5.0	43
4728	7603	Open Space Park or Preserve	Encanto	5.8	Acres	5.0	29
3999	6509	Other Health Care	Southeastern	26.0	ksf	50.0	1,300
4709	6509	Other Health Care	Southeastern	3.8	ksf	50.0	188
3831	6109	Other Public Services	Southeastern	8.1	ksf	10.0	81
4008	6109	Other Public Services	Southeastern	3.6	ksf	10.0	36
4058	6109	Other Public Services	Southeastern	2.6	ksf	10.0	26
4710	6109	Other Public Services	Southeastern	8.7	ksf	10.0	87
3904	7210	Other Recreation - High	Southeastern	6.0	Acres	50.0	299
3861	5009	Other Retail Trade and Strip Commercial	Encanto	11.4	ksf	40.0	455
3998	5009	Other Retail Trade and Strip Commercial	Southeastern	1.2	ksf	40.0	48
4009	5009	Other Retail Trade and Strip Commercial	Southeastern	0.9	ksf	40.0	37
4039	5009	Other Retail Trade and Strip Commercial	Southeastern	10.5	ksf	40.0	420
4703	6809	Other School	Encanto	14.5	ksf	18.0	261
4718	6809	Other School	Southeastern	36.1	ksf	18.0	650
4013	6802	Other University or College	Southeastern	0.0	Students	1.6	0
4704	6802	Other University or College	Southeastern	7,667.0	Students	1.6	12,267
3602	7601	Park - Active	Encanto	9.4	Acres	50.0	471
3764	7601	Park - Active	Encanto	4.7	Acres	50.0	237
3767	7601	Park - Active	Southeastern	5.6	Acres	50.0	282
3817	7601	Park - Active	Encanto	5.8	Acres	50.0	292
3959	7601	Park - Active	Southeastern	0.2	Acres	50.0	8
3969	7601	Park - Active	Encanto	0.1	Acres	50.0	4
3977	7601	Park - Active	Southeastern	0.1	Acres	50.0	5
3992	7601	Park - Active	Southeastern	3.7	Acres	50.0	185
3995	7601	Park - Active	Encanto	4.1	Acres	50.0	207
3996	7601	Park - Active	Encanto	0.5	Acres	50.0	25
3999	7601	Park - Active	Southeastern	0.2	Acres	50.0	8
4002	7601	Park - Active	Southeastern	18.0	Acres	50.0	899
4008	7601	Park - Active	Southeastern	0.1	Acres	50.0	7
4010	7601	Park - Active	Encanto	34.6	Acres	50.0	1,729
4018	7601	Park - Active	Encanto	0.1	Acres	50.0	7
4027	7601	Park - Active	Southeastern	7.7	Acres	50.0	385
4035	7601	Park - Active	Southeastern	24.4	Acres	50.0	1,220
4040	7601	Park - Active	Southeastern	17.5	Acres	50.0	875
4058	7601	Park - Active	Southeastern	0.2	Acres	50.0	8
4685	7601	Park - Active	Southeastern	0.1	Acres	50.0	7
4687	7601	Park - Active	Southeastern	0.2	Acres	50.0	8
4688	7601	Park - Active	Southeastern	0.3	Acres	50.0	16
4690	7601	Park - Active	Southeastern	0.3	Acres	50.0	14
4691	7601	Park - Active	Southeastern	0.5	Acres	50.0	25
4707	7601	Park - Active	Encanto	3.0	Acres	50.0	152
4709	7601	Park - Active	Southeastern	6.6	Acres	50.0	331
4710	7601	Park - Active	Southeastern	0.1	Acres	50.0	6
4715	7601	Park - Active	Southeastern	2.6	Acres	50.0	132
4718	7601	Park - Active	Southeastern	0.2	Acres	50.0	12
4722	7601	Park - Active	Southeastern	0.2	Acres	50.0	11
3855	4114	Parking Lot - Surface	Encanto	0.3	Acres	0.0	0
3947	4114	Parking Lot - Surface	Southeastern	0.3	Acres	0.0	0
3958	4114	Parking Lot - Surface	Southeastern	0.1	Acres	0.0	0
3959	4114	Parking Lot - Surface	Southeastern	0.1	Acres	0.0	0
3961	4114	Parking Lot - Surface	Southeastern	0.0	Acres	0.0	0
3977	4114	Parking Lot - Surface	Southeastern	0.1	Acres	0.0	0
3985	4114	Parking Lot - Surface	Southeastern	0.7	Acres	0.0	0
4002	4114	Parking Lot - Surface	Southeastern	0.3	Acres	0.0	0
4688	4114	Parking Lot - Surface	Southeastern	0.2	Acres	0.0	0
4690	4114	Parking Lot - Surface	Southeastern	0.1	Acres	0.0	0
4694	4114	Parking Lot - Surface	Southeastern	0.8	Acres	0.0	0
4698	4114	Parking Lot - Surface	Southeastern	0.2	Acres	0.0	0
4700	4114	Parking Lot - Surface	Southeastern	0.1	Acres	0.0	0
3998	6104	Post Office	Southeastern	5.8	ksf	200.0	1,170
3574	2105	Public Storage	Encanto	124.9	ksf	2.0	250
3945	6115	Public/Community Meeting Room Facility	Encanto	16.0	ksf	30.0	480
3991	6115	Public/Community Meeting Room Facility	Southeastern	3.2	ksf	30.0	97
4028	6115	Public/Community Meeting Room Facility	Southeastern	2.7	ksf	30.0	80
4683	6115	Public/Community Meeting Room Facility	Encanto	5.4	ksf	30.0	163
4702	6115	Public/Community Meeting Room Facility	Southeastern	4.0	ksf	30.0	120
3861	4111	Rail Station/Transit Center	Encanto	1.7	Acres	300.0	511
3944	4111	Rail Station/Transit Center	Encanto	1.1	Acres	300.0	322
3817	4117	Railroad Right of Way	Encanto	5.5	Acres	0.0	0
3855	4117	Railroad Right of Way	Encanto	0.7	Acres	0.0	0
3861	4117	Railroad Right of Way	Encanto	2.7	Acres	0.0	0
3902	4117	Railroad Right of Way	Southeastern	1.1	Acres	0.0	0
3904	4117	Railroad Right of Way	Southeastern	4.0	Acres	0.0	0
3926	4117	Railroad Right of Way	Encanto	0.7	Acres	0.0	0
3927	4117	Railroad Right of Way	Encanto	3.4	Acres	0.0	0
3944	4117	Railroad Right of Way	Encanto	2.5	Acres	0.0	0
3945	4117	Railroad Right of Way	Encanto	0.6	Acres	0.0	0
3947	4117	Railroad Right of Way	Southeastern	4.8	Acres	0.0	0
4683	4117	Railroad Right of Way	Encanto	2.9	Acres	0.0	0
4728	4117	Railroad Right of Way	Encanto	1.3	Acres	0.0	0
3602	6102	Religious Facility (without day care)	Encanto	14.0	ksf	5.0	70
3696	6102	Religious Facility (without day care)	Encanto	5.7	ksf	5.0	28

HIGH DENSITY ALTERNATIVE							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
3720	6102	Religious Facility (without day care)	Encanto	16.6	ksf	5.0	83
3744	6102	Religious Facility (without day care)	Encanto	22.0	ksf	5.0	110
3745	6102	Religious Facility (without day care)	Southeastern	4.3	ksf	5.0	21
3817	6102	Religious Facility (without day care)	Encanto	15.0	ksf	5.0	75
3831	6102	Religious Facility (without day care)	Southeastern	27.7	ksf	5.0	138
3854	6102	Religious Facility (without day care)	Southeastern	15.7	ksf	5.0	78
3855	6102	Religious Facility (without day care)	Encanto	3.4	ksf	5.0	17
3857	6102	Religious Facility (without day care)	Southeastern	28.7	ksf	5.0	143
3861	6102	Religious Facility (without day care)	Encanto	7.0	ksf	5.0	35
3902	6102	Religious Facility (without day care)	Southeastern	8.9	ksf	5.0	44
3904	6102	Religious Facility (without day care)	Southeastern	1.4	ksf	5.0	7
3905	6102	Religious Facility (without day care)	Southeastern	4.8	ksf	5.0	24
3920	6102	Religious Facility (without day care)	Southeastern	5.3	ksf	5.0	27
3922	6102	Religious Facility (without day care)	Encanto	40.0	ksf	5.0	200
3924	6102	Religious Facility (without day care)	Encanto	4.0	ksf	5.0	20
3944	6102	Religious Facility (without day care)	Encanto	29.4	ksf	5.0	147
3946	6102	Religious Facility (without day care)	Encanto	2.7	ksf	5.0	13
3947	6102	Religious Facility (without day care)	Southeastern	11.5	ksf	5.0	58
3949	6102	Religious Facility (without day care)	Encanto	25.6	ksf	5.0	128
3961	6102	Religious Facility (without day care)	Southeastern	20.0	ksf	5.0	100
3969	6102	Religious Facility (without day care)	Encanto	3.5	ksf	5.0	17
3979	6102	Religious Facility (without day care)	Southeastern	4.9	ksf	5.0	24
3980	6102	Religious Facility (without day care)	Southeastern	14.5	ksf	5.0	72
3984	6102	Religious Facility (without day care)	Southeastern	4.5	ksf	5.0	22
3985	6102	Religious Facility (without day care)	Southeastern	11.0	ksf	5.0	55
3988	6102	Religious Facility (without day care)	Encanto	0.0	ksf	5.0	0
3989	6102	Religious Facility (without day care)	Southeastern	68.8	ksf	5.0	344
3990	6102	Religious Facility (without day care)	Southeastern	5.2	ksf	5.0	26
3991	6102	Religious Facility (without day care)	Southeastern	3.2	ksf	5.0	16
3992	6102	Religious Facility (without day care)	Southeastern	14.6	ksf	5.0	73
3995	6102	Religious Facility (without day care)	Encanto	52.3	ksf	5.0	261
3996	6102	Religious Facility (without day care)	Encanto	23.1	ksf	5.0	115
3998	6102	Religious Facility (without day care)	Southeastern	19.3	ksf	5.0	96
3999	6102	Religious Facility (without day care)	Southeastern	33.6	ksf	5.0	168
4002	6102	Religious Facility (without day care)	Southeastern	50.6	ksf	5.0	253
4007	6102	Religious Facility (without day care)	Encanto	29.3	ksf	5.0	147
4008	6102	Religious Facility (without day care)	Southeastern	24.1	ksf	5.0	120
4009	6102	Religious Facility (without day care)	Southeastern	18.4	ksf	5.0	92
4010	6102	Religious Facility (without day care)	Encanto	8.5	ksf	5.0	42
4013	6102	Religious Facility (without day care)	Southeastern	2.3	ksf	5.0	11
4018	6102	Religious Facility (without day care)	Encanto	5.0	ksf	5.0	25
4024	6102	Religious Facility (without day care)	Encanto	6.0	ksf	5.0	30
4027	6102	Religious Facility (without day care)	Southeastern	7.1	ksf	5.0	35
4028	6102	Religious Facility (without day care)	Southeastern	11.5	ksf	5.0	57
4035	6102	Religious Facility (without day care)	Southeastern	24.5	ksf	5.0	122
4038	6102	Religious Facility (without day care)	Southeastern	3.6	ksf	5.0	18
4039	6102	Religious Facility (without day care)	Southeastern	27.4	ksf	5.0	137
4040	6102	Religious Facility (without day care)	Southeastern	50.6	ksf	5.0	253
4057	6102	Religious Facility (without day care)	Southeastern	5.3	ksf	5.0	27
4058	6102	Religious Facility (without day care)	Southeastern	9.1	ksf	5.0	46
4079	6102	Religious Facility (without day care)	Southeastern	4.2	ksf	5.0	21
4080	6102	Religious Facility (without day care)	Southeastern	15.3	ksf	5.0	77
4685	6102	Religious Facility (without day care)	Southeastern	5.2	ksf	5.0	26
4689	6102	Religious Facility (without day care)	Southeastern	28.2	ksf	5.0	141
4697	6102	Religious Facility (without day care)	Southeastern	5.5	ksf	5.0	28
4698	6102	Religious Facility (without day care)	Southeastern	0.6	ksf	5.0	3
4699	6102	Religious Facility (without day care)	Southeastern	11.8	ksf	5.0	59
4700	6102	Religious Facility (without day care)	Southeastern	4.5	ksf	5.0	23
4701	6102	Religious Facility (without day care)	Southeastern	1.8	ksf	5.0	9
4709	6102	Religious Facility (without day care)	Southeastern	17.0	ksf	5.0	85
4728	6102	Religious Facility (without day care)	Encanto	7.7	ksf	5.0	38
3974	9501	Residential Under Construction	Encanto	0.0	ksf	0.0	0
3958	5011	Restaurant (High Turnover sit-down)	Southeastern	5.6	ksf	130.0	728
3959	5011	Restaurant (High Turnover sit-down)	Southeastern	1.5	ksf	130.0	195
3969	5011	Restaurant (High Turnover sit-down)	Encanto	21.2	ksf	130.0	2,761
4694	5011	Restaurant (High Turnover sit-down)	Southeastern	1.8	ksf	130.0	229
4700	5011	Restaurant (High Turnover sit-down)	Southeastern	1.4	ksf	130.0	178
3554	4118	Road Right of Way	Encanto	32.4	Acres	0.0	0
3574	4118	Road Right of Way	Encanto	9.1	Acres	0.0	0
3602	4118	Road Right of Way	Encanto	13.5	Acres	0.0	0
3627	4118	Road Right of Way	Encanto	23.0	Acres	0.0	0
3696	4118	Road Right of Way	Encanto	8.4	Acres	0.0	0
3720	4118	Road Right of Way	Encanto	13.3	Acres	0.0	0
3744	4118	Road Right of Way	Encanto	15.7	Acres	0.0	0
3745	4118	Road Right of Way	Southeastern	25.8	Acres	0.0	0
3764	4118	Road Right of Way	Encanto	18.2	Acres	0.0	0
3766	4118	Road Right of Way	Southeastern	12.2	Acres	0.0	0
3767	4118	Road Right of Way	Southeastern	8.0	Acres	0.0	0
3817	4118	Road Right of Way	Encanto	23.7	Acres	0.0	0
3831	4118	Road Right of Way	Southeastern	7.9	Acres	0.0	0
3854	4118	Road Right of Way	Southeastern	7.1	Acres	0.0	0
3855	4118	Road Right of Way	Encanto	10.7	Acres	0.0	0
3857	4118	Road Right of Way	Southeastern	29.1	Acres	0.0	0
3858	4118	Road Right of Way	Southeastern	5.3	Acres	0.0	0
3860	4118	Road Right of Way	Encanto	6.9	Acres	0.0	0

HIGH DENSITY ALTERNATIVE							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
3861	4118	Road Right of Way	Encanto	16.3	Acres	0.0	0
3902	4118	Road Right of Way	Southeastern	19.1	Acres	0.0	0
3904	4118	Road Right of Way	Southeastern	7.3	Acres	0.0	0
3905	4118	Road Right of Way	Southeastern	4.5	Acres	0.0	0
3920	4118	Road Right of Way	Southeastern	6.6	Acres	0.0	0
3921	4118	Road Right of Way	Southeastern	6.1	Acres	0.0	0
3922	4118	Road Right of Way	Encanto	25.6	Acres	0.0	0
3924	4118	Road Right of Way	Encanto	4.1	Acres	0.0	0
3926	4118	Road Right of Way	Encanto	3.5	Acres	0.0	0
3927	4118	Road Right of Way	Encanto	6.6	Acres	0.0	0
3929	4118	Road Right of Way	Encanto	2.7	Acres	0.0	0
3944	4118	Road Right of Way	Encanto	1.9	Acres	0.0	0
3946	4118	Road Right of Way	Encanto	23.4	Acres	0.0	0
3947	4118	Road Right of Way	Southeastern	8.6	Acres	0.0	0
3949	4118	Road Right of Way	Encanto	27.2	Acres	0.0	0
3958	4118	Road Right of Way	Southeastern	4.5	Acres	0.0	0
3959	4118	Road Right of Way	Southeastern	6.5	Acres	0.0	0
3960	4118	Road Right of Way	Southeastern	7.2	Acres	0.0	0
3961	4118	Road Right of Way	Southeastern	4.0	Acres	0.0	0
3962	4118	Road Right of Way	Encanto	1.1	Acres	0.0	0
3969	4118	Road Right of Way	Encanto	8.3	Acres	0.0	0
3974	4118	Road Right of Way	Encanto	10.4	Acres	0.0	0
3977	4118	Road Right of Way	Southeastern	9.5	Acres	0.0	0
3979	4118	Road Right of Way	Southeastern	6.2	Acres	0.0	0
3980	4118	Road Right of Way	Southeastern	10.9	Acres	0.0	0
3984	4118	Road Right of Way	Southeastern	9.6	Acres	0.0	0
3985	4118	Road Right of Way	Southeastern	8.1	Acres	0.0	0
3988	4118	Road Right of Way	Encanto	19.3	Acres	0.0	0
3989	4118	Road Right of Way	Southeastern	6.3	Acres	0.0	0
3990	4118	Road Right of Way	Southeastern	11.4	Acres	0.0	0
3991	4118	Road Right of Way	Southeastern	9.2	Acres	0.0	0
3992	4118	Road Right of Way	Southeastern	19.3	Acres	0.0	0
3993	4118	Road Right of Way	Southeastern	4.2	Acres	0.0	0
3994	4118	Road Right of Way	Southeastern	10.3	Acres	0.0	0
3995	4118	Road Right of Way	Encanto	32.3	Acres	0.0	0
3996	4118	Road Right of Way	Encanto	38.7	Acres	0.0	0
3998	4118	Road Right of Way	Southeastern	16.9	Acres	0.0	0
3999	4118	Road Right of Way	Southeastern	24.7	Acres	0.0	0
4002	4118	Road Right of Way	Southeastern	23.0	Acres	0.0	0
4007	4118	Road Right of Way	Encanto	32.7	Acres	0.0	0
4008	4118	Road Right of Way	Southeastern	12.2	Acres	0.0	0
4009	4118	Road Right of Way	Southeastern	17.8	Acres	0.0	0
4010	4118	Road Right of Way	Encanto	28.2	Acres	0.0	0
4013	4118	Road Right of Way	Southeastern	14.2	Acres	0.0	0
4018	4118	Road Right of Way	Encanto	33.2	Acres	0.0	0
4024	4118	Road Right of Way	Encanto	37.1	Acres	0.0	0
4027	4118	Road Right of Way	Southeastern	9.6	Acres	0.0	0
4028	4118	Road Right of Way	Southeastern	12.1	Acres	0.0	0
4035	4118	Road Right of Way	Southeastern	18.9	Acres	0.0	0
4038	4118	Road Right of Way	Southeastern	17.4	Acres	0.0	0
4039	4118	Road Right of Way	Southeastern	18.2	Acres	0.0	0
4040	4118	Road Right of Way	Southeastern	12.4	Acres	0.0	0
4044	4118	Road Right of Way	Encanto	0.1	Acres	0.0	0
4047	4118	Road Right of Way	Encanto	23.2	Acres	0.0	0
4050	4118	Road Right of Way	Southeastern	0.4	Acres	0.0	0
4057	4118	Road Right of Way	Southeastern	14.6	Acres	0.0	0
4058	4118	Road Right of Way	Southeastern	19.4	Acres	0.0	0
4061	4118	Road Right of Way	Southeastern	4.5	Acres	0.0	0
4079	4118	Road Right of Way	Southeastern	19.1	Acres	0.0	0
4080	4118	Road Right of Way	Southeastern	22.6	Acres	0.0	0
4683	4118	Road Right of Way	Encanto	10.5	Acres	0.0	0
4684	4118	Road Right of Way	Encanto	1.4	Acres	0.0	0
4685	4118	Road Right of Way	Southeastern	8.8	Acres	0.0	0
4686	4118	Road Right of Way	Southeastern	5.2	Acres	0.0	0
4687	4118	Road Right of Way	Southeastern	2.7	Acres	0.0	0
4688	4118	Road Right of Way	Southeastern	0.3	Acres	0.0	0
4689	4118	Road Right of Way	Southeastern	3.6	Acres	0.0	0
4690	4118	Road Right of Way	Southeastern	1.2	Acres	0.0	0
4691	4118	Road Right of Way	Southeastern	2.6	Acres	0.0	0
4692	4118	Road Right of Way	Southeastern	4.6	Acres	0.0	0
4693	4118	Road Right of Way	Southeastern	1.3	Acres	0.0	0
4694	4118	Road Right of Way	Southeastern	1.5	Acres	0.0	0
4695	4118	Road Right of Way	Southeastern	4.9	Acres	0.0	0
4696	4118	Road Right of Way	Southeastern	8.7	Acres	0.0	0
4697	4118	Road Right of Way	Southeastern	3.1	Acres	0.0	0
4698	4118	Road Right of Way	Southeastern	4.3	Acres	0.0	0
4699	4118	Road Right of Way	Southeastern	4.6	Acres	0.0	0
4700	4118	Road Right of Way	Southeastern	1.8	Acres	0.0	0
4701	4118	Road Right of Way	Southeastern	1.1	Acres	0.0	0
4702	4118	Road Right of Way	Southeastern	2.0	Acres	0.0	0
4703	4118	Road Right of Way	Encanto	19.0	Acres	0.0	0
4704	4118	Road Right of Way	Southeastern	1.4	Acres	0.0	0
4705	4118	Road Right of Way	Encanto	17.6	Acres	0.0	0
4706	4118	Road Right of Way	Encanto	18.6	Acres	0.0	0
4707	4118	Road Right of Way	Encanto	9.0	Acres	0.0	0

HIGH DENSITY ALTERNATIVE							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4708	4118	Road Right of Way	Encanto	31.6	Acres	0.0	0
4709	4118	Road Right of Way	Southeastern	20.2	Acres	0.0	0
4710	4118	Road Right of Way	Southeastern	5.9	Acres	0.0	0
4711	4118	Road Right of Way	Southeastern	2.9	Acres	0.0	0
4712	4118	Road Right of Way	Southeastern	3.8	Acres	0.0	0
4713	4118	Road Right of Way	Southeastern	1.3	Acres	0.0	0
4714	4118	Road Right of Way	Southeastern	3.6	Acres	0.0	0
4715	4118	Road Right of Way	Southeastern	4.1	Acres	0.0	0
4716	4118	Road Right of Way	Southeastern	2.0	Acres	0.0	0
4717	4118	Road Right of Way	Southeastern	2.5	Acres	0.0	0
4718	4118	Road Right of Way	Southeastern	8.1	Acres	0.0	0
4719	4118	Road Right of Way	Southeastern	3.8	Acres	0.0	0
4720	4118	Road Right of Way	Southeastern	1.7	Acres	0.0	0
4721	4118	Road Right of Way	Southeastern	6.4	Acres	0.0	0
4722	4118	Road Right of Way	Southeastern	9.7	Acres	0.0	0
4723	4118	Road Right of Way	Southeastern	7.4	Acres	0.0	0
4724	4118	Road Right of Way	Southeastern	4.1	Acres	0.0	0
4725	4118	Road Right of Way	Southeastern	5.7	Acres	0.0	0
4726	4118	Road Right of Way	Encanto	6.6	Acres	0.0	0
4727	4118	Road Right of Way	Encanto	13.3	Acres	0.0	0
4728	4118	Road Right of Way	Encanto	11.9	Acres	0.0	0
3764	6804	Senior High School	Encanto	950.0	Students	1.8	1,710
3995	6804	Senior High School	Encanto	2,333.0	Students	1.8	4,199
3998	6804	Senior High School	Southeastern	0.0	Students	1.8	0
3949	5008	Service Station	Encanto	8.0	Station	135.0	1,080
4008	5008	Service Station	Southeastern	8.0	Station	135.0	1,080
3974	5027	Service Station (with food mart and automated carwash)	Encanto	12.0	station	155.0	1,860
4079	5027	Service Station (with food mart and automated carwash)	Southeastern	8.0	station	155.0	1,240
3855	5025	Service Station (with food mart)	Encanto	10.0	station	150.0	1,500
3924	5025	Service Station (with food mart)	Encanto	8.0	station	150.0	1,200
4697	5025	Service Station (with food mart)	Southeastern	12.0	station	150.0	1,800
4726	5025	Service Station (with food mart)	Encanto	8.0	station	150.0	1,200
3554	1110	Single Family Detached	Encanto	530.0	DU	9.0	4,770
3602	1110	Single Family Detached	Encanto	227.0	DU	9.0	2,043
3627	1110	Single Family Detached	Encanto	273.0	DU	9.0	2,457
3696	1110	Single Family Detached	Encanto	132.0	DU	9.0	1,188
3720	1110	Single Family Detached	Encanto	257.0	DU	9.0	2,313
3744	1110	Single Family Detached	Encanto	106.0	DU	9.0	954
3745	1110	Single Family Detached	Southeastern	314.0	DU	9.0	2,826
3764	1110	Single Family Detached	Encanto	120.0	DU	9.0	1,080
3766	1110	Single Family Detached	Southeastern	13.0	DU	9.0	117
3817	1110	Single Family Detached	Encanto	223.0	DU	9.0	2,007
3831	1110	Single Family Detached	Southeastern	10.0	DU	9.0	90
3854	1110	Single Family Detached	Southeastern	21.0	DU	9.0	189
3855	1110	Single Family Detached	Encanto	49.0	DU	9.0	441
3857	1110	Single Family Detached	Southeastern	248.0	DU	9.0	2,232
3858	1110	Single Family Detached	Southeastern	20.0	DU	9.0	180
3860	1110	Single Family Detached	Encanto	3.0	DU	9.0	27
3861	1110	Single Family Detached	Encanto	132.0	DU	9.0	1,188
3902	1110	Single Family Detached	Southeastern	73.0	DU	9.0	657
3904	1110	Single Family Detached	Southeastern	4.0	DU	9.0	36
3905	1110	Single Family Detached	Southeastern	24.0	DU	9.0	216
3920	1110	Single Family Detached	Southeastern	31.0	DU	9.0	279
3921	1110	Single Family Detached	Southeastern	22.0	DU	9.0	198
3922	1110	Single Family Detached	Encanto	283.0	DU	9.0	2,547
3927	1110	Single Family Detached	Encanto	18.0	DU	9.0	162
3946	1110	Single Family Detached	Encanto	293.0	DU	9.0	2,637
3947	1110	Single Family Detached	Southeastern	1.0	DU	9.0	9
3949	1110	Single Family Detached	Encanto	173.0	DU	9.0	1,557
3960	1110	Single Family Detached	Southeastern	1.0	DU	9.0	9
3977	1110	Single Family Detached	Southeastern	1.0	DU	9.0	9
3979	1110	Single Family Detached	Southeastern	82.0	DU	9.0	738
3980	1110	Single Family Detached	Southeastern	107.0	DU	9.0	963
3984	1110	Single Family Detached	Southeastern	1.0	DU	9.0	9
3985	1110	Single Family Detached	Southeastern	1.0	DU	9.0	9
3988	1110	Single Family Detached	Encanto	297.0	DU	9.0	2,673
3989	1110	Single Family Detached	Southeastern	36.0	DU	9.0	324
3990	1110	Single Family Detached	Southeastern	108.0	DU	9.0	972
3991	1110	Single Family Detached	Southeastern	175.0	DU	9.0	1,575
3992	1110	Single Family Detached	Southeastern	178.0	DU	9.0	1,602
3994	1110	Single Family Detached	Southeastern	82.0	DU	9.0	738
3995	1110	Single Family Detached	Encanto	212.0	DU	9.0	1,908
3996	1110	Single Family Detached	Encanto	694.0	DU	9.0	6,246
3998	1110	Single Family Detached	Southeastern	143.0	DU	9.0	1,287
3999	1110	Single Family Detached	Southeastern	165.0	DU	9.0	1,485
4002	1110	Single Family Detached	Southeastern	145.0	DU	9.0	1,305
4007	1110	Single Family Detached	Encanto	489.0	DU	9.0	4,401
4008	1110	Single Family Detached	Southeastern	57.0	DU	9.0	513
4009	1110	Single Family Detached	Southeastern	222.0	DU	9.0	1,998
4010	1110	Single Family Detached	Encanto	356.0	DU	9.0	3,204
4013	1110	Single Family Detached	Southeastern	178.0	DU	9.0	1,602
4018	1110	Single Family Detached	Encanto	603.0	DU	9.0	5,427
4024	1110	Single Family Detached	Encanto	368.0	DU	9.0	3,312
4027	1110	Single Family Detached	Southeastern	46.0	DU	9.0	414
4028	1110	Single Family Detached	Southeastern	73.0	DU	9.0	657

HIGH DENSITY ALTERNATIVE							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4035	1110	Single Family Detached	Southeastern	179.0	DU	9.0	1,611
4038	1110	Single Family Detached	Southeastern	149.0	DU	9.0	1,341
4039	1110	Single Family Detached	Southeastern	166.0	DU	9.0	1,494
4040	1110	Single Family Detached	Southeastern	83.0	DU	9.0	747
4047	1110	Single Family Detached	Encanto	458.0	DU	9.0	4,122
4057	1110	Single Family Detached	Southeastern	145.0	DU	9.0	1,305
4058	1110	Single Family Detached	Southeastern	133.0	DU	9.0	1,197
4061	1110	Single Family Detached	Southeastern	19.0	DU	9.0	171
4079	1110	Single Family Detached	Southeastern	150.0	DU	9.0	1,350
4080	1110	Single Family Detached	Southeastern	166.0	DU	9.0	1,494
4685	1110	Single Family Detached	Southeastern	2.0	DU	9.0	18
4686	1110	Single Family Detached	Southeastern	3.0	DU	9.0	27
4695	1110	Single Family Detached	Southeastern	2.0	DU	9.0	18
4699	1110	Single Family Detached	Southeastern	1.0	DU	9.0	9
4703	1110	Single Family Detached	Encanto	166.0	DU	9.0	1,494
4705	1110	Single Family Detached	Encanto	257.0	DU	9.0	2,313
4706	1110	Single Family Detached	Encanto	327.0	DU	9.0	2,943
4707	1110	Single Family Detached	Encanto	142.0	DU	9.0	1,278
4708	1110	Single Family Detached	Encanto	348.0	DU	9.0	3,132
4709	1110	Single Family Detached	Southeastern	211.0	DU	9.0	1,899
4710	1110	Single Family Detached	Southeastern	25.0	DU	9.0	225
4711	1110	Single Family Detached	Southeastern	12.0	DU	9.0	108
4712	1110	Single Family Detached	Southeastern	24.0	DU	9.0	216
4713	1110	Single Family Detached	Southeastern	12.0	DU	9.0	108
4714	1110	Single Family Detached	Southeastern	3.0	DU	9.0	27
4715	1110	Single Family Detached	Southeastern	25.0	DU	9.0	225
4716	1110	Single Family Detached	Southeastern	24.0	DU	9.0	216
4717	1110	Single Family Detached	Southeastern	41.0	DU	9.0	369
4718	1110	Single Family Detached	Southeastern	34.0	DU	9.0	306
4719	1110	Single Family Detached	Southeastern	49.0	DU	9.0	441
4720	1110	Single Family Detached	Southeastern	22.0	DU	9.0	198
4721	1110	Single Family Detached	Southeastern	23.0	DU	9.0	207
4722	1110	Single Family Detached	Southeastern	89.0	DU	9.0	801
4723	1110	Single Family Detached	Southeastern	11.0	DU	9.0	99
4724	1110	Single Family Detached	Southeastern	38.0	DU	9.0	342
4725	1110	Single Family Detached	Southeastern	32.0	DU	9.0	288
4726	1110	Single Family Detached	Encanto	69.0	DU	9.0	621
4727	1110	Single Family Detached	Encanto	109.0	DU	9.0	981
4728	1110	Single Family Detached	Encanto	200.0	DU	9.0	1,800
3554	1120	Single Family Multiple-Units	Encanto	34.0	DU	9.0	306
3627	1120	Single Family Multiple-Units	Encanto	42.0	DU	9.0	378
3696	1120	Single Family Multiple-Units	Encanto	42.0	DU	9.0	378
3720	1120	Single Family Multiple-Units	Encanto	86.0	DU	9.0	774
3744	1120	Single Family Multiple-Units	Encanto	138.0	DU	9.0	1,242
3764	1120	Single Family Multiple-Units	Encanto	154.0	DU	9.0	1,386
3817	1120	Single Family Multiple-Units	Encanto	60.0	DU	9.0	540
3855	1120	Single Family Multiple-Units	Encanto	102.0	DU	9.0	918
3857	1120	Single Family Multiple-Units	Southeastern	4.0	DU	9.0	36
3860	1120	Single Family Multiple-Units	Encanto	42.0	DU	9.0	378
3861	1120	Single Family Multiple-Units	Encanto	54.0	DU	9.0	486
3902	1120	Single Family Multiple-Units	Southeastern	2.0	DU	9.0	18
3920	1120	Single Family Multiple-Units	Southeastern	2.0	DU	9.0	18
3922	1120	Single Family Multiple-Units	Encanto	2.0	DU	9.0	18
3946	1120	Single Family Multiple-Units	Encanto	16.0	DU	9.0	144
3947	1120	Single Family Multiple-Units	Southeastern	115.0	DU	9.0	1,035
3949	1120	Single Family Multiple-Units	Encanto	154.0	DU	9.0	1,386
3958	1120	Single Family Multiple-Units	Southeastern	58.0	DU	9.0	522
3959	1120	Single Family Multiple-Units	Southeastern	125.0	DU	9.0	1,125
3960	1120	Single Family Multiple-Units	Southeastern	52.0	DU	9.0	468
3961	1120	Single Family Multiple-Units	Southeastern	43.0	DU	9.0	387
3977	1120	Single Family Multiple-Units	Southeastern	99.0	DU	9.0	891
3979	1120	Single Family Multiple-Units	Southeastern	2.0	DU	9.0	18
3984	1120	Single Family Multiple-Units	Southeastern	90.0	DU	9.0	810
3985	1120	Single Family Multiple-Units	Southeastern	62.0	DU	9.0	558
3988	1120	Single Family Multiple-Units	Encanto	6.0	DU	9.0	54
3996	1120	Single Family Multiple-Units	Encanto	12.0	DU	9.0	108
3999	1120	Single Family Multiple-Units	Southeastern	24.0	DU	9.0	216
4002	1120	Single Family Multiple-Units	Southeastern	4.0	DU	9.0	36
4009	1120	Single Family Multiple-Units	Southeastern	4.0	DU	9.0	36
4010	1120	Single Family Multiple-Units	Encanto	4.0	DU	9.0	36
4018	1120	Single Family Multiple-Units	Encanto	10.0	DU	9.0	90
4027	1120	Single Family Multiple-Units	Southeastern	8.0	DU	9.0	72
4028	1120	Single Family Multiple-Units	Southeastern	2.0	DU	9.0	18
4035	1120	Single Family Multiple-Units	Southeastern	2.0	DU	9.0	18
4038	1120	Single Family Multiple-Units	Southeastern	4.0	DU	9.0	36
4039	1120	Single Family Multiple-Units	Southeastern	2.0	DU	9.0	18
4057	1120	Single Family Multiple-Units	Southeastern	2.0	DU	9.0	18
4058	1120	Single Family Multiple-Units	Southeastern	2.0	DU	9.0	18
4080	1120	Single Family Multiple-Units	Southeastern	2.0	DU	9.0	18
4685	1120	Single Family Multiple-Units	Southeastern	97.0	DU	9.0	873
4686	1120	Single Family Multiple-Units	Southeastern	70.0	DU	9.0	630
4687	1120	Single Family Multiple-Units	Southeastern	4.0	DU	9.0	36
4688	1120	Single Family Multiple-Units	Southeastern	1.0	DU	9.0	9
4689	1120	Single Family Multiple-Units	Southeastern	32.0	DU	9.0	288
4690	1120	Single Family Multiple-Units	Southeastern	9.0	DU	9.0	81

HIGH DENSITY ALTERNATIVE							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
4691	1120	Single Family Multiple-Units	Southeastern	6.0	DU	9.0	54
4692	1120	Single Family Multiple-Units	Southeastern	27.0	DU	9.0	243
4693	1120	Single Family Multiple-Units	Southeastern	3.0	DU	9.0	27
4694	1120	Single Family Multiple-Units	Southeastern	7.0	DU	9.0	63
4695	1120	Single Family Multiple-Units	Southeastern	25.0	DU	9.0	225
4696	1120	Single Family Multiple-Units	Southeastern	113.0	DU	9.0	1,017
4697	1120	Single Family Multiple-Units	Southeastern	38.0	DU	9.0	342
4698	1120	Single Family Multiple-Units	Southeastern	50.0	DU	9.0	450
4699	1120	Single Family Multiple-Units	Southeastern	54.0	DU	9.0	486
4700	1120	Single Family Multiple-Units	Southeastern	16.0	DU	9.0	144
4701	1120	Single Family Multiple-Units	Southeastern	5.0	DU	9.0	45
4702	1120	Single Family Multiple-Units	Southeastern	21.0	DU	9.0	189
4703	1120	Single Family Multiple-Units	Encanto	18.0	DU	9.0	162
4707	1120	Single Family Multiple-Units	Encanto	28.0	DU	9.0	252
4708	1120	Single Family Multiple-Units	Encanto	46.0	DU	9.0	414
4709	1120	Single Family Multiple-Units	Southeastern	2.0	DU	9.0	18
4713	1120	Single Family Multiple-Units	Southeastern	2.0	DU	9.0	18
4718	1120	Single Family Multiple-Units	Southeastern	15.0	DU	9.0	135
4726	1120	Single Family Multiple-Units	Encanto	22.0	DU	9.0	198
4727	1120	Single Family Multiple-Units	Encanto	14.0	DU	9.0	126
4728	1120	Single Family Multiple-Units	Encanto	22.0	DU	9.0	198
3554	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0
3627	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0
3696	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0
3744	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0
3745	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
3817	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0
3857	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
3861	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0
3922	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0
3946	1190	Single Family Residential Without Units	Encanto	1.0	DU	0.0	0
3947	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
3959	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
3974	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0
3977	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
3979	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
3980	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
3984	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
3985	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
3988	1190	Single Family Residential Without Units	Encanto	1.0	DU	0.0	0
3990	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
3991	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
3992	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
3994	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
3995	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0
3996	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0
3998	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
3999	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4002	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4007	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0
4008	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4009	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4010	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0
4018	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0
4027	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4028	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4038	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4039	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4057	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4058	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4079	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4080	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4686	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4689	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4692	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4696	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4699	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4700	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4703	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0
4705	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0
4706	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0
4707	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0
4708	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0
4712	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4715	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4717	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4718	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4720	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4722	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4723	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4725	1190	Single Family Residential Without Units	Southeastern	0.0	DU	0.0	0
4727	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0
4728	1190	Single Family Residential Without Units	Encanto	0.0	DU	0.0	0
3554	1000	Spaced Rural Residential	Encanto	1.0	DU	12.0	12
4703	1000	Spaced Rural Residential	Encanto	1.0	DU	12.0	12

HIGH DENSITY ALTERNATIVE							
Series 12 Split TAZ	LU Code	LU Desc	Community	Unit	Unit Type	Trip Gen Rate	Total Trip Gen
3974	5013	Supermarket (Stand alone)	Encanto	4.4	ksf	150.0	660
3858	9101	Vacant and Undeveloped Land	Southeastern	0.3	Acres	0.0	0
3904	9101	Vacant and Undeveloped Land	Southeastern	0.7	Acres	0.0	0
3922	9101	Vacant and Undeveloped Land	Encanto	0.5	Acres	0.0	0
3947	9101	Vacant and Undeveloped Land	Southeastern	0.0	Acres	0.0	0
3974	9101	Vacant and Undeveloped Land	Encanto	0.6	Acres	0.0	0
3979	9101	Vacant and Undeveloped Land	Southeastern	0.2	Acres	0.0	0
3992	9101	Vacant and Undeveloped Land	Southeastern	2.8	Acres	0.0	0
3999	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0.0	0
4002	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0.0	0
4009	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0.0	0
4038	9101	Vacant and Undeveloped Land	Southeastern	0.3	Acres	0.0	0
4039	9101	Vacant and Undeveloped Land	Southeastern	0.4	Acres	0.0	0
4057	9101	Vacant and Undeveloped Land	Southeastern	2.9	Acres	0.0	0
4079	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0.0	0
4080	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0.0	0
4713	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0.0	0
4714	9101	Vacant and Undeveloped Land	Southeastern	0.2	Acres	0.0	0
4715	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0.0	0
4719	9101	Vacant and Undeveloped Land	Southeastern	0.1	Acres	0.0	0
4722	9101	Vacant and Undeveloped Land	Southeastern	1.8	Acres	0.0	0
4728	9101	Vacant and Undeveloped Land	Encanto	0.4	Acres	0.0	0
3766	2104	Warehousing	Southeastern	30.3	ksf	5.0	152
3958	2104	Warehousing	Southeastern	1.5	ksf	5.0	8
3985	2104	Warehousing	Southeastern	21.0	ksf	5.0	105
4028	2104	Warehousing	Southeastern	4.0	ksf	5.0	20
4693	2104	Warehousing	Southeastern	19.5	ksf	5.0	98
4718	5001	Wholesale Trade	Southeastern	15.7	ksf	70.0	1,099

Appendix B
Vehicle Miles Traveled (VMT) Calculation
Existing Conditions

VMT Analysis Input Instructions

Fields and Tabs highlighted in yellow are required inputs

Fields and Tabs highlighted in orange refer to file names

Fields highlighted in blue include instructions and definitions

Fields highlighted in green define the study area in the "Analysis" tab

Fields and Tabs highlighted in red include output

Static Inputs

General Project Information

Project Location	City of San Diego: SESD
Project Name	Southeseast SD CPU
Project Workspace	T:\projects\sr12\SB\SanDiego\SESD

Scenario Information

Number of Scenarios	3
Scenario 1 Folder	byear
Scenario 1 Header	Base Year 2008
Scenario 1 Year	2008
Scenario 2 Folder	2035rc11c
Scenario 2 Header	2035 C - Proposed Land Use
Scenario 2 Year	2035
Scenario 3 Folder	2035rc11d
Scenario 3 Header	2035 D - High Density Scenario
Scenario 3 Year	2035
Scenario 4 Folder	
Scenario 4 Header	
Scenario 4 Year	

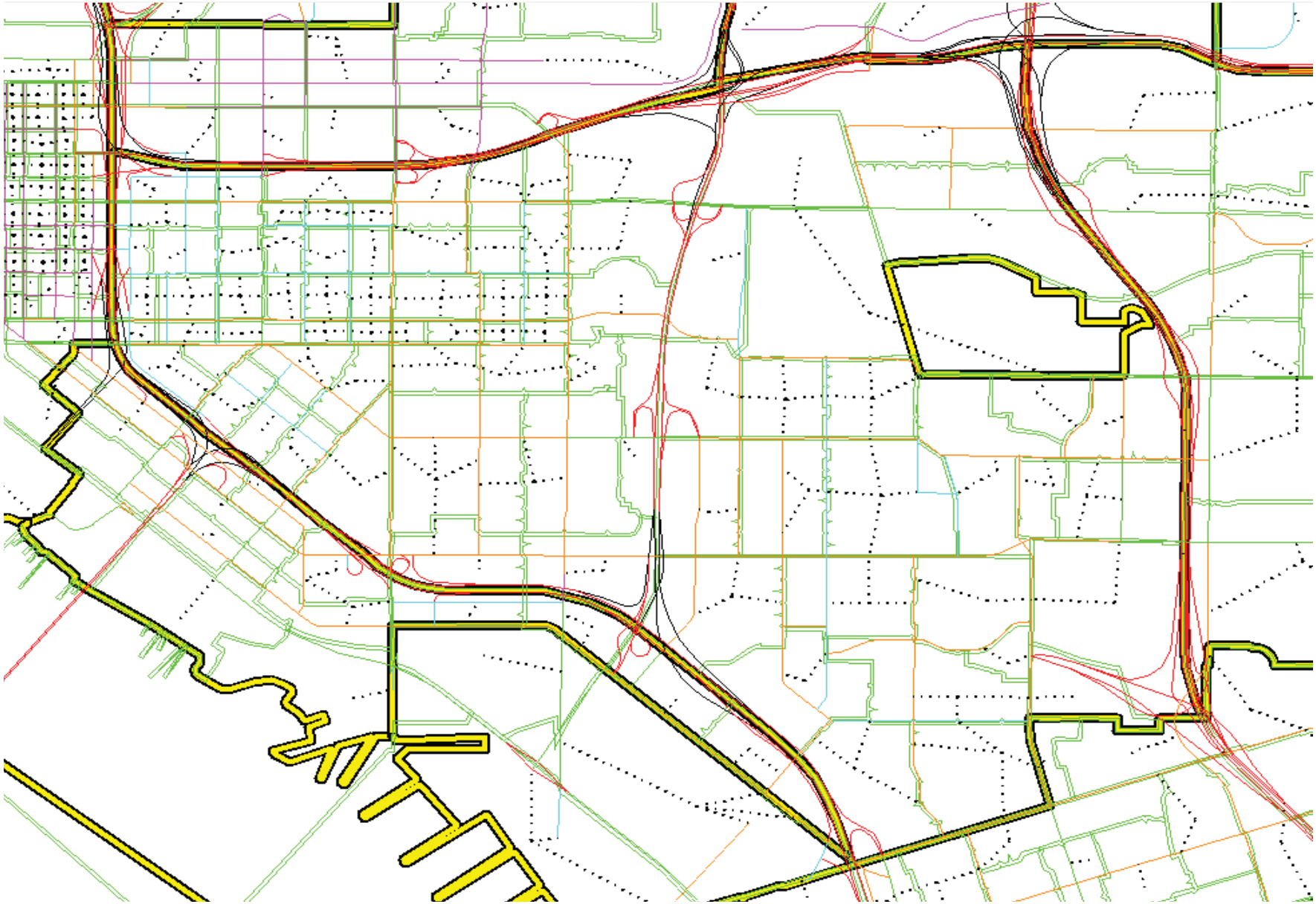
Input reported VMT for analysis validation

Postlod2.pr	
Scenario 1 Unadjusted VMT	85,347,095
Scenario 2 Unadjusted VMT	108,435,827
Scenario 3 Unadjusted VMT	108,512,704
Scenario 4 Unadjusted VMT	

Road Class Lookup Table

IFC	Class
1	FREEWAY
2	PRIME
3	MAJOR
4	COLLECTOR
5	LOCAL COLLECTOR
6	RURAL COLLECTOR
7	LOCAL ROAD
8	FREEWAY RAMP
9	LOCAL RAMP
10	ZONE CONNECTOR
11	INTRA-ZONAL

PROJECT AREA



ANALYSIS

JURISDICTION	CLASSIFICATION	TOTAL VMT	TOTAL City of San Diego: SESD VMT	Two Trip End City of San Diego: SESD VMT	One Trip End City of San Diego: SESD VMT	NON-City of San Diego: SESD VMT	City of San Diego: SESD Intra-Zonal VMT
			Base Year 2008				
			I-I, I-E and E-I	I-I	I-E and E-I	E-E	INTRA
32nd Street Naval Station	1 FREEWAY	3,983	158	-	158	3,825	
32nd Street Naval Station	2 PRIME	-	-	-	-	-	
32nd Street Naval Station	3 MAJOR	38,086	2,764	-	2,764	35,322	
32nd Street Naval Station	4 COLLECTOR	3,679	834	-	834	2,845	
32nd Street Naval Station	5 LOCAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	6 RURAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	7 LOCAL ROAD	4,863	553	-	553	4,310	
32nd Street Naval Station	8 FREEWAY RAMP	-	-	-	-	-	
32nd Street Naval Station	9 LOCAL RAMP	150	51	-	51	99	
32nd Street Naval Station	10 ZONE CONNECTOR	7,358	1,006	-	1,006	6,352	
32nd Street Naval Station TOTAL		58,119	5,366	-	5,366	52,753	
Balboa Park	1 FREEWAY	215,295	13,509	-	13,509	201,786	
Balboa Park	2 PRIME	-	-	-	-	-	
Balboa Park	3 MAJOR	50,450	2,705	-	2,705	47,745	
Balboa Park	4 COLLECTOR	17,119	2,326	-	2,326	14,793	
Balboa Park	5 LOCAL COLLECTOR	9,097	304	-	304	8,793	
Balboa Park	6 RURAL COLLECTOR	-	-	-	-	-	
Balboa Park	7 LOCAL ROAD	7,138	531	-	531	6,607	
Balboa Park	8 FREEWAY RAMP	39,739	2,338	-	2,338	37,401	
Balboa Park	9 LOCAL RAMP	14,668	727	-	727	13,941	
Balboa Park	10 ZONE CONNECTOR	11,195	499	-	499	10,696	
Balboa Park TOTAL		364,701	22,939	-	22,939	341,762	
Barrio Logan	1 FREEWAY	274,015	11,428	-	11,428	262,587	
Barrio Logan	2 PRIME	-	-	-	-	-	
Barrio Logan	3 MAJOR	28,780	3,263	-	3,263	25,517	
Barrio Logan	4 COLLECTOR	28,055	10,076	-	10,076	17,979	
Barrio Logan	5 LOCAL COLLECTOR	191	165	-	165	26	
Barrio Logan	6 RURAL COLLECTOR	-	-	-	-	-	
Barrio Logan	7 LOCAL ROAD	1,613	894	-	894	719	
Barrio Logan	8 FREEWAY RAMP	33,458	1,963	-	1,963	31,495	
Barrio Logan	9 LOCAL RAMP	15,866	3,236	-	3,236	12,630	
Barrio Logan	10 ZONE CONNECTOR	4,256	623	-	623	3,633	
Barrio Logan TOTAL		386,234	31,648	-	31,648	354,586	

Black Mountain Ranch	1 FREEWAY	-	-	-	-	-
Black Mountain Ranch	2 PRIME	-	-	-	-	-
Black Mountain Ranch	3 MAJOR	104,971	35	-	35	104,936
Black Mountain Ranch	4 COLLECTOR	24,419	7	-	7	24,412
Black Mountain Ranch	5 LOCAL COLLECTOR	581	1	-	1	580
Black Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Black Mountain Ranch	7 LOCAL ROAD	-	-	-	-	-
Black Mountain Ranch	8 FREEWAY RAMP	-	-	-	-	-
Black Mountain Ranch	9 LOCAL RAMP	-	-	-	-	-
Black Mountain Ranch	10 ZONE CONNECTOR	13,443	18	-	18	13,425
Black Mountain Ranch TOTAL		143,414	61	-	61	143,353
CARLSBAD	1 FREEWAY	1,264,282	5,871	-	5,871	1,258,411
CARLSBAD	2 PRIME	886,360	372	-	372	885,988
CARLSBAD	3 MAJOR	453,657	425	-	425	453,232
CARLSBAD	4 COLLECTOR	346,934	120	-	120	346,814
CARLSBAD	5 LOCAL COLLECTOR	27,362	17	-	17	27,345
CARLSBAD	6 RURAL COLLECTOR	-	-	-	-	-
CARLSBAD	7 LOCAL ROAD	127,651	41	-	41	127,610
CARLSBAD	8 FREEWAY RAMP	52	-	-	-	52
CARLSBAD	9 LOCAL RAMP	49,330	85	-	85	49,245
CARLSBAD	10 ZONE CONNECTOR	183,017	32	-	32	182,985
CARLSBAD TOTAL		3,338,645	6,963	-	6,963	3,331,682
CHULA VISTA	1 FREEWAY	1,542,870	48,721	-	48,721	1,494,149
CHULA VISTA	2 PRIME	756,211	10,603	-	10,603	745,608
CHULA VISTA	3 MAJOR	523,715	6,378	-	6,378	517,337
CHULA VISTA	4 COLLECTOR	354,529	2,324	-	2,324	352,205
CHULA VISTA	5 LOCAL COLLECTOR	291,729	2,840	-	2,840	288,889
CHULA VISTA	6 RURAL COLLECTOR	-	-	-	-	-
CHULA VISTA	7 LOCAL ROAD	97,931	528	-	528	97,403
CHULA VISTA	8 FREEWAY RAMP	35,708	732	-	732	34,976
CHULA VISTA	9 LOCAL RAMP	116,561	3,788	-	3,788	112,773
CHULA VISTA	10 ZONE CONNECTOR	229,994	1,994	-	1,994	228,000
CHULA VISTA TOTAL		3,949,248	77,908	-	77,908	3,871,340
CORONADO	1 FREEWAY	92,063	5,870	-	5,870	86,193
CORONADO	2 PRIME	150,234	2,010	-	2,010	148,224
CORONADO	3 MAJOR	87,213	4,696	-	4,696	82,517
CORONADO	4 COLLECTOR	26,530	853	-	853	25,677
CORONADO	5 LOCAL COLLECTOR	23,575	884	-	884	22,691
CORONADO	6 RURAL COLLECTOR	-	-	-	-	-
CORONADO	7 LOCAL ROAD	11,100	570	-	570	10,530
CORONADO	8 FREEWAY RAMP	-	-	-	-	-
CORONADO	9 LOCAL RAMP	-	-	-	-	-
CORONADO	10 ZONE CONNECTOR	43,534	1,533	-	1,533	42,001
CORONADO TOTAL		434,249	16,416	-	16,416	417,833

Carmel Mountain Ranch	1 FREEWAY	291,002	2,440	-	2,440	288,562
Carmel Mountain Ranch	2 PRIME	160,411	399	-	399	160,012
Carmel Mountain Ranch	3 MAJOR	51,499	66	-	66	51,433
Carmel Mountain Ranch	4 COLLECTOR	12,339	8	-	8	12,331
Carmel Mountain Ranch	5 LOCAL COLLECTOR	-	-	-	-	-
Carmel Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Carmel Mountain Ranch	7 LOCAL ROAD	4,692	3	-	3	4,689
Carmel Mountain Ranch	8 FREEWAY RAMP	23	-	-	-	23
Carmel Mountain Ranch	9 LOCAL RAMP	12,211	31	-	31	12,180
Carmel Mountain Ranch	10 ZONE CONNECTOR	27,745	34	-	34	27,711
Carmel Mountain Ranch TOTAL		559,922	2,981	-	2,981	556,941
Carmel Valley	1 FREEWAY	440,209	2,241	-	2,241	437,968
Carmel Valley	2 PRIME	58,020	85	-	85	57,935
Carmel Valley	3 MAJOR	88,953	130	-	130	88,823
Carmel Valley	4 COLLECTOR	20,731	26	-	26	20,705
Carmel Valley	5 LOCAL COLLECTOR	36,302	29	-	29	36,273
Carmel Valley	6 RURAL COLLECTOR	-	-	-	-	-
Carmel Valley	7 LOCAL ROAD	-	-	-	-	-
Carmel Valley	8 FREEWAY RAMP	34,492	112	-	112	34,380
Carmel Valley	9 LOCAL RAMP	31,575	78	-	78	31,497
Carmel Valley	10 ZONE CONNECTOR	26,774	28	-	28	26,746
Carmel Valley TOTAL		737,056	2,729	-	2,729	734,327
Centre City	1 FREEWAY	271,384	19,253	-	19,253	252,131
Centre City	2 PRIME	22,289	783	-	783	21,506
Centre City	3 MAJOR	215,498	9,412	-	9,412	206,086
Centre City	4 COLLECTOR	45,022	1,791	-	1,791	43,231
Centre City	5 LOCAL COLLECTOR	44,507	1,964	-	1,964	42,543
Centre City	6 RURAL COLLECTOR	-	-	-	-	-
Centre City	7 LOCAL ROAD	615	3	-	3	612
Centre City	8 FREEWAY RAMP	53,651	6,465	-	6,465	47,186
Centre City	9 LOCAL RAMP	40,315	2,191	-	2,191	38,124
Centre City	10 ZONE CONNECTOR	36,066	939	-	939	35,127
Centre City TOTAL		729,347	42,801	-	42,801	686,546
Clairemont Mesa	1 FREEWAY	945,821	16,170	-	16,170	929,651
Clairemont Mesa	2 PRIME	17,472	88	-	88	17,384
Clairemont Mesa	3 MAJOR	445,880	1,663	-	1,663	444,217
Clairemont Mesa	4 COLLECTOR	20,467	164	-	164	20,303
Clairemont Mesa	5 LOCAL COLLECTOR	140,820	448	-	448	140,372
Clairemont Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Clairemont Mesa	7 LOCAL ROAD	16,534	96	-	96	16,438
Clairemont Mesa	8 FREEWAY RAMP	19,589	150	-	150	19,439
Clairemont Mesa	9 LOCAL RAMP	61,012	696	-	696	60,316
Clairemont Mesa	10 ZONE CONNECTOR	82,681	341	-	341	82,340
Clairemont Mesa TOTAL		1,750,276	19,816	-	19,816	1,730,460

College Area	1 FREEWAY	371,938	1,988	-	1,988	369,950
College Area	2 PRIME	14,032	66	-	66	13,966
College Area	3 MAJOR	178,795	837	-	837	177,958
College Area	4 COLLECTOR	656	5	-	5	651
College Area	5 LOCAL COLLECTOR	25,525	141	-	141	25,384
College Area	6 RURAL COLLECTOR	-	-	-	-	-
College Area	7 LOCAL ROAD	-	-	-	-	-
College Area	8 FREEWAY RAMP	-	-	-	-	-
College Area	9 LOCAL RAMP	25,312	191	-	191	25,121
College Area	10 ZONE CONNECTOR	23,353	175	-	175	23,178
College Area TOTAL		639,611	3,403	-	3,403	636,208
DEL MAR	1 FREEWAY	-	-	-	-	-
DEL MAR	2 PRIME	1,633	-	-	-	1,633
DEL MAR	3 MAJOR	29,649	67	-	67	29,582
DEL MAR	4 COLLECTOR	36,355	27	-	27	36,328
DEL MAR	5 LOCAL COLLECTOR	19,199	1	-	1	19,198
DEL MAR	6 RURAL COLLECTOR	-	-	-	-	-
DEL MAR	7 LOCAL ROAD	976	-	-	-	976
DEL MAR	8 FREEWAY RAMP	-	-	-	-	-
DEL MAR	9 LOCAL RAMP	-	-	-	-	-
DEL MAR	10 ZONE CONNECTOR	8,733	4	-	4	8,729
DEL MAR TOTAL		96,545	99	-	99	96,446
Del Mar Mesa	1 FREEWAY	-	-	-	-	-
Del Mar Mesa	2 PRIME	-	-	-	-	-
Del Mar Mesa	3 MAJOR	1,288	1	-	1	1,287
Del Mar Mesa	4 COLLECTOR	174	-	-	-	174
Del Mar Mesa	5 LOCAL COLLECTOR	858	-	-	-	858
Del Mar Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Del Mar Mesa	7 LOCAL ROAD	5,205	-	-	-	5,205
Del Mar Mesa	8 FREEWAY RAMP	-	-	-	-	-
Del Mar Mesa	9 LOCAL RAMP	-	-	-	-	-
Del Mar Mesa	10 ZONE CONNECTOR	7,280	8	-	8	7,272
Del Mar Mesa TOTAL		14,805	9	-	9	14,796
EL CAJON	1 FREEWAY	1,038,449	12,483	-	12,483	1,025,966
EL CAJON	2 PRIME	106,885	156	-	156	106,729
EL CAJON	3 MAJOR	466,124	1,265	-	1,265	464,859
EL CAJON	4 COLLECTOR	197,732	453	-	453	197,279
EL CAJON	5 LOCAL COLLECTOR	95,674	146	-	146	95,528
EL CAJON	6 RURAL COLLECTOR	-	-	-	-	-
EL CAJON	7 LOCAL ROAD	38,927	55	-	55	38,872
EL CAJON	8 FREEWAY RAMP	45,977	746	-	746	45,231
EL CAJON	9 LOCAL RAMP	85,523	784	-	784	84,739
EL CAJON	10 ZONE CONNECTOR	95,905	209	-	209	95,696
EL CAJON TOTAL		2,171,196	16,297	-	16,297	2,154,899

ENCANTO	1 FREEWAY	376,403	24,640	-	24,640	351,763
ENCANTO	2 PRIME	-	-	-	-	-
ENCANTO	3 MAJOR	143,573	24,124	-	24,124	119,449
ENCANTO	4 COLLECTOR	22,023	4,283	-	4,283	17,740
ENCANTO	5 LOCAL COLLECTOR	58,628	5,020	-	5,020	53,608
ENCANTO	6 RURAL COLLECTOR	-	-	-	-	-
ENCANTO	7 LOCAL ROAD	3,953	207	-	207	3,746
ENCANTO	8 FREEWAY RAMP	18,030	1,512	-	1,512	16,518
ENCANTO	9 LOCAL RAMP	17,020	4,008	-	4,008	13,012
ENCANTO	10 ZONE CONNECTOR	31,241	2,615	-	2,615	28,626
ENCANTO TOTAL		670,871	66,409	-	66,409	604,462
ENCINITAS	1 FREEWAY	1,212,058	7,387	-	7,387	1,204,671
ENCINITAS	2 PRIME	222,098	453	-	453	221,645
ENCINITAS	3 MAJOR	213,362	123	-	123	213,239
ENCINITAS	4 COLLECTOR	33,727	23	-	23	33,704
ENCINITAS	5 LOCAL COLLECTOR	215,167	178	-	178	214,989
ENCINITAS	6 RURAL COLLECTOR	-	-	-	-	-
ENCINITAS	7 LOCAL ROAD	64,436	32	-	32	64,404
ENCINITAS	8 FREEWAY RAMP	-	-	-	-	-
ENCINITAS	9 LOCAL RAMP	37,512	130	-	130	37,382
ENCINITAS	10 ZONE CONNECTOR	73,012	12	-	12	73,000
ENCINITAS TOTAL		2,071,372	8,338	-	8,338	2,063,034
ESCONDIDO	1 FREEWAY	1,098,540	5,196	-	5,196	1,093,344
ESCONDIDO	2 PRIME	153,381	218	-	218	153,163
ESCONDIDO	3 MAJOR	620,786	786	-	786	620,000
ESCONDIDO	4 COLLECTOR	446,732	216	-	216	446,516
ESCONDIDO	5 LOCAL COLLECTOR	161,464	100	-	100	161,364
ESCONDIDO	6 RURAL COLLECTOR	-	-	-	-	-
ESCONDIDO	7 LOCAL ROAD	8,805	2	-	2	8,803
ESCONDIDO	8 FREEWAY RAMP	83,323	354	-	354	82,969
ESCONDIDO	9 LOCAL RAMP	85,475	264	-	264	85,211
ESCONDIDO	10 ZONE CONNECTOR	147,503	28	-	28	147,475
ESCONDIDO TOTAL		2,806,009	7,164	-	7,164	2,798,845
East Elliott	1 FREEWAY	175,047	7	-	7	175,040
East Elliott	2 PRIME	-	-	-	-	-
East Elliott	3 MAJOR	11,280	12	-	12	11,268
East Elliott	4 COLLECTOR	-	-	-	-	-
East Elliott	5 LOCAL COLLECTOR	75	-	-	-	75
East Elliott	6 RURAL COLLECTOR	-	-	-	-	-
East Elliott	7 LOCAL ROAD	-	-	-	-	-
East Elliott	8 FREEWAY RAMP	3,868	-	-	-	3,868
East Elliott	9 LOCAL RAMP	10,003	1	-	1	10,002
East Elliott	10 ZONE CONNECTOR	851	3	-	3	848
East Elliott TOTAL		201,124	23	-	23	201,101

External	1 FREEWAY	38,185	80	-	80	38,105
External	2 PRIME	41,448	417	-	417	41,031
External	3 MAJOR	-	-	-	-	-
External	4 COLLECTOR	-	-	-	-	-
External	5 LOCAL COLLECTOR	-	-	-	-	-
External	6 RURAL COLLECTOR	-	-	-	-	-
External	7 LOCAL ROAD	-	-	-	-	-
External	8 FREEWAY RAMP	-	-	-	-	-
External	9 LOCAL RAMP	555	-	-	-	555
External	10 ZONE CONNECTOR	267,868	2,323	-	2,323	265,545
External TOTAL		348,056	2,820	-	2,820	345,236
Fairbanks Country Club	1 FREEWAY	-	-	-	-	-
Fairbanks Country Club	2 PRIME	-	-	-	-	-
Fairbanks Country Club	3 MAJOR	7,839	8	-	8	7,831
Fairbanks Country Club	4 COLLECTOR	20,669	37	-	37	20,632
Fairbanks Country Club	5 LOCAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	6 RURAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	7 LOCAL ROAD	-	-	-	-	-
Fairbanks Country Club	8 FREEWAY RAMP	-	-	-	-	-
Fairbanks Country Club	9 LOCAL RAMP	-	-	-	-	-
Fairbanks Country Club	10 ZONE CONNECTOR	2,695	2	-	2	2,693
Fairbanks Country Club TOTAL		31,203	47	-	47	31,156
Flower Hill	1 FREEWAY	17,549	118	-	118	17,431
Flower Hill	2 PRIME	-	-	-	-	-
Flower Hill	3 MAJOR	4,581	9	-	9	4,572
Flower Hill	4 COLLECTOR	744	-	-	-	744
Flower Hill	5 LOCAL COLLECTOR	-	-	-	-	-
Flower Hill	6 RURAL COLLECTOR	-	-	-	-	-
Flower Hill	7 LOCAL ROAD	-	-	-	-	-
Flower Hill	8 FREEWAY RAMP	-	-	-	-	-
Flower Hill	9 LOCAL RAMP	597	-	-	-	597
Flower Hill	10 ZONE CONNECTOR	2,295	2	-	2	2,293
Flower Hill TOTAL		25,766	129	-	129	25,637
Greater Golden Hill	1 FREEWAY	153,973	14,938	-	14,938	139,035
Greater Golden Hill	2 PRIME	-	-	-	-	-
Greater Golden Hill	3 MAJOR	4,699	1,243	-	1,243	3,456
Greater Golden Hill	4 COLLECTOR	1,710	220	-	220	1,490
Greater Golden Hill	5 LOCAL COLLECTOR	35,943	8,932	-	8,932	27,011
Greater Golden Hill	6 RURAL COLLECTOR	-	-	-	-	-
Greater Golden Hill	7 LOCAL ROAD	1,726	322	-	322	1,404
Greater Golden Hill	8 FREEWAY RAMP	30,548	3,217	-	3,217	27,331
Greater Golden Hill	9 LOCAL RAMP	16,880	3,126	-	3,126	13,754
Greater Golden Hill	10 ZONE CONNECTOR	5,722	999	-	999	4,723
Greater Golden Hill TOTAL		251,201	32,997	-	32,997	218,204

Greater North Park	1 FREEWAY	324,329	25,131	-	25,131	299,198
Greater North Park	2 PRIME	-	-	-	-	-
Greater North Park	3 MAJOR	67,259	1,323	-	1,323	65,936
Greater North Park	4 COLLECTOR	45,031	775	-	775	44,256
Greater North Park	5 LOCAL COLLECTOR	52,739	1,685	-	1,685	51,054
Greater North Park	6 RURAL COLLECTOR	-	-	-	-	-
Greater North Park	7 LOCAL ROAD	-	-	-	-	-
Greater North Park	8 FREEWAY RAMP	36,686	4,489	-	4,489	32,197
Greater North Park	9 LOCAL RAMP	8,625	345	-	345	8,280
Greater North Park	10 ZONE CONNECTOR	38,526	976	-	976	37,550
Greater North Park TOTAL		573,195	34,724	-	34,724	538,471
Harbor	1 FREEWAY	55,678	3,551	-	3,551	52,127
Harbor	2 PRIME	-	-	-	-	-
Harbor	3 MAJOR	-	-	-	-	-
Harbor	4 COLLECTOR	-	-	-	-	-
Harbor	5 LOCAL COLLECTOR	-	-	-	-	-
Harbor	6 RURAL COLLECTOR	-	-	-	-	-
Harbor	7 LOCAL ROAD	-	-	-	-	-
Harbor	8 FREEWAY RAMP	-	-	-	-	-
Harbor	9 LOCAL RAMP	-	-	-	-	-
Harbor	10 ZONE CONNECTOR	1,430	40	-	40	1,390
Harbor TOTAL		57,108	3,591	-	3,591	53,517
IMPERIAL BEACH	1 FREEWAY	-	-	-	-	-
IMPERIAL BEACH	2 PRIME	39,161	291	-	291	38,870
IMPERIAL BEACH	3 MAJOR	26,478	250	-	250	26,228
IMPERIAL BEACH	4 COLLECTOR	20,342	171	-	171	20,171
IMPERIAL BEACH	5 LOCAL COLLECTOR	12,300	73	-	73	12,227
IMPERIAL BEACH	6 RURAL COLLECTOR	-	-	-	-	-
IMPERIAL BEACH	7 LOCAL ROAD	5,506	34	-	34	5,472
IMPERIAL BEACH	8 FREEWAY RAMP	-	-	-	-	-
IMPERIAL BEACH	9 LOCAL RAMP	-	-	-	-	-
IMPERIAL BEACH	10 ZONE CONNECTOR	16,597	116	-	116	16,481
IMPERIAL BEACH TOTAL		120,384	935	-	935	119,449
Kearny Mesa	1 FREEWAY	1,315,624	22,108	-	22,108	1,293,516
Kearny Mesa	2 PRIME	158,398	971	-	971	157,427
Kearny Mesa	3 MAJOR	249,742	864	-	864	248,878
Kearny Mesa	4 COLLECTOR	76,799	256	-	256	76,543
Kearny Mesa	5 LOCAL COLLECTOR	31,715	228	-	228	31,487
Kearny Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Kearny Mesa	7 LOCAL ROAD	10,441	129	-	129	10,312
Kearny Mesa	8 FREEWAY RAMP	72,707	634	-	634	72,073
Kearny Mesa	9 LOCAL RAMP	123,363	1,491	-	1,491	121,872
Kearny Mesa	10 ZONE CONNECTOR	74,720	483	-	483	74,237
Kearny Mesa TOTAL		2,113,509	27,164	-	27,164	2,086,345

LA MESA	1 FREEWAY	1,093,179	13,604	-	13,604	1,079,575	
LA MESA	2 PRIME	45,158	193	-	193	44,965	
LA MESA	3 MAJOR	248,562	2,204	-	2,204	246,358	
LA MESA	4 COLLECTOR	31,652	236	-	236	31,416	
LA MESA	5 LOCAL COLLECTOR	152,210	890	-	890	151,320	
LA MESA	6 RURAL COLLECTOR	-	-	-	-	-	
LA MESA	7 LOCAL ROAD	19,538	135	-	135	19,403	
LA MESA	8 FREEWAY RAMP	105,844	2,930	-	2,930	102,914	
LA MESA	9 LOCAL RAMP	71,137	535	-	535	70,602	
LA MESA	10 ZONE CONNECTOR	58,735	288	-	288	58,447	
LA MESA TOTAL		1,826,015	21,015	-	21,015	1,805,000	
LEMON GROVE	1 FREEWAY	504,665	30,960	-	30,960	473,705	
LEMON GROVE	2 PRIME	-	-	-	-	-	
LEMON GROVE	3 MAJOR	77,870	1,128	-	1,128	76,742	
LEMON GROVE	4 COLLECTOR	77,031	529	-	529	76,502	
LEMON GROVE	5 LOCAL COLLECTOR	40,327	501	-	501	39,826	
LEMON GROVE	6 RURAL COLLECTOR	-	-	-	-	-	
LEMON GROVE	7 LOCAL ROAD	1,599	20	-	20	1,579	
LEMON GROVE	8 FREEWAY RAMP	69,612	1,068	-	1,068	68,544	
LEMON GROVE	9 LOCAL RAMP	17,464	898	-	898	16,566	
LEMON GROVE	10 ZONE CONNECTOR	22,208	266	-	266	21,942	
LEMON GROVE TOTAL		810,776	35,370	-	35,370	775,406	
La Jolla	1 FREEWAY	210,180	2,626	-	2,626	207,554	
La Jolla	2 PRIME	74,802	587	-	587	74,215	
La Jolla	3 MAJOR	218,110	622	-	622	217,488	
La Jolla	4 COLLECTOR	-	-	-	-	-	
La Jolla	5 LOCAL COLLECTOR	141,113	242	-	242	140,871	
La Jolla	6 RURAL COLLECTOR	-	-	-	-	-	
La Jolla	7 LOCAL ROAD	4,516	13	-	13	4,503	
La Jolla	8 FREEWAY RAMP	10,611	47	-	47	10,564	
La Jolla	9 LOCAL RAMP	16,196	150	-	150	16,046	
La Jolla	10 ZONE CONNECTOR	33,486	61	-	61	33,425	
La Jolla TOTAL		709,014	4,348	-	4,348	704,666	
Linda Vista	1 FREEWAY	307,153	3,167	-	3,167	303,986	
Linda Vista	2 PRIME	11,727	86	-	86	11,641	
Linda Vista	3 MAJOR	180,411	1,235	-	1,235	179,176	
Linda Vista	4 COLLECTOR	12,806	136	-	136	12,670	
Linda Vista	5 LOCAL COLLECTOR	21,575	108	-	108	21,467	
Linda Vista	6 RURAL COLLECTOR	-	-	-	-	-	
Linda Vista	7 LOCAL ROAD	1,676	8	-	8	1,668	
Linda Vista	8 FREEWAY RAMP	6,155	90	-	90	6,065	
Linda Vista	9 LOCAL RAMP	14,296	201	-	201	14,095	
Linda Vista	10 ZONE CONNECTOR	32,441	270	-	270	32,171	
Linda Vista TOTAL		588,240	5,301	-	5,301	582,939	-

Lindbergh Field	1 FREEWAY	-	-	-	-	-
Lindbergh Field	2 PRIME	105,817	3,232	-	3,232	102,585
Lindbergh Field	3 MAJOR	22,476	300	-	300	22,176
Lindbergh Field	4 COLLECTOR	8,891	200	-	200	8,691
Lindbergh Field	5 LOCAL COLLECTOR	281	4	-	4	277
Lindbergh Field	6 RURAL COLLECTOR	-	-	-	-	-
Lindbergh Field	7 LOCAL ROAD	40,297	866	-	866	39,431
Lindbergh Field	8 FREEWAY RAMP	-	-	-	-	-
Lindbergh Field	9 LOCAL RAMP	1,912	57	-	57	1,855
Lindbergh Field	10 ZONE CONNECTOR	22,115	464	-	464	21,651
Lindbergh Field TOTAL		201,789	5,123	-	5,123	196,666
Los Penasquitos Canyon Prese	1 FREEWAY	15,579	143	-	143	15,436
Los Penasquitos Canyon Prese	2 PRIME	1,657	2	-	2	1,655
Los Penasquitos Canyon Prese	3 MAJOR	883	-	-	-	883
Los Penasquitos Canyon Prese	4 COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Prese	5 LOCAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Prese	6 RURAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Prese	7 LOCAL ROAD	-	-	-	-	-
Los Penasquitos Canyon Prese	8 FREEWAY RAMP	-	-	-	-	-
Los Penasquitos Canyon Prese	9 LOCAL RAMP	-	-	-	-	-
Los Penasquitos Canyon Prese	10 ZONE CONNECTOR	-	-	-	-	-
Los Penasquitos Canyon Preserve TOTAL		18,119	145	-	145	17,974
Mid-City:City Heights	1 FREEWAY	833,517	74,116	-	74,116	759,401
Mid-City:City Heights	2 PRIME	-	-	-	-	-
Mid-City:City Heights	3 MAJOR	71,563	3,701	-	3,701	67,862
Mid-City:City Heights	4 COLLECTOR	50,265	2,535	-	2,535	47,730
Mid-City:City Heights	5 LOCAL COLLECTOR	33,878	1,342	-	1,342	32,536
Mid-City:City Heights	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:City Heights	7 LOCAL ROAD	-	-	-	-	-
Mid-City:City Heights	8 FREEWAY RAMP	122,373	7,912	-	7,912	114,461
Mid-City:City Heights	9 LOCAL RAMP	25,079	2,101	-	2,101	22,978
Mid-City:City Heights	10 ZONE CONNECTOR	33,933	1,398	-	1,398	32,535
Mid-City:City Heights TOTAL		1,170,608	93,105	-	93,105	1,077,503
Mid-City:Eastern Area	1 FREEWAY	265,813	23,521	-	23,521	242,292
Mid-City:Eastern Area	2 PRIME	-	-	-	-	-
Mid-City:Eastern Area	3 MAJOR	163,590	4,441	-	4,441	159,149
Mid-City:Eastern Area	4 COLLECTOR	12,216	1,766	-	1,766	10,450
Mid-City:Eastern Area	5 LOCAL COLLECTOR	40,764	1,817	-	1,817	38,947
Mid-City:Eastern Area	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Eastern Area	7 LOCAL ROAD	3,557	617	-	617	2,940
Mid-City:Eastern Area	8 FREEWAY RAMP	-	-	-	-	-
Mid-City:Eastern Area	9 LOCAL RAMP	8,659	408	-	408	8,251
Mid-City:Eastern Area	10 ZONE CONNECTOR	34,450	710	-	710	33,740
Mid-City:Eastern Area TOTAL		529,049	33,280	-	33,280	495,769

Mid-City:Kensington-Talmadge	1	FREEWAY	177,622	13,634	-	13,634	163,988
Mid-City:Kensington-Talmadge	2	PRIME	34,447	23	-	23	34,424
Mid-City:Kensington-Talmadge	3	MAJOR	36,782	1,414	-	1,414	35,368
Mid-City:Kensington-Talmadge	4	COLLECTOR	7,797	124	-	124	7,673
Mid-City:Kensington-Talmadge	5	LOCAL COLLECTOR	23,373	219	-	219	23,154
Mid-City:Kensington-Talmadge	6	RURAL COLLECTOR	-	-	-	-	-
Mid-City:Kensington-Talmadge	7	LOCAL ROAD	422	17	-	17	405
Mid-City:Kensington-Talmadge	8	FREEWAY RAMP	6,538	512	-	512	6,026
Mid-City:Kensington-Talmadge	9	LOCAL RAMP	11,113	146	-	146	10,967
Mid-City:Kensington-Talmadge	10	ZONE CONNECTOR	10,309	199	-	199	10,110
Mid-City:Kensington-Talmadge TOTAL			308,403	16,288	-	16,288	292,115
Mid-City:Normal Heights	1	FREEWAY	196,094	11,565	-	11,565	184,529
Mid-City:Normal Heights	2	PRIME	-	-	-	-	-
Mid-City:Normal Heights	3	MAJOR	12,957	238	-	238	12,719
Mid-City:Normal Heights	4	COLLECTOR	5,656	28	-	28	5,628
Mid-City:Normal Heights	5	LOCAL COLLECTOR	23,720	432	-	432	23,288
Mid-City:Normal Heights	6	RURAL COLLECTOR	-	-	-	-	-
Mid-City:Normal Heights	7	LOCAL ROAD	3,892	72	-	72	3,820
Mid-City:Normal Heights	8	FREEWAY RAMP	4,943	191	-	191	4,752
Mid-City:Normal Heights	9	LOCAL RAMP	6,164	49	-	49	6,115
Mid-City:Normal Heights	10	ZONE CONNECTOR	7,933	146	-	146	7,787
Mid-City:Normal Heights TOTAL			261,359	12,721	-	12,721	248,638
Midway-Pacific Highway	1	FREEWAY	349,802	13,914	-	13,914	335,888
Midway-Pacific Highway	2	PRIME	75,475	2,212	-	2,212	73,263
Midway-Pacific Highway	3	MAJOR	148,049	2,661	-	2,661	145,388
Midway-Pacific Highway	4	COLLECTOR	13,676	188	-	188	13,488
Midway-Pacific Highway	5	LOCAL COLLECTOR	8,079	72	-	72	8,007
Midway-Pacific Highway	6	RURAL COLLECTOR	-	-	-	-	-
Midway-Pacific Highway	7	LOCAL ROAD	180	3	-	3	177
Midway-Pacific Highway	8	FREEWAY RAMP	15,800	775	-	775	15,025
Midway-Pacific Highway	9	LOCAL RAMP	82,414	3,313	-	3,313	79,101
Midway-Pacific Highway	10	ZONE CONNECTOR	17,561	164	-	164	17,397
Midway-Pacific Highway TOTAL			711,036	23,302	-	23,302	687,734
Mira Mesa	1	FREEWAY	606,741	6,971	-	6,971	599,770
Mira Mesa	2	PRIME	497,537	1,392	-	1,392	496,145
Mira Mesa	3	MAJOR	381,906	735	-	735	381,171
Mira Mesa	4	COLLECTOR	97,160	369	-	369	96,791
Mira Mesa	5	LOCAL COLLECTOR	117,293	257	-	257	117,036
Mira Mesa	6	RURAL COLLECTOR	-	-	-	-	-
Mira Mesa	7	LOCAL ROAD	63,674	160	-	160	63,514
Mira Mesa	8	FREEWAY RAMP	-	-	-	-	-
Mira Mesa	9	LOCAL RAMP	40,340	321	-	321	40,019
Mira Mesa	10	ZONE CONNECTOR	106,028	242	-	242	105,786
Mira Mesa TOTAL			1,910,679	10,447	-	10,447	1,900,232

Miramar Air Station	1 FREEWAY	1,945,411	21,469	-	21,469	1,923,942
Miramar Air Station	2 PRIME	-	-	-	-	-
Miramar Air Station	3 MAJOR	115,841	443	-	443	115,398
Miramar Air Station	4 COLLECTOR	-	-	-	-	-
Miramar Air Station	5 LOCAL COLLECTOR	-	-	-	-	-
Miramar Air Station	6 RURAL COLLECTOR	-	-	-	-	-
Miramar Air Station	7 LOCAL ROAD	-	-	-	-	-
Miramar Air Station	8 FREEWAY RAMP	66,129	52	-	52	66,077
Miramar Air Station	9 LOCAL RAMP	51,863	391	-	391	51,472
Miramar Air Station	10 ZONE CONNECTOR	23,654	189	-	189	23,465
Miramar Air Station TOTAL		2,202,898	22,544	-	22,544	2,180,354
Miramar Ranch North	1 FREEWAY	253,840	2,710	-	2,710	251,130
Miramar Ranch North	2 PRIME	46,716	291	-	291	46,425
Miramar Ranch North	3 MAJOR	44,621	287	-	287	44,334
Miramar Ranch North	4 COLLECTOR	49,177	65	-	65	49,112
Miramar Ranch North	5 LOCAL COLLECTOR	9,706	21	-	21	9,685
Miramar Ranch North	6 RURAL COLLECTOR	-	-	-	-	-
Miramar Ranch North	7 LOCAL ROAD	-	-	-	-	-
Miramar Ranch North	8 FREEWAY RAMP	-	-	-	-	-
Miramar Ranch North	9 LOCAL RAMP	13,204	125	-	125	13,079
Miramar Ranch North	10 ZONE CONNECTOR	16,080	35	-	35	16,045
Miramar Ranch North TOTAL		433,344	3,534	-	3,534	429,810
Mission Bay Park	1 FREEWAY	254,131	5,728	-	5,728	248,403
Mission Bay Park	2 PRIME	114,951	719	-	719	114,232
Mission Bay Park	3 MAJOR	116,277	1,143	-	1,143	115,134
Mission Bay Park	4 COLLECTOR	123	-	-	-	123
Mission Bay Park	5 LOCAL COLLECTOR	22,799	53	-	53	22,746
Mission Bay Park	6 RURAL COLLECTOR	-	-	-	-	-
Mission Bay Park	7 LOCAL ROAD	-	-	-	-	-
Mission Bay Park	8 FREEWAY RAMP	8,580	2	-	2	8,578
Mission Bay Park	9 LOCAL RAMP	28,953	226	-	226	28,727
Mission Bay Park	10 ZONE CONNECTOR	22,388	159	-	159	22,229
Mission Bay Park TOTAL		568,202	8,030	-	8,030	560,172
Mission Beach	1 FREEWAY	-	-	-	-	-
Mission Beach	2 PRIME	-	-	-	-	-
Mission Beach	3 MAJOR	28,144	161	-	161	27,983
Mission Beach	4 COLLECTOR	9,292	69	-	69	9,223
Mission Beach	5 LOCAL COLLECTOR	-	-	-	-	-
Mission Beach	6 RURAL COLLECTOR	-	-	-	-	-
Mission Beach	7 LOCAL ROAD	-	-	-	-	-
Mission Beach	8 FREEWAY RAMP	-	-	-	-	-
Mission Beach	9 LOCAL RAMP	-	-	-	-	-
Mission Beach	10 ZONE CONNECTOR	1,464	3	-	3	1,461
Mission Beach TOTAL		38,900	233	-	233	38,667

Mission Valley	1 FREEWAY	1,645,310	23,618	-	23,618	1,621,692
Mission Valley	2 PRIME	105,516	712	-	712	104,804
Mission Valley	3 MAJOR	105,829	829	-	829	105,000
Mission Valley	4 COLLECTOR	169,573	1,953	-	1,953	167,620
Mission Valley	5 LOCAL COLLECTOR	25,046	242	-	242	24,804
Mission Valley	6 RURAL COLLECTOR	-	-	-	-	-
Mission Valley	7 LOCAL ROAD	1,295	21	-	21	1,274
Mission Valley	8 FREEWAY RAMP	278,901	3,273	-	3,273	275,628
Mission Valley	9 LOCAL RAMP	174,805	3,270	-	3,270	171,535
Mission Valley	10 ZONE CONNECTOR	50,700	504	-	504	50,196
Mission Valley TOTAL		2,556,975	34,422	-	34,422	2,522,553
NATIONAL CITY	1 FREEWAY	1,099,689	56,042	-	56,042	1,043,647
NATIONAL CITY	2 PRIME	-	-	-	-	-
NATIONAL CITY	3 MAJOR	260,510	18,912	-	18,912	241,598
NATIONAL CITY	4 COLLECTOR	115,491	8,503	-	8,503	106,988
NATIONAL CITY	5 LOCAL COLLECTOR	4,820	110	-	110	4,710
NATIONAL CITY	6 RURAL COLLECTOR	-	-	-	-	-
NATIONAL CITY	7 LOCAL ROAD	4,128	224	-	224	3,904
NATIONAL CITY	8 FREEWAY RAMP	84,404	3,378	-	3,378	81,026
NATIONAL CITY	9 LOCAL RAMP	44,949	5,471	-	5,471	39,478
NATIONAL CITY	10 ZONE CONNECTOR	43,668	2,197	-	2,197	41,471
NATIONAL CITY TOTAL		1,657,659	94,837	-	94,837	1,562,822
NCFUA Reserve	1 FREEWAY	-	-	-	-	-
NCFUA Reserve	2 PRIME	-	-	-	-	-
NCFUA Reserve	3 MAJOR	5,256	7	-	7	5,249
NCFUA Reserve	4 COLLECTOR	-	-	-	-	-
NCFUA Reserve	5 LOCAL COLLECTOR	525	-	-	-	525
NCFUA Reserve	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Reserve	7 LOCAL ROAD	-	-	-	-	-
NCFUA Reserve	8 FREEWAY RAMP	-	-	-	-	-
NCFUA Reserve	9 LOCAL RAMP	-	-	-	-	-
NCFUA Reserve	10 ZONE CONNECTOR	30	-	-	-	30
NCFUA Reserve TOTAL		5,811	7	-	7	5,804
NCFUA Subarea 2	1 FREEWAY	190,050	1,309	-	1,309	188,741
NCFUA Subarea 2	2 PRIME	-	-	-	-	-
NCFUA Subarea 2	3 MAJOR	32,953	45	-	45	32,908
NCFUA Subarea 2	4 COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	5 LOCAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	7 LOCAL ROAD	-	-	-	-	-
NCFUA Subarea 2	8 FREEWAY RAMP	37	-	-	-	37
NCFUA Subarea 2	9 LOCAL RAMP	5,177	27	-	27	5,150
NCFUA Subarea 2	10 ZONE CONNECTOR	614	-	-	-	614
NCFUA Subarea 2 TOTAL		228,831	1,381	-	1,381	227,450

Navajo	1 FREEWAY	386,885	1,670	-	1,670	385,215
Navajo	2 PRIME	55,925	886	-	886	55,039
Navajo	3 MAJOR	301,944	2,246	-	2,246	299,698
Navajo	4 COLLECTOR	6,036	19	-	19	6,017
Navajo	5 LOCAL COLLECTOR	67,363	392	-	392	66,971
Navajo	6 RURAL COLLECTOR	-	-	-	-	-
Navajo	7 LOCAL ROAD	9,718	112	-	112	9,606
Navajo	8 FREEWAY RAMP	-	-	-	-	-
Navajo	9 LOCAL RAMP	24,696	217	-	217	24,479
Navajo	10 ZONE CONNECTOR	56,254	357	-	357	55,897
Navajo TOTAL		908,821	5,899	-	5,899	902,922
OCEANSIDE	1 FREEWAY	964,655	1,866	-	1,866	962,789
OCEANSIDE	2 PRIME	571,485	234	-	234	571,251
OCEANSIDE	3 MAJOR	719,260	217	-	217	719,043
OCEANSIDE	4 COLLECTOR	371,874	37	-	37	371,837
OCEANSIDE	5 LOCAL COLLECTOR	260,206	24	-	24	260,182
OCEANSIDE	6 RURAL COLLECTOR	-	-	-	-	-
OCEANSIDE	7 LOCAL ROAD	7,523	-	-	-	7,523
OCEANSIDE	8 FREEWAY RAMP	27,267	32	-	32	27,235
OCEANSIDE	9 LOCAL RAMP	74,561	70	-	70	74,491
OCEANSIDE	10 ZONE CONNECTOR	187,289	7	-	7	187,282
OCEANSIDE TOTAL		3,184,120	2,487	-	2,487	3,181,633
Ocean Beach	1 FREEWAY	32,256	492	-	492	31,764
Ocean Beach	2 PRIME	17,580	94	-	94	17,486
Ocean Beach	3 MAJOR	37,961	354	-	354	37,607
Ocean Beach	4 COLLECTOR	17,492	144	-	144	17,348
Ocean Beach	5 LOCAL COLLECTOR	11,318	51	-	51	11,267
Ocean Beach	6 RURAL COLLECTOR	-	-	-	-	-
Ocean Beach	7 LOCAL ROAD	1,926	11	-	11	1,915
Ocean Beach	8 FREEWAY RAMP	-	-	-	-	-
Ocean Beach	9 LOCAL RAMP	2,103	24	-	24	2,079
Ocean Beach	10 ZONE CONNECTOR	5,682	16	-	16	5,666
Ocean Beach TOTAL		126,318	1,186	-	1,186	125,132
Old San Diego	1 FREEWAY	125,123	4,081	-	4,081	121,042
Old San Diego	2 PRIME	1,361	21	-	21	1,340
Old San Diego	3 MAJOR	12,058	56	-	56	12,002
Old San Diego	4 COLLECTOR	11,279	108	-	108	11,171
Old San Diego	5 LOCAL COLLECTOR	12,274	128	-	128	12,146
Old San Diego	6 RURAL COLLECTOR	-	-	-	-	-
Old San Diego	7 LOCAL ROAD	-	-	-	-	-
Old San Diego	8 FREEWAY RAMP	25,258	842	-	842	24,416
Old San Diego	9 LOCAL RAMP	16,894	128	-	128	16,766
Old San Diego	10 ZONE CONNECTOR	4,942	55	-	55	4,887
Old San Diego TOTAL		209,189	5,419	-	5,419	203,770

Otay Mesa	1 FREEWAY	193,186	2,082	-	2,082	191,104
Otay Mesa	2 PRIME	308,760	3,326	-	3,326	305,434
Otay Mesa	3 MAJOR	87,753	862	-	862	86,891
Otay Mesa	4 COLLECTOR	83,181	459	-	459	82,722
Otay Mesa	5 LOCAL COLLECTOR	19,239	122	-	122	19,117
Otay Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Otay Mesa	7 LOCAL ROAD	36,118	229	-	229	35,889
Otay Mesa	8 FREEWAY RAMP	34,554	417	-	417	34,137
Otay Mesa	9 LOCAL RAMP	22,567	155	-	155	22,412
Otay Mesa	10 ZONE CONNECTOR	38,299	206	-	206	38,093
Otay Mesa TOTAL		823,657	7,858	-	7,858	815,799
Otay Mesa-Nestor	1 FREEWAY	432,874	8,330	-	8,330	424,544
Otay Mesa-Nestor	2 PRIME	39,300	511	-	511	38,789
Otay Mesa-Nestor	3 MAJOR	162,323	1,112	-	1,112	161,211
Otay Mesa-Nestor	4 COLLECTOR	18,732	161	-	161	18,571
Otay Mesa-Nestor	5 LOCAL COLLECTOR	58,931	223	-	223	58,708
Otay Mesa-Nestor	6 RURAL COLLECTOR	-	-	-	-	-
Otay Mesa-Nestor	7 LOCAL ROAD	7,760	29	-	29	7,731
Otay Mesa-Nestor	8 FREEWAY RAMP	45,553	664	-	664	44,889
Otay Mesa-Nestor	9 LOCAL RAMP	49,735	915	-	915	48,820
Otay Mesa-Nestor	10 ZONE CONNECTOR	42,575	263	-	263	42,312
Otay Mesa-Nestor TOTAL		857,783	12,208	-	12,208	845,575
POWAY	1 FREEWAY	-	-	-	-	-
POWAY	2 PRIME	271,868	461	-	461	271,407
POWAY	3 MAJOR	445,248	862	-	862	444,386
POWAY	4 COLLECTOR	126,323	32	-	32	126,291
POWAY	5 LOCAL COLLECTOR	63,228	24	-	24	63,204
POWAY	6 RURAL COLLECTOR	-	-	-	-	-
POWAY	7 LOCAL ROAD	107,288	135	-	135	107,153
POWAY	8 FREEWAY RAMP	-	-	-	-	-
POWAY	9 LOCAL RAMP	-	-	-	-	-
POWAY	10 ZONE CONNECTOR	93,750	107	-	107	93,643
POWAY TOTAL		1,107,705	1,621	-	1,621	1,106,084
Pacific Beach	1 FREEWAY	171,399	2,752	-	2,752	168,647
Pacific Beach	2 PRIME	-	-	-	-	-
Pacific Beach	3 MAJOR	242,644	1,725	-	1,725	240,919
Pacific Beach	4 COLLECTOR	12,515	41	-	41	12,474
Pacific Beach	5 LOCAL COLLECTOR	83,242	320	-	320	82,922
Pacific Beach	6 RURAL COLLECTOR	-	-	-	-	-
Pacific Beach	7 LOCAL ROAD	1,044	5	-	5	1,039
Pacific Beach	8 FREEWAY RAMP	-	-	-	-	-
Pacific Beach	9 LOCAL RAMP	12,865	179	-	179	12,686
Pacific Beach	10 ZONE CONNECTOR	28,717	74	-	74	28,643
Pacific Beach TOTAL		552,426	5,096	-	5,096	547,330

Pacific Highlands Ranch	1 FREEWAY	220,659	63	-	63	220,596	
Pacific Highlands Ranch	2 PRIME	7,829	3	-	3	7,826	
Pacific Highlands Ranch	3 MAJOR	10,860	41	-	41	10,819	
Pacific Highlands Ranch	4 COLLECTOR	14,112	32	-	32	14,080	
Pacific Highlands Ranch	5 LOCAL COLLECTOR	-	-	-	-	-	
Pacific Highlands Ranch	6 RURAL COLLECTOR	-	-	-	-	-	
Pacific Highlands Ranch	7 LOCAL ROAD	3,773	6	-	6	3,767	
Pacific Highlands Ranch	8 FREEWAY RAMP	-	-	-	-	-	
Pacific Highlands Ranch	9 LOCAL RAMP	5,623	24	-	24	5,599	
Pacific Highlands Ranch	10 ZONE CONNECTOR	4,545	5	-	5	4,540	
Pacific Highlands Ranch TOTAL		267,401	174	-	174	267,227	
Peninsula	1 FREEWAY	13,413	203	-	203	13,210	
Peninsula	2 PRIME	17,869	181	-	181	17,688	
Peninsula	3 MAJOR	214,116	2,696	-	2,696	211,420	
Peninsula	4 COLLECTOR	50,094	394	-	394	49,700	
Peninsula	5 LOCAL COLLECTOR	69,567	449	-	449	69,118	
Peninsula	6 RURAL COLLECTOR	-	-	-	-	-	
Peninsula	7 LOCAL ROAD	7,001	33	-	33	6,968	
Peninsula	8 FREEWAY RAMP	-	-	-	-	-	
Peninsula	9 LOCAL RAMP	9,265	165	-	165	9,100	
Peninsula	10 ZONE CONNECTOR	48,366	471	-	471	47,895	
Peninsula TOTAL		429,691	4,592	-	4,592	425,099	-
Rancho Bernardo	1 FREEWAY	1,159,254	7,525	-	7,525	1,151,729	
Rancho Bernardo	2 PRIME	76,758	191	-	191	76,567	
Rancho Bernardo	3 MAJOR	288,884	299	-	299	288,585	
Rancho Bernardo	4 COLLECTOR	16,891	14	-	14	16,877	
Rancho Bernardo	5 LOCAL COLLECTOR	41,082	41	-	41	41,041	
Rancho Bernardo	6 RURAL COLLECTOR	-	-	-	-	-	
Rancho Bernardo	7 LOCAL ROAD	128	-	-	-	128	
Rancho Bernardo	8 FREEWAY RAMP	81	-	-	-	81	
Rancho Bernardo	9 LOCAL RAMP	43,511	132	-	132	43,379	
Rancho Bernardo	10 ZONE CONNECTOR	51,593	42	-	42	51,551	
Rancho Bernardo TOTAL		1,678,182	8,244	-	8,244	1,669,938	
Rancho Encantada	1 FREEWAY	-	-	-	-	-	
Rancho Encantada	2 PRIME	-	-	-	-	-	
Rancho Encantada	3 MAJOR	5,175	10	-	10	5,165	
Rancho Encantada	4 COLLECTOR	-	-	-	-	-	
Rancho Encantada	5 LOCAL COLLECTOR	-	-	-	-	-	
Rancho Encantada	6 RURAL COLLECTOR	-	-	-	-	-	
Rancho Encantada	7 LOCAL ROAD	-	-	-	-	-	
Rancho Encantada	8 FREEWAY RAMP	-	-	-	-	-	
Rancho Encantada	9 LOCAL RAMP	-	-	-	-	-	
Rancho Encantada	10 ZONE CONNECTOR	4,087	11	-	11	4,076	
Rancho Encantada TOTAL		9,262	21	-	21	9,241	

Rancho Penasquitos	1 FREEWAY	746,250	4,788	-	4,788	741,462
Rancho Penasquitos	2 PRIME	22,889	27	-	27	22,862
Rancho Penasquitos	3 MAJOR	191,545	447	-	447	191,098
Rancho Penasquitos	4 COLLECTOR	30,366	28	-	28	30,338
Rancho Penasquitos	5 LOCAL COLLECTOR	21,591	29	-	29	21,562
Rancho Penasquitos	6 RURAL COLLECTOR	-	-	-	-	-
Rancho Penasquitos	7 LOCAL ROAD	3,679	4	-	4	3,675
Rancho Penasquitos	8 FREEWAY RAMP	17,269	61	-	61	17,208
Rancho Penasquitos	9 LOCAL RAMP	41,427	236	-	236	41,191
Rancho Penasquitos	10 ZONE CONNECTOR	44,320	59	-	59	44,261
Rancho Penasquitos TOTAL		1,119,336	5,679	-	5,679	1,113,657
SAN MARCOS	1 FREEWAY	932,237	1,759	-	1,759	930,478
SAN MARCOS	2 PRIME	281,642	61	-	61	281,581
SAN MARCOS	3 MAJOR	344,490	58	-	58	344,432
SAN MARCOS	4 COLLECTOR	255,804	84	-	84	255,720
SAN MARCOS	5 LOCAL COLLECTOR	21	-	-	-	21
SAN MARCOS	6 RURAL COLLECTOR	-	-	-	-	-
SAN MARCOS	7 LOCAL ROAD	35,171	9	-	9	35,162
SAN MARCOS	8 FREEWAY RAMP	-	-	-	-	-
SAN MARCOS	9 LOCAL RAMP	51,220	57	-	57	51,163
SAN MARCOS	10 ZONE CONNECTOR	113,381	12	-	12	113,369
SAN MARCOS TOTAL		2,013,966	2,040	-	2,040	2,011,926
SANTEE	1 FREEWAY	264,235	2,202	-	2,202	262,033
SANTEE	2 PRIME	92,903	304	-	304	92,599
SANTEE	3 MAJOR	291,270	683	-	683	290,587
SANTEE	4 COLLECTOR	38,323	23	-	23	38,300
SANTEE	5 LOCAL COLLECTOR	70,225	153	-	153	70,072
SANTEE	6 RURAL COLLECTOR	-	-	-	-	-
SANTEE	7 LOCAL ROAD	-	-	-	-	-
SANTEE	8 FREEWAY RAMP	28,954	18	-	18	28,936
SANTEE	9 LOCAL RAMP	11,572	47	-	47	11,525
SANTEE	10 ZONE CONNECTOR	61,642	140	-	140	61,502
SANTEE TOTAL		859,124	3,570	-	3,570	855,554
SOLANA BEACH	1 FREEWAY	431,440	2,849	-	-	428,591
SOLANA BEACH	2 PRIME	-	-	-	-	-
SOLANA BEACH	3 MAJOR	69,198	79	-	-	69,119
SOLANA BEACH	4 COLLECTOR	19,838	19	-	-	19,819
SOLANA BEACH	5 LOCAL COLLECTOR	21,326	20	-	-	21,306
SOLANA BEACH	6 RURAL COLLECTOR	-	-	-	-	-
SOLANA BEACH	7 LOCAL ROAD	528	-	-	-	528
SOLANA BEACH	8 FREEWAY RAMP	-	-	-	-	-
SOLANA BEACH	9 LOCAL RAMP	9,799	20	-	-	9,779
SOLANA BEACH	10 ZONE CONNECTOR	18,876	10	-	-	18,866
SOLANA BEACH TOTAL		571,005	2,997	-	-	568,008

SOUTHEASTERN SAN DIEGC	1 FREEWAY	874,507	74,228	13,975	60,253	800,279	
SOUTHEASTERN SAN DIEGC	2 PRIME	-	-	-	-	-	
SOUTHEASTERN SAN DIEGC	3 MAJOR	55,661	49,275	9,277	39,998	6,386	
SOUTHEASTERN SAN DIEGC	4 COLLECTOR	54,968	43,618	8,212	35,406	11,350	
SOUTHEASTERN SAN DIEGC	5 LOCAL COLLECTOR	48,866	45,389	8,545	36,844	3,477	
SOUTHEASTERN SAN DIEGC	6 RURAL COLLECTOR	-	-	-	-	-	
SOUTHEASTERN SAN DIEGC	7 LOCAL ROAD	17,081	13,725	2,584	11,141	3,356	
SOUTHEASTERN SAN DIEGC	8 FREEWAY RAMP	104,590	11,526	2,170	9,356	93,064	
SOUTHEASTERN SAN DIEGC	9 LOCAL RAMP	63,073	24,829	4,675	20,154	38,244	
SOUTHEASTERN SAN DIEGC	10 ZONE CONNECTOR	29,086	29,087	5,476	23,611	(1)	
SOUTHEASTERN SAN DIEGC	11 INTA-ZONAL						1,191
SOUTHEASTERN SAN DIEGO TOTAL		1,247,832	291,677	54,914	236,763	956,155	1,191
Sabre Springs	1 FREEWAY	158,257	1,521	-	1,521	156,736	
Sabre Springs	2 PRIME	27,492	127	-	127	27,365	
Sabre Springs	3 MAJOR	66,976	346	-	346	66,630	
Sabre Springs	4 COLLECTOR	16,215	20	-	20	16,195	
Sabre Springs	5 LOCAL COLLECTOR	33,798	23	-	23	33,775	
Sabre Springs	6 RURAL COLLECTOR	-	-	-	-	-	
Sabre Springs	7 LOCAL ROAD	1,312	3	-	3	1,309	
Sabre Springs	8 FREEWAY RAMP	2,514	32	-	32	2,482	
Sabre Springs	9 LOCAL RAMP	12,769	102	-	102	12,667	
Sabre Springs	10 ZONE CONNECTOR	5,731	4	-	4	5,727	
Sabre Springs TOTAL		325,064	2,178	-	2,178	322,886	
San Pasqual	1 FREEWAY	179,361	976	-	976	178,385	
San Pasqual	2 PRIME	-	-	-	-	-	
San Pasqual	3 MAJOR	147,555	39	-	39	147,516	
San Pasqual	4 COLLECTOR	13,828	35	-	35	13,793	
San Pasqual	5 LOCAL COLLECTOR	54,471	56	-	56	54,415	
San Pasqual	6 RURAL COLLECTOR	782	-	-	-	782	
San Pasqual	7 LOCAL ROAD	-	-	-	-	-	
San Pasqual	8 FREEWAY RAMP	-	-	-	-	-	
San Pasqual	9 LOCAL RAMP	5,835	14	-	14	5,821	
San Pasqual	10 ZONE CONNECTOR	4,654	6	-	6	4,648	
San Pasqual TOTAL		406,486	1,126	-	1,126	405,360	
San Ysidro	1 FREEWAY	313,002	3,882	-	3,882	309,120	
San Ysidro	2 PRIME	-	-	-	-	-	
San Ysidro	3 MAJOR	34,365	128	-	128	34,237	
San Ysidro	4 COLLECTOR	43,238	190	-	190	43,048	
San Ysidro	5 LOCAL COLLECTOR	18,340	72	-	72	18,268	
San Ysidro	6 RURAL COLLECTOR	-	-	-	-	-	
San Ysidro	7 LOCAL ROAD	1,612	-	-	-	1,612	
San Ysidro	8 FREEWAY RAMP	9,870	97	-	97	9,773	
San Ysidro	9 LOCAL RAMP	24,989	209	-	209	24,780	
San Ysidro	10 ZONE CONNECTOR	22,044	90	-	90	21,954	
San Ysidro TOTAL		467,460	4,668	-	4,668	462,792	

Scripps Miramar Ranch	1 FREEWAY	295,693	3,590	-	3,590	292,103
Scripps Miramar Ranch	2 PRIME	4,905	19	-	19	4,886
Scripps Miramar Ranch	3 MAJOR	144,955	555	-	555	144,400
Scripps Miramar Ranch	4 COLLECTOR	26,027	28	-	28	25,999
Scripps Miramar Ranch	5 LOCAL COLLECTOR	46,094	76	-	76	46,018
Scripps Miramar Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Scripps Miramar Ranch	7 LOCAL ROAD	-	-	-	-	-
Scripps Miramar Ranch	8 FREEWAY RAMP	-	-	-	-	-
Scripps Miramar Ranch	9 LOCAL RAMP	14,539	114	-	114	14,425
Scripps Miramar Ranch	10 ZONE CONNECTOR	25,886	58	-	58	25,828
Scripps Miramar Ranch TOTAL		558,099	4,440	-	4,440	553,659
Scripps Reserve	1 FREEWAY	-	-	-	-	-
Scripps Reserve	2 PRIME	-	-	-	-	-
Scripps Reserve	3 MAJOR	-	-	-	-	-
Scripps Reserve	4 COLLECTOR	-	-	-	-	-
Scripps Reserve	5 LOCAL COLLECTOR	-	-	-	-	-
Scripps Reserve	6 RURAL COLLECTOR	-	-	-	-	-
Scripps Reserve	7 LOCAL ROAD	-	-	-	-	-
Scripps Reserve	8 FREEWAY RAMP	-	-	-	-	-
Scripps Reserve	9 LOCAL RAMP	-	-	-	-	-
Scripps Reserve	10 ZONE CONNECTOR	-	-	-	-	-
Scripps Reserve TOTAL		-	-	-	-	-
Serra Mesa	1 FREEWAY	604,077	14,244	-	14,244	589,833
Serra Mesa	2 PRIME	-	-	-	-	-
Serra Mesa	3 MAJOR	87,416	1,057	-	1,057	86,359
Serra Mesa	4 COLLECTOR	29,182	260	-	260	28,922
Serra Mesa	5 LOCAL COLLECTOR	-	-	-	-	-
Serra Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Serra Mesa	7 LOCAL ROAD	2,259	15	-	15	2,244
Serra Mesa	8 FREEWAY RAMP	13,124	274	-	274	12,850
Serra Mesa	9 LOCAL RAMP	21,641	503	-	503	21,138
Serra Mesa	10 ZONE CONNECTOR	16,522	133	-	133	16,389
Serra Mesa TOTAL		774,221	16,486	-	16,486	757,735
Skyline-Paradise Hills	1 FREEWAY	31,561	382	-	382	31,179
Skyline-Paradise Hills	2 PRIME	-	-	-	-	-
Skyline-Paradise Hills	3 MAJOR	97,086	3,072	-	3,072	94,014
Skyline-Paradise Hills	4 COLLECTOR	57,945	1,793	-	1,793	56,152
Skyline-Paradise Hills	5 LOCAL COLLECTOR	45,644	647	-	647	44,997
Skyline-Paradise Hills	6 RURAL COLLECTOR	-	-	-	-	-
Skyline-Paradise Hills	7 LOCAL ROAD	3,437	30	-	30	3,407
Skyline-Paradise Hills	8 FREEWAY RAMP	-	-	-	-	-
Skyline-Paradise Hills	9 LOCAL RAMP	6,386	106	-	106	6,280
Skyline-Paradise Hills	10 ZONE CONNECTOR	32,198	715	-	715	31,483
Skyline-Paradise Hills TOTAL		274,257	6,745	-	6,745	267,512

Tierrasanta	1 FREEWAY	668,415	12,436	-	12,436	655,979
Tierrasanta	2 PRIME	26,303	456	-	456	25,847
Tierrasanta	3 MAJOR	113,681	858	-	858	112,823
Tierrasanta	4 COLLECTOR	14,908	84	-	84	14,824
Tierrasanta	5 LOCAL COLLECTOR	11,312	60	-	60	11,252
Tierrasanta	6 RURAL COLLECTOR	-	-	-	-	-
Tierrasanta	7 LOCAL ROAD	3	-	-	-	3
Tierrasanta	8 FREEWAY RAMP	2,933	10	-	10	2,923
Tierrasanta	9 LOCAL RAMP	42,846	649	-	649	42,197
Tierrasanta	10 ZONE CONNECTOR	25,622	160	-	160	25,462
Tierrasanta TOTAL		906,023	14,713	-	14,713	891,310
Tijuana River Valley	1 FREEWAY	-	-	-	-	-
Tijuana River Valley	2 PRIME	-	-	-	-	-
Tijuana River Valley	3 MAJOR	-	-	-	-	-
Tijuana River Valley	4 COLLECTOR	3,770	23	-	23	3,747
Tijuana River Valley	5 LOCAL COLLECTOR	836	2	-	2	834
Tijuana River Valley	6 RURAL COLLECTOR	-	-	-	-	-
Tijuana River Valley	7 LOCAL ROAD	-	-	-	-	-
Tijuana River Valley	8 FREEWAY RAMP	-	-	-	-	-
Tijuana River Valley	9 LOCAL RAMP	-	-	-	-	-
Tijuana River Valley	10 ZONE CONNECTOR	76	-	-	-	76
Tijuana River Valley TOTAL		4,682	25	-	25	4,657
Torrey Highlands	1 FREEWAY	114,083	17	-	17	114,066
Torrey Highlands	2 PRIME	22,491	26	-	26	22,465
Torrey Highlands	3 MAJOR	5,237	7	-	7	5,230
Torrey Highlands	4 COLLECTOR	23,659	12	-	12	23,647
Torrey Highlands	5 LOCAL COLLECTOR	-	-	-	-	-
Torrey Highlands	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Highlands	7 LOCAL ROAD	-	-	-	-	-
Torrey Highlands	8 FREEWAY RAMP	-	-	-	-	-
Torrey Highlands	9 LOCAL RAMP	10,161	20	-	20	10,141
Torrey Highlands	10 ZONE CONNECTOR	14,902	24	-	24	14,878
Torrey Highlands TOTAL		190,533	106	-	106	190,427
Torrey Hills	1 FREEWAY	346,579	2,543	-	2,543	344,036
Torrey Hills	2 PRIME	7,533	35	-	35	7,498
Torrey Hills	3 MAJOR	49,180	70	-	70	49,110
Torrey Hills	4 COLLECTOR	895	1	-	1	894
Torrey Hills	5 LOCAL COLLECTOR	8,452	12	-	12	8,440
Torrey Hills	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Hills	7 LOCAL ROAD	-	-	-	-	-
Torrey Hills	8 FREEWAY RAMP	1,576	4	-	4	1,572
Torrey Hills	9 LOCAL RAMP	5,062	22	-	22	5,040
Torrey Hills	10 ZONE CONNECTOR	7,238	16	-	16	7,222
Torrey Hills TOTAL		426,515	2,703	-	2,703	423,812

Torrey Pines	1 FREEWAY	1,099,154	8,441	-	8,441	1,090,713
Torrey Pines	2 PRIME	13,462	5	-	5	13,457
Torrey Pines	3 MAJOR	105,578	210	-	210	105,368
Torrey Pines	4 COLLECTOR	14,196	20	-	20	14,176
Torrey Pines	5 LOCAL COLLECTOR	10,102	30	-	30	10,072
Torrey Pines	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Pines	7 LOCAL ROAD	524	-	-	-	524
Torrey Pines	8 FREEWAY RAMP	4,740	14	-	14	4,726
Torrey Pines	9 LOCAL RAMP	34,922	176	-	176	34,746
Torrey Pines	10 ZONE CONNECTOR	13,470	26	-	26	13,444
Torrey Pines TOTAL		1,296,148	8,922	-	8,922	1,287,226
Unincorporated	1 FREEWAY	7,693,561	47,715	-	47,715	7,645,846
Unincorporated	2 PRIME	747,728	3,373	-	3,373	744,355
Unincorporated	3 MAJOR	2,941,496	14,202	-	14,202	2,927,294
Unincorporated	4 COLLECTOR	2,022,862	4,683	-	4,683	2,018,179
Unincorporated	5 LOCAL COLLECTOR	926,462	1,437	-	1,437	925,025
Unincorporated	6 RURAL COLLECTOR	1,368,992	2,817	-	2,817	1,366,175
Unincorporated	7 LOCAL ROAD	373,239	593	-	593	372,646
Unincorporated	8 FREEWAY RAMP	63,578	2,488	-	2,488	61,090
Unincorporated	9 LOCAL RAMP	207,716	2,497	-	2,497	205,219
Unincorporated	10 ZONE CONNECTOR	1,145,133	2,068	-	2,068	1,143,065
Unincorporated TOTAL		17,490,767	81,873	-	81,873	17,408,894
University	1 FREEWAY	1,402,514	14,529	-	14,529	1,387,985
University	2 PRIME	408,270	1,376	-	1,376	406,894
University	3 MAJOR	245,194	816	-	816	244,378
University	4 COLLECTOR	62,770	194	-	194	62,576
University	5 LOCAL COLLECTOR	3,100	11	-	11	3,089
University	6 RURAL COLLECTOR	-	-	-	-	-
University	7 LOCAL ROAD	24,888	68	-	68	24,820
University	8 FREEWAY RAMP	26,064	49	-	49	26,015
University	9 LOCAL RAMP	123,279	849	-	849	122,430
University	10 ZONE CONNECTOR	122,330	381	-	381	121,949
University TOTAL		2,418,409	18,273	-	18,273	2,400,136
Uptown	1 FREEWAY	410,849	19,636	-	19,636	391,213
Uptown	2 PRIME	14,661	270	-	270	14,391
Uptown	3 MAJOR	70,929	669	-	669	70,260
Uptown	4 COLLECTOR	35,624	804	-	804	34,820
Uptown	5 LOCAL COLLECTOR	89,283	858	-	858	88,425
Uptown	6 RURAL COLLECTOR	-	-	-	-	-
Uptown	7 LOCAL ROAD	1,749	2	-	2	1,747
Uptown	8 FREEWAY RAMP	5,052	45	-	45	5,007
Uptown	9 LOCAL RAMP	58,109	1,542	-	1,542	56,567
Uptown	10 ZONE CONNECTOR	25,844	399	-	399	25,445
Uptown TOTAL		712,100	24,225	-	24,225	687,875

VISTA	1 FREEWAY	629,690	223	-	223	629,467	
VISTA	2 PRIME	241,375	16	-	16	241,359	
VISTA	3 MAJOR	343,041	61	-	61	342,980	
VISTA	4 COLLECTOR	188,593	29	-	29	188,564	
VISTA	5 LOCAL COLLECTOR	87,184	20	-	20	87,164	
VISTA	6 RURAL COLLECTOR	1,558	-	-	-	1,558	
VISTA	7 LOCAL ROAD	91,577	9	-	9	91,568	
VISTA	8 FREEWAY RAMP	-	-	-	-	-	
VISTA	9 LOCAL RAMP	35,001	22	-	22	34,979	
VISTA	10 ZONE CONNECTOR	103,505	5	-	5	103,500	
VISTA TOTAL		1,721,524	385	-	385	1,721,139	
Via De La Valle	1 FREEWAY	-	-	-	-	-	
Via De La Valle	2 PRIME	-	-	-	-	-	
Via De La Valle	3 MAJOR	9,671	12	-	12	9,659	
Via De La Valle	4 COLLECTOR	2,813	3	-	3	2,810	
Via De La Valle	5 LOCAL COLLECTOR	-	-	-	-	-	
Via De La Valle	6 RURAL COLLECTOR	-	-	-	-	-	
Via De La Valle	7 LOCAL ROAD	-	-	-	-	-	
Via De La Valle	8 FREEWAY RAMP	-	-	-	-	-	
Via De La Valle	9 LOCAL RAMP	-	-	-	-	-	
Via De La Valle	10 ZONE CONNECTOR	168	-	-	-	168	
Via De La Valle TOTAL		12,652	15	-	15	12,637	
REGIONWIDE TOTAL		85,331,631	1,406,861	54,914	1,348,950	83,924,770	1,191

2035 C - Proposed Land Use

JURISDICTION	CLASSIFICATION	TOTAL VMT	TOTAL City of San Diego: SESD VMT	Two Trip End City of San Diego: SESD VMT	One Trip End City of San Diego: SESD VMT	NON-City of San Diego: SESD VMT	City of San Diego: SESD Intra-Zonal VMT
			I-I, I-E and E-I	I-I	I-E and E-I	E-E	INTRA
32nd Street Naval Station	1 FREEWAY	4,415	181	-	181	4,234	
32nd Street Naval Station	2 PRIME	-	-	-	-	-	
32nd Street Naval Station	3 MAJOR	42,713	3,720	-	3,720	38,993	
32nd Street Naval Station	4 COLLECTOR	3,343	660	-	660	2,683	
32nd Street Naval Station	5 LOCAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	6 RURAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	7 LOCAL ROAD	2,127	323	-	323	1,804	
32nd Street Naval Station	8 FREEWAY RAMP	-	-	-	-	-	
32nd Street Naval Station	9 LOCAL RAMP	2,106	171	-	171	1,935	
32nd Street Naval Station	10 ZONE CONNECTOR	9,590	1,215	-	1,215	8,375	
32nd Street Naval Station TOTAL		64,294	6,270	-	6,270	58,024	
Balboa Park	1 FREEWAY	241,747	14,625	-	14,625	227,122	
Balboa Park	2 PRIME	-	-	-	-	-	
Balboa Park	3 MAJOR	60,694	3,003	-	3,003	57,691	
Balboa Park	4 COLLECTOR	21,864	2,979	-	2,979	18,885	
Balboa Park	5 LOCAL COLLECTOR	12,191	440	-	440	11,751	
Balboa Park	6 RURAL COLLECTOR	-	-	-	-	-	
Balboa Park	7 LOCAL ROAD	9,546	666	-	666	8,880	
Balboa Park	8 FREEWAY RAMP	43,570	2,395	-	2,395	41,175	
Balboa Park	9 LOCAL RAMP	18,232	892	-	892	17,340	
Balboa Park	10 ZONE CONNECTOR	13,480	615	-	615	12,865	
Balboa Park TOTAL		421,324	25,615	-	25,615	395,709	
Barrio Logan	1 FREEWAY	299,252	12,813	-	12,813	286,439	
Barrio Logan	2 PRIME	-	-	-	-	-	
Barrio Logan	3 MAJOR	33,638	4,375	-	4,375	29,263	
Barrio Logan	4 COLLECTOR	38,683	11,442	-	11,442	27,241	
Barrio Logan	5 LOCAL COLLECTOR	226	188	-	188	38	
Barrio Logan	6 RURAL COLLECTOR	-	-	-	-	-	
Barrio Logan	7 LOCAL ROAD	3,579	1,952	-	1,952	1,627	
Barrio Logan	8 FREEWAY RAMP	40,379	2,173	-	2,173	38,206	
Barrio Logan	9 LOCAL RAMP	18,788	3,662	-	3,662	15,126	
Barrio Logan	10 ZONE CONNECTOR	6,964	1,137	-	1,137	5,827	
Barrio Logan TOTAL		441,509	37,742	-	37,742	403,767	

Black Mountain Ranch	1 FREEWAY	-	-	-	-	-
Black Mountain Ranch	2 PRIME	8,127	6	-	6	8,121
Black Mountain Ranch	3 MAJOR	145,621	37	-	37	145,584
Black Mountain Ranch	4 COLLECTOR	55,853	30	-	30	55,823
Black Mountain Ranch	5 LOCAL COLLECTOR	-	-	-	-	-
Black Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Black Mountain Ranch	7 LOCAL ROAD	302	-	-	-	302
Black Mountain Ranch	8 FREEWAY RAMP	-	-	-	-	-
Black Mountain Ranch	9 LOCAL RAMP	-	-	-	-	-
Black Mountain Ranch	10 ZONE CONNECTOR	24,836	26	-	26	24,810
Black Mountain Ranch TOTAL		234,739	99	-	99	234,640
CARLSBAD	1 FREEWAY	1,702,635	8,408	-	8,408	1,694,227
CARLSBAD	2 PRIME	1,073,067	514	-	514	1,072,553
CARLSBAD	3 MAJOR	639,216	570	-	570	638,646
CARLSBAD	4 COLLECTOR	412,149	144	-	144	412,005
CARLSBAD	5 LOCAL COLLECTOR	38,446	30	-	30	38,416
CARLSBAD	6 RURAL COLLECTOR	-	-	-	-	-
CARLSBAD	7 LOCAL ROAD	150,475	37	-	37	150,438
CARLSBAD	8 FREEWAY RAMP	516	-	-	-	516
CARLSBAD	9 LOCAL RAMP	60,406	104	-	104	60,302
CARLSBAD	10 ZONE CONNECTOR	242,030	43	-	43	241,987
CARLSBAD TOTAL		4,318,940	9,850	-	9,850	4,309,090
CHULA VISTA	1 FREEWAY	1,983,149	58,879	-	58,879	1,924,270
CHULA VISTA	2 PRIME	1,385,783	13,486	-	13,486	1,372,297
CHULA VISTA	3 MAJOR	690,328	7,248	-	7,248	683,080
CHULA VISTA	4 COLLECTOR	504,636	3,272	-	3,272	501,364
CHULA VISTA	5 LOCAL COLLECTOR	234,913	2,173	-	2,173	232,740
CHULA VISTA	6 RURAL COLLECTOR	-	-	-	-	-
CHULA VISTA	7 LOCAL ROAD	228,285	1,439	-	1,439	226,846
CHULA VISTA	8 FREEWAY RAMP	40,022	700	-	700	39,322
CHULA VISTA	9 LOCAL RAMP	187,191	6,116	-	6,116	181,075
CHULA VISTA	10 ZONE CONNECTOR	335,885	2,284	-	2,284	333,601
CHULA VISTA TOTAL		5,590,192	95,597	-	95,597	5,494,595
CORONADO	1 FREEWAY	101,291	6,444	-	6,444	94,847
CORONADO	2 PRIME	164,948	2,491	-	2,491	162,457
CORONADO	3 MAJOR	88,026	4,764	-	4,764	83,262
CORONADO	4 COLLECTOR	26,262	878	-	878	25,384
CORONADO	5 LOCAL COLLECTOR	35,195	1,553	-	1,553	33,642
CORONADO	6 RURAL COLLECTOR	-	-	-	-	-
CORONADO	7 LOCAL ROAD	11,120	567	-	567	10,553
CORONADO	8 FREEWAY RAMP	-	-	-	-	-
CORONADO	9 LOCAL RAMP	-	-	-	-	-
CORONADO	10 ZONE CONNECTOR	44,718	1,611	-	1,611	43,107
CORONADO TOTAL		471,560	18,308	-	18,308	453,252

Carmel Mountain Ranch	1 FREEWAY	343,461	2,932	-	2,932	340,529	
Carmel Mountain Ranch	2 PRIME	183,424	440	-	440	182,984	
Carmel Mountain Ranch	3 MAJOR	53,627	90	-	90	53,537	
Carmel Mountain Ranch	4 COLLECTOR	17,557	18	-	18	17,539	
Carmel Mountain Ranch	5 LOCAL COLLECTOR	-	-	-	-	-	
Carmel Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-	
Carmel Mountain Ranch	7 LOCAL ROAD	5,006	4	-	4	5,002	
Carmel Mountain Ranch	8 FREEWAY RAMP	47	-	-	-	47	
Carmel Mountain Ranch	9 LOCAL RAMP	13,861	39	-	39	13,822	
Carmel Mountain Ranch	10 ZONE CONNECTOR	30,378	37	-	37	30,341	
Carmel Mountain Ranch TOTAL		647,361	3,560	-	3,560	643,801	
Carmel Valley	1 FREEWAY	560,031	2,915	-	2,915	557,116	
Carmel Valley	2 PRIME	62,165	103	-	103	62,062	
Carmel Valley	3 MAJOR	99,904	183	-	183	99,721	
Carmel Valley	4 COLLECTOR	21,151	21	-	21	21,130	
Carmel Valley	5 LOCAL COLLECTOR	41,296	26	-	26	41,270	
Carmel Valley	6 RURAL COLLECTOR	-	-	-	-	-	
Carmel Valley	7 LOCAL ROAD	-	-	-	-	-	
Carmel Valley	8 FREEWAY RAMP	52,851	117	-	117	52,734	
Carmel Valley	9 LOCAL RAMP	30,900	73	-	73	30,827	
Carmel Valley	10 ZONE CONNECTOR	30,807	27	-	27	30,780	
Carmel Valley TOTAL		899,105	3,465	-	3,465	895,640	
Centre City	1 FREEWAY	305,927	21,484	-	21,484	284,443	
Centre City	2 PRIME	13,974	439	-	439	13,535	
Centre City	3 MAJOR	241,529	10,412	-	10,412	231,117	
Centre City	4 COLLECTOR	73,751	2,580	-	2,580	71,171	
Centre City	5 LOCAL COLLECTOR	64,938	2,964	-	2,964	61,974	
Centre City	6 RURAL COLLECTOR	-	-	-	-	-	
Centre City	7 LOCAL ROAD	835	2	-	2	833	
Centre City	8 FREEWAY RAMP	62,772	7,145	-	7,145	55,627	
Centre City	9 LOCAL RAMP	48,355	2,422	-	2,422	45,933	
Centre City	10 ZONE CONNECTOR	48,383	1,209	-	1,209	47,174	
Centre City TOTAL		860,464	48,657	-	48,657	811,807	-
Clairemont Mesa	1 FREEWAY	1,055,709	17,232	-	17,232	1,038,477	
Clairemont Mesa	2 PRIME	18,181	98	-	98	18,083	
Clairemont Mesa	3 MAJOR	497,353	1,923	-	1,923	495,430	
Clairemont Mesa	4 COLLECTOR	24,173	199	-	199	23,974	
Clairemont Mesa	5 LOCAL COLLECTOR	156,639	479	-	479	156,160	
Clairemont Mesa	6 RURAL COLLECTOR	-	-	-	-	-	
Clairemont Mesa	7 LOCAL ROAD	17,328	91	-	91	17,237	
Clairemont Mesa	8 FREEWAY RAMP	27,905	211	-	211	27,694	
Clairemont Mesa	9 LOCAL RAMP	67,051	762	-	762	66,289	
Clairemont Mesa	10 ZONE CONNECTOR	88,485	382	-	382	88,103	
Clairemont Mesa TOTAL		1,952,824	21,377	-	21,377	1,931,447	

College Area	1 FREEWAY	400,315	1,990	-	1,990	398,325
College Area	2 PRIME	18,474	106	-	106	18,368
College Area	3 MAJOR	204,009	1,214	-	1,214	202,795
College Area	4 COLLECTOR	12,357	56	-	56	12,301
College Area	5 LOCAL COLLECTOR	24,442	102	-	102	24,340
College Area	6 RURAL COLLECTOR	-	-	-	-	-
College Area	7 LOCAL ROAD	-	-	-	-	-
College Area	8 FREEWAY RAMP	-	-	-	-	-
College Area	9 LOCAL RAMP	29,661	243	-	243	29,418
College Area	10 ZONE CONNECTOR	33,209	264	-	264	32,945
College Area TOTAL		722,467	3,975	-	3,975	718,492
DEL MAR	1 FREEWAY	-	-	-	-	-
DEL MAR	2 PRIME	1,927	-	-	-	1,927
DEL MAR	3 MAJOR	32,749	69	-	69	32,680
DEL MAR	4 COLLECTOR	37,374	44	-	44	37,330
DEL MAR	5 LOCAL COLLECTOR	18,641	1	-	1	18,640
DEL MAR	6 RURAL COLLECTOR	-	-	-	-	-
DEL MAR	7 LOCAL ROAD	1,106	-	-	-	1,106
DEL MAR	8 FREEWAY RAMP	-	-	-	-	-
DEL MAR	9 LOCAL RAMP	-	-	-	-	-
DEL MAR	10 ZONE CONNECTOR	9,405	9	-	9	9,396
DEL MAR TOTAL		101,202	123	-	123	101,079
Del Mar Mesa	1 FREEWAY	-	-	-	-	-
Del Mar Mesa	2 PRIME	-	-	-	-	-
Del Mar Mesa	3 MAJOR	4,249	3	-	3	4,246
Del Mar Mesa	4 COLLECTOR	296	-	-	-	296
Del Mar Mesa	5 LOCAL COLLECTOR	5,027	3	-	3	5,024
Del Mar Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Del Mar Mesa	7 LOCAL ROAD	3,091	-	-	-	3,091
Del Mar Mesa	8 FREEWAY RAMP	-	-	-	-	-
Del Mar Mesa	9 LOCAL RAMP	-	-	-	-	-
Del Mar Mesa	10 ZONE CONNECTOR	11,281	12	-	12	11,269
Del Mar Mesa TOTAL		23,944	18	-	18	23,926
EL CAJON	1 FREEWAY	1,154,865	16,282	-	16,282	1,138,583
EL CAJON	2 PRIME	140,007	223	-	223	139,784
EL CAJON	3 MAJOR	497,321	1,487	-	1,487	495,834
EL CAJON	4 COLLECTOR	217,804	533	-	533	217,271
EL CAJON	5 LOCAL COLLECTOR	110,116	185	-	185	109,931
EL CAJON	6 RURAL COLLECTOR	-	-	-	-	-
EL CAJON	7 LOCAL ROAD	43,571	62	-	62	43,509
EL CAJON	8 FREEWAY RAMP	55,576	835	-	835	54,741
EL CAJON	9 LOCAL RAMP	97,050	1,019	-	1,019	96,031
EL CAJON	10 ZONE CONNECTOR	115,351	287	-	287	115,064
EL CAJON TOTAL		2,431,661	20,913	-	20,913	2,410,748

ENCANTO	1 FREEWAY	504,333	30,057	-	30,057	474,276
ENCANTO	2 PRIME	-	-	-	-	-
ENCANTO	3 MAJOR	153,988	24,080	-	24,080	129,908
ENCANTO	4 COLLECTOR	125,920	14,379	-	14,379	111,541
ENCANTO	5 LOCAL COLLECTOR	540	3	-	3	537
ENCANTO	6 RURAL COLLECTOR	-	-	-	-	-
ENCANTO	7 LOCAL ROAD	6,108	314	-	314	5,794
ENCANTO	8 FREEWAY RAMP	21,041	1,889	-	1,889	19,152
ENCANTO	9 LOCAL RAMP	23,872	4,709	-	4,709	19,163
ENCANTO	10 ZONE CONNECTOR	41,683	3,251	-	3,251	38,432
ENCANTO TOTAL		877,485	78,682	-	78,682	798,803
ENCINITAS	1 FREEWAY	1,576,670	9,933	-	9,933	1,566,737
ENCINITAS	2 PRIME	261,888	577	-	577	261,311
ENCINITAS	3 MAJOR	226,692	126	-	126	226,566
ENCINITAS	4 COLLECTOR	41,516	30	-	30	41,486
ENCINITAS	5 LOCAL COLLECTOR	241,831	225	-	225	241,606
ENCINITAS	6 RURAL COLLECTOR	-	-	-	-	-
ENCINITAS	7 LOCAL ROAD	73,306	44	-	44	73,262
ENCINITAS	8 FREEWAY RAMP	560	-	-	-	560
ENCINITAS	9 LOCAL RAMP	40,732	133	-	133	40,599
ENCINITAS	10 ZONE CONNECTOR	80,746	15	-	15	80,731
ENCINITAS TOTAL		2,543,941	11,083	-	11,083	2,532,858
ESCONDIDO	1 FREEWAY	1,446,257	6,695	-	6,695	1,439,562
ESCONDIDO	2 PRIME	200,080	291	-	291	199,789
ESCONDIDO	3 MAJOR	727,472	791	-	791	726,681
ESCONDIDO	4 COLLECTOR	470,806	140	-	140	470,666
ESCONDIDO	5 LOCAL COLLECTOR	232,166	136	-	136	232,030
ESCONDIDO	6 RURAL COLLECTOR	-	-	-	-	-
ESCONDIDO	7 LOCAL ROAD	10,802	8	-	8	10,794
ESCONDIDO	8 FREEWAY RAMP	107,491	374	-	374	107,117
ESCONDIDO	9 LOCAL RAMP	92,871	232	-	232	92,639
ESCONDIDO	10 ZONE CONNECTOR	170,978	24	-	24	170,954
ESCONDIDO TOTAL		3,458,923	8,691	-	8,691	3,450,232
East Elliott	1 FREEWAY	267,393	33	-	33	267,360
East Elliott	2 PRIME	-	-	-	-	-
East Elliott	3 MAJOR	11,491	8	-	8	11,483
East Elliott	4 COLLECTOR	-	-	-	-	-
East Elliott	5 LOCAL COLLECTOR	83	-	-	-	83
East Elliott	6 RURAL COLLECTOR	-	-	-	-	-
East Elliott	7 LOCAL ROAD	-	-	-	-	-
East Elliott	8 FREEWAY RAMP	2,344	3	-	3	2,341
East Elliott	9 LOCAL RAMP	4,815	5	-	5	4,810
East Elliott	10 ZONE CONNECTOR	3,661	12	-	12	3,649
East Elliott TOTAL		289,787	61	-	61	289,726

External	1 FREEWAY	64,135	160	-	160	63,975
External	2 PRIME	75,608	769	-	769	74,839
External	3 MAJOR	-	-	-	-	-
External	4 COLLECTOR	-	-	-	-	-
External	5 LOCAL COLLECTOR	4,144	-	-	-	4,144
External	6 RURAL COLLECTOR	-	-	-	-	-
External	7 LOCAL ROAD	-	-	-	-	-
External	8 FREEWAY RAMP	-	-	-	-	-
External	9 LOCAL RAMP	2,019	-	-	-	2,019
External	10 ZONE CONNECTOR	381,611	3,064	-	3,064	378,547
External TOTAL		527,517	3,993	-	3,993	523,524
Fairbanks Country Club	1 FREEWAY	-	-	-	-	-
Fairbanks Country Club	2 PRIME	-	-	-	-	-
Fairbanks Country Club	3 MAJOR	9,505	10	-	10	9,495
Fairbanks Country Club	4 COLLECTOR	15,582	39	-	39	15,543
Fairbanks Country Club	5 LOCAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	6 RURAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	7 LOCAL ROAD	-	-	-	-	-
Fairbanks Country Club	8 FREEWAY RAMP	-	-	-	-	-
Fairbanks Country Club	9 LOCAL RAMP	-	-	-	-	-
Fairbanks Country Club	10 ZONE CONNECTOR	2,806	2	-	2	2,804
Fairbanks Country Club TOTAL		27,893	51	-	51	27,842
Flower Hill	1 FREEWAY	23,216	161	-	161	23,055
Flower Hill	2 PRIME	-	-	-	-	-
Flower Hill	3 MAJOR	5,559	8	-	8	5,551
Flower Hill	4 COLLECTOR	801	-	-	-	801
Flower Hill	5 LOCAL COLLECTOR	-	-	-	-	-
Flower Hill	6 RURAL COLLECTOR	-	-	-	-	-
Flower Hill	7 LOCAL ROAD	-	-	-	-	-
Flower Hill	8 FREEWAY RAMP	-	-	-	-	-
Flower Hill	9 LOCAL RAMP	883	-	-	-	883
Flower Hill	10 ZONE CONNECTOR	2,469	2	-	2	2,467
Flower Hill TOTAL		32,928	171	-	171	32,757
Greater Golden Hill	1 FREEWAY	185,510	17,087	-	17,087	168,423
Greater Golden Hill	2 PRIME	-	-	-	-	-
Greater Golden Hill	3 MAJOR	5,053	1,492	-	1,492	3,561
Greater Golden Hill	4 COLLECTOR	2,465	515	-	515	1,950
Greater Golden Hill	5 LOCAL COLLECTOR	46,355	10,965	-	10,965	35,390
Greater Golden Hill	6 RURAL COLLECTOR	-	-	-	-	-
Greater Golden Hill	7 LOCAL ROAD	2,203	482	-	482	1,721
Greater Golden Hill	8 FREEWAY RAMP	35,233	3,619	-	3,619	31,614
Greater Golden Hill	9 LOCAL RAMP	19,792	3,073	-	3,073	16,719
Greater Golden Hill	10 ZONE CONNECTOR	6,798	1,147	-	1,147	5,651
Greater Golden Hill TOTAL		303,409	38,380	-	38,380	265,029

Greater North Park	1 FREEWAY	400,883	31,741	-	31,741	369,142
Greater North Park	2 PRIME	-	-	-	-	-
Greater North Park	3 MAJOR	78,251	1,607	-	1,607	76,644
Greater North Park	4 COLLECTOR	56,266	1,033	-	1,033	55,233
Greater North Park	5 LOCAL COLLECTOR	56,852	1,857	-	1,857	54,995
Greater North Park	6 RURAL COLLECTOR	-	-	-	-	-
Greater North Park	7 LOCAL ROAD	-	-	-	-	-
Greater North Park	8 FREEWAY RAMP	47,768	5,820	-	5,820	41,948
Greater North Park	9 LOCAL RAMP	10,237	362	-	362	9,875
Greater North Park	10 ZONE CONNECTOR	43,509	1,118	-	1,118	42,391
Greater North Park TOTAL		693,766	43,538	-	43,538	650,228
Harbor	1 FREEWAY	61,256	3,899	-	3,899	57,357
Harbor	2 PRIME	-	-	-	-	-
Harbor	3 MAJOR	-	-	-	-	-
Harbor	4 COLLECTOR	-	-	-	-	-
Harbor	5 LOCAL COLLECTOR	-	-	-	-	-
Harbor	6 RURAL COLLECTOR	-	-	-	-	-
Harbor	7 LOCAL ROAD	-	-	-	-	-
Harbor	8 FREEWAY RAMP	-	-	-	-	-
Harbor	9 LOCAL RAMP	-	-	-	-	-
Harbor	10 ZONE CONNECTOR	1,632	39	-	39	1,593
Harbor TOTAL		62,888	3,938	-	3,938	58,950
IMPERIAL BEACH	1 FREEWAY	-	-	-	-	-
IMPERIAL BEACH	2 PRIME	41,793	244	-	244	41,549
IMPERIAL BEACH	3 MAJOR	27,840	219	-	219	27,621
IMPERIAL BEACH	4 COLLECTOR	21,201	116	-	116	21,085
IMPERIAL BEACH	5 LOCAL COLLECTOR	15,418	82	-	82	15,336
IMPERIAL BEACH	6 RURAL COLLECTOR	-	-	-	-	-
IMPERIAL BEACH	7 LOCAL ROAD	7,030	44	-	44	6,986
IMPERIAL BEACH	8 FREEWAY RAMP	-	-	-	-	-
IMPERIAL BEACH	9 LOCAL RAMP	-	-	-	-	-
IMPERIAL BEACH	10 ZONE CONNECTOR	18,354	109	-	109	18,245
IMPERIAL BEACH TOTAL		131,636	814	-	814	130,822
Kearny Mesa	1 FREEWAY	1,609,216	26,933	-	26,933	1,582,283
Kearny Mesa	2 PRIME	195,780	988	-	988	194,792
Kearny Mesa	3 MAJOR	255,812	959	-	959	254,853
Kearny Mesa	4 COLLECTOR	89,595	333	-	333	89,262
Kearny Mesa	5 LOCAL COLLECTOR	35,880	275	-	275	35,605
Kearny Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Kearny Mesa	7 LOCAL ROAD	11,461	131	-	131	11,330
Kearny Mesa	8 FREEWAY RAMP	85,101	763	-	763	84,338
Kearny Mesa	9 LOCAL RAMP	131,726	1,635	-	1,635	130,091
Kearny Mesa	10 ZONE CONNECTOR	83,034	553	-	553	82,481
Kearny Mesa TOTAL		2,497,605	32,570	-	32,570	2,465,035

LA MESA	1 FREEWAY	1,272,567	18,042	-	18,042	1,254,525
LA MESA	2 PRIME	51,917	209	-	209	51,708
LA MESA	3 MAJOR	250,691	2,141	-	2,141	248,550
LA MESA	4 COLLECTOR	34,989	296	-	296	34,693
LA MESA	5 LOCAL COLLECTOR	170,270	1,160	-	1,160	169,110
LA MESA	6 RURAL COLLECTOR	6	-	-	-	6
LA MESA	7 LOCAL ROAD	21,411	186	-	186	21,225
LA MESA	8 FREEWAY RAMP	144,812	3,623	-	3,623	141,189
LA MESA	9 LOCAL RAMP	80,259	609	-	609	79,650
LA MESA	10 ZONE CONNECTOR	64,352	324	-	324	64,028
LA MESA TOTAL		2,091,274	26,590	-	26,590	2,064,684
LEMON GROVE	1 FREEWAY	609,436	38,613	-	38,613	570,823
LEMON GROVE	2 PRIME	-	-	-	-	-
LEMON GROVE	3 MAJOR	81,869	1,175	-	1,175	80,694
LEMON GROVE	4 COLLECTOR	81,665	520	-	520	81,145
LEMON GROVE	5 LOCAL COLLECTOR	49,614	575	-	575	49,039
LEMON GROVE	6 RURAL COLLECTOR	-	-	-	-	-
LEMON GROVE	7 LOCAL ROAD	1,721	24	-	24	1,697
LEMON GROVE	8 FREEWAY RAMP	75,224	1,314	-	1,314	73,910
LEMON GROVE	9 LOCAL RAMP	20,021	956	-	956	19,065
LEMON GROVE	10 ZONE CONNECTOR	24,715	304	-	304	24,411
LEMON GROVE TOTAL		944,265	43,481	-	43,481	900,784
La Jolla	1 FREEWAY	226,162	2,506	-	2,506	223,656
La Jolla	2 PRIME	81,030	609	-	609	80,421
La Jolla	3 MAJOR	217,026	649	-	649	216,377
La Jolla	4 COLLECTOR	-	-	-	-	-
La Jolla	5 LOCAL COLLECTOR	176,224	325	-	325	175,899
La Jolla	6 RURAL COLLECTOR	-	-	-	-	-
La Jolla	7 LOCAL ROAD	4,052	12	-	12	4,040
La Jolla	8 FREEWAY RAMP	12,851	60	-	60	12,791
La Jolla	9 LOCAL RAMP	18,110	166	-	166	17,944
La Jolla	10 ZONE CONNECTOR	37,882	70	-	70	37,812
La Jolla TOTAL		773,337	4,397	-	4,397	768,940
Linda Vista	1 FREEWAY	344,979	3,259	-	3,259	341,720
Linda Vista	2 PRIME	14,173	110	-	110	14,063
Linda Vista	3 MAJOR	226,156	1,334	-	1,334	224,822
Linda Vista	4 COLLECTOR	12,881	71	-	71	12,810
Linda Vista	5 LOCAL COLLECTOR	26,654	98	-	98	26,556
Linda Vista	6 RURAL COLLECTOR	-	-	-	-	-
Linda Vista	7 LOCAL ROAD	2,468	14	-	14	2,454
Linda Vista	8 FREEWAY RAMP	7,214	101	-	101	7,113
Linda Vista	9 LOCAL RAMP	25,725	253	-	253	25,472
Linda Vista	10 ZONE CONNECTOR	38,001	305	-	305	37,696
Linda Vista TOTAL		698,251	5,545	-	5,545	692,706

Lindbergh Field	1 FREEWAY	-	-	-	-	-
Lindbergh Field	2 PRIME	88,362	2,661	-	2,661	85,701
Lindbergh Field	3 MAJOR	14,677	214	-	214	14,463
Lindbergh Field	4 COLLECTOR	10,599	212	-	212	10,387
Lindbergh Field	5 LOCAL COLLECTOR	434	2	-	2	432
Lindbergh Field	6 RURAL COLLECTOR	-	-	-	-	-
Lindbergh Field	7 LOCAL ROAD	12,593	306	-	306	12,287
Lindbergh Field	8 FREEWAY RAMP	-	-	-	-	-
Lindbergh Field	9 LOCAL RAMP	2,193	45	-	45	2,148
Lindbergh Field	10 ZONE CONNECTOR	34,974	534	-	534	34,440
Lindbergh Field TOTAL		163,832	3,974	-	3,974	159,858
Los Penasquitos Canyon Pre:	1 FREEWAY	18,385	161	-	161	18,224
Los Penasquitos Canyon Pre:	2 PRIME	1,868	3	-	3	1,865
Los Penasquitos Canyon Pre:	3 MAJOR	1,167	-	-	-	1,167
Los Penasquitos Canyon Pre:	4 COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pre:	5 LOCAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pre:	6 RURAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pre:	7 LOCAL ROAD	-	-	-	-	-
Los Penasquitos Canyon Pre:	8 FREEWAY RAMP	-	-	-	-	-
Los Penasquitos Canyon Pre:	9 LOCAL RAMP	-	-	-	-	-
Los Penasquitos Canyon Pre:	10 ZONE CONNECTOR	-	-	-	-	-
Los Penasquitos Canyon Preserve TOTAL		21,420	164	-	164	21,256
Mid-City:City Heights	1 FREEWAY	1,044,233	87,118	-	87,118	957,115
Mid-City:City Heights	2 PRIME	-	-	-	-	-
Mid-City:City Heights	3 MAJOR	90,612	4,928	-	4,928	85,684
Mid-City:City Heights	4 COLLECTOR	69,810	3,609	-	3,609	66,201
Mid-City:City Heights	5 LOCAL COLLECTOR	48,844	2,460	-	2,460	46,384
Mid-City:City Heights	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:City Heights	7 LOCAL ROAD	-	-	-	-	-
Mid-City:City Heights	8 FREEWAY RAMP	164,116	11,910	-	11,910	152,206
Mid-City:City Heights	9 LOCAL RAMP	32,132	2,730	-	2,730	29,402
Mid-City:City Heights	10 ZONE CONNECTOR	40,551	1,582	-	1,582	38,969
Mid-City:City Heights TOTAL		1,490,298	114,337	-	114,337	1,375,961
Mid-City:Eastern Area	1 FREEWAY	329,140	28,812	-	28,812	300,328
Mid-City:Eastern Area	2 PRIME	-	-	-	-	-
Mid-City:Eastern Area	3 MAJOR	177,345	3,456	-	3,456	173,889
Mid-City:Eastern Area	4 COLLECTOR	17,589	2,159	-	2,159	15,430
Mid-City:Eastern Area	5 LOCAL COLLECTOR	53,800	2,321	-	2,321	51,479
Mid-City:Eastern Area	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Eastern Area	7 LOCAL ROAD	4,381	952	-	952	3,429
Mid-City:Eastern Area	8 FREEWAY RAMP	31	-	-	-	31
Mid-City:Eastern Area	9 LOCAL RAMP	10,081	353	-	353	9,728
Mid-City:Eastern Area	10 ZONE CONNECTOR	38,498	813	-	813	37,685
Mid-City:Eastern Area TOTAL		630,865	38,866	-	38,866	591,999

Mid-City:Kensington-Talmadg	1 FREEWAY	218,610	15,743	-	15,743	202,867
Mid-City:Kensington-Talmadg	2 PRIME	50,205	40	-	40	50,165
Mid-City:Kensington-Talmadg	3 MAJOR	43,145	1,534	-	1,534	41,611
Mid-City:Kensington-Talmadg	4 COLLECTOR	11,433	231	-	231	11,202
Mid-City:Kensington-Talmadg	5 LOCAL COLLECTOR	26,837	261	-	261	26,576
Mid-City:Kensington-Talmadg	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Kensington-Talmadg	7 LOCAL ROAD	558	20	-	20	538
Mid-City:Kensington-Talmadg	8 FREEWAY RAMP	7,452	574	-	574	6,878
Mid-City:Kensington-Talmadg	9 LOCAL RAMP	13,434	189	-	189	13,245
Mid-City:Kensington-Talmadg	10 ZONE CONNECTOR	11,537	215	-	215	11,322
Mid-City:Kensington-Talmadge TOTAL		383,211	18,807	-	18,807	364,404
Mid-City:Normal Heights	1 FREEWAY	243,533	14,242	-	14,242	229,291
Mid-City:Normal Heights	2 PRIME	-	-	-	-	-
Mid-City:Normal Heights	3 MAJOR	13,825	282	-	282	13,543
Mid-City:Normal Heights	4 COLLECTOR	8,733	37	-	37	8,696
Mid-City:Normal Heights	5 LOCAL COLLECTOR	24,978	480	-	480	24,498
Mid-City:Normal Heights	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Normal Heights	7 LOCAL ROAD	3,913	74	-	74	3,839
Mid-City:Normal Heights	8 FREEWAY RAMP	5,894	266	-	266	5,628
Mid-City:Normal Heights	9 LOCAL RAMP	6,987	53	-	53	6,934
Mid-City:Normal Heights	10 ZONE CONNECTOR	8,473	160	-	160	8,313
Mid-City:Normal Heights TOTAL		316,336	15,594	-	15,594	300,742
Midway-Pacific Highway	1 FREEWAY	399,634	15,762	-	15,762	383,872
Midway-Pacific Highway	2 PRIME	107,514	2,158	-	2,158	105,356
Midway-Pacific Highway	3 MAJOR	175,099	2,548	-	2,548	172,551
Midway-Pacific Highway	4 COLLECTOR	15,930	100	-	100	15,830
Midway-Pacific Highway	5 LOCAL COLLECTOR	13,397	209	-	209	13,188
Midway-Pacific Highway	6 RURAL COLLECTOR	-	-	-	-	-
Midway-Pacific Highway	7 LOCAL ROAD	695	34	-	34	661
Midway-Pacific Highway	8 FREEWAY RAMP	20,319	974	-	974	19,345
Midway-Pacific Highway	9 LOCAL RAMP	98,759	3,417	-	3,417	95,342
Midway-Pacific Highway	10 ZONE CONNECTOR	23,147	186	-	186	22,961
Midway-Pacific Highway TOTAL		854,494	25,388	-	25,388	829,106
Mira Mesa	1 FREEWAY	738,803	8,058	-	8,058	730,745
Mira Mesa	2 PRIME	602,019	1,467	-	1,467	600,552
Mira Mesa	3 MAJOR	501,317	934	-	934	500,383
Mira Mesa	4 COLLECTOR	116,735	505	-	505	116,230
Mira Mesa	5 LOCAL COLLECTOR	118,899	266	-	266	118,633
Mira Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Mira Mesa	7 LOCAL ROAD	68,149	224	-	224	67,925
Mira Mesa	8 FREEWAY RAMP	362	3	-	3	359
Mira Mesa	9 LOCAL RAMP	44,402	345	-	345	44,057
Mira Mesa	10 ZONE CONNECTOR	129,768	291	-	291	129,477
Mira Mesa TOTAL		2,320,454	12,093	-	12,093	2,308,361

Miramar Air Station	1 FREEWAY	2,375,760	25,263	-	25,263	2,350,497
Miramar Air Station	2 PRIME	-	-	-	-	-
Miramar Air Station	3 MAJOR	144,953	600	-	600	144,353
Miramar Air Station	4 COLLECTOR	-	-	-	-	-
Miramar Air Station	5 LOCAL COLLECTOR	-	-	-	-	-
Miramar Air Station	6 RURAL COLLECTOR	-	-	-	-	-
Miramar Air Station	7 LOCAL ROAD	-	-	-	-	-
Miramar Air Station	8 FREEWAY RAMP	85,744	68	-	68	85,676
Miramar Air Station	9 LOCAL RAMP	64,481	498	-	498	63,983
Miramar Air Station	10 ZONE CONNECTOR	35,759	304	-	304	35,455
Miramar Air Station TOTAL		2,706,697	26,733	-	26,733	2,679,964
Miramar Ranch North	1 FREEWAY	297,352	3,158	-	3,158	294,194
Miramar Ranch North	2 PRIME	51,499	298	-	298	51,201
Miramar Ranch North	3 MAJOR	48,423	295	-	295	48,128
Miramar Ranch North	4 COLLECTOR	51,999	99	-	99	51,900
Miramar Ranch North	5 LOCAL COLLECTOR	11,000	24	-	24	10,976
Miramar Ranch North	6 RURAL COLLECTOR	-	-	-	-	-
Miramar Ranch North	7 LOCAL ROAD	-	-	-	-	-
Miramar Ranch North	8 FREEWAY RAMP	-	-	-	-	-
Miramar Ranch North	9 LOCAL RAMP	13,906	133	-	133	13,773
Miramar Ranch North	10 ZONE CONNECTOR	17,019	39	-	39	16,980
Miramar Ranch North TOTAL		491,198	4,046	-	4,046	487,152
Mission Bay Park	1 FREEWAY	268,486	5,656	-	5,656	262,830
Mission Bay Park	2 PRIME	145,986	880	-	880	145,106
Mission Bay Park	3 MAJOR	139,200	1,335	-	1,335	137,865
Mission Bay Park	4 COLLECTOR	131	-	-	-	131
Mission Bay Park	5 LOCAL COLLECTOR	27,526	55	-	55	27,471
Mission Bay Park	6 RURAL COLLECTOR	-	-	-	-	-
Mission Bay Park	7 LOCAL ROAD	-	-	-	-	-
Mission Bay Park	8 FREEWAY RAMP	8,629	2	-	2	8,627
Mission Bay Park	9 LOCAL RAMP	33,323	253	-	253	33,070
Mission Bay Park	10 ZONE CONNECTOR	26,350	172	-	172	26,178
Mission Bay Park TOTAL		649,631	8,353	-	8,353	641,278
Mission Beach	1 FREEWAY	-	-	-	-	-
Mission Beach	2 PRIME	-	-	-	-	-
Mission Beach	3 MAJOR	38,728	271	-	271	38,457
Mission Beach	4 COLLECTOR	9,914	69	-	69	9,845
Mission Beach	5 LOCAL COLLECTOR	-	-	-	-	-
Mission Beach	6 RURAL COLLECTOR	-	-	-	-	-
Mission Beach	7 LOCAL ROAD	-	-	-	-	-
Mission Beach	8 FREEWAY RAMP	-	-	-	-	-
Mission Beach	9 LOCAL RAMP	-	-	-	-	-
Mission Beach	10 ZONE CONNECTOR	1,703	6	-	6	1,697
Mission Beach TOTAL		50,345	346	-	346	49,999

Mission Valley	1 FREEWAY	1,908,604	29,456	-	29,456	1,879,148
Mission Valley	2 PRIME	150,994	704	-	704	150,290
Mission Valley	3 MAJOR	308,006	2,567	-	2,567	305,439
Mission Valley	4 COLLECTOR	222,571	2,739	-	2,739	219,832
Mission Valley	5 LOCAL COLLECTOR	11,785	95	-	95	11,690
Mission Valley	6 RURAL COLLECTOR	-	-	-	-	-
Mission Valley	7 LOCAL ROAD	3,515	35	-	35	3,480
Mission Valley	8 FREEWAY RAMP	315,332	3,951	-	3,951	311,381
Mission Valley	9 LOCAL RAMP	219,786	3,946	-	3,946	215,840
Mission Valley	10 ZONE CONNECTOR	84,934	742	-	742	84,192
Mission Valley TOTAL		3,225,527	44,235	-	44,235	3,181,292
NATIONAL CITY	1 FREEWAY	1,311,531	63,331	-	63,331	1,248,200
NATIONAL CITY	2 PRIME	58,122	2,714	-	2,714	55,408
NATIONAL CITY	3 MAJOR	218,438	14,519	-	14,519	203,919
NATIONAL CITY	4 COLLECTOR	173,150	16,053	-	16,053	157,097
NATIONAL CITY	5 LOCAL COLLECTOR	5,676	99	-	99	5,577
NATIONAL CITY	6 RURAL COLLECTOR	-	-	-	-	-
NATIONAL CITY	7 LOCAL ROAD	7,485	431	-	431	7,054
NATIONAL CITY	8 FREEWAY RAMP	92,566	3,525	-	3,525	89,041
NATIONAL CITY	9 LOCAL RAMP	54,223	6,424	-	6,424	47,799
NATIONAL CITY	10 ZONE CONNECTOR	51,425	2,667	-	2,667	48,758
NATIONAL CITY TOTAL		1,972,616	109,763	-	109,763	1,862,853
NCFUA Reserve	1 FREEWAY	-	-	-	-	-
NCFUA Reserve	2 PRIME	-	-	-	-	-
NCFUA Reserve	3 MAJOR	7,155	9	-	9	7,146
NCFUA Reserve	4 COLLECTOR	-	-	-	-	-
NCFUA Reserve	5 LOCAL COLLECTOR	584	-	-	-	584
NCFUA Reserve	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Reserve	7 LOCAL ROAD	-	-	-	-	-
NCFUA Reserve	8 FREEWAY RAMP	-	-	-	-	-
NCFUA Reserve	9 LOCAL RAMP	-	-	-	-	-
NCFUA Reserve	10 ZONE CONNECTOR	30	-	-	-	30
NCFUA Reserve TOTAL		7,769	9	-	9	7,760
NCFUA Subarea 2	1 FREEWAY	247,887	1,743	-	1,743	246,144
NCFUA Subarea 2	2 PRIME	-	-	-	-	-
NCFUA Subarea 2	3 MAJOR	38,345	56	-	56	38,289
NCFUA Subarea 2	4 COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	5 LOCAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	7 LOCAL ROAD	-	-	-	-	-
NCFUA Subarea 2	8 FREEWAY RAMP	56	-	-	-	56
NCFUA Subarea 2	9 LOCAL RAMP	5,810	27	-	27	5,783
NCFUA Subarea 2	10 ZONE CONNECTOR	763	-	-	-	763
NCFUA Subarea 2 TOTAL		292,861	1,826	-	1,826	291,035

Navajo	1 FREEWAY	412,150	1,796	-	1,796	410,354
Navajo	2 PRIME	85,131	1,043	-	1,043	84,088
Navajo	3 MAJOR	382,701	2,035	-	2,035	380,666
Navajo	4 COLLECTOR	7,136	5	-	5	7,131
Navajo	5 LOCAL COLLECTOR	77,201	547	-	547	76,654
Navajo	6 RURAL COLLECTOR	-	-	-	-	-
Navajo	7 LOCAL ROAD	12,903	107	-	107	12,796
Navajo	8 FREEWAY RAMP	-	-	-	-	-
Navajo	9 LOCAL RAMP	29,094	271	-	271	28,823
Navajo	10 ZONE CONNECTOR	68,252	455	-	455	67,797
Navajo TOTAL		1,074,568	6,259	-	6,259	1,068,309
OCEANSIDE	1 FREEWAY	1,321,298	2,940	-	2,940	1,318,358
OCEANSIDE	2 PRIME	682,966	117	-	117	682,849
OCEANSIDE	3 MAJOR	880,852	261	-	261	880,591
OCEANSIDE	4 COLLECTOR	431,733	72	-	72	431,661
OCEANSIDE	5 LOCAL COLLECTOR	363,213	34	-	34	363,179
OCEANSIDE	6 RURAL COLLECTOR	-	-	-	-	-
OCEANSIDE	7 LOCAL ROAD	7,505	-	-	-	7,505
OCEANSIDE	8 FREEWAY RAMP	59,953	65	-	65	59,888
OCEANSIDE	9 LOCAL RAMP	70,772	53	-	53	70,719
OCEANSIDE	10 ZONE CONNECTOR	231,389	8	-	8	231,381
OCEANSIDE TOTAL		4,049,681	3,550	-	3,550	4,046,131
Ocean Beach	1 FREEWAY	35,667	627	-	627	35,040
Ocean Beach	2 PRIME	22,172	150	-	150	22,022
Ocean Beach	3 MAJOR	37,731	371	-	371	37,360
Ocean Beach	4 COLLECTOR	20,191	171	-	171	20,020
Ocean Beach	5 LOCAL COLLECTOR	9,773	40	-	40	9,733
Ocean Beach	6 RURAL COLLECTOR	-	-	-	-	-
Ocean Beach	7 LOCAL ROAD	2,408	15	-	15	2,393
Ocean Beach	8 FREEWAY RAMP	-	-	-	-	-
Ocean Beach	9 LOCAL RAMP	2,374	40	-	40	2,334
Ocean Beach	10 ZONE CONNECTOR	6,150	19	-	19	6,131
Ocean Beach TOTAL		136,466	1,433	-	1,433	135,033
Old San Diego	1 FREEWAY	142,394	4,246	-	4,246	138,148
Old San Diego	2 PRIME	2,372	17	-	17	2,355
Old San Diego	3 MAJOR	17,445	50	-	50	17,395
Old San Diego	4 COLLECTOR	15,854	133	-	133	15,721
Old San Diego	5 LOCAL COLLECTOR	15,066	137	-	137	14,929
Old San Diego	6 RURAL COLLECTOR	-	-	-	-	-
Old San Diego	7 LOCAL ROAD	-	-	-	-	-
Old San Diego	8 FREEWAY RAMP	32,383	967	-	967	31,416
Old San Diego	9 LOCAL RAMP	22,649	181	-	181	22,468
Old San Diego	10 ZONE CONNECTOR	5,714	56	-	56	5,658
Old San Diego TOTAL		253,877	5,787	-	5,787	248,090

Otay Mesa	1 FREEWAY	808,420	10,179	-	10,179	798,241
Otay Mesa	2 PRIME	240,014	631	-	631	239,383
Otay Mesa	3 MAJOR	245,739	961	-	961	244,778
Otay Mesa	4 COLLECTOR	110,746	182	-	182	110,564
Otay Mesa	5 LOCAL COLLECTOR	36,915	124	-	124	36,791
Otay Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Otay Mesa	7 LOCAL ROAD	16,870	105	-	105	16,765
Otay Mesa	8 FREEWAY RAMP	52,817	668	-	668	52,149
Otay Mesa	9 LOCAL RAMP	55,577	482	-	482	55,095
Otay Mesa	10 ZONE CONNECTOR	81,444	357	-	357	81,087
Otay Mesa TOTAL		1,648,542	13,689	-	13,689	1,634,853
Otay Mesa-Nestor	1 FREEWAY	544,722	11,319	-	11,319	533,403
Otay Mesa-Nestor	2 PRIME	60,326	659	-	659	59,667
Otay Mesa-Nestor	3 MAJOR	174,431	962	-	962	173,469
Otay Mesa-Nestor	4 COLLECTOR	24,016	160	-	160	23,856
Otay Mesa-Nestor	5 LOCAL COLLECTOR	81,831	318	-	318	81,513
Otay Mesa-Nestor	6 RURAL COLLECTOR	-	-	-	-	-
Otay Mesa-Nestor	7 LOCAL ROAD	3,919	3	-	3	3,916
Otay Mesa-Nestor	8 FREEWAY RAMP	65,272	1,218	-	1,218	64,054
Otay Mesa-Nestor	9 LOCAL RAMP	50,075	914	-	914	49,161
Otay Mesa-Nestor	10 ZONE CONNECTOR	49,020	290	-	290	48,730
Otay Mesa-Nestor TOTAL		1,053,612	15,843	-	15,843	1,037,769
POWAY	1 FREEWAY	-	-	-	-	-
POWAY	2 PRIME	304,819	472	-	472	304,347
POWAY	3 MAJOR	524,083	1,036	-	1,036	523,047
POWAY	4 COLLECTOR	164,383	30	-	30	164,353
POWAY	5 LOCAL COLLECTOR	66,383	24	-	24	66,359
POWAY	6 RURAL COLLECTOR	-	-	-	-	-
POWAY	7 LOCAL ROAD	133,190	155	-	155	133,035
POWAY	8 FREEWAY RAMP	-	-	-	-	-
POWAY	9 LOCAL RAMP	-	-	-	-	-
POWAY	10 ZONE CONNECTOR	106,367	109	-	109	106,258
POWAY TOTAL		1,299,225	1,826	-	1,826	1,297,399
Pacific Beach	1 FREEWAY	183,885	2,642	-	2,642	181,243
Pacific Beach	2 PRIME	-	-	-	-	-
Pacific Beach	3 MAJOR	256,915	1,709	-	1,709	255,206
Pacific Beach	4 COLLECTOR	16,411	61	-	61	16,350
Pacific Beach	5 LOCAL COLLECTOR	88,359	317	-	317	88,042
Pacific Beach	6 RURAL COLLECTOR	-	-	-	-	-
Pacific Beach	7 LOCAL ROAD	833	1	-	1	832
Pacific Beach	8 FREEWAY RAMP	-	-	-	-	-
Pacific Beach	9 LOCAL RAMP	14,288	189	-	189	14,099
Pacific Beach	10 ZONE CONNECTOR	31,183	83	-	83	31,100
Pacific Beach TOTAL		591,874	5,002	-	5,002	586,872

Pacific Highlands Ranch	1 FREEWAY	250,078	47	-	47	250,031
Pacific Highlands Ranch	2 PRIME	12,349	3	-	3	12,346
Pacific Highlands Ranch	3 MAJOR	48,918	91	-	91	48,827
Pacific Highlands Ranch	4 COLLECTOR	916	-	-	-	916
Pacific Highlands Ranch	5 LOCAL COLLECTOR	-	-	-	-	-
Pacific Highlands Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Pacific Highlands Ranch	7 LOCAL ROAD	1,553	2	-	2	1,551
Pacific Highlands Ranch	8 FREEWAY RAMP	-	-	-	-	-
Pacific Highlands Ranch	9 LOCAL RAMP	11,598	41	-	41	11,557
Pacific Highlands Ranch	10 ZONE CONNECTOR	19,753	26	-	26	19,727
Pacific Highlands Ranch TOTAL		345,165	210	-	210	344,955
Peninsula	1 FREEWAY	14,828	261	-	261	14,567
Peninsula	2 PRIME	83,558	593	-	593	82,965
Peninsula	3 MAJOR	162,386	1,883	-	1,883	160,503
Peninsula	4 COLLECTOR	39,030	358	-	358	38,672
Peninsula	5 LOCAL COLLECTOR	79,073	580	-	580	78,493
Peninsula	6 RURAL COLLECTOR	-	-	-	-	-
Peninsula	7 LOCAL ROAD	8,881	63	-	63	8,818
Peninsula	8 FREEWAY RAMP	-	-	-	-	-
Peninsula	9 LOCAL RAMP	10,314	197	-	197	10,117
Peninsula	10 ZONE CONNECTOR	53,630	500	-	500	53,130
Peninsula TOTAL		451,700	4,435	-	4,435	447,265
Rancho Bernardo	1 FREEWAY	1,365,080	8,779	-	8,779	1,356,301
Rancho Bernardo	2 PRIME	95,871	225	-	225	95,646
Rancho Bernardo	3 MAJOR	351,326	340	-	340	350,986
Rancho Bernardo	4 COLLECTOR	38,950	29	-	29	38,921
Rancho Bernardo	5 LOCAL COLLECTOR	52,172	42	-	42	52,130
Rancho Bernardo	6 RURAL COLLECTOR	-	-	-	-	-
Rancho Bernardo	7 LOCAL ROAD	140	-	-	-	140
Rancho Bernardo	8 FREEWAY RAMP	203	-	-	-	203
Rancho Bernardo	9 LOCAL RAMP	50,180	151	-	151	50,029
Rancho Bernardo	10 ZONE CONNECTOR	72,364	66	-	66	72,298
Rancho Bernardo TOTAL		2,026,286	9,632	-	9,632	2,016,654
Rancho Encantada	1 FREEWAY	-	-	-	-	-
Rancho Encantada	2 PRIME	-	-	-	-	-
Rancho Encantada	3 MAJOR	6,119	17	-	17	6,102
Rancho Encantada	4 COLLECTOR	-	-	-	-	-
Rancho Encantada	5 LOCAL COLLECTOR	-	-	-	-	-
Rancho Encantada	6 RURAL COLLECTOR	-	-	-	-	-
Rancho Encantada	7 LOCAL ROAD	-	-	-	-	-
Rancho Encantada	8 FREEWAY RAMP	-	-	-	-	-
Rancho Encantada	9 LOCAL RAMP	-	-	-	-	-
Rancho Encantada	10 ZONE CONNECTOR	8,177	20	-	20	8,157
Rancho Encantada TOTAL		14,296	37	-	37	14,259

Rancho Penasquitos	1 FREEWAY	880,737	5,738	-	5,738	874,999	
Rancho Penasquitos	2 PRIME	24,461	32	-	32	24,429	
Rancho Penasquitos	3 MAJOR	234,831	475	-	475	234,356	
Rancho Penasquitos	4 COLLECTOR	22,604	31	-	31	22,573	
Rancho Penasquitos	5 LOCAL COLLECTOR	20,430	18	-	18	20,412	
Rancho Penasquitos	6 RURAL COLLECTOR	-	-	-	-	-	
Rancho Penasquitos	7 LOCAL ROAD	5,472	3	-	3	5,469	
Rancho Penasquitos	8 FREEWAY RAMP	15,200	34	-	34	15,166	
Rancho Penasquitos	9 LOCAL RAMP	45,328	250	-	250	45,078	
Rancho Penasquitos	10 ZONE CONNECTOR	47,424	60	-	60	47,364	
Rancho Penasquitos TOTAL		1,296,487	6,641	-	6,641	1,289,846	
SAN MARCOS	1 FREEWAY	1,155,144	1,758	-	1,758	1,153,386	
SAN MARCOS	2 PRIME	339,419	78	-	78	339,341	
SAN MARCOS	3 MAJOR	509,713	57	-	57	509,656	
SAN MARCOS	4 COLLECTOR	350,262	57	-	57	350,205	
SAN MARCOS	5 LOCAL COLLECTOR	4,087	-	-	-	4,087	
SAN MARCOS	6 RURAL COLLECTOR	-	-	-	-	-	
SAN MARCOS	7 LOCAL ROAD	42,908	14	-	14	42,894	
SAN MARCOS	8 FREEWAY RAMP	168	-	-	-	168	
SAN MARCOS	9 LOCAL RAMP	63,770	61	-	61	63,709	
SAN MARCOS	10 ZONE CONNECTOR	154,331	13	-	13	154,318	
SAN MARCOS TOTAL		2,619,802	2,038	-	2,038	2,617,764	
SANTEE	1 FREEWAY	621,727	3,321	-	3,321	618,406	
SANTEE	2 PRIME	73,324	404	-	404	72,920	
SANTEE	3 MAJOR	316,191	999	-	999	315,192	
SANTEE	4 COLLECTOR	66,954	103	-	103	66,851	
SANTEE	5 LOCAL COLLECTOR	88,112	265	-	265	87,847	
SANTEE	6 RURAL COLLECTOR	-	-	-	-	-	
SANTEE	7 LOCAL ROAD	2,247	34	-	34	2,213	
SANTEE	8 FREEWAY RAMP	64,997	100	-	100	64,897	
SANTEE	9 LOCAL RAMP	24,636	104	-	104	24,532	
SANTEE	10 ZONE CONNECTOR	81,887	200	-	200	81,687	
SANTEE TOTAL		1,340,075	5,530	-	5,530	1,334,545	
SOLANA BEACH	1 FREEWAY	561,056	3,734	-	3,734	557,322	
SOLANA BEACH	2 PRIME	-	-	-	-	-	
SOLANA BEACH	3 MAJOR	70,851	70	-	70	70,781	
SOLANA BEACH	4 COLLECTOR	23,107	26	-	26	23,081	
SOLANA BEACH	5 LOCAL COLLECTOR	23,628	18	-	18	23,610	
SOLANA BEACH	6 RURAL COLLECTOR	-	-	-	-	-	
SOLANA BEACH	7 LOCAL ROAD	515	-	-	-	515	
SOLANA BEACH	8 FREEWAY RAMP	111	-	-	-	111	
SOLANA BEACH	9 LOCAL RAMP	11,003	20	-	20	10,983	
SOLANA BEACH	10 ZONE CONNECTOR	21,582	15	-	15	21,567	
SOLANA BEACH TOTAL		711,853	3,883	-	3,883	707,970	-

SOUTHEASTERN SAN DIEG	1 FREEWAY	1,030,259	84,146	14,166	69,980	946,113	
SOUTHEASTERN SAN DIEG	2 PRIME	-	-	-	-	-	
SOUTHEASTERN SAN DIEG	3 MAJOR	52,913	42,801	7,206	35,595	10,112	
SOUTHEASTERN SAN DIEG	4 COLLECTOR	156,866	131,137	22,078	109,059	25,729	
SOUTHEASTERN SAN DIEG	5 LOCAL COLLECTOR	2,207	1,442	243	1,199	765	
SOUTHEASTERN SAN DIEG	6 RURAL COLLECTOR	-	-	-	-	-	
SOUTHEASTERN SAN DIEG	7 LOCAL ROAD	21,435	16,722	2,815	13,907	4,713	
SOUTHEASTERN SAN DIEG	8 FREEWAY RAMP	135,470	16,729	2,816	13,913	118,741	
SOUTHEASTERN SAN DIEG	9 LOCAL RAMP	77,509	29,393	4,948	24,445	48,116	
SOUTHEASTERN SAN DIEG	10 ZONE CONNECTOR	33,879	33,880	5,704	28,176	(1)	
SOUTHEASTERN SAN DIEG	11 INTA-ZONAL						1,057
SOUTHEASTERN SAN DIEGO TOTAL		1,510,538	356,250	59,976	296,274	1,154,288	1,057
Sabre Springs	1 FREEWAY	178,308	1,722	-	1,722	176,586	
Sabre Springs	2 PRIME	30,033	135	-	135	29,898	
Sabre Springs	3 MAJOR	73,993	363	-	363	73,630	
Sabre Springs	4 COLLECTOR	16,306	12	-	12	16,294	
Sabre Springs	5 LOCAL COLLECTOR	37,440	21	-	21	37,419	
Sabre Springs	6 RURAL COLLECTOR	-	-	-	-	-	
Sabre Springs	7 LOCAL ROAD	1,184	3	-	3	1,181	
Sabre Springs	8 FREEWAY RAMP	696	8	-	8	688	
Sabre Springs	9 LOCAL RAMP	12,321	99	-	99	12,222	
Sabre Springs	10 ZONE CONNECTOR	6,350	4	-	4	6,346	
Sabre Springs TOTAL		356,631	2,367	-	2,367	354,264	
San Pasqual	1 FREEWAY	215,359	1,150	-	1,150	214,209	
San Pasqual	2 PRIME	-	-	-	-	-	
San Pasqual	3 MAJOR	155,005	22	-	22	154,983	
San Pasqual	4 COLLECTOR	21,672	42	-	42	21,630	
San Pasqual	5 LOCAL COLLECTOR	70,097	34	-	34	70,063	
San Pasqual	6 RURAL COLLECTOR	813	-	-	-	813	
San Pasqual	7 LOCAL ROAD	-	-	-	-	-	
San Pasqual	8 FREEWAY RAMP	-	-	-	-	-	
San Pasqual	9 LOCAL RAMP	6,249	14	-	14	6,235	
San Pasqual	10 ZONE CONNECTOR	5,696	6	-	6	5,690	
San Pasqual TOTAL		474,891	1,268	-	1,268	473,623	
San Ysidro	1 FREEWAY	390,472	5,147	-	5,147	385,325	
San Ysidro	2 PRIME	-	-	-	-	-	
San Ysidro	3 MAJOR	48,929	229	-	229	48,700	
San Ysidro	4 COLLECTOR	57,997	218	-	218	57,779	
San Ysidro	5 LOCAL COLLECTOR	27,976	132	-	132	27,844	
San Ysidro	6 RURAL COLLECTOR	-	-	-	-	-	
San Ysidro	7 LOCAL ROAD	663	-	-	-	663	
San Ysidro	8 FREEWAY RAMP	13,342	200	-	200	13,142	
San Ysidro	9 LOCAL RAMP	29,922	278	-	278	29,644	
San Ysidro	10 ZONE CONNECTOR	25,552	109	-	109	25,443	
San Ysidro TOTAL		594,853	6,313	-	6,313	588,540	

Scripps Miramar Ranch	1 FREEWAY	344,731	4,181	-	4,181	340,550
Scripps Miramar Ranch	2 PRIME	4,905	20	-	20	4,885
Scripps Miramar Ranch	3 MAJOR	167,000	682	-	682	166,318
Scripps Miramar Ranch	4 COLLECTOR	26,364	39	-	39	26,325
Scripps Miramar Ranch	5 LOCAL COLLECTOR	51,293	71	-	71	51,222
Scripps Miramar Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Scripps Miramar Ranch	7 LOCAL ROAD	-	-	-	-	-
Scripps Miramar Ranch	8 FREEWAY RAMP	144	1	-	1	143
Scripps Miramar Ranch	9 LOCAL RAMP	16,675	132	-	132	16,543
Scripps Miramar Ranch	10 ZONE CONNECTOR	27,099	65	-	65	27,034
Scripps Miramar Ranch TOTAL		638,211	5,191	-	5,191	633,020
Scripps Reserve	1 FREEWAY	-	-	-	-	-
Scripps Reserve	2 PRIME	-	-	-	-	-
Scripps Reserve	3 MAJOR	-	-	-	-	-
Scripps Reserve	4 COLLECTOR	-	-	-	-	-
Scripps Reserve	5 LOCAL COLLECTOR	-	-	-	-	-
Scripps Reserve	6 RURAL COLLECTOR	-	-	-	-	-
Scripps Reserve	7 LOCAL ROAD	-	-	-	-	-
Scripps Reserve	8 FREEWAY RAMP	-	-	-	-	-
Scripps Reserve	9 LOCAL RAMP	-	-	-	-	-
Scripps Reserve	10 ZONE CONNECTOR	-	-	-	-	-
Scripps Reserve TOTAL		-	-	-	-	-
Serra Mesa	1 FREEWAY	714,545	17,399	-	17,399	697,146
Serra Mesa	2 PRIME	-	-	-	-	-
Serra Mesa	3 MAJOR	93,103	1,135	-	1,135	91,968
Serra Mesa	4 COLLECTOR	40,987	509	-	509	40,478
Serra Mesa	5 LOCAL COLLECTOR	-	-	-	-	-
Serra Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Serra Mesa	7 LOCAL ROAD	2,381	17	-	17	2,364
Serra Mesa	8 FREEWAY RAMP	14,280	293	-	293	13,987
Serra Mesa	9 LOCAL RAMP	35,568	873	-	873	34,695
Serra Mesa	10 ZONE CONNECTOR	17,344	136	-	136	17,208
Serra Mesa TOTAL		918,208	20,362	-	20,362	897,846
Skyline-Paradise Hills	1 FREEWAY	37,699	470	-	470	37,229
Skyline-Paradise Hills	2 PRIME	1,363	46	-	46	1,317
Skyline-Paradise Hills	3 MAJOR	100,810	2,955	-	2,955	97,855
Skyline-Paradise Hills	4 COLLECTOR	66,173	1,721	-	1,721	64,452
Skyline-Paradise Hills	5 LOCAL COLLECTOR	48,439	725	-	725	47,714
Skyline-Paradise Hills	6 RURAL COLLECTOR	-	-	-	-	-
Skyline-Paradise Hills	7 LOCAL ROAD	3,572	23	-	23	3,549
Skyline-Paradise Hills	8 FREEWAY RAMP	-	-	-	-	-
Skyline-Paradise Hills	9 LOCAL RAMP	6,307	105	-	105	6,202
Skyline-Paradise Hills	10 ZONE CONNECTOR	33,694	713	-	713	32,981
Skyline-Paradise Hills TOTAL		298,057	6,758	-	6,758	291,299

Tierrasanta	1 FREEWAY	894,268	14,621	-	14,621	879,647
Tierrasanta	2 PRIME	31,212	623	-	623	30,589
Tierrasanta	3 MAJOR	208,414	901	-	901	207,513
Tierrasanta	4 COLLECTOR	18,110	101	-	101	18,009
Tierrasanta	5 LOCAL COLLECTOR	16,915	56	-	56	16,859
Tierrasanta	6 RURAL COLLECTOR	-	-	-	-	-
Tierrasanta	7 LOCAL ROAD	3	-	-	-	3
Tierrasanta	8 FREEWAY RAMP	3,881	10	-	10	3,871
Tierrasanta	9 LOCAL RAMP	47,058	643	-	643	46,415
Tierrasanta	10 ZONE CONNECTOR	27,572	171	-	171	27,401
Tierrasanta TOTAL		1,247,433	17,126	-	17,126	1,230,307
Tijuana River Valley	1 FREEWAY	-	-	-	-	-
Tijuana River Valley	2 PRIME	-	-	-	-	-
Tijuana River Valley	3 MAJOR	-	-	-	-	-
Tijuana River Valley	4 COLLECTOR	3,847	15	-	15	3,832
Tijuana River Valley	5 LOCAL COLLECTOR	1,218	3	-	3	1,215
Tijuana River Valley	6 RURAL COLLECTOR	-	-	-	-	-
Tijuana River Valley	7 LOCAL ROAD	-	-	-	-	-
Tijuana River Valley	8 FREEWAY RAMP	-	-	-	-	-
Tijuana River Valley	9 LOCAL RAMP	-	-	-	-	-
Tijuana River Valley	10 ZONE CONNECTOR	81	-	-	-	81
Tijuana River Valley TOTAL		5,146	18	-	18	5,128
Torrey Highlands	1 FREEWAY	127,475	18	-	18	127,457
Torrey Highlands	2 PRIME	29,170	33	-	33	29,137
Torrey Highlands	3 MAJOR	53,248	25	-	25	53,223
Torrey Highlands	4 COLLECTOR	-	-	-	-	-
Torrey Highlands	5 LOCAL COLLECTOR	-	-	-	-	-
Torrey Highlands	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Highlands	7 LOCAL ROAD	-	-	-	-	-
Torrey Highlands	8 FREEWAY RAMP	-	-	-	-	-
Torrey Highlands	9 LOCAL RAMP	13,295	23	-	23	13,272
Torrey Highlands	10 ZONE CONNECTOR	21,303	28	-	28	21,275
Torrey Highlands TOTAL		244,491	127	-	127	244,364
Torrey Hills	1 FREEWAY	424,213	3,237	-	3,237	420,976
Torrey Hills	2 PRIME	8,560	40	-	40	8,520
Torrey Hills	3 MAJOR	59,529	94	-	94	59,435
Torrey Hills	4 COLLECTOR	1,074	1	-	1	1,073
Torrey Hills	5 LOCAL COLLECTOR	9,636	13	-	13	9,623
Torrey Hills	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Hills	7 LOCAL ROAD	-	-	-	-	-
Torrey Hills	8 FREEWAY RAMP	1,745	6	-	6	1,739
Torrey Hills	9 LOCAL RAMP	5,601	27	-	27	5,574
Torrey Hills	10 ZONE CONNECTOR	7,748	18	-	18	7,730
Torrey Hills TOTAL		518,106	3,436	-	3,436	514,670

Torrey Pines	1 FREEWAY	1,309,096	10,212	-	10,212	1,298,884
Torrey Pines	2 PRIME	15,783	4	-	4	15,779
Torrey Pines	3 MAJOR	135,066	361	-	361	134,705
Torrey Pines	4 COLLECTOR	25,764	77	-	77	25,687
Torrey Pines	5 LOCAL COLLECTOR	7,851	21	-	21	7,830
Torrey Pines	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Pines	7 LOCAL ROAD	572	-	-	-	572
Torrey Pines	8 FREEWAY RAMP	18,696	53	-	53	18,643
Torrey Pines	9 LOCAL RAMP	36,735	165	-	165	36,570
Torrey Pines	10 ZONE CONNECTOR	13,692	29	-	29	13,663
Torrey Pines TOTAL		1,563,255	10,922	-	10,922	1,552,333
Unincorporated	1 FREEWAY	11,400,611	68,359	-	68,359	11,332,252
Unincorporated	2 PRIME	988,128	3,503	-	3,503	984,625
Unincorporated	3 MAJOR	4,755,974	18,520	-	18,520	4,737,454
Unincorporated	4 COLLECTOR	1,791,595	4,078	-	4,078	1,787,517
Unincorporated	5 LOCAL COLLECTOR	2,512,537	3,074	-	3,074	2,509,463
Unincorporated	6 RURAL COLLECTOR	726,973	1,194	-	1,194	725,779
Unincorporated	7 LOCAL ROAD	580,729	1,365	-	1,365	579,364
Unincorporated	8 FREEWAY RAMP	81,603	2,693	-	2,693	78,910
Unincorporated	9 LOCAL RAMP	253,229	2,693	-	2,693	250,536
Unincorporated	10 ZONE CONNECTOR	1,472,300	2,731	-	2,731	1,469,569
Unincorporated TOTAL		24,563,679	108,210	-	108,210	24,455,469
University	1 FREEWAY	1,623,109	16,665	-	16,665	1,606,444
University	2 PRIME	438,577	1,457	-	1,457	437,120
University	3 MAJOR	326,435	1,192	-	1,192	325,243
University	4 COLLECTOR	77,781	185	-	185	77,596
University	5 LOCAL COLLECTOR	5,820	9	-	9	5,811
University	6 RURAL COLLECTOR	-	-	-	-	-
University	7 LOCAL ROAD	28,180	76	-	76	28,104
University	8 FREEWAY RAMP	48,027	127	-	127	47,900
University	9 LOCAL RAMP	146,211	815	-	815	145,396
University	10 ZONE CONNECTOR	141,394	445	-	445	140,949
University TOTAL		2,835,534	20,971	-	20,971	2,814,563
Uptown	1 FREEWAY	462,918	20,753	-	20,753	442,165
Uptown	2 PRIME	19,430	296	-	296	19,134
Uptown	3 MAJOR	79,325	548	-	548	78,777
Uptown	4 COLLECTOR	42,244	951	-	951	41,293
Uptown	5 LOCAL COLLECTOR	111,151	1,238	-	1,238	109,913
Uptown	6 RURAL COLLECTOR	-	-	-	-	-
Uptown	7 LOCAL ROAD	2,142	20	-	20	2,122
Uptown	8 FREEWAY RAMP	6,228	55	-	55	6,173
Uptown	9 LOCAL RAMP	67,477	1,707	-	1,707	65,770
Uptown	10 ZONE CONNECTOR	29,578	441	-	441	29,137
Uptown TOTAL		820,493	26,009	-	26,009	794,484

VISTA	1 FREEWAY	823,965	169	-	169	823,796	
VISTA	2 PRIME	283,640	9	-	9	283,631	
VISTA	3 MAJOR	435,809	40	-	40	435,769	
VISTA	4 COLLECTOR	231,403	23	-	23	231,380	
VISTA	5 LOCAL COLLECTOR	117,700	18	-	18	117,682	
VISTA	6 RURAL COLLECTOR	126,535	4	-	4	126,531	
VISTA	7 LOCAL ROAD	83	-	-	-	83	
VISTA	8 FREEWAY RAMP	-	-	-	-	-	
VISTA	9 LOCAL RAMP	44,630	19	-	19	44,611	
VISTA	10 ZONE CONNECTOR	122,693	6	-	6	122,687	
VISTA TOTAL		2,186,458	288	-	288	2,186,170	
Via De La Valle	1 FREEWAY	-	-	-	-	-	
Via De La Valle	2 PRIME	-	-	-	-	-	
Via De La Valle	3 MAJOR	12,548	10	-	10	12,538	
Via De La Valle	4 COLLECTOR	3,007	4	-	4	3,003	
Via De La Valle	5 LOCAL COLLECTOR	-	-	-	-	-	
Via De La Valle	6 RURAL COLLECTOR	-	-	-	-	-	
Via De La Valle	7 LOCAL ROAD	-	-	-	-	-	
Via De La Valle	8 FREEWAY RAMP	-	-	-	-	-	
Via De La Valle	9 LOCAL RAMP	-	-	-	-	-	
Via De La Valle	10 ZONE CONNECTOR	208	-	-	-	208	
Via De La Valle TOTAL		15,763	14	-	14	15,749	
REGIONWIDE TOTAL		108,419,301	1,693,513	59,976	1,633,537	106,725,788	1,057

2035 D - High Density Scenario

JURISDICTION	CLASSIFICATION	TOTAL VMT	TOTAL City of San Diego: SESD VMT	Two Trip End City of San Diego: SESD VMT	One Trip End City of San Diego: SESD VMT	NON-City of San Diego: SESD VMT	City of San Diego: SESD Intra-Zonal VMT
			I-I, I-E and E-I	I-I	I-E and E-I	E-E	INTRA
32nd Street Naval Station	1 FREEWAY	4,426	185	-	185	4,241	
32nd Street Naval Station	2 PRIME	-	-	-	-	-	
32nd Street Naval Station	3 MAJOR	42,367	3,814	-	3,814	38,553	
32nd Street Naval Station	4 COLLECTOR	3,338	662	-	662	2,676	
32nd Street Naval Station	5 LOCAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	6 RURAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	7 LOCAL ROAD	2,132	328	-	328	1,804	
32nd Street Naval Station	8 FREEWAY RAMP	-	-	-	-	-	
32nd Street Naval Station	9 LOCAL RAMP	2,128	173	-	173	1,955	
32nd Street Naval Station	10 ZONE CONNECTOR	9,590	1,242	-	1,242	8,348	
32nd Street Naval Station TOTAL		63,981	6,404	-	6,404	57,577	
Balboa Park	1 FREEWAY	242,432	14,883	-	14,883	227,549	
Balboa Park	2 PRIME	-	-	-	-	-	
Balboa Park	3 MAJOR	60,801	3,017	-	3,017	57,784	
Balboa Park	4 COLLECTOR	21,989	3,056	-	3,056	18,933	
Balboa Park	5 LOCAL COLLECTOR	12,129	452	-	452	11,677	
Balboa Park	6 RURAL COLLECTOR	-	-	-	-	-	
Balboa Park	7 LOCAL ROAD	9,502	676	-	676	8,826	
Balboa Park	8 FREEWAY RAMP	43,713	2,476	-	2,476	41,237	
Balboa Park	9 LOCAL RAMP	18,205	907	-	907	17,298	
Balboa Park	10 ZONE CONNECTOR	13,451	627	-	627	12,824	
Balboa Park TOTAL		422,222	26,094	-	26,094	396,128	
Barrio Logan	1 FREEWAY	299,905	12,962	-	12,962	286,943	
Barrio Logan	2 PRIME	-	-	-	-	-	
Barrio Logan	3 MAJOR	33,295	4,493	-	4,493	28,802	
Barrio Logan	4 COLLECTOR	38,750	11,579	-	11,579	27,171	
Barrio Logan	5 LOCAL COLLECTOR	234	195	-	195	39	
Barrio Logan	6 RURAL COLLECTOR	-	-	-	-	-	
Barrio Logan	7 LOCAL ROAD	3,607	1,975	-	1,975	1,632	
Barrio Logan	8 FREEWAY RAMP	40,405	2,228	-	2,228	38,177	
Barrio Logan	9 LOCAL RAMP	18,831	3,718	-	3,718	15,113	
Barrio Logan	10 ZONE CONNECTOR	6,965	1,159	-	1,159	5,806	
Barrio Logan TOTAL		441,992	38,309	-	38,309	403,683	

Black Mountain Ranch	1 FREEWAY	-	-	-	-	-
Black Mountain Ranch	2 PRIME	8,152	6	-	6	8,146
Black Mountain Ranch	3 MAJOR	145,739	40	-	40	145,699
Black Mountain Ranch	4 COLLECTOR	56,111	30	-	30	56,081
Black Mountain Ranch	5 LOCAL COLLECTOR	-	-	-	-	-
Black Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Black Mountain Ranch	7 LOCAL ROAD	302	-	-	-	302
Black Mountain Ranch	8 FREEWAY RAMP	-	-	-	-	-
Black Mountain Ranch	9 LOCAL RAMP	-	-	-	-	-
Black Mountain Ranch	10 ZONE CONNECTOR	24,834	26	-	26	24,808
Black Mountain Ranch TOTAL		235,138	102	-	102	235,036
CARLSBAD	1 FREEWAY	1,699,536	8,512	-	8,512	1,691,024
CARLSBAD	2 PRIME	1,073,820	525	-	525	1,073,295
CARLSBAD	3 MAJOR	640,568	573	-	573	639,995
CARLSBAD	4 COLLECTOR	412,571	143	-	143	412,428
CARLSBAD	5 LOCAL COLLECTOR	38,681	33	-	33	38,648
CARLSBAD	6 RURAL COLLECTOR	-	-	-	-	-
CARLSBAD	7 LOCAL ROAD	150,536	36	-	36	150,500
CARLSBAD	8 FREEWAY RAMP	476	-	-	-	476
CARLSBAD	9 LOCAL RAMP	60,108	104	-	104	60,004
CARLSBAD	10 ZONE CONNECTOR	242,058	49	-	49	242,009
CARLSBAD TOTAL		4,318,354	9,975	-	9,975	4,308,379
CHULA VISTA	1 FREEWAY	1,983,795	58,763	-	58,763	1,925,032
CHULA VISTA	2 PRIME	1,387,050	13,457	-	13,457	1,373,593
CHULA VISTA	3 MAJOR	690,248	7,218	-	7,218	683,030
CHULA VISTA	4 COLLECTOR	505,029	3,305	-	3,305	501,724
CHULA VISTA	5 LOCAL COLLECTOR	235,132	2,165	-	2,165	232,967
CHULA VISTA	6 RURAL COLLECTOR	-	-	-	-	-
CHULA VISTA	7 LOCAL ROAD	227,660	1,471	-	1,471	226,189
CHULA VISTA	8 FREEWAY RAMP	40,145	705	-	705	39,440
CHULA VISTA	9 LOCAL RAMP	187,460	6,133	-	6,133	181,327
CHULA VISTA	10 ZONE CONNECTOR	336,308	2,286	-	2,286	334,022
CHULA VISTA TOTAL		5,592,827	95,503	-	95,503	5,497,324
CORONADO	1 FREEWAY	101,511	6,583	-	6,583	94,928
CORONADO	2 PRIME	164,437	2,523	-	2,523	161,914
CORONADO	3 MAJOR	87,782	4,852	-	4,852	82,930
CORONADO	4 COLLECTOR	26,275	903	-	903	25,372
CORONADO	5 LOCAL COLLECTOR	35,548	1,587	-	1,587	33,961
CORONADO	6 RURAL COLLECTOR	-	-	-	-	-
CORONADO	7 LOCAL ROAD	11,152	585	-	585	10,567
CORONADO	8 FREEWAY RAMP	-	-	-	-	-
CORONADO	9 LOCAL RAMP	-	-	-	-	-
CORONADO	10 ZONE CONNECTOR	44,740	1,652	-	1,652	43,088
CORONADO TOTAL		471,445	18,685	-	18,685	452,760

Carmel Mountain Ranch	1 FREEWAY	343,606	2,916	-	2,916	340,690
Carmel Mountain Ranch	2 PRIME	183,423	444	-	444	182,979
Carmel Mountain Ranch	3 MAJOR	53,638	93	-	93	53,545
Carmel Mountain Ranch	4 COLLECTOR	17,410	18	-	18	17,392
Carmel Mountain Ranch	5 LOCAL COLLECTOR	-	-	-	-	-
Carmel Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Carmel Mountain Ranch	7 LOCAL ROAD	5,003	4	-	4	4,999
Carmel Mountain Ranch	8 FREEWAY RAMP	47	-	-	-	47
Carmel Mountain Ranch	9 LOCAL RAMP	13,516	39	-	39	13,477
Carmel Mountain Ranch	10 ZONE CONNECTOR	30,582	40	-	40	30,542
				-		
Carmel Mountain Ranch TOTAL		647,225	3,554	-	3,554	643,671
Carmel Valley	1 FREEWAY	560,191	2,927	-	2,927	557,264
Carmel Valley	2 PRIME	62,175	105	-	105	62,070
Carmel Valley	3 MAJOR	100,113	186	-	186	99,927
Carmel Valley	4 COLLECTOR	21,139	24	-	24	21,115
Carmel Valley	5 LOCAL COLLECTOR	41,258	25	-	25	41,233
Carmel Valley	6 RURAL COLLECTOR	-	-	-	-	-
Carmel Valley	7 LOCAL ROAD	-	-	-	-	-
Carmel Valley	8 FREEWAY RAMP	52,811	118	-	118	52,693
Carmel Valley	9 LOCAL RAMP	30,932	75	-	75	30,857
Carmel Valley	10 ZONE CONNECTOR	30,809	30	-	30	30,779
Carmel Valley TOTAL		899,428	3,490	-	3,490	895,938
Centre City	1 FREEWAY	307,207	21,781	-	21,781	285,426
Centre City	2 PRIME	13,721	436	-	436	13,285
Centre City	3 MAJOR	241,392	10,699	-	10,699	230,693
Centre City	4 COLLECTOR	73,605	2,622	-	2,622	70,983
Centre City	5 LOCAL COLLECTOR	65,949	3,047	-	3,047	62,902
Centre City	6 RURAL COLLECTOR	-	-	-	-	-
Centre City	7 LOCAL ROAD	811	3	-	3	808
Centre City	8 FREEWAY RAMP	62,802	7,248	-	7,248	55,554
Centre City	9 LOCAL RAMP	48,453	2,481	-	2,481	45,972
Centre City	10 ZONE CONNECTOR	48,387	1,228	-	1,228	47,159
Centre City TOTAL		862,327	49,545	-	49,545	812,782
Clairemont Mesa	1 FREEWAY	1,055,707	17,534	-	17,534	1,038,173
Clairemont Mesa	2 PRIME	18,200	99	-	99	18,101
Clairemont Mesa	3 MAJOR	497,348	1,938	-	1,938	495,410
Clairemont Mesa	4 COLLECTOR	24,290	203	-	203	24,087
Clairemont Mesa	5 LOCAL COLLECTOR	156,768	478	-	478	156,290
Clairemont Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Clairemont Mesa	7 LOCAL ROAD	17,333	91	-	91	17,242
Clairemont Mesa	8 FREEWAY RAMP	27,985	214	-	214	27,771
Clairemont Mesa	9 LOCAL RAMP	66,928	769	-	769	66,159
Clairemont Mesa	10 ZONE CONNECTOR	88,481	383	-	383	88,098
Clairemont Mesa TOTAL		1,953,040	21,709	-	21,709	1,931,331

College Area	1 FREEWAY	398,943	1,986	-	1,986	396,957
College Area	2 PRIME	18,425	110	-	110	18,315
College Area	3 MAJOR	203,887	1,235	-	1,235	202,652
College Area	4 COLLECTOR	12,475	57	-	57	12,418
College Area	5 LOCAL COLLECTOR	24,511	97	-	97	24,414
College Area	6 RURAL COLLECTOR	-	-	-	-	-
College Area	7 LOCAL ROAD	-	-	-	-	-
College Area	8 FREEWAY RAMP	-	-	-	-	-
College Area	9 LOCAL RAMP	29,823	247	-	247	29,576
College Area	10 ZONE CONNECTOR	33,238	270	-	270	32,968
College Area TOTAL		721,302	4,002	-	4,002	717,300
DEL MAR	1 FREEWAY	-	-	-	-	-
DEL MAR	2 PRIME	1,931	-	-	-	1,931
DEL MAR	3 MAJOR	32,740	69	-	69	32,671
DEL MAR	4 COLLECTOR	37,259	43	-	43	37,216
DEL MAR	5 LOCAL COLLECTOR	18,642	2	-	2	18,640
DEL MAR	6 RURAL COLLECTOR	-	-	-	-	-
DEL MAR	7 LOCAL ROAD	1,111	-	-	-	1,111
DEL MAR	8 FREEWAY RAMP	-	-	-	-	-
DEL MAR	9 LOCAL RAMP	-	-	-	-	-
DEL MAR	10 ZONE CONNECTOR	9,414	7	-	7	9,407
DEL MAR TOTAL		101,097	121	-	121	100,976
Del Mar Mesa	1 FREEWAY	-	-	-	-	-
Del Mar Mesa	2 PRIME	-	-	-	-	-
Del Mar Mesa	3 MAJOR	4,258	3	-	3	4,255
Del Mar Mesa	4 COLLECTOR	296	-	-	-	296
Del Mar Mesa	5 LOCAL COLLECTOR	4,940	2	-	2	4,938
Del Mar Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Del Mar Mesa	7 LOCAL ROAD	3,082	-	-	-	3,082
Del Mar Mesa	8 FREEWAY RAMP	-	-	-	-	-
Del Mar Mesa	9 LOCAL RAMP	-	-	-	-	-
Del Mar Mesa	10 ZONE CONNECTOR	11,276	12	-	12	11,264
Del Mar Mesa TOTAL		23,852	17	-	17	23,835
EL CAJON	1 FREEWAY	1,155,593	16,284	-	16,284	1,139,309
EL CAJON	2 PRIME	140,042	222	-	222	139,820
EL CAJON	3 MAJOR	497,346	1,492	-	1,492	495,854
EL CAJON	4 COLLECTOR	217,937	542	-	542	217,395
EL CAJON	5 LOCAL COLLECTOR	110,249	187	-	187	110,062
EL CAJON	6 RURAL COLLECTOR	-	-		-	-
EL CAJON	7 LOCAL ROAD	43,430	58	-	58	43,372
EL CAJON	8 FREEWAY RAMP	55,616	841	-	841	54,775
EL CAJON	9 LOCAL RAMP	97,105	1,026	-	1,026	96,079
EL CAJON	10 ZONE CONNECTOR	115,353	287	-	287	115,066
EL CAJON TOTAL		2,432,671	20,939	-	20,939	2,411,732

ENCANTO	1 FREEWAY	506,136	29,962	-	29,962	476,174
ENCANTO	2 PRIME	-	-	-	-	-
ENCANTO	3 MAJOR	159,680	24,252	-	24,252	135,428
ENCANTO	4 COLLECTOR	129,915	14,989	-	14,989	114,926
ENCANTO	5 LOCAL COLLECTOR	550	3	-	3	547
ENCANTO	6 RURAL COLLECTOR	-	-	-	-	-
ENCANTO	7 LOCAL ROAD	6,603	312	-	312	6,291
ENCANTO	8 FREEWAY RAMP	21,132	1,884	-	1,884	19,248
ENCANTO	9 LOCAL RAMP	24,552	4,693	-	4,693	19,859
ENCANTO	10 ZONE CONNECTOR	46,078	3,597	-	3,597	42,481
ENCANTO TOTAL		894,646	79,692	-	79,692	814,954
ENCINITAS	1 FREEWAY	1,575,762	10,053	-	10,053	1,565,709
ENCINITAS	2 PRIME	261,793	569	-	569	261,224
ENCINITAS	3 MAJOR	226,855	126	-	126	226,729
ENCINITAS	4 COLLECTOR	41,387	29	-	29	41,358
ENCINITAS	5 LOCAL COLLECTOR	242,216	228	-	228	241,988
ENCINITAS	6 RURAL COLLECTOR	-	-	-	-	-
ENCINITAS	7 LOCAL ROAD	73,754	50	-	50	73,704
ENCINITAS	8 FREEWAY RAMP	555	-	-	-	555
ENCINITAS	9 LOCAL RAMP	40,825	134	-	134	40,691
ENCINITAS	10 ZONE CONNECTOR	80,728	18	-	18	80,710
ENCINITAS TOTAL		2,543,875	11,207	-	11,207	2,532,668
ESCONDIDO	1 FREEWAY	1,446,359	6,709	-	6,709	1,439,650
ESCONDIDO	2 PRIME	199,241	273	-	273	198,968
ESCONDIDO	3 MAJOR	727,020	750	-	750	726,270
ESCONDIDO	4 COLLECTOR	471,912	138	-	138	471,774
ESCONDIDO	5 LOCAL COLLECTOR	232,018	127	-	127	231,891
ESCONDIDO	6 RURAL COLLECTOR	-	-	-	-	-
ESCONDIDO	7 LOCAL ROAD	10,792	9	-	9	10,783
ESCONDIDO	8 FREEWAY RAMP	107,453	376	-	376	107,077
ESCONDIDO	9 LOCAL RAMP	92,686	230	-	230	92,456
ESCONDIDO	10 ZONE CONNECTOR	170,961	26	-	26	170,935
ESCONDIDO TOTAL		3,458,442	8,638	-	8,638	3,449,804
East Elliott	1 FREEWAY	267,903	35	-	35	267,868
East Elliott	2 PRIME	-	-	-	-	-
East Elliott	3 MAJOR	11,552	10	-	10	11,542
East Elliott	4 COLLECTOR	-	-	-	-	-
East Elliott	5 LOCAL COLLECTOR	82	-	-	-	82
East Elliott	6 RURAL COLLECTOR	-	-	-	-	-
East Elliott	7 LOCAL ROAD	-	-	-	-	-
East Elliott	8 FREEWAY RAMP	2,356	3	-	3	2,353
East Elliott	9 LOCAL RAMP	4,814	5	-	5	4,809
East Elliott	10 ZONE CONNECTOR	3,662	13	-	13	3,649
East Elliott TOTAL		290,369	66	-	66	290,303

External	1 FREEWAY	64,129	161	-	161	63,968
External	2 PRIME	75,616	761	-	761	74,855
External	3 MAJOR	-	-	-	-	-
External	4 COLLECTOR	-	-	-	-	-
External	5 LOCAL COLLECTOR	4,142	-	-	-	4,142
External	6 RURAL COLLECTOR	-	-	-	-	-
External	7 LOCAL ROAD	-	-	-	-	-
External	8 FREEWAY RAMP	-	-	-	-	-
External	9 LOCAL RAMP	2,020	-	-	-	2,020
External	10 ZONE CONNECTOR	381,300	3,056	-	3,056	378,244
External TOTAL		527,207	3,978	-	3,978	523,229
Fairbanks Country Club	1 FREEWAY	-	-	-	-	-
Fairbanks Country Club	2 PRIME	-	-	-	-	-
Fairbanks Country Club	3 MAJOR	9,501	10	-	10	9,491
Fairbanks Country Club	4 COLLECTOR	15,662	39	-	39	15,623
Fairbanks Country Club	5 LOCAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	6 RURAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	7 LOCAL ROAD	-	-	-	-	-
Fairbanks Country Club	8 FREEWAY RAMP	-	-	-	-	-
Fairbanks Country Club	9 LOCAL RAMP	-	-	-	-	-
Fairbanks Country Club	10 ZONE CONNECTOR	2,810	2	-	2	2,808
Fairbanks Country Club TOTAL		27,973	51	-	51	27,922
Flower Hill	1 FREEWAY	23,236	162	-	162	23,074
Flower Hill	2 PRIME	-	-	-	-	-
Flower Hill	3 MAJOR	5,543	8	-	8	5,535
Flower Hill	4 COLLECTOR	796	-	-	-	796
Flower Hill	5 LOCAL COLLECTOR	-	-	-	-	-
Flower Hill	6 RURAL COLLECTOR	-	-		-	-
Flower Hill	7 LOCAL ROAD	-	-	-	-	-
Flower Hill	8 FREEWAY RAMP	-	-	-	-	-
Flower Hill	9 LOCAL RAMP	879	-	-	-	879
Flower Hill	10 ZONE CONNECTOR	2,466	2	-	2	2,464
Flower Hill TOTAL		32,920	172	-	172	32,748
Greater Golden Hill	1 FREEWAY	186,156	17,265	-	17,265	168,891
Greater Golden Hill	2 PRIME	-	-	-	-	-
Greater Golden Hill	3 MAJOR	5,084	1,500	-	1,500	3,584
Greater Golden Hill	4 COLLECTOR	2,490	528	-	528	1,962
Greater Golden Hill	5 LOCAL COLLECTOR	46,534	11,081	-	11,081	35,453
Greater Golden Hill	6 RURAL COLLECTOR	-	-	-	-	-
Greater Golden Hill	7 LOCAL ROAD	2,218	486	-	486	1,732
Greater Golden Hill	8 FREEWAY RAMP	35,300	3,607	-	3,607	31,693
Greater Golden Hill	9 LOCAL RAMP	19,876	3,086	-	3,086	16,790
Greater Golden Hill	10 ZONE CONNECTOR	6,797	1,168	-	1,168	5,629
Greater Golden Hill TOTAL		304,455	38,721	-	38,721	265,734

Greater North Park	1 FREEWAY	402,368	32,213	-	32,213	370,155
Greater North Park	2 PRIME	-	-	-	-	-
Greater North Park	3 MAJOR	78,229	1,605	-	1,605	76,624
Greater North Park	4 COLLECTOR	56,353	1,038	-	1,038	55,315
Greater North Park	5 LOCAL COLLECTOR	56,820	1,878	-	1,878	54,942
Greater North Park	6 RURAL COLLECTOR	-	-	-	-	-
Greater North Park	7 LOCAL ROAD	-	-	-	-	-
Greater North Park	8 FREEWAY RAMP	47,796	5,913	-	5,913	41,883
Greater North Park	9 LOCAL RAMP	10,250	363	-	363	9,887
Greater North Park	10 ZONE CONNECTOR	43,531	1,121	-	1,121	42,410
Greater North Park TOTAL		695,347	44,131	-	44,131	651,216
Harbor	1 FREEWAY	61,389	3,981	-	3,981	57,408
Harbor	2 PRIME	-	-	-	-	-
Harbor	3 MAJOR	-	-	-	-	-
Harbor	4 COLLECTOR	-	-	-	-	-
Harbor	5 LOCAL COLLECTOR	-	-	-	-	-
Harbor	6 RURAL COLLECTOR	-	-	-	-	-
Harbor	7 LOCAL ROAD	-	-	-	-	-
Harbor	8 FREEWAY RAMP	-	-	-	-	-
Harbor	9 LOCAL RAMP	-	-	-	-	-
Harbor	10 ZONE CONNECTOR	1,633	41	-	41	1,592
Harbor TOTAL		63,022	4,022	-	4,022	59,000
IMPERIAL BEACH	1 FREEWAY	-	-	-	-	-
IMPERIAL BEACH	2 PRIME	41,660	240	-	240	41,420
IMPERIAL BEACH	3 MAJOR	27,826	216	-	216	27,610
IMPERIAL BEACH	4 COLLECTOR	21,241	116	-	116	21,125
IMPERIAL BEACH	5 LOCAL COLLECTOR	15,366	80	-	80	15,286
IMPERIAL BEACH	6 RURAL COLLECTOR	-	-	-	-	-
IMPERIAL BEACH	7 LOCAL ROAD	7,108	47	-	47	7,061
IMPERIAL BEACH	8 FREEWAY RAMP	-	-	-	-	-
IMPERIAL BEACH	9 LOCAL RAMP	-	-	-	-	-
IMPERIAL BEACH	10 ZONE CONNECTOR	18,361	105	-	105	18,256
IMPERIAL BEACH TOTAL		131,562	804	-	804	130,758
Kearny Mesa	1 FREEWAY	1,612,642	27,492	-	27,492	1,585,150
Kearny Mesa	2 PRIME	195,850	1,015	-	1,015	194,835
Kearny Mesa	3 MAJOR	255,584	991	-	991	254,593
Kearny Mesa	4 COLLECTOR	89,626	332	-	332	89,294
Kearny Mesa	5 LOCAL COLLECTOR	35,852	288	-	288	35,564
Kearny Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Kearny Mesa	7 LOCAL ROAD	11,441	136	-	136	11,305
Kearny Mesa	8 FREEWAY RAMP	85,024	780	-	780	84,244
Kearny Mesa	9 LOCAL RAMP	131,697	1,667	-	1,667	130,030
Kearny Mesa	10 ZONE CONNECTOR	83,071	581	-	581	82,490
Kearny Mesa TOTAL		2,500,787	33,282	-	33,282	2,467,505

LA MESA	1 FREEWAY	1,273,673	18,083	-	18,083	1,255,590
LA MESA	2 PRIME	51,751	208	-	208	51,543
LA MESA	3 MAJOR	251,119	2,137	-	2,137	248,982
LA MESA	4 COLLECTOR	35,013	296	-	296	34,717
LA MESA	5 LOCAL COLLECTOR	170,822	1,181	-	1,181	169,641
LA MESA	6 RURAL COLLECTOR	6	-	-	-	6
LA MESA	7 LOCAL ROAD	21,342	186	-	186	21,156
LA MESA	8 FREEWAY RAMP	145,193	3,628	-	3,628	141,565
LA MESA	9 LOCAL RAMP	80,275	607	-	607	79,668
LA MESA	10 ZONE CONNECTOR	64,355	326	-	326	64,029
LA MESA TOTAL		2,093,549	26,652	-	26,652	2,066,897
LEMON GROVE	1 FREEWAY	612,467	38,664	-	38,664	573,803
LEMON GROVE	2 PRIME	-	-	-	-	-
LEMON GROVE	3 MAJOR	82,499	1,164	-	1,164	81,335
LEMON GROVE	4 COLLECTOR	82,116	523	-	523	81,593
LEMON GROVE	5 LOCAL COLLECTOR	49,541	574	-	574	48,967
LEMON GROVE	6 RURAL COLLECTOR	-	-	-	-	-
LEMON GROVE	7 LOCAL ROAD	1,724	25	-	25	1,699
LEMON GROVE	8 FREEWAY RAMP	75,220	1,304	-	1,304	73,916
LEMON GROVE	9 LOCAL RAMP	20,073	962	-	962	19,111
LEMON GROVE	10 ZONE CONNECTOR	24,725	307	-	307	24,418
LEMON GROVE TOTAL		948,365	43,523	-	43,523	904,842
La Jolla	1 FREEWAY	225,838	2,554	-	2,554	223,284
La Jolla	2 PRIME	81,155	617	-	617	80,538
La Jolla	3 MAJOR	216,808	656	-	656	216,152
La Jolla	4 COLLECTOR	-	-	-	-	-
La Jolla	5 LOCAL COLLECTOR	176,546	321	-	321	176,225
La Jolla	6 RURAL COLLECTOR	-	-	-	-	-
La Jolla	7 LOCAL ROAD	4,061	12	-	12	4,049
La Jolla	8 FREEWAY RAMP	12,818	61	-	61	12,757
La Jolla	9 LOCAL RAMP	18,200	167	-	167	18,033
La Jolla	10 ZONE CONNECTOR	37,868	73	-	73	37,795
La Jolla TOTAL		773,294	4,461	-	4,461	768,833
Linda Vista	1 FREEWAY	344,571	3,342	-	3,342	341,229
Linda Vista	2 PRIME	14,103	111	-	111	13,992
Linda Vista	3 MAJOR	226,326	1,355	-	1,355	224,971
Linda Vista	4 COLLECTOR	12,914	73	-	73	12,841
Linda Vista	5 LOCAL COLLECTOR	26,827	99	-	99	26,728
Linda Vista	6 RURAL COLLECTOR	-	-	-	-	-
Linda Vista	7 LOCAL ROAD	2,476	14	-	14	2,462
Linda Vista	8 FREEWAY RAMP	7,198	104	-	104	7,094
Linda Vista	9 LOCAL RAMP	25,654	257	-	257	25,397
Linda Vista	10 ZONE CONNECTOR	38,014	311	-	311	37,703
Linda Vista TOTAL		698,083	5,666	-	5,666	692,417

Lindbergh Field	1 FREEWAY	-	-	-	-	-
Lindbergh Field	2 PRIME	88,319	2,698	-	2,698	85,621
Lindbergh Field	3 MAJOR	14,829	228	-	228	14,601
Lindbergh Field	4 COLLECTOR	10,606	215	-	215	10,391
Lindbergh Field	5 LOCAL COLLECTOR	423	3	-	3	420
Lindbergh Field	6 RURAL COLLECTOR	-	-	-	-	-
Lindbergh Field	7 LOCAL ROAD	12,586	315	-	315	12,271
Lindbergh Field	8 FREEWAY RAMP	-	-	-	-	-
Lindbergh Field	9 LOCAL RAMP	2,142	45	-	45	2,097
Lindbergh Field	10 ZONE CONNECTOR	34,580	550	-	550	34,030
Lindbergh Field TOTAL		163,485	4,054	-	4,054	159,431
Los Penasquitos Canyon Pre:	1 FREEWAY	18,359	162	-	162	18,197
Los Penasquitos Canyon Pre:	2 PRIME	1,872	3	-	3	1,869
Los Penasquitos Canyon Pre:	3 MAJOR	1,167	-	-	-	1,167
Los Penasquitos Canyon Pre:	4 COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pre:	5 LOCAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pre:	6 RURAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pre:	7 LOCAL ROAD	-	-	-	-	-
Los Penasquitos Canyon Pre:	8 FREEWAY RAMP	-	-	-	-	-
Los Penasquitos Canyon Pre:	9 LOCAL RAMP	-	-	-	-	-
Los Penasquitos Canyon Pre:	10 ZONE CONNECTOR	-	-	-	-	-
Los Penasquitos Canyon Preserve TOTAL		21,398	165	-	165	21,233
Mid-City:City Heights	1 FREEWAY	1,050,256	87,992	-	87,992	962,264
Mid-City:City Heights	2 PRIME	-	-	-	-	-
Mid-City:City Heights	3 MAJOR	90,907	4,961	-	4,961	85,946
Mid-City:City Heights	4 COLLECTOR	70,195	3,591	-	3,591	66,604
Mid-City:City Heights	5 LOCAL COLLECTOR	49,299	2,464	-	2,464	46,835
Mid-City:City Heights	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:City Heights	7 LOCAL ROAD	-	-	-	-	-
Mid-City:City Heights	8 FREEWAY RAMP	165,156	11,970	-	11,970	153,186
Mid-City:City Heights	9 LOCAL RAMP	32,184	2,740	-	2,740	29,444
Mid-City:City Heights	10 ZONE CONNECTOR	40,542	1,576	-	1,576	38,966
Mid-City:City Heights TOTAL		1,498,539	115,294	-	115,294	1,383,245
Mid-City:Eastern Area	1 FREEWAY	331,118	28,938	-	28,938	302,180
Mid-City:Eastern Area	2 PRIME	-	-	-	-	-
Mid-City:Eastern Area	3 MAJOR	178,470	3,407	-	3,407	175,063
Mid-City:Eastern Area	4 COLLECTOR	17,629	2,131	-	2,131	15,498
Mid-City:Eastern Area	5 LOCAL COLLECTOR	54,136	2,286	-	2,286	51,850
Mid-City:Eastern Area	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Eastern Area	7 LOCAL ROAD	4,403	927	-	927	3,476
Mid-City:Eastern Area	8 FREEWAY RAMP	36	-	-	-	36
Mid-City:Eastern Area	9 LOCAL RAMP	10,405	359	-	359	10,046
Mid-City:Eastern Area	10 ZONE CONNECTOR	38,513	810	-	810	37,703
Mid-City:Eastern Area TOTAL		634,710	38,858	-	38,858	595,852

Mid-City:Kensington-Talmadg	1 FREEWAY	219,354	15,918	-	15,918	203,436
Mid-City:Kensington-Talmadg	2 PRIME	50,303	41	-	41	50,262
Mid-City:Kensington-Talmadg	3 MAJOR	43,166	1,544	-	1,544	41,622
Mid-City:Kensington-Talmadg	4 COLLECTOR	11,392	230	-	230	11,162
Mid-City:Kensington-Talmadg	5 LOCAL COLLECTOR	26,784	258	-	258	26,526
Mid-City:Kensington-Talmadg	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Kensington-Talmadg	7 LOCAL ROAD	551	20	-	20	531
Mid-City:Kensington-Talmadg	8 FREEWAY RAMP	7,468	577	-	577	6,891
Mid-City:Kensington-Talmadg	9 LOCAL RAMP	13,352	190	-	190	13,162
Mid-City:Kensington-Talmadg	10 ZONE CONNECTOR	11,536	218	-	218	11,318
Mid-City:Kensington-Talmadge TOTAL		383,906	18,996	-	18,996	364,910
Mid-City:Normal Heights	1 FREEWAY	244,669	14,473	-	14,473	230,196
Mid-City:Normal Heights	2 PRIME	-	-	-	-	-
Mid-City:Normal Heights	3 MAJOR	13,844	282	-	282	13,562
Mid-City:Normal Heights	4 COLLECTOR	8,732	37	-	37	8,695
Mid-City:Normal Heights	5 LOCAL COLLECTOR	24,952	480	-	480	24,472
Mid-City:Normal Heights	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Normal Heights	7 LOCAL ROAD	3,915	75	-	75	3,840
Mid-City:Normal Heights	8 FREEWAY RAMP	5,926	267	-	267	5,659
Mid-City:Normal Heights	9 LOCAL RAMP	6,999	53	-	53	6,946
Mid-City:Normal Heights	10 ZONE CONNECTOR	8,475	160	-	160	8,315
Mid-City:Normal Heights TOTAL		317,512	15,827	-	15,827	301,685
Midway-Pacific Highway	1 FREEWAY	400,207	15,917	-	15,917	384,290
Midway-Pacific Highway	2 PRIME	108,497	2,198	-	2,198	106,299
Midway-Pacific Highway	3 MAJOR	175,401	2,599	-	2,599	172,802
Midway-Pacific Highway	4 COLLECTOR	16,158	107	-	107	16,051
Midway-Pacific Highway	5 LOCAL COLLECTOR	13,302	206	-	206	13,096
Midway-Pacific Highway	6 RURAL COLLECTOR	-	-	-	-	-
Midway-Pacific Highway	7 LOCAL ROAD	780	38	-	38	742
Midway-Pacific Highway	8 FREEWAY RAMP	20,404	975	-	975	19,429
Midway-Pacific Highway	9 LOCAL RAMP	99,568	3,487	-	3,487	96,081
Midway-Pacific Highway	10 ZONE CONNECTOR	23,126	187	-	187	22,939
Midway-Pacific Highway TOTAL		857,443	25,714	-	25,714	831,729
Mira Mesa	1 FREEWAY	738,126	8,112	-	8,112	730,014
Mira Mesa	2 PRIME	602,192	1,525	-	1,525	600,667
Mira Mesa	3 MAJOR	501,673	942	-	942	500,731
Mira Mesa	4 COLLECTOR	117,249	519	-	519	116,730
Mira Mesa	5 LOCAL COLLECTOR	118,812	272	-	272	118,540
Mira Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Mira Mesa	7 LOCAL ROAD	67,653	228	-	228	67,425
Mira Mesa	8 FREEWAY RAMP	329	1	-	1	328
Mira Mesa	9 LOCAL RAMP	44,348	357	-	357	43,991
Mira Mesa	10 ZONE CONNECTOR	129,802	300	-	300	129,502
Mira Mesa TOTAL		2,320,184	12,256	-	12,256	2,307,928

Miramar Air Station	1 FREEWAY	2,377,738	25,503	-	25,503	2,352,235
Miramar Air Station	2 PRIME	-	-	-	-	-
Miramar Air Station	3 MAJOR	145,361	606	-	606	144,755
Miramar Air Station	4 COLLECTOR	-	-	-	-	-
Miramar Air Station	5 LOCAL COLLECTOR	-	-	-	-	-
Miramar Air Station	6 RURAL COLLECTOR	-	-	-	-	-
Miramar Air Station	7 LOCAL ROAD	-	-	-	-	-
Miramar Air Station	8 FREEWAY RAMP	85,927	73	-	73	85,854
Miramar Air Station	9 LOCAL RAMP	64,549	518	-	518	64,031
Miramar Air Station	10 ZONE CONNECTOR	35,774	316	-	316	35,458
Miramar Air Station TOTAL		2,709,349	27,016	-	27,016	2,682,333
Miramar Ranch North	1 FREEWAY	297,618	3,144	-	3,144	294,474
Miramar Ranch North	2 PRIME	51,572	309	-	309	51,263
Miramar Ranch North	3 MAJOR	48,416	304	-	304	48,112
Miramar Ranch North	4 COLLECTOR	52,138	97	-	97	52,041
Miramar Ranch North	5 LOCAL COLLECTOR	10,944	24	-	24	10,920
Miramar Ranch North	6 RURAL COLLECTOR	-	-	-	-	-
Miramar Ranch North	7 LOCAL ROAD	-	-	-	-	-
Miramar Ranch North	8 FREEWAY RAMP	-	-	-	-	-
Miramar Ranch North	9 LOCAL RAMP	13,951	131	-	131	13,820
Miramar Ranch North	10 ZONE CONNECTOR	17,015	40	-	40	16,975
Miramar Ranch North TOTAL		491,654	4,049	-	4,049	487,605
Mission Bay Park	1 FREEWAY	268,010	5,697	-	5,697	262,313
Mission Bay Park	2 PRIME	146,238	901	-	901	145,337
Mission Bay Park	3 MAJOR	139,100	1,345	-	1,345	137,755
Mission Bay Park	4 COLLECTOR	131	-	-	-	131
Mission Bay Park	5 LOCAL COLLECTOR	27,541	56	-	56	27,485
Mission Bay Park	6 RURAL COLLECTOR	-	-		-	-
Mission Bay Park	7 LOCAL ROAD	-	-	-	-	-
Mission Bay Park	8 FREEWAY RAMP	8,626	2	-	2	8,624
Mission Bay Park	9 LOCAL RAMP	33,360	258	-	258	33,102
Mission Bay Park	10 ZONE CONNECTOR	26,333	172	-	172	26,161
Mission Bay Park TOTAL		649,339	8,431	-	8,431	640,908
Mission Beach	1 FREEWAY	-	-	-	-	-
Mission Beach	2 PRIME	-	-	-	-	-
Mission Beach	3 MAJOR	38,634	277	-	277	38,357
Mission Beach	4 COLLECTOR	9,910	68	-	68	9,842
Mission Beach	5 LOCAL COLLECTOR	-	-	-	-	-
Mission Beach	6 RURAL COLLECTOR	-	-	-	-	-
Mission Beach	7 LOCAL ROAD	-	-	-	-	-
Mission Beach	8 FREEWAY RAMP	-	-	-	-	-
Mission Beach	9 LOCAL RAMP	-	-	-	-	-
Mission Beach	10 ZONE CONNECTOR	1,702	6	-	6	1,696
Mission Beach TOTAL		50,246	351	-	351	49,895

Mission Valley	1 FREEWAY	1,908,555	29,984	-	29,984	1,878,571
Mission Valley	2 PRIME	150,949	715	-	715	150,234
Mission Valley	3 MAJOR	308,397	2,587	-	2,587	305,810
Mission Valley	4 COLLECTOR	222,748	2,810	-	2,810	219,938
Mission Valley	5 LOCAL COLLECTOR	11,727	92	-	92	11,635
Mission Valley	6 RURAL COLLECTOR	-	-	-	-	-
Mission Valley	7 LOCAL ROAD	3,511	36	-	36	3,475
Mission Valley	8 FREEWAY RAMP	315,661	3,978	-	3,978	311,683
Mission Valley	9 LOCAL RAMP	219,596	4,017	-	4,017	215,579
Mission Valley	10 ZONE CONNECTOR	84,707	755	-	755	83,952
Mission Valley TOTAL		3,225,851	44,974	-	44,974	3,180,877
NATIONAL CITY	1 FREEWAY	1,313,105	63,371	-	63,371	1,249,734
NATIONAL CITY	2 PRIME	58,679	2,727	-	2,727	55,952
NATIONAL CITY	3 MAJOR	218,359	14,575	-	14,575	203,784
NATIONAL CITY	4 COLLECTOR	173,596	16,007	-	16,007	157,589
NATIONAL CITY	5 LOCAL COLLECTOR	5,690	99	-	99	5,591
NATIONAL CITY	6 RURAL COLLECTOR	-	-	-	-	-
NATIONAL CITY	7 LOCAL ROAD	7,443	445	-	445	6,998
NATIONAL CITY	8 FREEWAY RAMP	92,926	3,565	-	3,565	89,361
NATIONAL CITY	9 LOCAL RAMP	54,345	6,451	-	6,451	47,894
NATIONAL CITY	10 ZONE CONNECTOR	51,451	2,669	-	2,669	48,782
NATIONAL CITY TOTAL		1,975,594	109,909	-	109,909	1,865,685
NCFUA Reserve	1 FREEWAY	-	-	-	-	-
NCFUA Reserve	2 PRIME	-	-	-	-	-
NCFUA Reserve	3 MAJOR	7,151	9	-	9	7,142
NCFUA Reserve	4 COLLECTOR	-	-	-	-	-
NCFUA Reserve	5 LOCAL COLLECTOR	580	-	-	-	580
NCFUA Reserve	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Reserve	7 LOCAL ROAD	-	-	-	-	-
NCFUA Reserve	8 FREEWAY RAMP	-	-	-	-	-
NCFUA Reserve	9 LOCAL RAMP	-	-	-	-	-
NCFUA Reserve	10 ZONE CONNECTOR	30	-	-	-	30
NCFUA Reserve TOTAL		7,761	9	-	9	7,752
NCFUA Subarea 2	1 FREEWAY	248,119	1,754	-	1,754	246,365
NCFUA Subarea 2	2 PRIME	-	-	-	-	-
NCFUA Subarea 2	3 MAJOR	38,266	55	-	55	38,211
NCFUA Subarea 2	4 COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	5 LOCAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	7 LOCAL ROAD	-	-	-	-	-
NCFUA Subarea 2	8 FREEWAY RAMP	53	-	-	-	53
NCFUA Subarea 2	9 LOCAL RAMP	5,820	29	-	29	5,791
NCFUA Subarea 2	10 ZONE CONNECTOR	758	-	-	-	758
NCFUA Subarea 2 TOTAL		293,016	1,838	-	1,838	291,178

Navajo	1 FREEWAY	412,574	1,810	-	1,810	410,764
Navajo	2 PRIME	84,970	1,051	-	1,051	83,919
Navajo	3 MAJOR	382,843	2,047	-	2,047	380,796
Navajo	4 COLLECTOR	7,173	7	-	7	7,166
Navajo	5 LOCAL COLLECTOR	77,042	537	-	537	76,505
Navajo	6 RURAL COLLECTOR	-	-	-	-	-
Navajo	7 LOCAL ROAD	13,286	115	-	115	13,171
Navajo	8 FREEWAY RAMP	-	-	-	-	-
Navajo	9 LOCAL RAMP	29,098	272	-	272	28,826
Navajo	10 ZONE CONNECTOR	68,261	453	-	453	67,808
Navajo TOTAL		1,075,247	6,292	-	6,292	1,068,955
OCEANSIDE	1 FREEWAY	1,319,290	2,973	-	2,973	1,316,317
OCEANSIDE	2 PRIME	681,177	130	-	130	681,047
OCEANSIDE	3 MAJOR	880,802	260	-	260	880,542
OCEANSIDE	4 COLLECTOR	432,945	72	-	72	432,873
OCEANSIDE	5 LOCAL COLLECTOR	364,576	32	-	32	364,544
OCEANSIDE	6 RURAL COLLECTOR	-	-		-	-
OCEANSIDE	7 LOCAL ROAD	7,383	-	-	-	7,383
OCEANSIDE	8 FREEWAY RAMP	59,780	65	-	65	59,715
OCEANSIDE	9 LOCAL RAMP	70,711	58	-	58	70,653
OCEANSIDE	10 ZONE CONNECTOR	231,401	8	-	8	231,393
OCEANSIDE TOTAL		4,048,065	3,598	-	3,598	4,044,467
Ocean Beach	1 FREEWAY	35,666	626	-	626	35,040
Ocean Beach	2 PRIME	22,164	152	-	152	22,012
Ocean Beach	3 MAJOR	37,952	369	-	369	37,583
Ocean Beach	4 COLLECTOR	20,149	170	-	170	19,979
Ocean Beach	5 LOCAL COLLECTOR	9,759	38	-	38	9,721
Ocean Beach	6 RURAL COLLECTOR	-	-	-	-	-
Ocean Beach	7 LOCAL ROAD	2,403	14	-	14	2,389
Ocean Beach	8 FREEWAY RAMP	-	-	-	-	-
Ocean Beach	9 LOCAL RAMP	2,403	41	-	41	2,362
Ocean Beach	10 ZONE CONNECTOR	6,146	17	-	17	6,129
Ocean Beach TOTAL		136,642	1,427	-	1,427	135,215
Old San Diego	1 FREEWAY	141,675	4,298	-	4,298	137,377
Old San Diego	2 PRIME	2,353	17	-	17	2,336
Old San Diego	3 MAJOR	17,229	51	-	51	17,178
Old San Diego	4 COLLECTOR	15,883	135	-	135	15,748
Old San Diego	5 LOCAL COLLECTOR	15,086	142	-	142	14,944
Old San Diego	6 RURAL COLLECTOR	-	-	-	-	-
Old San Diego	7 LOCAL ROAD	-	-	-	-	-
Old San Diego	8 FREEWAY RAMP	31,965	974	-	974	30,991
Old San Diego	9 LOCAL RAMP	22,686	183	-	183	22,503
Old San Diego	10 ZONE CONNECTOR	5,695	58	-	58	5,637
Old San Diego TOTAL		252,572	5,858	-	5,858	246,714

Otay Mesa	1 FREEWAY	809,167	10,258	-	10,258	798,909
Otay Mesa	2 PRIME	239,980	651	-	651	239,329
Otay Mesa	3 MAJOR	245,289	965	-	965	244,324
Otay Mesa	4 COLLECTOR	111,111	189	-	189	110,922
Otay Mesa	5 LOCAL COLLECTOR	37,084	122	-	122	36,962
Otay Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Otay Mesa	7 LOCAL ROAD	16,846	107	-	107	16,739
Otay Mesa	8 FREEWAY RAMP	52,767	674	-	674	52,093
Otay Mesa	9 LOCAL RAMP	55,570	489	-	489	55,081
Otay Mesa	10 ZONE CONNECTOR	81,424	357	-	357	81,067
Otay Mesa TOTAL		1,649,238	13,812	-	13,812	1,635,426
Otay Mesa-Nestor	1 FREEWAY	544,759	11,327	-	11,327	533,432
Otay Mesa-Nestor	2 PRIME	60,303	653	-	653	59,650
Otay Mesa-Nestor	3 MAJOR	174,491	958	-	958	173,533
Otay Mesa-Nestor	4 COLLECTOR	23,977	156	-	156	23,821
Otay Mesa-Nestor	5 LOCAL COLLECTOR	81,824	316	-	316	81,508
Otay Mesa-Nestor	6 RURAL COLLECTOR	-	-	-	-	-
Otay Mesa-Nestor	7 LOCAL ROAD	3,924	3	-	3	3,921
Otay Mesa-Nestor	8 FREEWAY RAMP	65,277	1,232	-	1,232	64,045
Otay Mesa-Nestor	9 LOCAL RAMP	50,005	904	-	904	49,101
Otay Mesa-Nestor	10 ZONE CONNECTOR	49,037	285	-	285	48,752
Otay Mesa-Nestor TOTAL		1,053,597	15,834	-	15,834	1,037,763
POWAY	1 FREEWAY	-	-	-	-	-
POWAY	2 PRIME	305,251	495	-	495	304,756
POWAY	3 MAJOR	523,705	1,049	-	1,049	522,656
POWAY	4 COLLECTOR	164,910	33	-	33	164,877
POWAY	5 LOCAL COLLECTOR	66,296	28	-	28	66,268
POWAY	6 RURAL COLLECTOR	-	-	-	-	-
POWAY	7 LOCAL ROAD	132,936	152	-	152	132,784
POWAY	8 FREEWAY RAMP	-	-	-	-	-
POWAY	9 LOCAL RAMP	-	-	-	-	-
POWAY	10 ZONE CONNECTOR	106,354	113	-	113	106,241
POWAY TOTAL		1,299,452	1,870	-	1,870	1,297,582
Pacific Beach	1 FREEWAY	183,531	2,685	-	2,685	180,846
Pacific Beach	2 PRIME	-	-	-	-	-
Pacific Beach	3 MAJOR	256,733	1,722	-	1,722	255,011
Pacific Beach	4 COLLECTOR	16,282	61	-	61	16,221
Pacific Beach	5 LOCAL COLLECTOR	89,057	309	-	309	88,748
Pacific Beach	6 RURAL COLLECTOR	-	-	-	-	-
Pacific Beach	7 LOCAL ROAD	830	1	-	1	829
Pacific Beach	8 FREEWAY RAMP	-	-	-	-	-
Pacific Beach	9 LOCAL RAMP	14,299	190	-	190	14,109
Pacific Beach	10 ZONE CONNECTOR	31,087	83	-	83	31,004
Pacific Beach TOTAL		591,819	5,051	-	5,051	586,768

Pacific Highlands Ranch	1 FREEWAY	250,122	48	-	48	250,074	
Pacific Highlands Ranch	2 PRIME	12,354	4	-	4	12,350	
Pacific Highlands Ranch	3 MAJOR	48,895	88	-	88	48,807	
Pacific Highlands Ranch	4 COLLECTOR	897	-	-	-	897	
Pacific Highlands Ranch	5 LOCAL COLLECTOR	-	-	-	-	-	
Pacific Highlands Ranch	6 RURAL COLLECTOR	-	-	-	-	-	
Pacific Highlands Ranch	7 LOCAL ROAD	1,544	2	-	2	1,542	
Pacific Highlands Ranch	8 FREEWAY RAMP	-	-	-	-	-	
Pacific Highlands Ranch	9 LOCAL RAMP	11,604	41	-	41	11,563	
Pacific Highlands Ranch	10 ZONE CONNECTOR	19,749	26	-	26	19,723	
Pacific Highlands Ranch TOTAL		345,165	209	-	209	344,956	
Peninsula	1 FREEWAY	14,832	260	-	260	14,572	
Peninsula	2 PRIME	83,811	621	-	621	83,190	
Peninsula	3 MAJOR	162,220	1,898	-	1,898	160,322	
Peninsula	4 COLLECTOR	39,009	371	-	371	38,638	
Peninsula	5 LOCAL COLLECTOR	79,119	618	-	618	78,501	
Peninsula	6 RURAL COLLECTOR	-	-	-	-	-	
Peninsula	7 LOCAL ROAD	8,896	65	-	65	8,831	
Peninsula	8 FREEWAY RAMP	-	-	-	-	-	
Peninsula	9 LOCAL RAMP	10,330	200	-	200	10,130	
Peninsula	10 ZONE CONNECTOR	53,653	516	-	516	53,137	
Peninsula TOTAL		451,870	4,549	-	4,549	447,321	-
Rancho Bernardo	1 FREEWAY	1,364,845	8,726	-	8,726	1,356,119	
Rancho Bernardo	2 PRIME	96,187	227	-	227	95,960	
Rancho Bernardo	3 MAJOR	351,307	338	-	338	350,969	
Rancho Bernardo	4 COLLECTOR	38,691	29	-	29	38,662	
Rancho Bernardo	5 LOCAL COLLECTOR	52,020	41	-	41	51,979	
Rancho Bernardo	6 RURAL COLLECTOR	-	-	-	-	-	
Rancho Bernardo	7 LOCAL ROAD	139	-	-	-	139	
Rancho Bernardo	8 FREEWAY RAMP	161	-	-	-	161	
Rancho Bernardo	9 LOCAL RAMP	50,197	149	-	149	50,048	
Rancho Bernardo	10 ZONE CONNECTOR	72,337	65	-	65	72,272	
Rancho Bernardo TOTAL		2,025,884	9,575	-	9,575	2,016,309	
Rancho Encantada	1 FREEWAY	-	-	-	-	-	
Rancho Encantada	2 PRIME	-	-	-	-	-	
Rancho Encantada	3 MAJOR	6,096	17	-	17	6,079	
Rancho Encantada	4 COLLECTOR	-	-	-	-	-	
Rancho Encantada	5 LOCAL COLLECTOR	-	-	-	-	-	
Rancho Encantada	6 RURAL COLLECTOR	-	-	-	-	-	
Rancho Encantada	7 LOCAL ROAD	-	-	-	-	-	
Rancho Encantada	8 FREEWAY RAMP	-	-	-	-	-	
Rancho Encantada	9 LOCAL RAMP	-	-	-	-	-	
Rancho Encantada	10 ZONE CONNECTOR	8,179	20	-	20	8,159	
Rancho Encantada TOTAL		14,275	37	-	37	14,238	

Rancho Penasquitos	1 FREEWAY	879,278	5,713	-	5,713	873,565	
Rancho Penasquitos	2 PRIME	24,478	32	-	32	24,446	
Rancho Penasquitos	3 MAJOR	234,981	469	-	469	234,512	
Rancho Penasquitos	4 COLLECTOR	22,618	30	-	30	22,588	
Rancho Penasquitos	5 LOCAL COLLECTOR	20,361	20	-	20	20,341	
Rancho Penasquitos	6 RURAL COLLECTOR	-	-	-	-	-	
Rancho Penasquitos	7 LOCAL ROAD	5,495	3	-	3	5,492	
Rancho Penasquitos	8 FREEWAY RAMP	15,306	29	-	29	15,277	
Rancho Penasquitos	9 LOCAL RAMP	45,668	254	-	254	45,414	
Rancho Penasquitos	10 ZONE CONNECTOR	47,371	59	-	59	47,312	
Rancho Penasquitos TOTAL		1,295,556	6,609	-	6,609	1,288,947	
SAN MARCOS	1 FREEWAY	1,155,424	1,762	-	1,762	1,153,662	
SAN MARCOS	2 PRIME	339,372	76	-	76	339,296	
SAN MARCOS	3 MAJOR	510,364	52	-	52	510,312	
SAN MARCOS	4 COLLECTOR	349,735	53	-	53	349,682	
SAN MARCOS	5 LOCAL COLLECTOR	4,097	-	-	-	4,097	
SAN MARCOS	6 RURAL COLLECTOR	-	-	-	-	-	
SAN MARCOS	7 LOCAL ROAD	42,923	14	-	14	42,909	
SAN MARCOS	8 FREEWAY RAMP	164	-	-	-	164	
SAN MARCOS	9 LOCAL RAMP	63,843	58	-	58	63,785	
SAN MARCOS	10 ZONE CONNECTOR	154,339	12	-	12	154,327	
				-			
SAN MARCOS TOTAL		2,620,261	2,027	-	2,027	2,618,234	
SANTEE	1 FREEWAY	622,056	3,340	-	3,340	618,716	
SANTEE	2 PRIME	73,259	405	-	405	72,854	
SANTEE	3 MAJOR	315,535	992	-	992	314,543	
SANTEE	4 COLLECTOR	66,940	97	-	97	66,843	
SANTEE	5 LOCAL COLLECTOR	88,348	264	-	264	88,084	
SANTEE	6 RURAL COLLECTOR	-	-	-	-	-	
SANTEE	7 LOCAL ROAD	2,262	34	-	34	2,228	
SANTEE	8 FREEWAY RAMP	65,122	104	-	104	65,018	
SANTEE	9 LOCAL RAMP	24,628	106	-	106	24,522	
SANTEE	10 ZONE CONNECTOR	81,863	196	-	196	81,667	
SANTEE TOTAL		1,340,013	5,538	-	5,538	1,334,475	
SOLANA BEACH	1 FREEWAY	561,090	3,773	-	3,773	557,317	
SOLANA BEACH	2 PRIME	-	-	-	-	-	
SOLANA BEACH	3 MAJOR	70,749	72	-	72	70,677	
SOLANA BEACH	4 COLLECTOR	23,080	26	-	26	23,054	
SOLANA BEACH	5 LOCAL COLLECTOR	23,661	19	-	19	23,642	
SOLANA BEACH	6 RURAL COLLECTOR	-	-	-	-	-	
SOLANA BEACH	7 LOCAL ROAD	517	-	-	-	517	
SOLANA BEACH	8 FREEWAY RAMP	96	-	-	-	96	
SOLANA BEACH	9 LOCAL RAMP	11,009	21	-	21	10,988	
SOLANA BEACH	10 ZONE CONNECTOR	21,588	16	-	16	21,572	
SOLANA BEACH TOTAL		711,790	3,927	-	3,927	707,863	-

SOUTHEASTERN SAN DIEG	1 FREEWAY	1,032,019	84,620	14,550	70,070	947,399	
SOUTHEASTERN SAN DIEG	2 PRIME	-	-	-	-	-	
SOUTHEASTERN SAN DIEG	3 MAJOR	54,348	43,535	7,485	36,050	10,813	
SOUTHEASTERN SAN DIEG	4 COLLECTOR	161,453	135,139	23,236	111,903	26,314	
SOUTHEASTERN SAN DIEG	5 LOCAL COLLECTOR	2,234	1,474	253	1,221	760	
SOUTHEASTERN SAN DIEG	6 RURAL COLLECTOR	-	-	-	-	-	
SOUTHEASTERN SAN DIEG	7 LOCAL ROAD	21,866	17,188	2,955	14,233	4,678	
SOUTHEASTERN SAN DIEG	8 FREEWAY RAMP	135,463	16,760	2,882	13,878	118,703	
SOUTHEASTERN SAN DIEG	9 LOCAL RAMP	78,306	29,665	5,101	24,564	48,641	
SOUTHEASTERN SAN DIEG	10 ZONE CONNECTOR	34,567	34,569	5,944	28,625	(2)	
SOUTHEASTERN SAN DIEG	11 INTA-ZONAL						1,050
SOUTHEASTERN SAN DIEGO TOTAL		1,520,256	362,950	62,406	300,544	1,157,306	1,050
Sabre Springs	1 FREEWAY	178,755	1,742	-	1,742	177,013	
Sabre Springs	2 PRIME	30,018	133	-	133	29,885	
Sabre Springs	3 MAJOR	73,191	355	-	355	72,836	
Sabre Springs	4 COLLECTOR	16,383	10	-	10	16,373	
Sabre Springs	5 LOCAL COLLECTOR	37,904	20	-	20	37,884	
Sabre Springs	6 RURAL COLLECTOR	-	-	-	-	-	
Sabre Springs	7 LOCAL ROAD	1,192	2	-	2	1,190	
Sabre Springs	8 FREEWAY RAMP	698	8	-	8	690	
Sabre Springs	9 LOCAL RAMP	12,464	102	-	102	12,362	
Sabre Springs	10 ZONE CONNECTOR	6,355	3	-	3	6,352	
Sabre Springs TOTAL		356,960	2,375	-	2,375	354,585	
San Pasqual	1 FREEWAY	215,288	1,144	-	1,144	214,144	
San Pasqual	2 PRIME	-	-	-	-	-	
San Pasqual	3 MAJOR	154,972	22	-	22	154,950	
San Pasqual	4 COLLECTOR	21,583	42	-	42	21,541	
San Pasqual	5 LOCAL COLLECTOR	70,649	34	-	34	70,615	
San Pasqual	6 RURAL COLLECTOR	814	-	-	-	814	
San Pasqual	7 LOCAL ROAD	-	-	-	-	-	
San Pasqual	8 FREEWAY RAMP	-	-	-	-	-	
San Pasqual	9 LOCAL RAMP	6,267	14	-	14	6,253	
San Pasqual	10 ZONE CONNECTOR	5,704	7	-	7	5,697	
San Pasqual TOTAL		475,277	1,263	-	1,263	474,014	
San Ysidro	1 FREEWAY	390,604	5,140	-	5,140	385,464	
San Ysidro	2 PRIME	-	-	-	-	-	
San Ysidro	3 MAJOR	48,957	223	-	223	48,734	
San Ysidro	4 COLLECTOR	58,052	218	-	218	57,834	
San Ysidro	5 LOCAL COLLECTOR	27,978	132	-	132	27,846	
San Ysidro	6 RURAL COLLECTOR	-	-	-	-	-	
San Ysidro	7 LOCAL ROAD	664	-	-	-	664	
San Ysidro	8 FREEWAY RAMP	13,347	201	-	201	13,146	
San Ysidro	9 LOCAL RAMP	29,912	275	-	275	29,637	
San Ysidro	10 ZONE CONNECTOR	25,554	109	-	109	25,445	
San Ysidro TOTAL		595,068	6,298	-	6,298	588,770	

Scripps Miramar Ranch	1 FREEWAY	345,144	4,165	-	4,165	340,979
Scripps Miramar Ranch	2 PRIME	4,904	19	-	19	4,885
Scripps Miramar Ranch	3 MAJOR	167,049	691	-	691	166,358
Scripps Miramar Ranch	4 COLLECTOR	26,354	44	-	44	26,310
Scripps Miramar Ranch	5 LOCAL COLLECTOR	51,180	72	-	72	51,108
Scripps Miramar Ranch	6 RURAL COLLECTOR	-	-		-	-
Scripps Miramar Ranch	7 LOCAL ROAD	-	-	-	-	-
Scripps Miramar Ranch	8 FREEWAY RAMP	129	-	-	-	129
Scripps Miramar Ranch	9 LOCAL RAMP	16,677	130	-	130	16,547
Scripps Miramar Ranch	10 ZONE CONNECTOR	27,102	67	-	67	27,035
Scripps Miramar Ranch TOTAL		638,539	5,188	-	5,188	633,351
Scripps Reserve	1 FREEWAY	-	-	-	-	-
Scripps Reserve	2 PRIME	-	-	-	-	-
Scripps Reserve	3 MAJOR	-	-	-	-	-
Scripps Reserve	4 COLLECTOR	-	-	-	-	-
Scripps Reserve	5 LOCAL COLLECTOR	-	-	-	-	-
Scripps Reserve	6 RURAL COLLECTOR	-	-	-	-	-
Scripps Reserve	7 LOCAL ROAD	-	-	-	-	-
Scripps Reserve	8 FREEWAY RAMP	-	-	-	-	-
Scripps Reserve	9 LOCAL RAMP	-	-	-	-	-
Scripps Reserve	10 ZONE CONNECTOR	-	-	-	-	-
Scripps Reserve TOTAL		-	-	-	-	-
Serra Mesa	1 FREEWAY	716,274	17,748	-	17,748	698,526
Serra Mesa	2 PRIME	-	-	-	-	-
Serra Mesa	3 MAJOR	93,197	1,149	-	1,149	92,048
Serra Mesa	4 COLLECTOR	40,976	514	-	514	40,462
Serra Mesa	5 LOCAL COLLECTOR	-	-	-	-	-
Serra Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Serra Mesa	7 LOCAL ROAD	2,378	18	-	18	2,360
Serra Mesa	8 FREEWAY RAMP	14,294	303	-	303	13,991
Serra Mesa	9 LOCAL RAMP	35,585	883	-	883	34,702
Serra Mesa	10 ZONE CONNECTOR	17,345	139	-	139	17,206
Serra Mesa TOTAL		920,049	20,754	-	20,754	899,295
Skyline-Paradise Hills	1 FREEWAY	37,645	474	-	474	37,171
Skyline-Paradise Hills	2 PRIME	1,364	47	-	47	1,317
Skyline-Paradise Hills	3 MAJOR	101,784	2,936	-	2,936	98,848
Skyline-Paradise Hills	4 COLLECTOR	66,462	1,679	-	1,679	64,783
Skyline-Paradise Hills	5 LOCAL COLLECTOR	48,433	720	-	720	47,713
Skyline-Paradise Hills	6 RURAL COLLECTOR	-	-	-	-	-
Skyline-Paradise Hills	7 LOCAL ROAD	3,574	22	-	22	3,552
Skyline-Paradise Hills	8 FREEWAY RAMP	-	-	-	-	-
Skyline-Paradise Hills	9 LOCAL RAMP	6,337	105	-	105	6,232
Skyline-Paradise Hills	10 ZONE CONNECTOR	33,684	709	-	709	32,975
Skyline-Paradise Hills TOTAL		299,283	6,692	-	6,692	292,591

Tierrasanta	1 FREEWAY	894,286	14,712	-	14,712	879,574
Tierrasanta	2 PRIME	31,292	630	-	630	30,662
Tierrasanta	3 MAJOR	208,613	907	-	907	207,706
Tierrasanta	4 COLLECTOR	18,068	100	-	100	17,968
Tierrasanta	5 LOCAL COLLECTOR	16,862	58	-	58	16,804
Tierrasanta	6 RURAL COLLECTOR	-	-	-	-	-
Tierrasanta	7 LOCAL ROAD	3	-	-	-	3
Tierrasanta	8 FREEWAY RAMP	3,880	11	-	11	3,869
Tierrasanta	9 LOCAL RAMP	47,015	659	-	659	46,356
Tierrasanta	10 ZONE CONNECTOR	27,565	172	-	172	27,393
Tierrasanta TOTAL		1,247,584	17,249	-	17,249	1,230,335
Tijuana River Valley	1 FREEWAY	-	-	-	-	-
Tijuana River Valley	2 PRIME	-	-	-	-	-
Tijuana River Valley	3 MAJOR	-	-	-	-	-
Tijuana River Valley	4 COLLECTOR	3,867	17	-	17	3,850
Tijuana River Valley	5 LOCAL COLLECTOR	1,220	3	-	3	1,217
Tijuana River Valley	6 RURAL COLLECTOR	-	-	-	-	-
Tijuana River Valley	7 LOCAL ROAD	-	-	-	-	-
Tijuana River Valley	8 FREEWAY RAMP	-	-	-	-	-
Tijuana River Valley	9 LOCAL RAMP	-	-	-	-	-
Tijuana River Valley	10 ZONE CONNECTOR	81	-	-	-	81
Tijuana River Valley TOTAL		5,168	20	-	20	5,148
Torrey Highlands	1 FREEWAY	127,471	18	-	18	127,453
Torrey Highlands	2 PRIME	29,122	34	-	34	29,088
Torrey Highlands	3 MAJOR	53,324	27	-	27	53,297
Torrey Highlands	4 COLLECTOR	-	-	-	-	-
Torrey Highlands	5 LOCAL COLLECTOR	-	-	-	-	-
Torrey Highlands	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Highlands	7 LOCAL ROAD	-	-	-	-	-
Torrey Highlands	8 FREEWAY RAMP	-	-	-	-	-
Torrey Highlands	9 LOCAL RAMP	13,297	25	-	25	13,272
Torrey Highlands	10 ZONE CONNECTOR	21,308	29	-	29	21,279
Torrey Highlands TOTAL		244,522	133	-	133	244,389
Torrey Hills	1 FREEWAY	424,223	3,260	-	3,260	420,963
Torrey Hills	2 PRIME	8,545	39	-	39	8,506
Torrey Hills	3 MAJOR	59,431	91	-	91	59,340
Torrey Hills	4 COLLECTOR	1,074	1	-	1	1,073
Torrey Hills	5 LOCAL COLLECTOR	9,637	12	-	12	9,625
Torrey Hills	6 RURAL COLLECTOR	-	-		-	-
Torrey Hills	7 LOCAL ROAD	-	-	-	-	-
Torrey Hills	8 FREEWAY RAMP	1,749	6	-	6	1,743
Torrey Hills	9 LOCAL RAMP	5,602	27	-	27	5,575
Torrey Hills	10 ZONE CONNECTOR	7,753	17	-	17	7,736
Torrey Hills TOTAL		518,014	3,453	-	3,453	514,561

Torrey Pines	1 FREEWAY	1,308,816	10,351	-	10,351	1,298,465
Torrey Pines	2 PRIME	15,807	4	-	4	15,803
Torrey Pines	3 MAJOR	135,006	358	-	358	134,648
Torrey Pines	4 COLLECTOR	25,727	77	-	77	25,650
Torrey Pines	5 LOCAL COLLECTOR	7,852	24	-	24	7,828
Torrey Pines	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Pines	7 LOCAL ROAD	574	-	-	-	574
Torrey Pines	8 FREEWAY RAMP	18,464	53	-	53	18,411
Torrey Pines	9 LOCAL RAMP	36,746	170	-	170	36,576
Torrey Pines	10 ZONE CONNECTOR	13,692	30	-	30	13,662
Torrey Pines TOTAL		1,562,684	11,067	-	11,067	1,551,617
Unincorporated	1 FREEWAY	11,405,549	68,360	-	68,360	11,337,189
Unincorporated	2 PRIME	987,094	3,478	-	3,478	983,616
Unincorporated	3 MAJOR	4,758,372	18,507	-	18,507	4,739,865
Unincorporated	4 COLLECTOR	1,794,953	4,056	-	4,056	1,790,897
Unincorporated	5 LOCAL COLLECTOR	2,511,023	3,040	-	3,040	2,507,983
Unincorporated	6 RURAL COLLECTOR	726,750	1,150	-	1,150	725,600
Unincorporated	7 LOCAL ROAD	581,053	1,351	-	1,351	579,702
Unincorporated	8 FREEWAY RAMP	81,865	2,693	-	2,693	79,172
Unincorporated	9 LOCAL RAMP	253,530	2,701	-	2,701	250,829
Unincorporated	10 ZONE CONNECTOR	1,472,672	2,710	-	2,710	1,469,962
Unincorporated TOTAL		24,572,861	108,046	-	108,046	24,464,815
University	1 FREEWAY	1,623,196	17,032	-	17,032	1,606,164
University	2 PRIME	438,689	1,505	-	1,505	437,184
University	3 MAJOR	327,087	1,239	-	1,239	325,848
University	4 COLLECTOR	77,826	192	-	192	77,634
University	5 LOCAL COLLECTOR	5,859	9	-	9	5,850
University	6 RURAL COLLECTOR	-	-	-	-	-
University	7 LOCAL ROAD	28,219	78	-	78	28,141
University	8 FREEWAY RAMP	47,676	132	-	132	47,544
University	9 LOCAL RAMP	145,821	847	-	847	144,974
University	10 ZONE CONNECTOR	141,475	451	-	451	141,024
University TOTAL		2,835,848	21,485	-	21,485	2,814,363
Uptown	1 FREEWAY	463,385	21,107	-	21,107	442,278
Uptown	2 PRIME	19,430	309	-	309	19,121
Uptown	3 MAJOR	79,265	557	-	557	78,708
Uptown	4 COLLECTOR	42,037	957	-	957	41,080
Uptown	5 LOCAL COLLECTOR	111,401	1,265	-	1,265	110,136
Uptown	6 RURAL COLLECTOR	-	-	-	-	-
Uptown	7 LOCAL ROAD	2,187	22	-	22	2,165
Uptown	8 FREEWAY RAMP	6,254	57	-	57	6,197
Uptown	9 LOCAL RAMP	67,381	1,716	-	1,716	65,665
Uptown	10 ZONE CONNECTOR	29,597	442	-	442	29,155
Uptown TOTAL		820,937	26,432	-	26,432	794,505

VISTA	1 FREEWAY	821,971	175	-	175	821,796	
VISTA	2 PRIME	283,986	8	-	8	283,978	
VISTA	3 MAJOR	435,804	39	-	39	435,765	
VISTA	4 COLLECTOR	231,232	25	-	25	231,207	
VISTA	5 LOCAL COLLECTOR	117,609	17	-	17	117,592	
VISTA	6 RURAL COLLECTOR	127,244	3	-	3	127,241	
VISTA	7 LOCAL ROAD	80	-	-	-	80	
VISTA	8 FREEWAY RAMP	-	-	-	-	-	
VISTA	9 LOCAL RAMP	44,613	18	-	18	44,595	
VISTA	10 ZONE CONNECTOR	122,705	6	-	6	122,699	
VISTA TOTAL		2,185,244	291	-	291	2,184,953	
Via De La Valle	1 FREEWAY	-	-	-	-	-	
Via De La Valle	2 PRIME	-	-	-	-	-	
Via De La Valle	3 MAJOR	12,485	10	-	10	12,475	
Via De La Valle	4 COLLECTOR	2,989	4	-	4	2,985	
Via De La Valle	5 LOCAL COLLECTOR	-	-	-	-	-	
Via De La Valle	6 RURAL COLLECTOR	-	-	-	-	-	
Via De La Valle	7 LOCAL ROAD	-	-	-	-	-	
Via De La Valle	8 FREEWAY RAMP	-	-	-	-	-	
Via De La Valle	9 LOCAL RAMP	-	-	-	-	-	
Via De La Valle	10 ZONE CONNECTOR	208	-	-	-	208	
Via De La Valle TOTAL		15,682	14	-	14	15,668	
REGIONWIDE TOTAL		108,496,206	1,711,179	62,406	1,648,773	106,785,027	1,050

VERIFICATION

Base Year 2008	
REPORTED: Post-forecast VMT Report (postlod2.pr)	85,347,095
CALCULATED: Aggregated sum of all VMT (E1143)	85,331,631
DISAGGREGATED: Sum of all VMT using this method (Analysis Tab: G1143 + H1143 + I1143)	85,328,634
Summary 1 (calculated - reported)	
Absolute VMT difference	(15,464)
Percent VMT difference	-0.0181%
Summary 2 (disaggregated - reported)	
Absolute VMT difference	(18,461)
Percent VMT difference	-0.0216%
Summary 3 (disaggregated - calculated)	
Absolute VMT difference	(2,997)
Percent VMT difference	-0.0035%

2035 C - Proposed Land Use	
REPORTED: Post-forecast VMT Report (postlod2.pr)	108,435,827
CALCULATED: Aggregated sum of all VMT (O1143)	108,419,301
DISAGGREGATED: Sum of all VMT using this method (Analysis Tab: Q1143 + R1143 + S1143	108,419,301
Summary 1 (calculated - reported)	
Absolute VMT difference	(16,526)
Percent VMT difference	-0.0152%
Summary 2 (disaggregated - reported)	
Absolute VMT difference	(16,526)
Percent VMT difference	-0.0152%
Summary 3 (disaggregated - calculated)	
Absolute VMT difference	-
Percent VMT difference	0.0000%

2035 D - High Density Scenario	
REPORTED: Post-forecast VMT Report (postlod2.pr)	108,512,704
CALCULATED: Aggregated sum of all VMT (Y1143)	108,496,206
DISAGGREGATED: Sum of all VMT using this method (Analysis Tab: AA1143 + AB1143 + AC1	108,496,206
Summary 1 (calculated - reported)	
Absolute VMT difference	(16,498)
Percent VMT difference	-0.0152%
Summary 2 (disaggregated - reported)	
Absolute VMT difference	(16,498)
Percent VMT difference	-0.0152%
Summary 3 (disaggregated - calculated)	
Absolute VMT difference	-
Percent VMT difference	0.0000%

SUMMARY

Base Year 2008

JURISDICTION	JUR CODE	TOTAL VMT	TOTAL City of San Diego: SESD VMT	Two Trip End City of San Diego: SESD VMT	One Trip End City of San Diego: SESD VMT	NON-City of San Diego: SESD VMT
			I-I, I-E and E-I	I-I	I-E and E-I	E-E
32nd Street Naval Station TOTAL	14	58,119	5,366	-	5,366	52,753
Balboa Park TOTAL	14	364,701	22,939	-	22,939	341,762
Barrio Logan TOTAL	14	386,234	31,648	-	31,648	354,586
Black Mountain Ranch TOTAL	14	143,414	61	-	61	143,353
CARLSBAD TOTAL	1	3,338,645	6,963	-	6,963	3,331,682
CHULA VISTA TOTAL	2	3,949,248	77,908	-	77,908	3,871,340
CORONADO TOTAL	3	434,249	16,416	-	16,416	417,833
Carmel Mountain Ranch TOTAL	14	559,922	2,981	-	2,981	556,941
Carmel Valley TOTAL	14	737,056	2,729	-	2,729	734,327
Centre City TOTAL	14	729,347	42,801	-	42,801	686,546
Clairemont Mesa TOTAL	14	1,750,276	19,816	-	19,816	1,730,460
College Area TOTAL	14	639,611	3,403	-	3,403	636,208
DEL MAR TOTAL	4	96,545	99	-	99	96,446
Del Mar Mesa TOTAL	14	14,805	9	-	9	14,796
EL CAJON TOTAL	5	2,171,196	16,297	-	16,297	2,154,899
ENCANTO TOTAL	14	670,871	66,409	-	66,409	604,462
ENCINITAS TOTAL	6	2,071,372	8,338	-	8,338	2,063,034
ESCONDIDO TOTAL	7	2,806,009	7,164	-	7,164	2,798,845
East Elliott TOTAL	14	201,124	23	-	23	201,101
External TOTAL	14	348,056	2,820	-	2,820	345,236
Fairbanks Country Club TOTAL	14	31,203	47	-	47	31,156
Flower Hill TOTAL	14	25,766	129	-	129	25,637
Greater Golden Hill TOTAL	14	251,201	32,997	-	32,997	218,204
Greater North Park TOTAL	14	573,195	34,724	-	34,724	538,471
Harbor TOTAL	14	57,108	3,591	-	3,591	53,517
IMPERIAL BEACH TOTAL	8	120,384	935	-	935	119,449
Kearny Mesa TOTAL	14	2,113,509	27,164	-	27,164	2,086,345
LA MESA TOTAL	9	1,826,015	21,015	-	21,015	1,805,000
LEMON GROVE TOTAL	10	810,776	35,370	-	35,370	775,406
La Jolla TOTAL	14	709,014	4,348	-	4,348	704,666
Linda Vista TOTAL	14	588,240	5,301	-	5,301	582,939
Lindbergh Field TOTAL	14	201,789	5,123	-	5,123	196,666
Los Penasquitos Canyon Preserve TOTAL	14	18,119	145	-	145	17,974
Mid-City:City Heights TOTAL	14	1,170,608	93,105	-	93,105	1,077,503
Mid-City:Eastern Area TOTAL	14	529,049	33,280	-	33,280	495,769
Mid-City:Kensington-Talmadge TOTAL	14	308,403	16,288	-	16,288	292,115
Mid-City:Normal Heights TOTAL	14	261,359	12,721	-	12,721	248,638
Midway-Pacific Highway TOTAL	14	711,036	23,302	-	23,302	687,734
Mira Mesa TOTAL	14	1,910,679	10,447	-	10,447	1,900,232
Miramar Air Station TOTAL	14	2,202,898	22,544	-	22,544	2,180,354
Miramar Ranch North TOTAL	14	433,344	3,534	-	3,534	429,810
Mission Bay Park TOTAL	14	568,202	8,030	-	8,030	560,172
Mission Beach TOTAL	14	38,900	233	-	233	38,667
Mission Valley TOTAL	14	2,556,975	34,422	-	34,422	2,522,553
NATIONAL CITY TOTAL	11	1,657,659	94,837	-	94,837	1,562,822
NCFUA Reserve TOTAL	14	5,811	7	-	7	5,804
NCFUA Subarea 2 TOTAL	14	228,831	1,381	-	1,381	227,450
Navajo TOTAL	14	908,821	5,899	-	5,899	902,922
OCEANSIDE TOTAL	12	3,184,120	2,487	-	2,487	3,181,633
Ocean Beach TOTAL	14	126,318	1,186	-	1,186	125,132
Old San Diego TOTAL	14	209,189	5,419	-	5,419	203,770
Otay Mesa TOTAL	14	823,657	7,858	-	7,858	815,799
Otay Mesa-Nestor TOTAL	14	857,783	12,208	-	12,208	845,575
POWAY TOTAL	13	1,107,705	1,621	-	1,621	1,106,084
Pacific Beach TOTAL	14	552,426	5,096	-	5,096	547,330
Pacific Highlands Ranch TOTAL	14	267,401	174	-	174	267,227
Peninsula TOTAL	14	429,691	4,592	-	4,592	425,099
Rancho Bernardo TOTAL	14	1,678,182	8,244	-	8,244	1,669,938
Rancho Encantada TOTAL	14	9,262	21	-	21	9,241
Rancho Penasquitos TOTAL	14	1,119,336	5,679	-	5,679	1,113,657
SAN MARCOS TOTAL	15	2,013,966	2,040	-	2,040	2,011,926
SANTEE TOTAL	16	859,124	3,570	-	3,570	855,554
SOLANA BEACH TOTAL	17	571,005	2,997	-	-	568,008
SOUTHEASTERN SAN DIEGO TOTAL	**14**	**1,247,832**	**291,677**	**54,914**	**236,763**	**956,155**
Sabre Springs TOTAL	14	325,064	2,178	-	2,178	322,886
San Pasqual TOTAL	14	406,486	1,126	-	1,126	405,360
San Ysidro TOTAL	14	467,460	4,668	-	4,668	462,792
Scripps Miramar Ranch TOTAL	14	558,099	4,440	-	4,440	553,659
Scripps Reserve TOTAL	14	-	-	-	-	-
Serra Mesa TOTAL	14	774,221	16,486	-	16,486	757,735
Skyline-Paradise Hills TOTAL	14	274,257	6,745	-	6,745	267,512
Tierrasanta TOTAL	14	906,023	14,713	-	14,713	891,310
Tijuana River Valley TOTAL	14	4,682	25	-	25	4,657
Torrey Highlands TOTAL	14	190,533	106	-	106	190,427
Torrey Hills TOTAL	14	426,515	2,703	-	2,703	423,812
Torrey Pines TOTAL	14	1,296,148	8,922	-	8,922	1,287,226
Unincorporated TOTAL	19	17,490,767	81,873	-	81,873	17,408,894
University TOTAL	14	2,418,409	18,273	-	18,273	2,400,136
Uptown TOTAL	14	712,100	24,225	-	24,225	687,875
VISTA TOTAL	18	1,721,524	385	-	385	1,721,139
Via De La Valle TOTAL	14	12,652	15	-	15	12,637
REGIONWIDE TOTAL		85,331,631	1,406,861	54,914	1,348,950	83,924,770

VMT Analysis Input Instructions

Fields and Tabs highlighted in yellow are required inputs
Fields and Tabs highlighted in orange refer to file names
Fields highlighted in blue include instructions and definitions
Fields highlighted in green define the study area in the "Analysis" tab
Fields and Tabs highlighted in red include output

Static Inputs

General Project Information

Project Location	City of San Diego: SESD
Project Name	Southeseast SD CPU
Project Workspace	T:\projects\sr12\SB\SanDiego\SESD

Scenario Information

Number of Scenarios	3
Scenario 1 Folder	byear
Scenario 1 Header	Base Year 2008
Scenario 1 Year	2008
Scenario 2 Folder	2035rc11c
Scenario 2 Header	2035 C - Proposed Land Use
Scenario 2 Year	2035
Scenario 3 Folder	2035rc11d
Scenario 3 Header	2035 D - High Density Scenario
Scenario 3 Year	2035
Scenario 4 Folder	
Scenario 4 Header	
Scenario 4 Year	

Input reported VMT for analysis validation

Postlod2.pr	
Scenario 1 Unadjusted VMT	85,347,095
Scenario 2 Unadjusted VMT	108,435,827
Scenario 3 Unadjusted VMT	108,512,704
Scenario 4 Unadjusted VMT	

Road Class Lookup Table

IFC	Class
1	FREEWAY
2	PRIME
3	MAJOR
4	COLLECTOR
5	LOCAL COLLECTOR
6	RURAL COLLECTOR
7	LOCAL ROAD
8	FREEWAY RAMP
9	LOCAL RAMP
10	ZONE CONNECTOR
11	INTRA-ZONAL

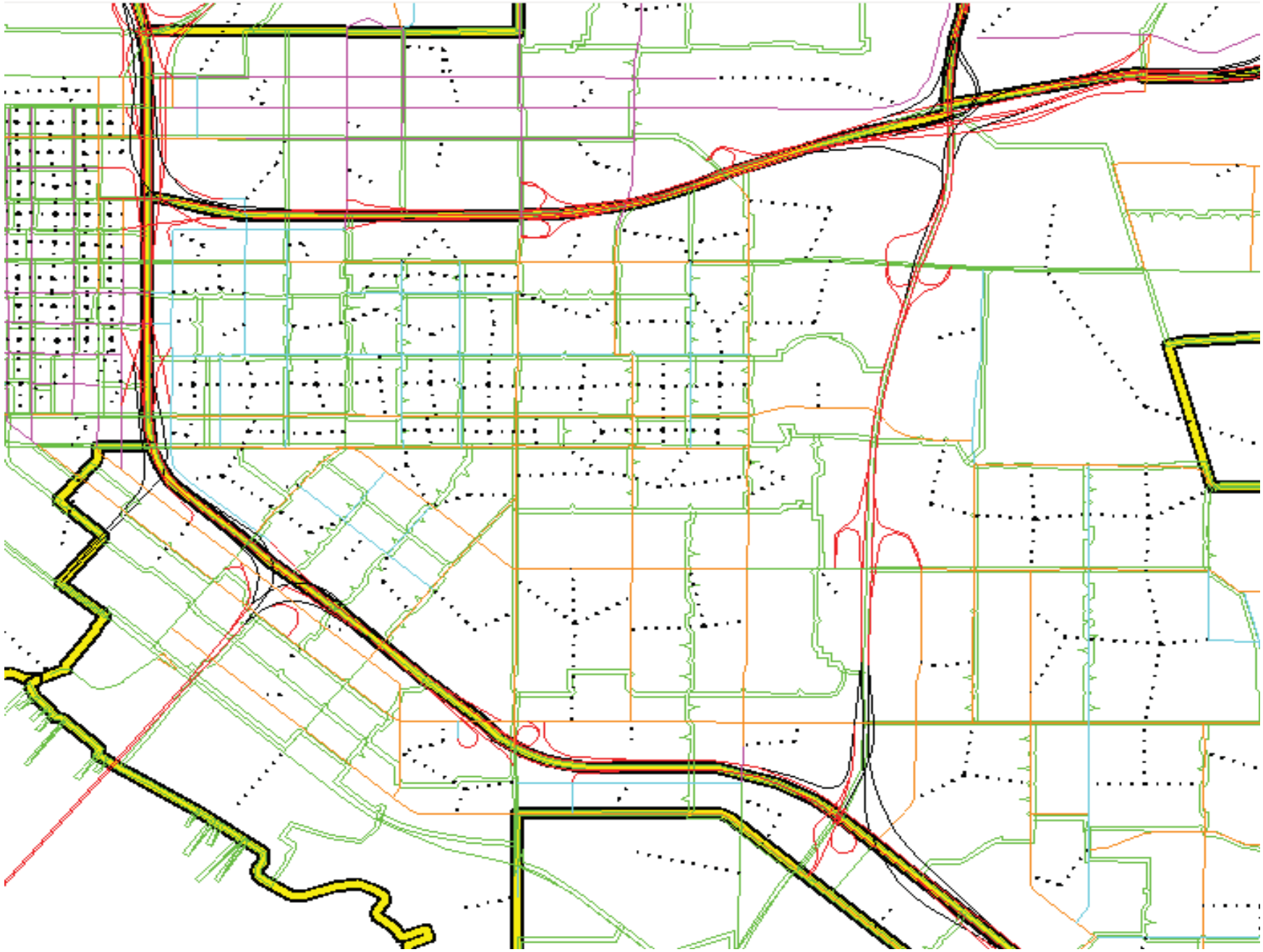
Dynamic Inputs (number of rows and columns can change)

Zone List — **selectlink_query.txt**

	query1	OR
3745	2 Node(3745)	
3766	2 Node(3766)	
3767	2 Node(3767)	
3831	2 Node(3831)	
3854	2 Node(3854)	
3857	2 Node(3857)	
3858	2 Node(3858)	
3902	2 Node(3902)	
3904	2 Node(3904)	
3905	2 Node(3905)	
3920	2 Node(3920)	
3921	2 Node(3921)	
3947	2 Node(3947)	
3958	2 Node(3958)	
3959	2 Node(3959)	
3960	2 Node(3960)	
3961	2 Node(3961)	
3977	2 Node(3977)	
3979	2 Node(3979)	
3980	2 Node(3980)	
3984	2 Node(3984)	
3985	2 Node(3985)	
3989	2 Node(3989)	
3990	2 Node(3990)	
3991	2 Node(3991)	
3992	2 Node(3992)	
3993	2 Node(3993)	
3994	2 Node(3994)	
3998	2 Node(3998)	
3999	2 Node(3999)	
4002	2 Node(4002)	
4008	2 Node(4008)	
4009	2 Node(4009)	
4013	2 Node(4013)	
4027	2 Node(4027)	
4028	2 Node(4028)	
4035	2 Node(4035)	
4038	2 Node(4038)	
4039	2 Node(4039)	

Column K,L,M are used for zone list only, until raw 5511 (max zone # =5500)
copy column M, paste as value and transpose to sheet "selectlink_query"

PROJECT AREA



ANALYSIS

JURISDICTION	CLASSIFICATION	TOTAL VMT	TOTAL City of San Diego: SESD VMT	Two Trip End City of San Diego: SESD VMT	One Trip End City of San Diego: SESD VMT	NON-City of San Diego: SESD VMT	City of San Diego: SESD Intra-Zonal VMT
			Base Year 2008				
			I-I, I-E and E-I	I-I	I-E and E-I	E-E	INTRA
32nd Street Naval Station	1 FREEWAY	3,983	158	-	158	3,825	
32nd Street Naval Station	2 PRIME	-	-	-	-	-	
32nd Street Naval Station	3 MAJOR	38,086	2,764	-	2,764	35,322	
32nd Street Naval Station	4 COLLECTOR	3,679	834	-	834	2,845	
32nd Street Naval Station	5 LOCAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	6 RURAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	7 LOCAL ROAD	4,863	553	-	553	4,310	
32nd Street Naval Station	8 FREEWAY RAMP	-	-	-	-	-	
32nd Street Naval Station	9 LOCAL RAMP	150	51	-	51	99	
32nd Street Naval Station	10 ZONE CONNECTOR	7,358	1,006	-	1,006	6,352	
32nd Street Naval Station TOTAL		58,119	5,366	-	5,366	52,753	
Balboa Park	1 FREEWAY	215,295	13,509	-	13,509	201,786	
Balboa Park	2 PRIME	-	-	-	-	-	
Balboa Park	3 MAJOR	50,450	2,705	-	2,705	47,745	
Balboa Park	4 COLLECTOR	17,119	2,326	-	2,326	14,793	
Balboa Park	5 LOCAL COLLECTOR	9,097	304	-	304	8,793	
Balboa Park	6 RURAL COLLECTOR	-	-	-	-	-	
Balboa Park	7 LOCAL ROAD	7,138	531	-	531	6,607	
Balboa Park	8 FREEWAY RAMP	39,739	2,338	-	2,338	37,401	
Balboa Park	9 LOCAL RAMP	14,668	727	-	727	13,941	
Balboa Park	10 ZONE CONNECTOR	11,195	499	-	499	10,696	
Balboa Park TOTAL		364,701	22,939	-	22,939	341,762	
Barrio Logan	1 FREEWAY	274,015	11,428	-	11,428	262,587	
Barrio Logan	2 PRIME	-	-	-	-	-	
Barrio Logan	3 MAJOR	28,780	3,263	-	3,263	25,517	
Barrio Logan	4 COLLECTOR	28,055	10,076	-	10,076	17,979	
Barrio Logan	5 LOCAL COLLECTOR	191	165	-	165	26	
Barrio Logan	6 RURAL COLLECTOR	-	-	-	-	-	
Barrio Logan	7 LOCAL ROAD	1,613	894	-	894	719	
Barrio Logan	8 FREEWAY RAMP	33,458	1,963	-	1,963	31,495	
Barrio Logan	9 LOCAL RAMP	15,866	3,236	-	3,236	12,630	
Barrio Logan	10 ZONE CONNECTOR	4,256	623	-	623	3,633	
Barrio Logan TOTAL		386,234	31,648	-	31,648	354,586	

Black Mountain Ranch	1 FREEWAY	-	-	-	-	-
Black Mountain Ranch	2 PRIME	-	-	-	-	-
Black Mountain Ranch	3 MAJOR	104,971	35	-	35	104,936
Black Mountain Ranch	4 COLLECTOR	24,419	7	-	7	24,412
Black Mountain Ranch	5 LOCAL COLLECTOR	581	1	-	1	580
Black Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Black Mountain Ranch	7 LOCAL ROAD	-	-	-	-	-
Black Mountain Ranch	8 FREEWAY RAMP	-	-	-	-	-
Black Mountain Ranch	9 LOCAL RAMP	-	-	-	-	-
Black Mountain Ranch	10 ZONE CONNECTOR	13,443	18	-	18	13,425
Black Mountain Ranch TOTAL		143,414	61	-	61	143,353
CARLSBAD	1 FREEWAY	1,264,282	5,871	-	5,871	1,258,411
CARLSBAD	2 PRIME	886,360	372	-	372	885,988
CARLSBAD	3 MAJOR	453,657	425	-	425	453,232
CARLSBAD	4 COLLECTOR	346,934	120	-	120	346,814
CARLSBAD	5 LOCAL COLLECTOR	27,362	17	-	17	27,345
CARLSBAD	6 RURAL COLLECTOR	-	-	-	-	-
CARLSBAD	7 LOCAL ROAD	127,651	41	-	41	127,610
CARLSBAD	8 FREEWAY RAMP	52	-	-	-	52
CARLSBAD	9 LOCAL RAMP	49,330	85	-	85	49,245
CARLSBAD	10 ZONE CONNECTOR	183,017	32	-	32	182,985
CARLSBAD TOTAL		3,338,645	6,963	-	6,963	3,331,682
CHULA VISTA	1 FREEWAY	1,542,870	48,721	-	48,721	1,494,149
CHULA VISTA	2 PRIME	756,211	10,603	-	10,603	745,608
CHULA VISTA	3 MAJOR	523,715	6,378	-	6,378	517,337
CHULA VISTA	4 COLLECTOR	354,529	2,324	-	2,324	352,205
CHULA VISTA	5 LOCAL COLLECTOR	291,729	2,840	-	2,840	288,889
CHULA VISTA	6 RURAL COLLECTOR	-	-	-	-	-
CHULA VISTA	7 LOCAL ROAD	97,931	528	-	528	97,403
CHULA VISTA	8 FREEWAY RAMP	35,708	732	-	732	34,976
CHULA VISTA	9 LOCAL RAMP	116,561	3,788	-	3,788	112,773
CHULA VISTA	10 ZONE CONNECTOR	229,994	1,994	-	1,994	228,000
CHULA VISTA TOTAL		3,949,248	77,908	-	77,908	3,871,340
CORONADO	1 FREEWAY	92,063	5,870	-	5,870	86,193
CORONADO	2 PRIME	150,234	2,010	-	2,010	148,224
CORONADO	3 MAJOR	87,213	4,696	-	4,696	82,517
CORONADO	4 COLLECTOR	26,530	853	-	853	25,677
CORONADO	5 LOCAL COLLECTOR	23,575	884	-	884	22,691
CORONADO	6 RURAL COLLECTOR	-	-	-	-	-
CORONADO	7 LOCAL ROAD	11,100	570	-	570	10,530
CORONADO	8 FREEWAY RAMP	-	-	-	-	-
CORONADO	9 LOCAL RAMP	-	-	-	-	-
CORONADO	10 ZONE CONNECTOR	43,534	1,533	-	1,533	42,001
CORONADO TOTAL		434,249	16,416	-	16,416	417,833

Carmel Mountain Ranch	1 FREEWAY	291,002	2,440	-	2,440	288,562
Carmel Mountain Ranch	2 PRIME	160,411	399	-	399	160,012
Carmel Mountain Ranch	3 MAJOR	51,499	66	-	66	51,433
Carmel Mountain Ranch	4 COLLECTOR	12,339	8	-	8	12,331
Carmel Mountain Ranch	5 LOCAL COLLECTOR	-	-	-	-	-
Carmel Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Carmel Mountain Ranch	7 LOCAL ROAD	4,692	3	-	3	4,689
Carmel Mountain Ranch	8 FREEWAY RAMP	23	-	-	-	23
Carmel Mountain Ranch	9 LOCAL RAMP	12,211	31	-	31	12,180
Carmel Mountain Ranch	10 ZONE CONNECTOR	27,745	34	-	34	27,711
Carmel Mountain Ranch TOTAL		559,922	2,981	-	2,981	556,941
Carmel Valley	1 FREEWAY	440,209	2,241	-	2,241	437,968
Carmel Valley	2 PRIME	58,020	85	-	85	57,935
Carmel Valley	3 MAJOR	88,953	130	-	130	88,823
Carmel Valley	4 COLLECTOR	20,731	26	-	26	20,705
Carmel Valley	5 LOCAL COLLECTOR	36,302	29	-	29	36,273
Carmel Valley	6 RURAL COLLECTOR	-	-	-	-	-
Carmel Valley	7 LOCAL ROAD	-	-	-	-	-
Carmel Valley	8 FREEWAY RAMP	34,492	112	-	112	34,380
Carmel Valley	9 LOCAL RAMP	31,575	78	-	78	31,497
Carmel Valley	10 ZONE CONNECTOR	26,774	28	-	28	26,746
Carmel Valley TOTAL		737,056	2,729	-	2,729	734,327
Centre City	1 FREEWAY	271,384	19,253	-	19,253	252,131
Centre City	2 PRIME	22,289	783	-	783	21,506
Centre City	3 MAJOR	215,498	9,412	-	9,412	206,086
Centre City	4 COLLECTOR	45,022	1,791	-	1,791	43,231
Centre City	5 LOCAL COLLECTOR	44,507	1,964	-	1,964	42,543
Centre City	6 RURAL COLLECTOR	-	-	-	-	-
Centre City	7 LOCAL ROAD	615	3	-	3	612
Centre City	8 FREEWAY RAMP	53,651	6,465	-	6,465	47,186
Centre City	9 LOCAL RAMP	40,315	2,191	-	2,191	38,124
Centre City	10 ZONE CONNECTOR	36,066	939	-	939	35,127
Centre City TOTAL		729,347	42,801	-	42,801	686,546
Clairemont Mesa	1 FREEWAY	945,821	16,170	-	16,170	929,651
Clairemont Mesa	2 PRIME	17,472	88	-	88	17,384
Clairemont Mesa	3 MAJOR	445,880	1,663	-	1,663	444,217
Clairemont Mesa	4 COLLECTOR	20,467	164	-	164	20,303
Clairemont Mesa	5 LOCAL COLLECTOR	140,820	448	-	448	140,372
Clairemont Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Clairemont Mesa	7 LOCAL ROAD	16,534	96	-	96	16,438
Clairemont Mesa	8 FREEWAY RAMP	19,589	150	-	150	19,439
Clairemont Mesa	9 LOCAL RAMP	61,012	696	-	696	60,316
Clairemont Mesa	10 ZONE CONNECTOR	82,681	341	-	341	82,340
Clairemont Mesa TOTAL		1,750,276	19,816	-	19,816	1,730,460

College Area	1 FREEWAY	371,938	1,988	-	1,988	369,950
College Area	2 PRIME	14,032	66	-	66	13,966
College Area	3 MAJOR	178,795	837	-	837	177,958
College Area	4 COLLECTOR	656	5	-	5	651
College Area	5 LOCAL COLLECTOR	25,525	141	-	141	25,384
College Area	6 RURAL COLLECTOR	-	-	-	-	-
College Area	7 LOCAL ROAD	-	-	-	-	-
College Area	8 FREEWAY RAMP	-	-	-	-	-
College Area	9 LOCAL RAMP	25,312	191	-	191	25,121
College Area	10 ZONE CONNECTOR	23,353	175	-	175	23,178
College Area TOTAL		639,611	3,403	-	3,403	636,208
DEL MAR	1 FREEWAY	-	-	-	-	-
DEL MAR	2 PRIME	1,633	-	-	-	1,633
DEL MAR	3 MAJOR	29,649	67	-	67	29,582
DEL MAR	4 COLLECTOR	36,355	27	-	27	36,328
DEL MAR	5 LOCAL COLLECTOR	19,199	1	-	1	19,198
DEL MAR	6 RURAL COLLECTOR	-	-	-	-	-
DEL MAR	7 LOCAL ROAD	976	-	-	-	976
DEL MAR	8 FREEWAY RAMP	-	-	-	-	-
DEL MAR	9 LOCAL RAMP	-	-	-	-	-
DEL MAR	10 ZONE CONNECTOR	8,733	4	-	4	8,729
DEL MAR TOTAL		96,545	99	-	99	96,446
Del Mar Mesa	1 FREEWAY	-	-	-	-	-
Del Mar Mesa	2 PRIME	-	-	-	-	-
Del Mar Mesa	3 MAJOR	1,288	1	-	1	1,287
Del Mar Mesa	4 COLLECTOR	174	-	-	-	174
Del Mar Mesa	5 LOCAL COLLECTOR	858	-	-	-	858
Del Mar Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Del Mar Mesa	7 LOCAL ROAD	5,205	-	-	-	5,205
Del Mar Mesa	8 FREEWAY RAMP	-	-	-	-	-
Del Mar Mesa	9 LOCAL RAMP	-	-	-	-	-
Del Mar Mesa	10 ZONE CONNECTOR	7,280	8	-	8	7,272
Del Mar Mesa TOTAL		14,805	9	-	9	14,796
EL CAJON	1 FREEWAY	1,038,449	12,483	-	12,483	1,025,966
EL CAJON	2 PRIME	106,885	156	-	156	106,729
EL CAJON	3 MAJOR	466,124	1,265	-	1,265	464,859
EL CAJON	4 COLLECTOR	197,732	453	-	453	197,279
EL CAJON	5 LOCAL COLLECTOR	95,674	146	-	146	95,528
EL CAJON	6 RURAL COLLECTOR	-	-	-	-	-
EL CAJON	7 LOCAL ROAD	38,927	55	-	55	38,872
EL CAJON	8 FREEWAY RAMP	45,977	746	-	746	45,231
EL CAJON	9 LOCAL RAMP	85,523	784	-	784	84,739
EL CAJON	10 ZONE CONNECTOR	95,905	209	-	209	95,696
EL CAJON TOTAL		2,171,196	16,297	-	16,297	2,154,899

ENCANTO	1 FREEWAY	376,403	24,640	-	24,640	351,763
ENCANTO	2 PRIME	-	-	-	-	-
ENCANTO	3 MAJOR	143,573	24,124	-	24,124	119,449
ENCANTO	4 COLLECTOR	22,023	4,283	-	4,283	17,740
ENCANTO	5 LOCAL COLLECTOR	58,628	5,020	-	5,020	53,608
ENCANTO	6 RURAL COLLECTOR	-	-	-	-	-
ENCANTO	7 LOCAL ROAD	3,953	207	-	207	3,746
ENCANTO	8 FREEWAY RAMP	18,030	1,512	-	1,512	16,518
ENCANTO	9 LOCAL RAMP	17,020	4,008	-	4,008	13,012
ENCANTO	10 ZONE CONNECTOR	31,241	2,615	-	2,615	28,626
ENCANTO TOTAL		670,871	66,409	-	66,409	604,462
ENCINITAS	1 FREEWAY	1,212,058	7,387	-	7,387	1,204,671
ENCINITAS	2 PRIME	222,098	453	-	453	221,645
ENCINITAS	3 MAJOR	213,362	123	-	123	213,239
ENCINITAS	4 COLLECTOR	33,727	23	-	23	33,704
ENCINITAS	5 LOCAL COLLECTOR	215,167	178	-	178	214,989
ENCINITAS	6 RURAL COLLECTOR	-	-	-	-	-
ENCINITAS	7 LOCAL ROAD	64,436	32	-	32	64,404
ENCINITAS	8 FREEWAY RAMP	-	-	-	-	-
ENCINITAS	9 LOCAL RAMP	37,512	130	-	130	37,382
ENCINITAS	10 ZONE CONNECTOR	73,012	12	-	12	73,000
ENCINITAS TOTAL		2,071,372	8,338	-	8,338	2,063,034
ESCONDIDO	1 FREEWAY	1,098,540	5,196	-	5,196	1,093,344
ESCONDIDO	2 PRIME	153,381	218	-	218	153,163
ESCONDIDO	3 MAJOR	620,786	786	-	786	620,000
ESCONDIDO	4 COLLECTOR	446,732	216	-	216	446,516
ESCONDIDO	5 LOCAL COLLECTOR	161,464	100	-	100	161,364
ESCONDIDO	6 RURAL COLLECTOR	-	-	-	-	-
ESCONDIDO	7 LOCAL ROAD	8,805	2	-	2	8,803
ESCONDIDO	8 FREEWAY RAMP	83,323	354	-	354	82,969
ESCONDIDO	9 LOCAL RAMP	85,475	264	-	264	85,211
ESCONDIDO	10 ZONE CONNECTOR	147,503	28	-	28	147,475
ESCONDIDO TOTAL		2,806,009	7,164	-	7,164	2,798,845
East Elliott	1 FREEWAY	175,047	7	-	7	175,040
East Elliott	2 PRIME	-	-	-	-	-
East Elliott	3 MAJOR	11,280	12	-	12	11,268
East Elliott	4 COLLECTOR	-	-	-	-	-
East Elliott	5 LOCAL COLLECTOR	75	-	-	-	75
East Elliott	6 RURAL COLLECTOR	-	-	-	-	-
East Elliott	7 LOCAL ROAD	-	-	-	-	-
East Elliott	8 FREEWAY RAMP	3,868	-	-	-	3,868
East Elliott	9 LOCAL RAMP	10,003	1	-	1	10,002
East Elliott	10 ZONE CONNECTOR	851	3	-	3	848
East Elliott TOTAL		201,124	23	-	23	201,101

External	1 FREEWAY	38,185	80	-	80	38,105
External	2 PRIME	41,448	417	-	417	41,031
External	3 MAJOR	-	-	-	-	-
External	4 COLLECTOR	-	-	-	-	-
External	5 LOCAL COLLECTOR	-	-	-	-	-
External	6 RURAL COLLECTOR	-	-	-	-	-
External	7 LOCAL ROAD	-	-	-	-	-
External	8 FREEWAY RAMP	-	-	-	-	-
External	9 LOCAL RAMP	555	-	-	-	555
External	10 ZONE CONNECTOR	267,868	2,323	-	2,323	265,545
External TOTAL		348,056	2,820	-	2,820	345,236
Fairbanks Country Club	1 FREEWAY	-	-	-	-	-
Fairbanks Country Club	2 PRIME	-	-	-	-	-
Fairbanks Country Club	3 MAJOR	7,839	8	-	8	7,831
Fairbanks Country Club	4 COLLECTOR	20,669	37	-	37	20,632
Fairbanks Country Club	5 LOCAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	6 RURAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	7 LOCAL ROAD	-	-	-	-	-
Fairbanks Country Club	8 FREEWAY RAMP	-	-	-	-	-
Fairbanks Country Club	9 LOCAL RAMP	-	-	-	-	-
Fairbanks Country Club	10 ZONE CONNECTOR	2,695	2	-	2	2,693
Fairbanks Country Club TOTAL		31,203	47	-	47	31,156
Flower Hill	1 FREEWAY	17,549	118	-	118	17,431
Flower Hill	2 PRIME	-	-	-	-	-
Flower Hill	3 MAJOR	4,581	9	-	9	4,572
Flower Hill	4 COLLECTOR	744	-	-	-	744
Flower Hill	5 LOCAL COLLECTOR	-	-	-	-	-
Flower Hill	6 RURAL COLLECTOR	-	-	-	-	-
Flower Hill	7 LOCAL ROAD	-	-	-	-	-
Flower Hill	8 FREEWAY RAMP	-	-	-	-	-
Flower Hill	9 LOCAL RAMP	597	-	-	-	597
Flower Hill	10 ZONE CONNECTOR	2,295	2	-	2	2,293
Flower Hill TOTAL		25,766	129	-	129	25,637
Greater Golden Hill	1 FREEWAY	153,973	14,938	-	14,938	139,035
Greater Golden Hill	2 PRIME	-	-	-	-	-
Greater Golden Hill	3 MAJOR	4,699	1,243	-	1,243	3,456
Greater Golden Hill	4 COLLECTOR	1,710	220	-	220	1,490
Greater Golden Hill	5 LOCAL COLLECTOR	35,943	8,932	-	8,932	27,011
Greater Golden Hill	6 RURAL COLLECTOR	-	-	-	-	-
Greater Golden Hill	7 LOCAL ROAD	1,726	322	-	322	1,404
Greater Golden Hill	8 FREEWAY RAMP	30,548	3,217	-	3,217	27,331
Greater Golden Hill	9 LOCAL RAMP	16,880	3,126	-	3,126	13,754
Greater Golden Hill	10 ZONE CONNECTOR	5,722	999	-	999	4,723
Greater Golden Hill TOTAL		251,201	32,997	-	32,997	218,204

Greater North Park	1 FREEWAY	324,329	25,131	-	25,131	299,198
Greater North Park	2 PRIME	-	-	-	-	-
Greater North Park	3 MAJOR	67,259	1,323	-	1,323	65,936
Greater North Park	4 COLLECTOR	45,031	775	-	775	44,256
Greater North Park	5 LOCAL COLLECTOR	52,739	1,685	-	1,685	51,054
Greater North Park	6 RURAL COLLECTOR	-	-	-	-	-
Greater North Park	7 LOCAL ROAD	-	-	-	-	-
Greater North Park	8 FREEWAY RAMP	36,686	4,489	-	4,489	32,197
Greater North Park	9 LOCAL RAMP	8,625	345	-	345	8,280
Greater North Park	10 ZONE CONNECTOR	38,526	976	-	976	37,550
Greater North Park TOTAL		573,195	34,724	-	34,724	538,471
Harbor	1 FREEWAY	55,678	3,551	-	3,551	52,127
Harbor	2 PRIME	-	-	-	-	-
Harbor	3 MAJOR	-	-	-	-	-
Harbor	4 COLLECTOR	-	-	-	-	-
Harbor	5 LOCAL COLLECTOR	-	-	-	-	-
Harbor	6 RURAL COLLECTOR	-	-	-	-	-
Harbor	7 LOCAL ROAD	-	-	-	-	-
Harbor	8 FREEWAY RAMP	-	-	-	-	-
Harbor	9 LOCAL RAMP	-	-	-	-	-
Harbor	10 ZONE CONNECTOR	1,430	40	-	40	1,390
Harbor TOTAL		57,108	3,591	-	3,591	53,517
IMPERIAL BEACH	1 FREEWAY	-	-	-	-	-
IMPERIAL BEACH	2 PRIME	39,161	291	-	291	38,870
IMPERIAL BEACH	3 MAJOR	26,478	250	-	250	26,228
IMPERIAL BEACH	4 COLLECTOR	20,342	171	-	171	20,171
IMPERIAL BEACH	5 LOCAL COLLECTOR	12,300	73	-	73	12,227
IMPERIAL BEACH	6 RURAL COLLECTOR	-	-	-	-	-
IMPERIAL BEACH	7 LOCAL ROAD	5,506	34	-	34	5,472
IMPERIAL BEACH	8 FREEWAY RAMP	-	-	-	-	-
IMPERIAL BEACH	9 LOCAL RAMP	-	-	-	-	-
IMPERIAL BEACH	10 ZONE CONNECTOR	16,597	116	-	116	16,481
IMPERIAL BEACH TOTAL		120,384	935	-	935	119,449
Kearny Mesa	1 FREEWAY	1,315,624	22,108	-	22,108	1,293,516
Kearny Mesa	2 PRIME	158,398	971	-	971	157,427
Kearny Mesa	3 MAJOR	249,742	864	-	864	248,878
Kearny Mesa	4 COLLECTOR	76,799	256	-	256	76,543
Kearny Mesa	5 LOCAL COLLECTOR	31,715	228	-	228	31,487
Kearny Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Kearny Mesa	7 LOCAL ROAD	10,441	129	-	129	10,312
Kearny Mesa	8 FREEWAY RAMP	72,707	634	-	634	72,073
Kearny Mesa	9 LOCAL RAMP	123,363	1,491	-	1,491	121,872
Kearny Mesa	10 ZONE CONNECTOR	74,720	483	-	483	74,237
Kearny Mesa TOTAL		2,113,509	27,164	-	27,164	2,086,345

LA MESA	1 FREEWAY	1,093,179	13,604	-	13,604	1,079,575	
LA MESA	2 PRIME	45,158	193	-	193	44,965	
LA MESA	3 MAJOR	248,562	2,204	-	2,204	246,358	
LA MESA	4 COLLECTOR	31,652	236	-	236	31,416	
LA MESA	5 LOCAL COLLECTOR	152,210	890	-	890	151,320	
LA MESA	6 RURAL COLLECTOR	-	-	-	-	-	
LA MESA	7 LOCAL ROAD	19,538	135	-	135	19,403	
LA MESA	8 FREEWAY RAMP	105,844	2,930	-	2,930	102,914	
LA MESA	9 LOCAL RAMP	71,137	535	-	535	70,602	
LA MESA	10 ZONE CONNECTOR	58,735	288	-	288	58,447	
LA MESA TOTAL		1,826,015	21,015	-	21,015	1,805,000	
LEMON GROVE	1 FREEWAY	504,665	30,960	-	30,960	473,705	
LEMON GROVE	2 PRIME	-	-	-	-	-	
LEMON GROVE	3 MAJOR	77,870	1,128	-	1,128	76,742	
LEMON GROVE	4 COLLECTOR	77,031	529	-	529	76,502	
LEMON GROVE	5 LOCAL COLLECTOR	40,327	501	-	501	39,826	
LEMON GROVE	6 RURAL COLLECTOR	-	-	-	-	-	
LEMON GROVE	7 LOCAL ROAD	1,599	20	-	20	1,579	
LEMON GROVE	8 FREEWAY RAMP	69,612	1,068	-	1,068	68,544	
LEMON GROVE	9 LOCAL RAMP	17,464	898	-	898	16,566	
LEMON GROVE	10 ZONE CONNECTOR	22,208	266	-	266	21,942	
LEMON GROVE TOTAL		810,776	35,370	-	35,370	775,406	
La Jolla	1 FREEWAY	210,180	2,626	-	2,626	207,554	
La Jolla	2 PRIME	74,802	587	-	587	74,215	
La Jolla	3 MAJOR	218,110	622	-	622	217,488	
La Jolla	4 COLLECTOR	-	-	-	-	-	
La Jolla	5 LOCAL COLLECTOR	141,113	242	-	242	140,871	
La Jolla	6 RURAL COLLECTOR	-	-	-	-	-	
La Jolla	7 LOCAL ROAD	4,516	13	-	13	4,503	
La Jolla	8 FREEWAY RAMP	10,611	47	-	47	10,564	
La Jolla	9 LOCAL RAMP	16,196	150	-	150	16,046	
La Jolla	10 ZONE CONNECTOR	33,486	61	-	61	33,425	
La Jolla TOTAL		709,014	4,348	-	4,348	704,666	
Linda Vista	1 FREEWAY	307,153	3,167	-	3,167	303,986	
Linda Vista	2 PRIME	11,727	86	-	86	11,641	
Linda Vista	3 MAJOR	180,411	1,235	-	1,235	179,176	
Linda Vista	4 COLLECTOR	12,806	136	-	136	12,670	
Linda Vista	5 LOCAL COLLECTOR	21,575	108	-	108	21,467	
Linda Vista	6 RURAL COLLECTOR	-	-	-	-	-	
Linda Vista	7 LOCAL ROAD	1,676	8	-	8	1,668	
Linda Vista	8 FREEWAY RAMP	6,155	90	-	90	6,065	
Linda Vista	9 LOCAL RAMP	14,296	201	-	201	14,095	
Linda Vista	10 ZONE CONNECTOR	32,441	270	-	270	32,171	
Linda Vista TOTAL		588,240	5,301	-	5,301	582,939	-

Lindbergh Field	1 FREEWAY	-	-	-	-	-
Lindbergh Field	2 PRIME	105,817	3,232	-	3,232	102,585
Lindbergh Field	3 MAJOR	22,476	300	-	300	22,176
Lindbergh Field	4 COLLECTOR	8,891	200	-	200	8,691
Lindbergh Field	5 LOCAL COLLECTOR	281	4	-	4	277
Lindbergh Field	6 RURAL COLLECTOR	-	-	-	-	-
Lindbergh Field	7 LOCAL ROAD	40,297	866	-	866	39,431
Lindbergh Field	8 FREEWAY RAMP	-	-	-	-	-
Lindbergh Field	9 LOCAL RAMP	1,912	57	-	57	1,855
Lindbergh Field	10 ZONE CONNECTOR	22,115	464	-	464	21,651
Lindbergh Field TOTAL		201,789	5,123	-	5,123	196,666
Los Penasquitos Canyon Prese	1 FREEWAY	15,579	143	-	143	15,436
Los Penasquitos Canyon Prese	2 PRIME	1,657	2	-	2	1,655
Los Penasquitos Canyon Prese	3 MAJOR	883	-	-	-	883
Los Penasquitos Canyon Prese	4 COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Prese	5 LOCAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Prese	6 RURAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Prese	7 LOCAL ROAD	-	-	-	-	-
Los Penasquitos Canyon Prese	8 FREEWAY RAMP	-	-	-	-	-
Los Penasquitos Canyon Prese	9 LOCAL RAMP	-	-	-	-	-
Los Penasquitos Canyon Prese	10 ZONE CONNECTOR	-	-	-	-	-
Los Penasquitos Canyon Preserve TOTAL		18,119	145	-	145	17,974
Mid-City:City Heights	1 FREEWAY	833,517	74,116	-	74,116	759,401
Mid-City:City Heights	2 PRIME	-	-	-	-	-
Mid-City:City Heights	3 MAJOR	71,563	3,701	-	3,701	67,862
Mid-City:City Heights	4 COLLECTOR	50,265	2,535	-	2,535	47,730
Mid-City:City Heights	5 LOCAL COLLECTOR	33,878	1,342	-	1,342	32,536
Mid-City:City Heights	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:City Heights	7 LOCAL ROAD	-	-	-	-	-
Mid-City:City Heights	8 FREEWAY RAMP	122,373	7,912	-	7,912	114,461
Mid-City:City Heights	9 LOCAL RAMP	25,079	2,101	-	2,101	22,978
Mid-City:City Heights	10 ZONE CONNECTOR	33,933	1,398	-	1,398	32,535
Mid-City:City Heights TOTAL		1,170,608	93,105	-	93,105	1,077,503
Mid-City:Eastern Area	1 FREEWAY	265,813	23,521	-	23,521	242,292
Mid-City:Eastern Area	2 PRIME	-	-	-	-	-
Mid-City:Eastern Area	3 MAJOR	163,590	4,441	-	4,441	159,149
Mid-City:Eastern Area	4 COLLECTOR	12,216	1,766	-	1,766	10,450
Mid-City:Eastern Area	5 LOCAL COLLECTOR	40,764	1,817	-	1,817	38,947
Mid-City:Eastern Area	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Eastern Area	7 LOCAL ROAD	3,557	617	-	617	2,940
Mid-City:Eastern Area	8 FREEWAY RAMP	-	-	-	-	-
Mid-City:Eastern Area	9 LOCAL RAMP	8,659	408	-	408	8,251
Mid-City:Eastern Area	10 ZONE CONNECTOR	34,450	710	-	710	33,740
Mid-City:Eastern Area TOTAL		529,049	33,280	-	33,280	495,769

Mid-City:Kensington-Talmadge	1 FREEWAY	177,622	13,634	-	13,634	163,988
Mid-City:Kensington-Talmadge	2 PRIME	34,447	23	-	23	34,424
Mid-City:Kensington-Talmadge	3 MAJOR	36,782	1,414	-	1,414	35,368
Mid-City:Kensington-Talmadge	4 COLLECTOR	7,797	124	-	124	7,673
Mid-City:Kensington-Talmadge	5 LOCAL COLLECTOR	23,373	219	-	219	23,154
Mid-City:Kensington-Talmadge	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Kensington-Talmadge	7 LOCAL ROAD	422	17	-	17	405
Mid-City:Kensington-Talmadge	8 FREEWAY RAMP	6,538	512	-	512	6,026
Mid-City:Kensington-Talmadge	9 LOCAL RAMP	11,113	146	-	146	10,967
Mid-City:Kensington-Talmadge	10 ZONE CONNECTOR	10,309	199	-	199	10,110
Mid-City:Kensington-Talmadge TOTAL		308,403	16,288	-	16,288	292,115
Mid-City:Normal Heights	1 FREEWAY	196,094	11,565	-	11,565	184,529
Mid-City:Normal Heights	2 PRIME	-	-	-	-	-
Mid-City:Normal Heights	3 MAJOR	12,957	238	-	238	12,719
Mid-City:Normal Heights	4 COLLECTOR	5,656	28	-	28	5,628
Mid-City:Normal Heights	5 LOCAL COLLECTOR	23,720	432	-	432	23,288
Mid-City:Normal Heights	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Normal Heights	7 LOCAL ROAD	3,892	72	-	72	3,820
Mid-City:Normal Heights	8 FREEWAY RAMP	4,943	191	-	191	4,752
Mid-City:Normal Heights	9 LOCAL RAMP	6,164	49	-	49	6,115
Mid-City:Normal Heights	10 ZONE CONNECTOR	7,933	146	-	146	7,787
Mid-City:Normal Heights TOTAL		261,359	12,721	-	12,721	248,638
Midway-Pacific Highway	1 FREEWAY	349,802	13,914	-	13,914	335,888
Midway-Pacific Highway	2 PRIME	75,475	2,212	-	2,212	73,263
Midway-Pacific Highway	3 MAJOR	148,049	2,661	-	2,661	145,388
Midway-Pacific Highway	4 COLLECTOR	13,676	188	-	188	13,488
Midway-Pacific Highway	5 LOCAL COLLECTOR	8,079	72	-	72	8,007
Midway-Pacific Highway	6 RURAL COLLECTOR	-	-	-	-	-
Midway-Pacific Highway	7 LOCAL ROAD	180	3	-	3	177
Midway-Pacific Highway	8 FREEWAY RAMP	15,800	775	-	775	15,025
Midway-Pacific Highway	9 LOCAL RAMP	82,414	3,313	-	3,313	79,101
Midway-Pacific Highway	10 ZONE CONNECTOR	17,561	164	-	164	17,397
Midway-Pacific Highway TOTAL		711,036	23,302	-	23,302	687,734
Mira Mesa	1 FREEWAY	606,741	6,971	-	6,971	599,770
Mira Mesa	2 PRIME	497,537	1,392	-	1,392	496,145
Mira Mesa	3 MAJOR	381,906	735	-	735	381,171
Mira Mesa	4 COLLECTOR	97,160	369	-	369	96,791
Mira Mesa	5 LOCAL COLLECTOR	117,293	257	-	257	117,036
Mira Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Mira Mesa	7 LOCAL ROAD	63,674	160	-	160	63,514
Mira Mesa	8 FREEWAY RAMP	-	-	-	-	-
Mira Mesa	9 LOCAL RAMP	40,340	321	-	321	40,019
Mira Mesa	10 ZONE CONNECTOR	106,028	242	-	242	105,786
Mira Mesa TOTAL		1,910,679	10,447	-	10,447	1,900,232

Miramar Air Station	1 FREEWAY	1,945,411	21,469	-	21,469	1,923,942
Miramar Air Station	2 PRIME	-	-	-	-	-
Miramar Air Station	3 MAJOR	115,841	443	-	443	115,398
Miramar Air Station	4 COLLECTOR	-	-	-	-	-
Miramar Air Station	5 LOCAL COLLECTOR	-	-	-	-	-
Miramar Air Station	6 RURAL COLLECTOR	-	-	-	-	-
Miramar Air Station	7 LOCAL ROAD	-	-	-	-	-
Miramar Air Station	8 FREEWAY RAMP	66,129	52	-	52	66,077
Miramar Air Station	9 LOCAL RAMP	51,863	391	-	391	51,472
Miramar Air Station	10 ZONE CONNECTOR	23,654	189	-	189	23,465
Miramar Air Station TOTAL		2,202,898	22,544	-	22,544	2,180,354
Miramar Ranch North	1 FREEWAY	253,840	2,710	-	2,710	251,130
Miramar Ranch North	2 PRIME	46,716	291	-	291	46,425
Miramar Ranch North	3 MAJOR	44,621	287	-	287	44,334
Miramar Ranch North	4 COLLECTOR	49,177	65	-	65	49,112
Miramar Ranch North	5 LOCAL COLLECTOR	9,706	21	-	21	9,685
Miramar Ranch North	6 RURAL COLLECTOR	-	-	-	-	-
Miramar Ranch North	7 LOCAL ROAD	-	-	-	-	-
Miramar Ranch North	8 FREEWAY RAMP	-	-	-	-	-
Miramar Ranch North	9 LOCAL RAMP	13,204	125	-	125	13,079
Miramar Ranch North	10 ZONE CONNECTOR	16,080	35	-	35	16,045
Miramar Ranch North TOTAL		433,344	3,534	-	3,534	429,810
Mission Bay Park	1 FREEWAY	254,131	5,728	-	5,728	248,403
Mission Bay Park	2 PRIME	114,951	719	-	719	114,232
Mission Bay Park	3 MAJOR	116,277	1,143	-	1,143	115,134
Mission Bay Park	4 COLLECTOR	123	-	-	-	123
Mission Bay Park	5 LOCAL COLLECTOR	22,799	53	-	53	22,746
Mission Bay Park	6 RURAL COLLECTOR	-	-	-	-	-
Mission Bay Park	7 LOCAL ROAD	-	-	-	-	-
Mission Bay Park	8 FREEWAY RAMP	8,580	2	-	2	8,578
Mission Bay Park	9 LOCAL RAMP	28,953	226	-	226	28,727
Mission Bay Park	10 ZONE CONNECTOR	22,388	159	-	159	22,229
Mission Bay Park TOTAL		568,202	8,030	-	8,030	560,172
Mission Beach	1 FREEWAY	-	-	-	-	-
Mission Beach	2 PRIME	-	-	-	-	-
Mission Beach	3 MAJOR	28,144	161	-	161	27,983
Mission Beach	4 COLLECTOR	9,292	69	-	69	9,223
Mission Beach	5 LOCAL COLLECTOR	-	-	-	-	-
Mission Beach	6 RURAL COLLECTOR	-	-	-	-	-
Mission Beach	7 LOCAL ROAD	-	-	-	-	-
Mission Beach	8 FREEWAY RAMP	-	-	-	-	-
Mission Beach	9 LOCAL RAMP	-	-	-	-	-
Mission Beach	10 ZONE CONNECTOR	1,464	3	-	3	1,461
Mission Beach TOTAL		38,900	233	-	233	38,667

Mission Valley	1 FREEWAY	1,645,310	23,618	-	23,618	1,621,692
Mission Valley	2 PRIME	105,516	712	-	712	104,804
Mission Valley	3 MAJOR	105,829	829	-	829	105,000
Mission Valley	4 COLLECTOR	169,573	1,953	-	1,953	167,620
Mission Valley	5 LOCAL COLLECTOR	25,046	242	-	242	24,804
Mission Valley	6 RURAL COLLECTOR	-	-	-	-	-
Mission Valley	7 LOCAL ROAD	1,295	21	-	21	1,274
Mission Valley	8 FREEWAY RAMP	278,901	3,273	-	3,273	275,628
Mission Valley	9 LOCAL RAMP	174,805	3,270	-	3,270	171,535
Mission Valley	10 ZONE CONNECTOR	50,700	504	-	504	50,196
Mission Valley TOTAL		2,556,975	34,422	-	34,422	2,522,553
NATIONAL CITY	1 FREEWAY	1,099,689	56,042	-	56,042	1,043,647
NATIONAL CITY	2 PRIME	-	-	-	-	-
NATIONAL CITY	3 MAJOR	260,510	18,912	-	18,912	241,598
NATIONAL CITY	4 COLLECTOR	115,491	8,503	-	8,503	106,988
NATIONAL CITY	5 LOCAL COLLECTOR	4,820	110	-	110	4,710
NATIONAL CITY	6 RURAL COLLECTOR	-	-	-	-	-
NATIONAL CITY	7 LOCAL ROAD	4,128	224	-	224	3,904
NATIONAL CITY	8 FREEWAY RAMP	84,404	3,378	-	3,378	81,026
NATIONAL CITY	9 LOCAL RAMP	44,949	5,471	-	5,471	39,478
NATIONAL CITY	10 ZONE CONNECTOR	43,668	2,197	-	2,197	41,471
NATIONAL CITY TOTAL		1,657,659	94,837	-	94,837	1,562,822
NCFUA Reserve	1 FREEWAY	-	-	-	-	-
NCFUA Reserve	2 PRIME	-	-	-	-	-
NCFUA Reserve	3 MAJOR	5,256	7	-	7	5,249
NCFUA Reserve	4 COLLECTOR	-	-	-	-	-
NCFUA Reserve	5 LOCAL COLLECTOR	525	-	-	-	525
NCFUA Reserve	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Reserve	7 LOCAL ROAD	-	-	-	-	-
NCFUA Reserve	8 FREEWAY RAMP	-	-	-	-	-
NCFUA Reserve	9 LOCAL RAMP	-	-	-	-	-
NCFUA Reserve	10 ZONE CONNECTOR	30	-	-	-	30
NCFUA Reserve TOTAL		5,811	7	-	7	5,804
NCFUA Subarea 2	1 FREEWAY	190,050	1,309	-	1,309	188,741
NCFUA Subarea 2	2 PRIME	-	-	-	-	-
NCFUA Subarea 2	3 MAJOR	32,953	45	-	45	32,908
NCFUA Subarea 2	4 COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	5 LOCAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	7 LOCAL ROAD	-	-	-	-	-
NCFUA Subarea 2	8 FREEWAY RAMP	37	-	-	-	37
NCFUA Subarea 2	9 LOCAL RAMP	5,177	27	-	27	5,150
NCFUA Subarea 2	10 ZONE CONNECTOR	614	-	-	-	614
NCFUA Subarea 2 TOTAL		228,831	1,381	-	1,381	227,450

Navajo	1 FREEWAY	386,885	1,670	-	1,670	385,215
Navajo	2 PRIME	55,925	886	-	886	55,039
Navajo	3 MAJOR	301,944	2,246	-	2,246	299,698
Navajo	4 COLLECTOR	6,036	19	-	19	6,017
Navajo	5 LOCAL COLLECTOR	67,363	392	-	392	66,971
Navajo	6 RURAL COLLECTOR	-	-	-	-	-
Navajo	7 LOCAL ROAD	9,718	112	-	112	9,606
Navajo	8 FREEWAY RAMP	-	-	-	-	-
Navajo	9 LOCAL RAMP	24,696	217	-	217	24,479
Navajo	10 ZONE CONNECTOR	56,254	357	-	357	55,897
Navajo TOTAL		908,821	5,899	-	5,899	902,922
OCEANSIDE	1 FREEWAY	964,655	1,866	-	1,866	962,789
OCEANSIDE	2 PRIME	571,485	234	-	234	571,251
OCEANSIDE	3 MAJOR	719,260	217	-	217	719,043
OCEANSIDE	4 COLLECTOR	371,874	37	-	37	371,837
OCEANSIDE	5 LOCAL COLLECTOR	260,206	24	-	24	260,182
OCEANSIDE	6 RURAL COLLECTOR	-	-	-	-	-
OCEANSIDE	7 LOCAL ROAD	7,523	-	-	-	7,523
OCEANSIDE	8 FREEWAY RAMP	27,267	32	-	32	27,235
OCEANSIDE	9 LOCAL RAMP	74,561	70	-	70	74,491
OCEANSIDE	10 ZONE CONNECTOR	187,289	7	-	7	187,282
OCEANSIDE TOTAL		3,184,120	2,487	-	2,487	3,181,633
Ocean Beach	1 FREEWAY	32,256	492	-	492	31,764
Ocean Beach	2 PRIME	17,580	94	-	94	17,486
Ocean Beach	3 MAJOR	37,961	354	-	354	37,607
Ocean Beach	4 COLLECTOR	17,492	144	-	144	17,348
Ocean Beach	5 LOCAL COLLECTOR	11,318	51	-	51	11,267
Ocean Beach	6 RURAL COLLECTOR	-	-	-	-	-
Ocean Beach	7 LOCAL ROAD	1,926	11	-	11	1,915
Ocean Beach	8 FREEWAY RAMP	-	-	-	-	-
Ocean Beach	9 LOCAL RAMP	2,103	24	-	24	2,079
Ocean Beach	10 ZONE CONNECTOR	5,682	16	-	16	5,666
Ocean Beach TOTAL		126,318	1,186	-	1,186	125,132
Old San Diego	1 FREEWAY	125,123	4,081	-	4,081	121,042
Old San Diego	2 PRIME	1,361	21	-	21	1,340
Old San Diego	3 MAJOR	12,058	56	-	56	12,002
Old San Diego	4 COLLECTOR	11,279	108	-	108	11,171
Old San Diego	5 LOCAL COLLECTOR	12,274	128	-	128	12,146
Old San Diego	6 RURAL COLLECTOR	-	-	-	-	-
Old San Diego	7 LOCAL ROAD	-	-	-	-	-
Old San Diego	8 FREEWAY RAMP	25,258	842	-	842	24,416
Old San Diego	9 LOCAL RAMP	16,894	128	-	128	16,766
Old San Diego	10 ZONE CONNECTOR	4,942	55	-	55	4,887
Old San Diego TOTAL		209,189	5,419	-	5,419	203,770

Otay Mesa	1 FREEWAY	193,186	2,082	-	2,082	191,104
Otay Mesa	2 PRIME	308,760	3,326	-	3,326	305,434
Otay Mesa	3 MAJOR	87,753	862	-	862	86,891
Otay Mesa	4 COLLECTOR	83,181	459	-	459	82,722
Otay Mesa	5 LOCAL COLLECTOR	19,239	122	-	122	19,117
Otay Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Otay Mesa	7 LOCAL ROAD	36,118	229	-	229	35,889
Otay Mesa	8 FREEWAY RAMP	34,554	417	-	417	34,137
Otay Mesa	9 LOCAL RAMP	22,567	155	-	155	22,412
Otay Mesa	10 ZONE CONNECTOR	38,299	206	-	206	38,093
Otay Mesa TOTAL		823,657	7,858	-	7,858	815,799
Otay Mesa-Nestor	1 FREEWAY	432,874	8,330	-	8,330	424,544
Otay Mesa-Nestor	2 PRIME	39,300	511	-	511	38,789
Otay Mesa-Nestor	3 MAJOR	162,323	1,112	-	1,112	161,211
Otay Mesa-Nestor	4 COLLECTOR	18,732	161	-	161	18,571
Otay Mesa-Nestor	5 LOCAL COLLECTOR	58,931	223	-	223	58,708
Otay Mesa-Nestor	6 RURAL COLLECTOR	-	-	-	-	-
Otay Mesa-Nestor	7 LOCAL ROAD	7,760	29	-	29	7,731
Otay Mesa-Nestor	8 FREEWAY RAMP	45,553	664	-	664	44,889
Otay Mesa-Nestor	9 LOCAL RAMP	49,735	915	-	915	48,820
Otay Mesa-Nestor	10 ZONE CONNECTOR	42,575	263	-	263	42,312
Otay Mesa-Nestor TOTAL		857,783	12,208	-	12,208	845,575
POWAY	1 FREEWAY	-	-	-	-	-
POWAY	2 PRIME	271,868	461	-	461	271,407
POWAY	3 MAJOR	445,248	862	-	862	444,386
POWAY	4 COLLECTOR	126,323	32	-	32	126,291
POWAY	5 LOCAL COLLECTOR	63,228	24	-	24	63,204
POWAY	6 RURAL COLLECTOR	-	-	-	-	-
POWAY	7 LOCAL ROAD	107,288	135	-	135	107,153
POWAY	8 FREEWAY RAMP	-	-	-	-	-
POWAY	9 LOCAL RAMP	-	-	-	-	-
POWAY	10 ZONE CONNECTOR	93,750	107	-	107	93,643
POWAY TOTAL		1,107,705	1,621	-	1,621	1,106,084
Pacific Beach	1 FREEWAY	171,399	2,752	-	2,752	168,647
Pacific Beach	2 PRIME	-	-	-	-	-
Pacific Beach	3 MAJOR	242,644	1,725	-	1,725	240,919
Pacific Beach	4 COLLECTOR	12,515	41	-	41	12,474
Pacific Beach	5 LOCAL COLLECTOR	83,242	320	-	320	82,922
Pacific Beach	6 RURAL COLLECTOR	-	-	-	-	-
Pacific Beach	7 LOCAL ROAD	1,044	5	-	5	1,039
Pacific Beach	8 FREEWAY RAMP	-	-	-	-	-
Pacific Beach	9 LOCAL RAMP	12,865	179	-	179	12,686
Pacific Beach	10 ZONE CONNECTOR	28,717	74	-	74	28,643
Pacific Beach TOTAL		552,426	5,096	-	5,096	547,330

Pacific Highlands Ranch	1 FREEWAY	220,659	63	-	63	220,596	
Pacific Highlands Ranch	2 PRIME	7,829	3	-	3	7,826	
Pacific Highlands Ranch	3 MAJOR	10,860	41	-	41	10,819	
Pacific Highlands Ranch	4 COLLECTOR	14,112	32	-	32	14,080	
Pacific Highlands Ranch	5 LOCAL COLLECTOR	-	-	-	-	-	
Pacific Highlands Ranch	6 RURAL COLLECTOR	-	-	-	-	-	
Pacific Highlands Ranch	7 LOCAL ROAD	3,773	6	-	6	3,767	
Pacific Highlands Ranch	8 FREEWAY RAMP	-	-	-	-	-	
Pacific Highlands Ranch	9 LOCAL RAMP	5,623	24	-	24	5,599	
Pacific Highlands Ranch	10 ZONE CONNECTOR	4,545	5	-	5	4,540	
Pacific Highlands Ranch TOTAL		267,401	174	-	174	267,227	
Peninsula	1 FREEWAY	13,413	203	-	203	13,210	
Peninsula	2 PRIME	17,869	181	-	181	17,688	
Peninsula	3 MAJOR	214,116	2,696	-	2,696	211,420	
Peninsula	4 COLLECTOR	50,094	394	-	394	49,700	
Peninsula	5 LOCAL COLLECTOR	69,567	449	-	449	69,118	
Peninsula	6 RURAL COLLECTOR	-	-	-	-	-	
Peninsula	7 LOCAL ROAD	7,001	33	-	33	6,968	
Peninsula	8 FREEWAY RAMP	-	-	-	-	-	
Peninsula	9 LOCAL RAMP	9,265	165	-	165	9,100	
Peninsula	10 ZONE CONNECTOR	48,366	471	-	471	47,895	
Peninsula TOTAL		429,691	4,592	-	4,592	425,099	-
Rancho Bernardo	1 FREEWAY	1,159,254	7,525	-	7,525	1,151,729	
Rancho Bernardo	2 PRIME	76,758	191	-	191	76,567	
Rancho Bernardo	3 MAJOR	288,884	299	-	299	288,585	
Rancho Bernardo	4 COLLECTOR	16,891	14	-	14	16,877	
Rancho Bernardo	5 LOCAL COLLECTOR	41,082	41	-	41	41,041	
Rancho Bernardo	6 RURAL COLLECTOR	-	-	-	-	-	
Rancho Bernardo	7 LOCAL ROAD	128	-	-	-	128	
Rancho Bernardo	8 FREEWAY RAMP	81	-	-	-	81	
Rancho Bernardo	9 LOCAL RAMP	43,511	132	-	132	43,379	
Rancho Bernardo	10 ZONE CONNECTOR	51,593	42	-	42	51,551	
Rancho Bernardo TOTAL		1,678,182	8,244	-	8,244	1,669,938	
Rancho Encantada	1 FREEWAY	-	-	-	-	-	
Rancho Encantada	2 PRIME	-	-	-	-	-	
Rancho Encantada	3 MAJOR	5,175	10	-	10	5,165	
Rancho Encantada	4 COLLECTOR	-	-	-	-	-	
Rancho Encantada	5 LOCAL COLLECTOR	-	-	-	-	-	
Rancho Encantada	6 RURAL COLLECTOR	-	-	-	-	-	
Rancho Encantada	7 LOCAL ROAD	-	-	-	-	-	
Rancho Encantada	8 FREEWAY RAMP	-	-	-	-	-	
Rancho Encantada	9 LOCAL RAMP	-	-	-	-	-	
Rancho Encantada	10 ZONE CONNECTOR	4,087	11	-	11	4,076	
Rancho Encantada TOTAL		9,262	21	-	21	9,241	

Rancho Penasquitos	1 FREEWAY	746,250	4,788	-	4,788	741,462
Rancho Penasquitos	2 PRIME	22,889	27	-	27	22,862
Rancho Penasquitos	3 MAJOR	191,545	447	-	447	191,098
Rancho Penasquitos	4 COLLECTOR	30,366	28	-	28	30,338
Rancho Penasquitos	5 LOCAL COLLECTOR	21,591	29	-	29	21,562
Rancho Penasquitos	6 RURAL COLLECTOR	-	-	-	-	-
Rancho Penasquitos	7 LOCAL ROAD	3,679	4	-	4	3,675
Rancho Penasquitos	8 FREEWAY RAMP	17,269	61	-	61	17,208
Rancho Penasquitos	9 LOCAL RAMP	41,427	236	-	236	41,191
Rancho Penasquitos	10 ZONE CONNECTOR	44,320	59	-	59	44,261
Rancho Penasquitos TOTAL		1,119,336	5,679	-	5,679	1,113,657
SAN MARCOS	1 FREEWAY	932,237	1,759	-	1,759	930,478
SAN MARCOS	2 PRIME	281,642	61	-	61	281,581
SAN MARCOS	3 MAJOR	344,490	58	-	58	344,432
SAN MARCOS	4 COLLECTOR	255,804	84	-	84	255,720
SAN MARCOS	5 LOCAL COLLECTOR	21	-	-	-	21
SAN MARCOS	6 RURAL COLLECTOR	-	-	-	-	-
SAN MARCOS	7 LOCAL ROAD	35,171	9	-	9	35,162
SAN MARCOS	8 FREEWAY RAMP	-	-	-	-	-
SAN MARCOS	9 LOCAL RAMP	51,220	57	-	57	51,163
SAN MARCOS	10 ZONE CONNECTOR	113,381	12	-	12	113,369
SAN MARCOS TOTAL		2,013,966	2,040	-	2,040	2,011,926
SANTEE	1 FREEWAY	264,235	2,202	-	2,202	262,033
SANTEE	2 PRIME	92,903	304	-	304	92,599
SANTEE	3 MAJOR	291,270	683	-	683	290,587
SANTEE	4 COLLECTOR	38,323	23	-	23	38,300
SANTEE	5 LOCAL COLLECTOR	70,225	153	-	153	70,072
SANTEE	6 RURAL COLLECTOR	-	-	-	-	-
SANTEE	7 LOCAL ROAD	-	-	-	-	-
SANTEE	8 FREEWAY RAMP	28,954	18	-	18	28,936
SANTEE	9 LOCAL RAMP	11,572	47	-	47	11,525
SANTEE	10 ZONE CONNECTOR	61,642	140	-	140	61,502
SANTEE TOTAL		859,124	3,570	-	3,570	855,554
SOLANA BEACH	1 FREEWAY	431,440	2,849	-	-	428,591
SOLANA BEACH	2 PRIME	-	-	-	-	-
SOLANA BEACH	3 MAJOR	69,198	79	-	-	69,119
SOLANA BEACH	4 COLLECTOR	19,838	19	-	-	19,819
SOLANA BEACH	5 LOCAL COLLECTOR	21,326	20	-	-	21,306
SOLANA BEACH	6 RURAL COLLECTOR	-	-	-	-	-
SOLANA BEACH	7 LOCAL ROAD	528	-	-	-	528
SOLANA BEACH	8 FREEWAY RAMP	-	-	-	-	-
SOLANA BEACH	9 LOCAL RAMP	9,799	20	-	-	9,779
SOLANA BEACH	10 ZONE CONNECTOR	18,876	10	-	-	18,866
SOLANA BEACH TOTAL		571,005	2,997	-	-	568,008

SOUTHEASTERN SAN DIEGC	1 FREEWAY	874,507	74,228	13,975	60,253	800,279	
SOUTHEASTERN SAN DIEGC	2 PRIME	-	-	-	-	-	
SOUTHEASTERN SAN DIEGC	3 MAJOR	55,661	49,275	9,277	39,998	6,386	
SOUTHEASTERN SAN DIEGC	4 COLLECTOR	54,968	43,618	8,212	35,406	11,350	
SOUTHEASTERN SAN DIEGC	5 LOCAL COLLECTOR	48,866	45,389	8,545	36,844	3,477	
SOUTHEASTERN SAN DIEGC	6 RURAL COLLECTOR	-	-	-	-	-	
SOUTHEASTERN SAN DIEGC	7 LOCAL ROAD	17,081	13,725	2,584	11,141	3,356	
SOUTHEASTERN SAN DIEGC	8 FREEWAY RAMP	104,590	11,526	2,170	9,356	93,064	
SOUTHEASTERN SAN DIEGC	9 LOCAL RAMP	63,073	24,829	4,675	20,154	38,244	
SOUTHEASTERN SAN DIEGC	10 ZONE CONNECTOR	29,086	29,087	5,476	23,611	(1)	
SOUTHEASTERN SAN DIEGC	11 INTA-ZONAL						1,191
SOUTHEASTERN SAN DIEGO TOTAL		1,247,832	291,677	54,914	236,763	956,155	1,191
Sabre Springs	1 FREEWAY	158,257	1,521	-	1,521	156,736	
Sabre Springs	2 PRIME	27,492	127	-	127	27,365	
Sabre Springs	3 MAJOR	66,976	346	-	346	66,630	
Sabre Springs	4 COLLECTOR	16,215	20	-	20	16,195	
Sabre Springs	5 LOCAL COLLECTOR	33,798	23	-	23	33,775	
Sabre Springs	6 RURAL COLLECTOR	-	-	-	-	-	
Sabre Springs	7 LOCAL ROAD	1,312	3	-	3	1,309	
Sabre Springs	8 FREEWAY RAMP	2,514	32	-	32	2,482	
Sabre Springs	9 LOCAL RAMP	12,769	102	-	102	12,667	
Sabre Springs	10 ZONE CONNECTOR	5,731	4	-	4	5,727	
Sabre Springs TOTAL		325,064	2,178	-	2,178	322,886	
San Pasqual	1 FREEWAY	179,361	976	-	976	178,385	
San Pasqual	2 PRIME	-	-	-	-	-	
San Pasqual	3 MAJOR	147,555	39	-	39	147,516	
San Pasqual	4 COLLECTOR	13,828	35	-	35	13,793	
San Pasqual	5 LOCAL COLLECTOR	54,471	56	-	56	54,415	
San Pasqual	6 RURAL COLLECTOR	782	-	-	-	782	
San Pasqual	7 LOCAL ROAD	-	-	-	-	-	
San Pasqual	8 FREEWAY RAMP	-	-	-	-	-	
San Pasqual	9 LOCAL RAMP	5,835	14	-	14	5,821	
San Pasqual	10 ZONE CONNECTOR	4,654	6	-	6	4,648	
San Pasqual TOTAL		406,486	1,126	-	1,126	405,360	
San Ysidro	1 FREEWAY	313,002	3,882	-	3,882	309,120	
San Ysidro	2 PRIME	-	-	-	-	-	
San Ysidro	3 MAJOR	34,365	128	-	128	34,237	
San Ysidro	4 COLLECTOR	43,238	190	-	190	43,048	
San Ysidro	5 LOCAL COLLECTOR	18,340	72	-	72	18,268	
San Ysidro	6 RURAL COLLECTOR	-	-	-	-	-	
San Ysidro	7 LOCAL ROAD	1,612	-	-	-	1,612	
San Ysidro	8 FREEWAY RAMP	9,870	97	-	97	9,773	
San Ysidro	9 LOCAL RAMP	24,989	209	-	209	24,780	
San Ysidro	10 ZONE CONNECTOR	22,044	90	-	90	21,954	

San Ysidro TOTAL		467,460	4,668	-	4,668	462,792
Scripps Miramar Ranch	1 FREEWAY	295,693	3,590	-	3,590	292,103
Scripps Miramar Ranch	2 PRIME	4,905	19	-	19	4,886
Scripps Miramar Ranch	3 MAJOR	144,955	555	-	555	144,400
Scripps Miramar Ranch	4 COLLECTOR	26,027	28	-	28	25,999
Scripps Miramar Ranch	5 LOCAL COLLECTOR	46,094	76	-	76	46,018
Scripps Miramar Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Scripps Miramar Ranch	7 LOCAL ROAD	-	-	-	-	-
Scripps Miramar Ranch	8 FREEWAY RAMP	-	-	-	-	-
Scripps Miramar Ranch	9 LOCAL RAMP	14,539	114	-	114	14,425
Scripps Miramar Ranch	10 ZONE CONNECTOR	25,886	58	-	58	25,828
Scripps Miramar Ranch TOTAL		558,099	4,440	-	4,440	553,659
Scripps Reserve	1 FREEWAY	-	-	-	-	-
Scripps Reserve	2 PRIME	-	-	-	-	-
Scripps Reserve	3 MAJOR	-	-	-	-	-
Scripps Reserve	4 COLLECTOR	-	-	-	-	-
Scripps Reserve	5 LOCAL COLLECTOR	-	-	-	-	-
Scripps Reserve	6 RURAL COLLECTOR	-	-	-	-	-
Scripps Reserve	7 LOCAL ROAD	-	-	-	-	-
Scripps Reserve	8 FREEWAY RAMP	-	-	-	-	-
Scripps Reserve	9 LOCAL RAMP	-	-	-	-	-
Scripps Reserve	10 ZONE CONNECTOR	-	-	-	-	-
Scripps Reserve TOTAL		-	-	-	-	-
Serra Mesa	1 FREEWAY	604,077	14,244	-	14,244	589,833
Serra Mesa	2 PRIME	-	-	-	-	-
Serra Mesa	3 MAJOR	87,416	1,057	-	1,057	86,359
Serra Mesa	4 COLLECTOR	29,182	260	-	260	28,922
Serra Mesa	5 LOCAL COLLECTOR	-	-	-	-	-
Serra Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Serra Mesa	7 LOCAL ROAD	2,259	15	-	15	2,244
Serra Mesa	8 FREEWAY RAMP	13,124	274	-	274	12,850
Serra Mesa	9 LOCAL RAMP	21,641	503	-	503	21,138
Serra Mesa	10 ZONE CONNECTOR	16,522	133	-	133	16,389
Serra Mesa TOTAL		774,221	16,486	-	16,486	757,735
Skyline-Paradise Hills	1 FREEWAY	31,561	382	-	382	31,179
Skyline-Paradise Hills	2 PRIME	-	-	-	-	-
Skyline-Paradise Hills	3 MAJOR	97,086	3,072	-	3,072	94,014
Skyline-Paradise Hills	4 COLLECTOR	57,945	1,793	-	1,793	56,152
Skyline-Paradise Hills	5 LOCAL COLLECTOR	45,644	647	-	647	44,997
Skyline-Paradise Hills	6 RURAL COLLECTOR	-	-	-	-	-
Skyline-Paradise Hills	7 LOCAL ROAD	3,437	30	-	30	3,407
Skyline-Paradise Hills	8 FREEWAY RAMP	-	-	-	-	-
Skyline-Paradise Hills	9 LOCAL RAMP	6,386	106	-	106	6,280
Skyline-Paradise Hills	10 ZONE CONNECTOR	32,198	715	-	715	31,483

Skyline-Paradise Hills TOTAL		274,257	6,745	-	6,745	267,512
Tierrasanta	1 FREEWAY	668,415	12,436	-	12,436	655,979
Tierrasanta	2 PRIME	26,303	456	-	456	25,847
Tierrasanta	3 MAJOR	113,681	858	-	858	112,823
Tierrasanta	4 COLLECTOR	14,908	84	-	84	14,824
Tierrasanta	5 LOCAL COLLECTOR	11,312	60	-	60	11,252
Tierrasanta	6 RURAL COLLECTOR	-	-	-	-	-
Tierrasanta	7 LOCAL ROAD	3	-	-	-	3
Tierrasanta	8 FREEWAY RAMP	2,933	10	-	10	2,923
Tierrasanta	9 LOCAL RAMP	42,846	649	-	649	42,197
Tierrasanta	10 ZONE CONNECTOR	25,622	160	-	160	25,462
Tierrasanta TOTAL		906,023	14,713	-	14,713	891,310
Tijuana River Valley	1 FREEWAY	-	-	-	-	-
Tijuana River Valley	2 PRIME	-	-	-	-	-
Tijuana River Valley	3 MAJOR	-	-	-	-	-
Tijuana River Valley	4 COLLECTOR	3,770	23	-	23	3,747
Tijuana River Valley	5 LOCAL COLLECTOR	836	2	-	2	834
Tijuana River Valley	6 RURAL COLLECTOR	-	-	-	-	-
Tijuana River Valley	7 LOCAL ROAD	-	-	-	-	-
Tijuana River Valley	8 FREEWAY RAMP	-	-	-	-	-
Tijuana River Valley	9 LOCAL RAMP	-	-	-	-	-
Tijuana River Valley	10 ZONE CONNECTOR	76	-	-	-	76
Tijuana River Valley TOTAL		4,682	25	-	25	4,657
Torrey Highlands	1 FREEWAY	114,083	17	-	17	114,066
Torrey Highlands	2 PRIME	22,491	26	-	26	22,465
Torrey Highlands	3 MAJOR	5,237	7	-	7	5,230
Torrey Highlands	4 COLLECTOR	23,659	12	-	12	23,647
Torrey Highlands	5 LOCAL COLLECTOR	-	-	-	-	-
Torrey Highlands	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Highlands	7 LOCAL ROAD	-	-	-	-	-
Torrey Highlands	8 FREEWAY RAMP	-	-	-	-	-
Torrey Highlands	9 LOCAL RAMP	10,161	20	-	20	10,141
Torrey Highlands	10 ZONE CONNECTOR	14,902	24	-	24	14,878
Torrey Highlands TOTAL		190,533	106	-	106	190,427
Torrey Hills	1 FREEWAY	346,579	2,543	-	2,543	344,036
Torrey Hills	2 PRIME	7,533	35	-	35	7,498
Torrey Hills	3 MAJOR	49,180	70	-	70	49,110
Torrey Hills	4 COLLECTOR	895	1	-	1	894
Torrey Hills	5 LOCAL COLLECTOR	8,452	12	-	12	8,440
Torrey Hills	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Hills	7 LOCAL ROAD	-	-	-	-	-
Torrey Hills	8 FREEWAY RAMP	1,576	4	-	4	1,572
Torrey Hills	9 LOCAL RAMP	5,062	22	-	22	5,040
Torrey Hills	10 ZONE CONNECTOR	7,238	16	-	16	7,222

Torrey Hills TOTAL		426,515	2,703	-	2,703	423,812
Torrey Pines	1 FREEWAY	1,099,154	8,441	-	8,441	1,090,713
Torrey Pines	2 PRIME	13,462	5	-	5	13,457
Torrey Pines	3 MAJOR	105,578	210	-	210	105,368
Torrey Pines	4 COLLECTOR	14,196	20	-	20	14,176
Torrey Pines	5 LOCAL COLLECTOR	10,102	30	-	30	10,072
Torrey Pines	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Pines	7 LOCAL ROAD	524	-	-	-	524
Torrey Pines	8 FREEWAY RAMP	4,740	14	-	14	4,726
Torrey Pines	9 LOCAL RAMP	34,922	176	-	176	34,746
Torrey Pines	10 ZONE CONNECTOR	13,470	26	-	26	13,444
Torrey Pines TOTAL		1,296,148	8,922	-	8,922	1,287,226
Unincorporated	1 FREEWAY	7,693,561	47,715	-	47,715	7,645,846
Unincorporated	2 PRIME	747,728	3,373	-	3,373	744,355
Unincorporated	3 MAJOR	2,941,496	14,202	-	14,202	2,927,294
Unincorporated	4 COLLECTOR	2,022,862	4,683	-	4,683	2,018,179
Unincorporated	5 LOCAL COLLECTOR	926,462	1,437	-	1,437	925,025
Unincorporated	6 RURAL COLLECTOR	1,368,992	2,817	-	2,817	1,366,175
Unincorporated	7 LOCAL ROAD	373,239	593	-	593	372,646
Unincorporated	8 FREEWAY RAMP	63,578	2,488	-	2,488	61,090
Unincorporated	9 LOCAL RAMP	207,716	2,497	-	2,497	205,219
Unincorporated	10 ZONE CONNECTOR	1,145,133	2,068	-	2,068	1,143,065
Unincorporated TOTAL		17,490,767	81,873	-	81,873	17,408,894
University	1 FREEWAY	1,402,514	14,529	-	14,529	1,387,985
University	2 PRIME	408,270	1,376	-	1,376	406,894
University	3 MAJOR	245,194	816	-	816	244,378
University	4 COLLECTOR	62,770	194	-	194	62,576
University	5 LOCAL COLLECTOR	3,100	11	-	11	3,089
University	6 RURAL COLLECTOR	-	-	-	-	-
University	7 LOCAL ROAD	24,888	68	-	68	24,820
University	8 FREEWAY RAMP	26,064	49	-	49	26,015
University	9 LOCAL RAMP	123,279	849	-	849	122,430
University	10 ZONE CONNECTOR	122,330	381	-	381	121,949
University TOTAL		2,418,409	18,273	-	18,273	2,400,136
Uptown	1 FREEWAY	410,849	19,636	-	19,636	391,213
Uptown	2 PRIME	14,661	270	-	270	14,391
Uptown	3 MAJOR	70,929	669	-	669	70,260
Uptown	4 COLLECTOR	35,624	804	-	804	34,820
Uptown	5 LOCAL COLLECTOR	89,283	858	-	858	88,425
Uptown	6 RURAL COLLECTOR	-	-	-	-	-
Uptown	7 LOCAL ROAD	1,749	2	-	2	1,747
Uptown	8 FREEWAY RAMP	5,052	45	-	45	5,007
Uptown	9 LOCAL RAMP	58,109	1,542	-	1,542	56,567
Uptown	10 ZONE CONNECTOR	25,844	399	-	399	25,445

Uptown TOTAL		712,100	24,225	-	24,225	687,875	
VISTA	1 FREEWAY	629,690	223	-	223	629,467	
VISTA	2 PRIME	241,375	16	-	16	241,359	
VISTA	3 MAJOR	343,041	61	-	61	342,980	
VISTA	4 COLLECTOR	188,593	29	-	29	188,564	
VISTA	5 LOCAL COLLECTOR	87,184	20	-	20	87,164	
VISTA	6 RURAL COLLECTOR	1,558	-	-	-	1,558	
VISTA	7 LOCAL ROAD	91,577	9	-	9	91,568	
VISTA	8 FREEWAY RAMP	-	-	-	-	-	
VISTA	9 LOCAL RAMP	35,001	22	-	22	34,979	
VISTA	10 ZONE CONNECTOR	103,505	5	-	5	103,500	
VISTA TOTAL		1,721,524	385	-	385	1,721,139	
Via De La Valle	1 FREEWAY	-	-	-	-	-	
Via De La Valle	2 PRIME	-	-	-	-	-	
Via De La Valle	3 MAJOR	9,671	12	-	12	9,659	
Via De La Valle	4 COLLECTOR	2,813	3	-	3	2,810	
Via De La Valle	5 LOCAL COLLECTOR	-	-	-	-	-	
Via De La Valle	6 RURAL COLLECTOR	-	-	-	-	-	
Via De La Valle	7 LOCAL ROAD	-	-	-	-	-	
Via De La Valle	8 FREEWAY RAMP	-	-	-	-	-	
Via De La Valle	9 LOCAL RAMP	-	-	-	-	-	
Via De La Valle	10 ZONE CONNECTOR	168	-	-	-	168	
Via De La Valle TOTAL		12,652	15	-	15	12,637	
REGIONWIDE TOTAL		85,331,631	1,406,861	54,914	1,348,950	83,924,770	1,191

2035 C - Proposed Land Use

JURISDICTION	CLASSIFICATION	TOTAL VMT	TOTAL City of San Diego: SESD VMT	Two Trip End City of San Diego: SESD VMT	One Trip End City of San Diego: SESD VMT	NON-City of San Diego: SESD VMT	City of San Diego: SESD Intra-Zonal VMT
			I-I, I-E and E-I	I-I	I-E and E-I	E-E	INTRA
32nd Street Naval Station	1 FREEWAY	4,415	181	-	181	4,234	
32nd Street Naval Station	2 PRIME	-	-	-	-	-	
32nd Street Naval Station	3 MAJOR	42,713	3,720	-	3,720	38,993	
32nd Street Naval Station	4 COLLECTOR	3,343	660	-	660	2,683	
32nd Street Naval Station	5 LOCAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	6 RURAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	7 LOCAL ROAD	2,127	323	-	323	1,804	
32nd Street Naval Station	8 FREEWAY RAMP	-	-	-	-	-	
32nd Street Naval Station	9 LOCAL RAMP	2,106	171	-	171	1,935	
32nd Street Naval Station	10 ZONE CONNECTOR	9,590	1,215	-	1,215	8,375	
32nd Street Naval Station TOTAL		64,294	6,270	-	6,270	58,024	
Balboa Park	1 FREEWAY	241,747	14,625	-	14,625	227,122	
Balboa Park	2 PRIME	-	-	-	-	-	
Balboa Park	3 MAJOR	60,694	3,003	-	3,003	57,691	
Balboa Park	4 COLLECTOR	21,864	2,979	-	2,979	18,885	
Balboa Park	5 LOCAL COLLECTOR	12,191	440	-	440	11,751	
Balboa Park	6 RURAL COLLECTOR	-	-	-	-	-	
Balboa Park	7 LOCAL ROAD	9,546	666	-	666	8,880	
Balboa Park	8 FREEWAY RAMP	43,570	2,395	-	2,395	41,175	
Balboa Park	9 LOCAL RAMP	18,232	892	-	892	17,340	
Balboa Park	10 ZONE CONNECTOR	13,480	615	-	615	12,865	
Balboa Park TOTAL		421,324	25,615	-	25,615	395,709	
Barrio Logan	1 FREEWAY	299,252	12,813	-	12,813	286,439	
Barrio Logan	2 PRIME	-	-	-	-	-	
Barrio Logan	3 MAJOR	33,638	4,375	-	4,375	29,263	
Barrio Logan	4 COLLECTOR	38,683	11,442	-	11,442	27,241	
Barrio Logan	5 LOCAL COLLECTOR	226	188	-	188	38	
Barrio Logan	6 RURAL COLLECTOR	-	-	-	-	-	
Barrio Logan	7 LOCAL ROAD	3,579	1,952	-	1,952	1,627	
Barrio Logan	8 FREEWAY RAMP	40,379	2,173	-	2,173	38,206	
Barrio Logan	9 LOCAL RAMP	18,788	3,662	-	3,662	15,126	
Barrio Logan	10 ZONE CONNECTOR	6,964	1,137	-	1,137	5,827	
Barrio Logan TOTAL		441,509	37,742	-	37,742	403,767	

Black Mountain Ranch	1 FREEWAY	-	-	-	-	-
Black Mountain Ranch	2 PRIME	8,127	6	-	6	8,121
Black Mountain Ranch	3 MAJOR	145,621	37	-	37	145,584
Black Mountain Ranch	4 COLLECTOR	55,853	30	-	30	55,823
Black Mountain Ranch	5 LOCAL COLLECTOR	-	-	-	-	-
Black Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Black Mountain Ranch	7 LOCAL ROAD	302	-	-	-	302
Black Mountain Ranch	8 FREEWAY RAMP	-	-	-	-	-
Black Mountain Ranch	9 LOCAL RAMP	-	-	-	-	-
Black Mountain Ranch	10 ZONE CONNECTOR	24,836	26	-	26	24,810
Black Mountain Ranch TOTAL		234,739	99	-	99	234,640
CARLSBAD	1 FREEWAY	1,702,635	8,408	-	8,408	1,694,227
CARLSBAD	2 PRIME	1,073,067	514	-	514	1,072,553
CARLSBAD	3 MAJOR	639,216	570	-	570	638,646
CARLSBAD	4 COLLECTOR	412,149	144	-	144	412,005
CARLSBAD	5 LOCAL COLLECTOR	38,446	30	-	30	38,416
CARLSBAD	6 RURAL COLLECTOR	-	-	-	-	-
CARLSBAD	7 LOCAL ROAD	150,475	37	-	37	150,438
CARLSBAD	8 FREEWAY RAMP	516	-	-	-	516
CARLSBAD	9 LOCAL RAMP	60,406	104	-	104	60,302
CARLSBAD	10 ZONE CONNECTOR	242,030	43	-	43	241,987
CARLSBAD TOTAL		4,318,940	9,850	-	9,850	4,309,090
CHULA VISTA	1 FREEWAY	1,983,149	58,879	-	58,879	1,924,270
CHULA VISTA	2 PRIME	1,385,783	13,486	-	13,486	1,372,297
CHULA VISTA	3 MAJOR	690,328	7,248	-	7,248	683,080
CHULA VISTA	4 COLLECTOR	504,636	3,272	-	3,272	501,364
CHULA VISTA	5 LOCAL COLLECTOR	234,913	2,173	-	2,173	232,740
CHULA VISTA	6 RURAL COLLECTOR	-	-	-	-	-
CHULA VISTA	7 LOCAL ROAD	228,285	1,439	-	1,439	226,846
CHULA VISTA	8 FREEWAY RAMP	40,022	700	-	700	39,322
CHULA VISTA	9 LOCAL RAMP	187,191	6,116	-	6,116	181,075
CHULA VISTA	10 ZONE CONNECTOR	335,885	2,284	-	2,284	333,601
CHULA VISTA TOTAL		5,590,192	95,597	-	95,597	5,494,595
CORONADO	1 FREEWAY	101,291	6,444	-	6,444	94,847
CORONADO	2 PRIME	164,948	2,491	-	2,491	162,457
CORONADO	3 MAJOR	88,026	4,764	-	4,764	83,262
CORONADO	4 COLLECTOR	26,262	878	-	878	25,384
CORONADO	5 LOCAL COLLECTOR	35,195	1,553	-	1,553	33,642
CORONADO	6 RURAL COLLECTOR	-	-	-	-	-
CORONADO	7 LOCAL ROAD	11,120	567	-	567	10,553
CORONADO	8 FREEWAY RAMP	-	-	-	-	-
CORONADO	9 LOCAL RAMP	-	-	-	-	-
CORONADO	10 ZONE CONNECTOR	44,718	1,611	-	1,611	43,107
CORONADO TOTAL		471,560	18,308	-	18,308	453,252

Carmel Mountain Ranch	1 FREEWAY	343,461	2,932	-	2,932	340,529	
Carmel Mountain Ranch	2 PRIME	183,424	440	-	440	182,984	
Carmel Mountain Ranch	3 MAJOR	53,627	90	-	90	53,537	
Carmel Mountain Ranch	4 COLLECTOR	17,557	18	-	18	17,539	
Carmel Mountain Ranch	5 LOCAL COLLECTOR	-	-	-	-	-	
Carmel Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-	
Carmel Mountain Ranch	7 LOCAL ROAD	5,006	4	-	4	5,002	
Carmel Mountain Ranch	8 FREEWAY RAMP	47	-	-	-	47	
Carmel Mountain Ranch	9 LOCAL RAMP	13,861	39	-	39	13,822	
Carmel Mountain Ranch	10 ZONE CONNECTOR	30,378	37	-	37	30,341	
Carmel Mountain Ranch TOTAL		647,361	3,560	-	3,560	643,801	
Carmel Valley	1 FREEWAY	560,031	2,915	-	2,915	557,116	
Carmel Valley	2 PRIME	62,165	103	-	103	62,062	
Carmel Valley	3 MAJOR	99,904	183	-	183	99,721	
Carmel Valley	4 COLLECTOR	21,151	21	-	21	21,130	
Carmel Valley	5 LOCAL COLLECTOR	41,296	26	-	26	41,270	
Carmel Valley	6 RURAL COLLECTOR	-	-	-	-	-	
Carmel Valley	7 LOCAL ROAD	-	-	-	-	-	
Carmel Valley	8 FREEWAY RAMP	52,851	117	-	117	52,734	
Carmel Valley	9 LOCAL RAMP	30,900	73	-	73	30,827	
Carmel Valley	10 ZONE CONNECTOR	30,807	27	-	27	30,780	
Carmel Valley TOTAL		899,105	3,465	-	3,465	895,640	
Centre City	1 FREEWAY	305,927	21,484	-	21,484	284,443	
Centre City	2 PRIME	13,974	439	-	439	13,535	
Centre City	3 MAJOR	241,529	10,412	-	10,412	231,117	
Centre City	4 COLLECTOR	73,751	2,580	-	2,580	71,171	
Centre City	5 LOCAL COLLECTOR	64,938	2,964	-	2,964	61,974	
Centre City	6 RURAL COLLECTOR	-	-	-	-	-	
Centre City	7 LOCAL ROAD	835	2	-	2	833	
Centre City	8 FREEWAY RAMP	62,772	7,145	-	7,145	55,627	
Centre City	9 LOCAL RAMP	48,355	2,422	-	2,422	45,933	
Centre City	10 ZONE CONNECTOR	48,383	1,209	-	1,209	47,174	
Centre City TOTAL		860,464	48,657	-	48,657	811,807	-
Clairemont Mesa	1 FREEWAY	1,055,709	17,232	-	17,232	1,038,477	
Clairemont Mesa	2 PRIME	18,181	98	-	98	18,083	
Clairemont Mesa	3 MAJOR	497,353	1,923	-	1,923	495,430	
Clairemont Mesa	4 COLLECTOR	24,173	199	-	199	23,974	
Clairemont Mesa	5 LOCAL COLLECTOR	156,639	479	-	479	156,160	
Clairemont Mesa	6 RURAL COLLECTOR	-	-	-	-	-	
Clairemont Mesa	7 LOCAL ROAD	17,328	91	-	91	17,237	
Clairemont Mesa	8 FREEWAY RAMP	27,905	211	-	211	27,694	
Clairemont Mesa	9 LOCAL RAMP	67,051	762	-	762	66,289	
Clairemont Mesa	10 ZONE CONNECTOR	88,485	382	-	382	88,103	
Clairemont Mesa TOTAL		1,952,824	21,377	-	21,377	1,931,447	

College Area	1 FREEWAY	400,315	1,990	-	1,990	398,325
College Area	2 PRIME	18,474	106	-	106	18,368
College Area	3 MAJOR	204,009	1,214	-	1,214	202,795
College Area	4 COLLECTOR	12,357	56	-	56	12,301
College Area	5 LOCAL COLLECTOR	24,442	102	-	102	24,340
College Area	6 RURAL COLLECTOR	-	-	-	-	-
College Area	7 LOCAL ROAD	-	-	-	-	-
College Area	8 FREEWAY RAMP	-	-	-	-	-
College Area	9 LOCAL RAMP	29,661	243	-	243	29,418
College Area	10 ZONE CONNECTOR	33,209	264	-	264	32,945
College Area TOTAL		722,467	3,975	-	3,975	718,492
DEL MAR	1 FREEWAY	-	-	-	-	-
DEL MAR	2 PRIME	1,927	-	-	-	1,927
DEL MAR	3 MAJOR	32,749	69	-	69	32,680
DEL MAR	4 COLLECTOR	37,374	44	-	44	37,330
DEL MAR	5 LOCAL COLLECTOR	18,641	1	-	1	18,640
DEL MAR	6 RURAL COLLECTOR	-	-	-	-	-
DEL MAR	7 LOCAL ROAD	1,106	-	-	-	1,106
DEL MAR	8 FREEWAY RAMP	-	-	-	-	-
DEL MAR	9 LOCAL RAMP	-	-	-	-	-
DEL MAR	10 ZONE CONNECTOR	9,405	9	-	9	9,396
DEL MAR TOTAL		101,202	123	-	123	101,079
Del Mar Mesa	1 FREEWAY	-	-	-	-	-
Del Mar Mesa	2 PRIME	-	-	-	-	-
Del Mar Mesa	3 MAJOR	4,249	3	-	3	4,246
Del Mar Mesa	4 COLLECTOR	296	-	-	-	296
Del Mar Mesa	5 LOCAL COLLECTOR	5,027	3	-	3	5,024
Del Mar Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Del Mar Mesa	7 LOCAL ROAD	3,091	-	-	-	3,091
Del Mar Mesa	8 FREEWAY RAMP	-	-	-	-	-
Del Mar Mesa	9 LOCAL RAMP	-	-	-	-	-
Del Mar Mesa	10 ZONE CONNECTOR	11,281	12	-	12	11,269
Del Mar Mesa TOTAL		23,944	18	-	18	23,926
EL CAJON	1 FREEWAY	1,154,865	16,282	-	16,282	1,138,583
EL CAJON	2 PRIME	140,007	223	-	223	139,784
EL CAJON	3 MAJOR	497,321	1,487	-	1,487	495,834
EL CAJON	4 COLLECTOR	217,804	533	-	533	217,271
EL CAJON	5 LOCAL COLLECTOR	110,116	185	-	185	109,931
EL CAJON	6 RURAL COLLECTOR	-	-	-	-	-
EL CAJON	7 LOCAL ROAD	43,571	62	-	62	43,509
EL CAJON	8 FREEWAY RAMP	55,576	835	-	835	54,741
EL CAJON	9 LOCAL RAMP	97,050	1,019	-	1,019	96,031
EL CAJON	10 ZONE CONNECTOR	115,351	287	-	287	115,064
EL CAJON TOTAL		2,431,661	20,913	-	20,913	2,410,748

ENCANTO	1 FREEWAY	504,333	30,057	-	30,057	474,276
ENCANTO	2 PRIME	-	-	-	-	-
ENCANTO	3 MAJOR	153,988	24,080	-	24,080	129,908
ENCANTO	4 COLLECTOR	125,920	14,379	-	14,379	111,541
ENCANTO	5 LOCAL COLLECTOR	540	3	-	3	537
ENCANTO	6 RURAL COLLECTOR	-	-	-	-	-
ENCANTO	7 LOCAL ROAD	6,108	314	-	314	5,794
ENCANTO	8 FREEWAY RAMP	21,041	1,889	-	1,889	19,152
ENCANTO	9 LOCAL RAMP	23,872	4,709	-	4,709	19,163
ENCANTO	10 ZONE CONNECTOR	41,683	3,251	-	3,251	38,432
ENCANTO TOTAL		877,485	78,682	-	78,682	798,803
ENCINITAS	1 FREEWAY	1,576,670	9,933	-	9,933	1,566,737
ENCINITAS	2 PRIME	261,888	577	-	577	261,311
ENCINITAS	3 MAJOR	226,692	126	-	126	226,566
ENCINITAS	4 COLLECTOR	41,516	30	-	30	41,486
ENCINITAS	5 LOCAL COLLECTOR	241,831	225	-	225	241,606
ENCINITAS	6 RURAL COLLECTOR	-	-	-	-	-
ENCINITAS	7 LOCAL ROAD	73,306	44	-	44	73,262
ENCINITAS	8 FREEWAY RAMP	560	-	-	-	560
ENCINITAS	9 LOCAL RAMP	40,732	133	-	133	40,599
ENCINITAS	10 ZONE CONNECTOR	80,746	15	-	15	80,731
ENCINITAS TOTAL		2,543,941	11,083	-	11,083	2,532,858
ESCONDIDO	1 FREEWAY	1,446,257	6,695	-	6,695	1,439,562
ESCONDIDO	2 PRIME	200,080	291	-	291	199,789
ESCONDIDO	3 MAJOR	727,472	791	-	791	726,681
ESCONDIDO	4 COLLECTOR	470,806	140	-	140	470,666
ESCONDIDO	5 LOCAL COLLECTOR	232,166	136	-	136	232,030
ESCONDIDO	6 RURAL COLLECTOR	-	-	-	-	-
ESCONDIDO	7 LOCAL ROAD	10,802	8	-	8	10,794
ESCONDIDO	8 FREEWAY RAMP	107,491	374	-	374	107,117
ESCONDIDO	9 LOCAL RAMP	92,871	232	-	232	92,639
ESCONDIDO	10 ZONE CONNECTOR	170,978	24	-	24	170,954
ESCONDIDO TOTAL		3,458,923	8,691	-	8,691	3,450,232
East Elliott	1 FREEWAY	267,393	33	-	33	267,360
East Elliott	2 PRIME	-	-	-	-	-
East Elliott	3 MAJOR	11,491	8	-	8	11,483
East Elliott	4 COLLECTOR	-	-	-	-	-
East Elliott	5 LOCAL COLLECTOR	83	-	-	-	83
East Elliott	6 RURAL COLLECTOR	-	-	-	-	-
East Elliott	7 LOCAL ROAD	-	-	-	-	-
East Elliott	8 FREEWAY RAMP	2,344	3	-	3	2,341
East Elliott	9 LOCAL RAMP	4,815	5	-	5	4,810
East Elliott	10 ZONE CONNECTOR	3,661	12	-	12	3,649
East Elliott TOTAL		289,787	61	-	61	289,726

External	1 FREEWAY	64,135	160	-	160	63,975
External	2 PRIME	75,608	769	-	769	74,839
External	3 MAJOR	-	-	-	-	-
External	4 COLLECTOR	-	-	-	-	-
External	5 LOCAL COLLECTOR	4,144	-	-	-	4,144
External	6 RURAL COLLECTOR	-	-	-	-	-
External	7 LOCAL ROAD	-	-	-	-	-
External	8 FREEWAY RAMP	-	-	-	-	-
External	9 LOCAL RAMP	2,019	-	-	-	2,019
External	10 ZONE CONNECTOR	381,611	3,064	-	3,064	378,547
External TOTAL		527,517	3,993	-	3,993	523,524
Fairbanks Country Club	1 FREEWAY	-	-	-	-	-
Fairbanks Country Club	2 PRIME	-	-	-	-	-
Fairbanks Country Club	3 MAJOR	9,505	10	-	10	9,495
Fairbanks Country Club	4 COLLECTOR	15,582	39	-	39	15,543
Fairbanks Country Club	5 LOCAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	6 RURAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	7 LOCAL ROAD	-	-	-	-	-
Fairbanks Country Club	8 FREEWAY RAMP	-	-	-	-	-
Fairbanks Country Club	9 LOCAL RAMP	-	-	-	-	-
Fairbanks Country Club	10 ZONE CONNECTOR	2,806	2	-	2	2,804
Fairbanks Country Club TOTAL		27,893	51	-	51	27,842
Flower Hill	1 FREEWAY	23,216	161	-	161	23,055
Flower Hill	2 PRIME	-	-	-	-	-
Flower Hill	3 MAJOR	5,559	8	-	8	5,551
Flower Hill	4 COLLECTOR	801	-	-	-	801
Flower Hill	5 LOCAL COLLECTOR	-	-	-	-	-
Flower Hill	6 RURAL COLLECTOR	-	-	-	-	-
Flower Hill	7 LOCAL ROAD	-	-	-	-	-
Flower Hill	8 FREEWAY RAMP	-	-	-	-	-
Flower Hill	9 LOCAL RAMP	883	-	-	-	883
Flower Hill	10 ZONE CONNECTOR	2,469	2	-	2	2,467
Flower Hill TOTAL		32,928	171	-	171	32,757
Greater Golden Hill	1 FREEWAY	185,510	17,087	-	17,087	168,423
Greater Golden Hill	2 PRIME	-	-	-	-	-
Greater Golden Hill	3 MAJOR	5,053	1,492	-	1,492	3,561
Greater Golden Hill	4 COLLECTOR	2,465	515	-	515	1,950
Greater Golden Hill	5 LOCAL COLLECTOR	46,355	10,965	-	10,965	35,390
Greater Golden Hill	6 RURAL COLLECTOR	-	-	-	-	-
Greater Golden Hill	7 LOCAL ROAD	2,203	482	-	482	1,721
Greater Golden Hill	8 FREEWAY RAMP	35,233	3,619	-	3,619	31,614
Greater Golden Hill	9 LOCAL RAMP	19,792	3,073	-	3,073	16,719
Greater Golden Hill	10 ZONE CONNECTOR	6,798	1,147	-	1,147	5,651
Greater Golden Hill TOTAL		303,409	38,380	-	38,380	265,029

Greater North Park	1 FREEWAY	400,883	31,741	-	31,741	369,142
Greater North Park	2 PRIME	-	-	-	-	-
Greater North Park	3 MAJOR	78,251	1,607	-	1,607	76,644
Greater North Park	4 COLLECTOR	56,266	1,033	-	1,033	55,233
Greater North Park	5 LOCAL COLLECTOR	56,852	1,857	-	1,857	54,995
Greater North Park	6 RURAL COLLECTOR	-	-	-	-	-
Greater North Park	7 LOCAL ROAD	-	-	-	-	-
Greater North Park	8 FREEWAY RAMP	47,768	5,820	-	5,820	41,948
Greater North Park	9 LOCAL RAMP	10,237	362	-	362	9,875
Greater North Park	10 ZONE CONNECTOR	43,509	1,118	-	1,118	42,391
Greater North Park TOTAL		693,766	43,538	-	43,538	650,228
Harbor	1 FREEWAY	61,256	3,899	-	3,899	57,357
Harbor	2 PRIME	-	-	-	-	-
Harbor	3 MAJOR	-	-	-	-	-
Harbor	4 COLLECTOR	-	-	-	-	-
Harbor	5 LOCAL COLLECTOR	-	-	-	-	-
Harbor	6 RURAL COLLECTOR	-	-	-	-	-
Harbor	7 LOCAL ROAD	-	-	-	-	-
Harbor	8 FREEWAY RAMP	-	-	-	-	-
Harbor	9 LOCAL RAMP	-	-	-	-	-
Harbor	10 ZONE CONNECTOR	1,632	39	-	39	1,593
Harbor TOTAL		62,888	3,938	-	3,938	58,950
IMPERIAL BEACH	1 FREEWAY	-	-	-	-	-
IMPERIAL BEACH	2 PRIME	41,793	244	-	244	41,549
IMPERIAL BEACH	3 MAJOR	27,840	219	-	219	27,621
IMPERIAL BEACH	4 COLLECTOR	21,201	116	-	116	21,085
IMPERIAL BEACH	5 LOCAL COLLECTOR	15,418	82	-	82	15,336
IMPERIAL BEACH	6 RURAL COLLECTOR	-	-	-	-	-
IMPERIAL BEACH	7 LOCAL ROAD	7,030	44	-	44	6,986
IMPERIAL BEACH	8 FREEWAY RAMP	-	-	-	-	-
IMPERIAL BEACH	9 LOCAL RAMP	-	-	-	-	-
IMPERIAL BEACH	10 ZONE CONNECTOR	18,354	109	-	109	18,245
IMPERIAL BEACH TOTAL		131,636	814	-	814	130,822
Kearny Mesa	1 FREEWAY	1,609,216	26,933	-	26,933	1,582,283
Kearny Mesa	2 PRIME	195,780	988	-	988	194,792
Kearny Mesa	3 MAJOR	255,812	959	-	959	254,853
Kearny Mesa	4 COLLECTOR	89,595	333	-	333	89,262
Kearny Mesa	5 LOCAL COLLECTOR	35,880	275	-	275	35,605
Kearny Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Kearny Mesa	7 LOCAL ROAD	11,461	131	-	131	11,330
Kearny Mesa	8 FREEWAY RAMP	85,101	763	-	763	84,338
Kearny Mesa	9 LOCAL RAMP	131,726	1,635	-	1,635	130,091
Kearny Mesa	10 ZONE CONNECTOR	83,034	553	-	553	82,481
Kearny Mesa TOTAL		2,497,605	32,570	-	32,570	2,465,035

LA MESA	1 FREEWAY	1,272,567	18,042	-	18,042	1,254,525
LA MESA	2 PRIME	51,917	209	-	209	51,708
LA MESA	3 MAJOR	250,691	2,141	-	2,141	248,550
LA MESA	4 COLLECTOR	34,989	296	-	296	34,693
LA MESA	5 LOCAL COLLECTOR	170,270	1,160	-	1,160	169,110
LA MESA	6 RURAL COLLECTOR	6	-	-	-	6
LA MESA	7 LOCAL ROAD	21,411	186	-	186	21,225
LA MESA	8 FREEWAY RAMP	144,812	3,623	-	3,623	141,189
LA MESA	9 LOCAL RAMP	80,259	609	-	609	79,650
LA MESA	10 ZONE CONNECTOR	64,352	324	-	324	64,028
LA MESA TOTAL		2,091,274	26,590	-	26,590	2,064,684
LEMON GROVE	1 FREEWAY	609,436	38,613	-	38,613	570,823
LEMON GROVE	2 PRIME	-	-	-	-	-
LEMON GROVE	3 MAJOR	81,869	1,175	-	1,175	80,694
LEMON GROVE	4 COLLECTOR	81,665	520	-	520	81,145
LEMON GROVE	5 LOCAL COLLECTOR	49,614	575	-	575	49,039
LEMON GROVE	6 RURAL COLLECTOR	-	-	-	-	-
LEMON GROVE	7 LOCAL ROAD	1,721	24	-	24	1,697
LEMON GROVE	8 FREEWAY RAMP	75,224	1,314	-	1,314	73,910
LEMON GROVE	9 LOCAL RAMP	20,021	956	-	956	19,065
LEMON GROVE	10 ZONE CONNECTOR	24,715	304	-	304	24,411
LEMON GROVE TOTAL		944,265	43,481	-	43,481	900,784
La Jolla	1 FREEWAY	226,162	2,506	-	2,506	223,656
La Jolla	2 PRIME	81,030	609	-	609	80,421
La Jolla	3 MAJOR	217,026	649	-	649	216,377
La Jolla	4 COLLECTOR	-	-	-	-	-
La Jolla	5 LOCAL COLLECTOR	176,224	325	-	325	175,899
La Jolla	6 RURAL COLLECTOR	-	-	-	-	-
La Jolla	7 LOCAL ROAD	4,052	12	-	12	4,040
La Jolla	8 FREEWAY RAMP	12,851	60	-	60	12,791
La Jolla	9 LOCAL RAMP	18,110	166	-	166	17,944
La Jolla	10 ZONE CONNECTOR	37,882	70	-	70	37,812
La Jolla TOTAL		773,337	4,397	-	4,397	768,940
Linda Vista	1 FREEWAY	344,979	3,259	-	3,259	341,720
Linda Vista	2 PRIME	14,173	110	-	110	14,063
Linda Vista	3 MAJOR	226,156	1,334	-	1,334	224,822
Linda Vista	4 COLLECTOR	12,881	71	-	71	12,810
Linda Vista	5 LOCAL COLLECTOR	26,654	98	-	98	26,556
Linda Vista	6 RURAL COLLECTOR	-	-	-	-	-
Linda Vista	7 LOCAL ROAD	2,468	14	-	14	2,454
Linda Vista	8 FREEWAY RAMP	7,214	101	-	101	7,113
Linda Vista	9 LOCAL RAMP	25,725	253	-	253	25,472
Linda Vista	10 ZONE CONNECTOR	38,001	305	-	305	37,696
Linda Vista TOTAL		698,251	5,545	-	5,545	692,706

Lindbergh Field	1 FREEWAY	-	-	-	-	-
Lindbergh Field	2 PRIME	88,362	2,661	-	2,661	85,701
Lindbergh Field	3 MAJOR	14,677	214	-	214	14,463
Lindbergh Field	4 COLLECTOR	10,599	212	-	212	10,387
Lindbergh Field	5 LOCAL COLLECTOR	434	2	-	2	432
Lindbergh Field	6 RURAL COLLECTOR	-	-	-	-	-
Lindbergh Field	7 LOCAL ROAD	12,593	306	-	306	12,287
Lindbergh Field	8 FREEWAY RAMP	-	-	-	-	-
Lindbergh Field	9 LOCAL RAMP	2,193	45	-	45	2,148
Lindbergh Field	10 ZONE CONNECTOR	34,974	534	-	534	34,440
Lindbergh Field TOTAL		163,832	3,974	-	3,974	159,858
Los Penasquitos Canyon Pres	1 FREEWAY	18,385	161	-	161	18,224
Los Penasquitos Canyon Pres	2 PRIME	1,868	3	-	3	1,865
Los Penasquitos Canyon Pres	3 MAJOR	1,167	-	-	-	1,167
Los Penasquitos Canyon Pres	4 COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pres	5 LOCAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pres	6 RURAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pres	7 LOCAL ROAD	-	-	-	-	-
Los Penasquitos Canyon Pres	8 FREEWAY RAMP	-	-	-	-	-
Los Penasquitos Canyon Pres	9 LOCAL RAMP	-	-	-	-	-
Los Penasquitos Canyon Pres	10 ZONE CONNECTOR	-	-	-	-	-
Los Penasquitos Canyon Preserve TOTAL		21,420	164	-	164	21,256
Mid-City:City Heights	1 FREEWAY	1,044,233	87,118	-	87,118	957,115
Mid-City:City Heights	2 PRIME	-	-	-	-	-
Mid-City:City Heights	3 MAJOR	90,612	4,928	-	4,928	85,684
Mid-City:City Heights	4 COLLECTOR	69,810	3,609	-	3,609	66,201
Mid-City:City Heights	5 LOCAL COLLECTOR	48,844	2,460	-	2,460	46,384
Mid-City:City Heights	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:City Heights	7 LOCAL ROAD	-	-	-	-	-
Mid-City:City Heights	8 FREEWAY RAMP	164,116	11,910	-	11,910	152,206
Mid-City:City Heights	9 LOCAL RAMP	32,132	2,730	-	2,730	29,402
Mid-City:City Heights	10 ZONE CONNECTOR	40,551	1,582	-	1,582	38,969
Mid-City:City Heights TOTAL		1,490,298	114,337	-	114,337	1,375,961
Mid-City:Eastern Area	1 FREEWAY	329,140	28,812	-	28,812	300,328
Mid-City:Eastern Area	2 PRIME	-	-	-	-	-
Mid-City:Eastern Area	3 MAJOR	177,345	3,456	-	3,456	173,889
Mid-City:Eastern Area	4 COLLECTOR	17,589	2,159	-	2,159	15,430
Mid-City:Eastern Area	5 LOCAL COLLECTOR	53,800	2,321	-	2,321	51,479
Mid-City:Eastern Area	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Eastern Area	7 LOCAL ROAD	4,381	952	-	952	3,429
Mid-City:Eastern Area	8 FREEWAY RAMP	31	-	-	-	31
Mid-City:Eastern Area	9 LOCAL RAMP	10,081	353	-	353	9,728
Mid-City:Eastern Area	10 ZONE CONNECTOR	38,498	813	-	813	37,685
Mid-City:Eastern Area TOTAL		630,865	38,866	-	38,866	591,999

Mid-City:Kensington-Talmadg	1 FREEWAY	218,610	15,743	-	15,743	202,867
Mid-City:Kensington-Talmadg	2 PRIME	50,205	40	-	40	50,165
Mid-City:Kensington-Talmadg	3 MAJOR	43,145	1,534	-	1,534	41,611
Mid-City:Kensington-Talmadg	4 COLLECTOR	11,433	231	-	231	11,202
Mid-City:Kensington-Talmadg	5 LOCAL COLLECTOR	26,837	261	-	261	26,576
Mid-City:Kensington-Talmadg	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Kensington-Talmadg	7 LOCAL ROAD	558	20	-	20	538
Mid-City:Kensington-Talmadg	8 FREEWAY RAMP	7,452	574	-	574	6,878
Mid-City:Kensington-Talmadg	9 LOCAL RAMP	13,434	189	-	189	13,245
Mid-City:Kensington-Talmadg	10 ZONE CONNECTOR	11,537	215	-	215	11,322
Mid-City:Kensington-Talmadge TOTAL		383,211	18,807	-	18,807	364,404
Mid-City:Normal Heights	1 FREEWAY	243,533	14,242	-	14,242	229,291
Mid-City:Normal Heights	2 PRIME	-	-	-	-	-
Mid-City:Normal Heights	3 MAJOR	13,825	282	-	282	13,543
Mid-City:Normal Heights	4 COLLECTOR	8,733	37	-	37	8,696
Mid-City:Normal Heights	5 LOCAL COLLECTOR	24,978	480	-	480	24,498
Mid-City:Normal Heights	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Normal Heights	7 LOCAL ROAD	3,913	74	-	74	3,839
Mid-City:Normal Heights	8 FREEWAY RAMP	5,894	266	-	266	5,628
Mid-City:Normal Heights	9 LOCAL RAMP	6,987	53	-	53	6,934
Mid-City:Normal Heights	10 ZONE CONNECTOR	8,473	160	-	160	8,313
Mid-City:Normal Heights TOTAL		316,336	15,594	-	15,594	300,742
Midway-Pacific Highway	1 FREEWAY	399,634	15,762	-	15,762	383,872
Midway-Pacific Highway	2 PRIME	107,514	2,158	-	2,158	105,356
Midway-Pacific Highway	3 MAJOR	175,099	2,548	-	2,548	172,551
Midway-Pacific Highway	4 COLLECTOR	15,930	100	-	100	15,830
Midway-Pacific Highway	5 LOCAL COLLECTOR	13,397	209	-	209	13,188
Midway-Pacific Highway	6 RURAL COLLECTOR	-	-	-	-	-
Midway-Pacific Highway	7 LOCAL ROAD	695	34	-	34	661
Midway-Pacific Highway	8 FREEWAY RAMP	20,319	974	-	974	19,345
Midway-Pacific Highway	9 LOCAL RAMP	98,759	3,417	-	3,417	95,342
Midway-Pacific Highway	10 ZONE CONNECTOR	23,147	186	-	186	22,961
Midway-Pacific Highway TOTAL		854,494	25,388	-	25,388	829,106
Mira Mesa	1 FREEWAY	738,803	8,058	-	8,058	730,745
Mira Mesa	2 PRIME	602,019	1,467	-	1,467	600,552
Mira Mesa	3 MAJOR	501,317	934	-	934	500,383
Mira Mesa	4 COLLECTOR	116,735	505	-	505	116,230
Mira Mesa	5 LOCAL COLLECTOR	118,899	266	-	266	118,633
Mira Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Mira Mesa	7 LOCAL ROAD	68,149	224	-	224	67,925
Mira Mesa	8 FREEWAY RAMP	362	3	-	3	359
Mira Mesa	9 LOCAL RAMP	44,402	345	-	345	44,057
Mira Mesa	10 ZONE CONNECTOR	129,768	291	-	291	129,477
Mira Mesa TOTAL		2,320,454	12,093	-	12,093	2,308,361

Miramar Air Station	1 FREEWAY	2,375,760	25,263	-	25,263	2,350,497
Miramar Air Station	2 PRIME	-	-	-	-	-
Miramar Air Station	3 MAJOR	144,953	600	-	600	144,353
Miramar Air Station	4 COLLECTOR	-	-	-	-	-
Miramar Air Station	5 LOCAL COLLECTOR	-	-	-	-	-
Miramar Air Station	6 RURAL COLLECTOR	-	-	-	-	-
Miramar Air Station	7 LOCAL ROAD	-	-	-	-	-
Miramar Air Station	8 FREEWAY RAMP	85,744	68	-	68	85,676
Miramar Air Station	9 LOCAL RAMP	64,481	498	-	498	63,983
Miramar Air Station	10 ZONE CONNECTOR	35,759	304	-	304	35,455
Miramar Air Station TOTAL		2,706,697	26,733	-	26,733	2,679,964
Miramar Ranch North	1 FREEWAY	297,352	3,158	-	3,158	294,194
Miramar Ranch North	2 PRIME	51,499	298	-	298	51,201
Miramar Ranch North	3 MAJOR	48,423	295	-	295	48,128
Miramar Ranch North	4 COLLECTOR	51,999	99	-	99	51,900
Miramar Ranch North	5 LOCAL COLLECTOR	11,000	24	-	24	10,976
Miramar Ranch North	6 RURAL COLLECTOR	-	-	-	-	-
Miramar Ranch North	7 LOCAL ROAD	-	-	-	-	-
Miramar Ranch North	8 FREEWAY RAMP	-	-	-	-	-
Miramar Ranch North	9 LOCAL RAMP	13,906	133	-	133	13,773
Miramar Ranch North	10 ZONE CONNECTOR	17,019	39	-	39	16,980
Miramar Ranch North TOTAL		491,198	4,046	-	4,046	487,152
Mission Bay Park	1 FREEWAY	268,486	5,656	-	5,656	262,830
Mission Bay Park	2 PRIME	145,986	880	-	880	145,106
Mission Bay Park	3 MAJOR	139,200	1,335	-	1,335	137,865
Mission Bay Park	4 COLLECTOR	131	-	-	-	131
Mission Bay Park	5 LOCAL COLLECTOR	27,526	55	-	55	27,471
Mission Bay Park	6 RURAL COLLECTOR	-	-	-	-	-
Mission Bay Park	7 LOCAL ROAD	-	-	-	-	-
Mission Bay Park	8 FREEWAY RAMP	8,629	2	-	2	8,627
Mission Bay Park	9 LOCAL RAMP	33,323	253	-	253	33,070
Mission Bay Park	10 ZONE CONNECTOR	26,350	172	-	172	26,178
Mission Bay Park TOTAL		649,631	8,353	-	8,353	641,278
Mission Beach	1 FREEWAY	-	-	-	-	-
Mission Beach	2 PRIME	-	-	-	-	-
Mission Beach	3 MAJOR	38,728	271	-	271	38,457
Mission Beach	4 COLLECTOR	9,914	69	-	69	9,845
Mission Beach	5 LOCAL COLLECTOR	-	-	-	-	-
Mission Beach	6 RURAL COLLECTOR	-	-	-	-	-
Mission Beach	7 LOCAL ROAD	-	-	-	-	-
Mission Beach	8 FREEWAY RAMP	-	-	-	-	-
Mission Beach	9 LOCAL RAMP	-	-	-	-	-
Mission Beach	10 ZONE CONNECTOR	1,703	6	-	6	1,697
Mission Beach TOTAL		50,345	346	-	346	49,999

Mission Valley	1 FREEWAY	1,908,604	29,456	-	29,456	1,879,148
Mission Valley	2 PRIME	150,994	704	-	704	150,290
Mission Valley	3 MAJOR	308,006	2,567	-	2,567	305,439
Mission Valley	4 COLLECTOR	222,571	2,739	-	2,739	219,832
Mission Valley	5 LOCAL COLLECTOR	11,785	95	-	95	11,690
Mission Valley	6 RURAL COLLECTOR	-	-	-	-	-
Mission Valley	7 LOCAL ROAD	3,515	35	-	35	3,480
Mission Valley	8 FREEWAY RAMP	315,332	3,951	-	3,951	311,381
Mission Valley	9 LOCAL RAMP	219,786	3,946	-	3,946	215,840
Mission Valley	10 ZONE CONNECTOR	84,934	742	-	742	84,192
Mission Valley TOTAL		3,225,527	44,235	-	44,235	3,181,292
NATIONAL CITY	1 FREEWAY	1,311,531	63,331	-	63,331	1,248,200
NATIONAL CITY	2 PRIME	58,122	2,714	-	2,714	55,408
NATIONAL CITY	3 MAJOR	218,438	14,519	-	14,519	203,919
NATIONAL CITY	4 COLLECTOR	173,150	16,053	-	16,053	157,097
NATIONAL CITY	5 LOCAL COLLECTOR	5,676	99	-	99	5,577
NATIONAL CITY	6 RURAL COLLECTOR	-	-	-	-	-
NATIONAL CITY	7 LOCAL ROAD	7,485	431	-	431	7,054
NATIONAL CITY	8 FREEWAY RAMP	92,566	3,525	-	3,525	89,041
NATIONAL CITY	9 LOCAL RAMP	54,223	6,424	-	6,424	47,799
NATIONAL CITY	10 ZONE CONNECTOR	51,425	2,667	-	2,667	48,758
NATIONAL CITY TOTAL		1,972,616	109,763	-	109,763	1,862,853
NCFUA Reserve	1 FREEWAY	-	-	-	-	-
NCFUA Reserve	2 PRIME	-	-	-	-	-
NCFUA Reserve	3 MAJOR	7,155	9	-	9	7,146
NCFUA Reserve	4 COLLECTOR	-	-	-	-	-
NCFUA Reserve	5 LOCAL COLLECTOR	584	-	-	-	584
NCFUA Reserve	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Reserve	7 LOCAL ROAD	-	-	-	-	-
NCFUA Reserve	8 FREEWAY RAMP	-	-	-	-	-
NCFUA Reserve	9 LOCAL RAMP	-	-	-	-	-
NCFUA Reserve	10 ZONE CONNECTOR	30	-	-	-	30
NCFUA Reserve TOTAL		7,769	9	-	9	7,760
NCFUA Subarea 2	1 FREEWAY	247,887	1,743	-	1,743	246,144
NCFUA Subarea 2	2 PRIME	-	-	-	-	-
NCFUA Subarea 2	3 MAJOR	38,345	56	-	56	38,289
NCFUA Subarea 2	4 COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	5 LOCAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	7 LOCAL ROAD	-	-	-	-	-
NCFUA Subarea 2	8 FREEWAY RAMP	56	-	-	-	56
NCFUA Subarea 2	9 LOCAL RAMP	5,810	27	-	27	5,783
NCFUA Subarea 2	10 ZONE CONNECTOR	763	-	-	-	763
NCFUA Subarea 2 TOTAL		292,861	1,826	-	1,826	291,035

Navajo	1 FREEWAY	412,150	1,796	-	1,796	410,354
Navajo	2 PRIME	85,131	1,043	-	1,043	84,088
Navajo	3 MAJOR	382,701	2,035	-	2,035	380,666
Navajo	4 COLLECTOR	7,136	5	-	5	7,131
Navajo	5 LOCAL COLLECTOR	77,201	547	-	547	76,654
Navajo	6 RURAL COLLECTOR	-	-	-	-	-
Navajo	7 LOCAL ROAD	12,903	107	-	107	12,796
Navajo	8 FREEWAY RAMP	-	-	-	-	-
Navajo	9 LOCAL RAMP	29,094	271	-	271	28,823
Navajo	10 ZONE CONNECTOR	68,252	455	-	455	67,797
Navajo TOTAL		1,074,568	6,259	-	6,259	1,068,309
OCEANSIDE	1 FREEWAY	1,321,298	2,940	-	2,940	1,318,358
OCEANSIDE	2 PRIME	682,966	117	-	117	682,849
OCEANSIDE	3 MAJOR	880,852	261	-	261	880,591
OCEANSIDE	4 COLLECTOR	431,733	72	-	72	431,661
OCEANSIDE	5 LOCAL COLLECTOR	363,213	34	-	34	363,179
OCEANSIDE	6 RURAL COLLECTOR	-	-	-	-	-
OCEANSIDE	7 LOCAL ROAD	7,505	-	-	-	7,505
OCEANSIDE	8 FREEWAY RAMP	59,953	65	-	65	59,888
OCEANSIDE	9 LOCAL RAMP	70,772	53	-	53	70,719
OCEANSIDE	10 ZONE CONNECTOR	231,389	8	-	8	231,381
OCEANSIDE TOTAL		4,049,681	3,550	-	3,550	4,046,131
Ocean Beach	1 FREEWAY	35,667	627	-	627	35,040
Ocean Beach	2 PRIME	22,172	150	-	150	22,022
Ocean Beach	3 MAJOR	37,731	371	-	371	37,360
Ocean Beach	4 COLLECTOR	20,191	171	-	171	20,020
Ocean Beach	5 LOCAL COLLECTOR	9,773	40	-	40	9,733
Ocean Beach	6 RURAL COLLECTOR	-	-	-	-	-
Ocean Beach	7 LOCAL ROAD	2,408	15	-	15	2,393
Ocean Beach	8 FREEWAY RAMP	-	-	-	-	-
Ocean Beach	9 LOCAL RAMP	2,374	40	-	40	2,334
Ocean Beach	10 ZONE CONNECTOR	6,150	19	-	19	6,131
Ocean Beach TOTAL		136,466	1,433	-	1,433	135,033
Old San Diego	1 FREEWAY	142,394	4,246	-	4,246	138,148
Old San Diego	2 PRIME	2,372	17	-	17	2,355
Old San Diego	3 MAJOR	17,445	50	-	50	17,395
Old San Diego	4 COLLECTOR	15,854	133	-	133	15,721
Old San Diego	5 LOCAL COLLECTOR	15,066	137	-	137	14,929
Old San Diego	6 RURAL COLLECTOR	-	-	-	-	-
Old San Diego	7 LOCAL ROAD	-	-	-	-	-
Old San Diego	8 FREEWAY RAMP	32,383	967	-	967	31,416
Old San Diego	9 LOCAL RAMP	22,649	181	-	181	22,468
Old San Diego	10 ZONE CONNECTOR	5,714	56	-	56	5,658
Old San Diego TOTAL		253,877	5,787	-	5,787	248,090

Otay Mesa	1 FREEWAY	808,420	10,179	-	10,179	798,241
Otay Mesa	2 PRIME	240,014	631	-	631	239,383
Otay Mesa	3 MAJOR	245,739	961	-	961	244,778
Otay Mesa	4 COLLECTOR	110,746	182	-	182	110,564
Otay Mesa	5 LOCAL COLLECTOR	36,915	124	-	124	36,791
Otay Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Otay Mesa	7 LOCAL ROAD	16,870	105	-	105	16,765
Otay Mesa	8 FREEWAY RAMP	52,817	668	-	668	52,149
Otay Mesa	9 LOCAL RAMP	55,577	482	-	482	55,095
Otay Mesa	10 ZONE CONNECTOR	81,444	357	-	357	81,087
Otay Mesa TOTAL		1,648,542	13,689	-	13,689	1,634,853
Otay Mesa-Nestor	1 FREEWAY	544,722	11,319	-	11,319	533,403
Otay Mesa-Nestor	2 PRIME	60,326	659	-	659	59,667
Otay Mesa-Nestor	3 MAJOR	174,431	962	-	962	173,469
Otay Mesa-Nestor	4 COLLECTOR	24,016	160	-	160	23,856
Otay Mesa-Nestor	5 LOCAL COLLECTOR	81,831	318	-	318	81,513
Otay Mesa-Nestor	6 RURAL COLLECTOR	-	-	-	-	-
Otay Mesa-Nestor	7 LOCAL ROAD	3,919	3	-	3	3,916
Otay Mesa-Nestor	8 FREEWAY RAMP	65,272	1,218	-	1,218	64,054
Otay Mesa-Nestor	9 LOCAL RAMP	50,075	914	-	914	49,161
Otay Mesa-Nestor	10 ZONE CONNECTOR	49,020	290	-	290	48,730
Otay Mesa-Nestor TOTAL		1,053,612	15,843	-	15,843	1,037,769
POWAY	1 FREEWAY	-	-	-	-	-
POWAY	2 PRIME	304,819	472	-	472	304,347
POWAY	3 MAJOR	524,083	1,036	-	1,036	523,047
POWAY	4 COLLECTOR	164,383	30	-	30	164,353
POWAY	5 LOCAL COLLECTOR	66,383	24	-	24	66,359
POWAY	6 RURAL COLLECTOR	-	-	-	-	-
POWAY	7 LOCAL ROAD	133,190	155	-	155	133,035
POWAY	8 FREEWAY RAMP	-	-	-	-	-
POWAY	9 LOCAL RAMP	-	-	-	-	-
POWAY	10 ZONE CONNECTOR	106,367	109	-	109	106,258
POWAY TOTAL		1,299,225	1,826	-	1,826	1,297,399
Pacific Beach	1 FREEWAY	183,885	2,642	-	2,642	181,243
Pacific Beach	2 PRIME	-	-	-	-	-
Pacific Beach	3 MAJOR	256,915	1,709	-	1,709	255,206
Pacific Beach	4 COLLECTOR	16,411	61	-	61	16,350
Pacific Beach	5 LOCAL COLLECTOR	88,359	317	-	317	88,042
Pacific Beach	6 RURAL COLLECTOR	-	-	-	-	-
Pacific Beach	7 LOCAL ROAD	833	1	-	1	832
Pacific Beach	8 FREEWAY RAMP	-	-	-	-	-
Pacific Beach	9 LOCAL RAMP	14,288	189	-	189	14,099
Pacific Beach	10 ZONE CONNECTOR	31,183	83	-	83	31,100
Pacific Beach TOTAL		591,874	5,002	-	5,002	586,872

Pacific Highlands Ranch	1 FREEWAY	250,078	47	-	47	250,031
Pacific Highlands Ranch	2 PRIME	12,349	3	-	3	12,346
Pacific Highlands Ranch	3 MAJOR	48,918	91	-	91	48,827
Pacific Highlands Ranch	4 COLLECTOR	916	-	-	-	916
Pacific Highlands Ranch	5 LOCAL COLLECTOR	-	-	-	-	-
Pacific Highlands Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Pacific Highlands Ranch	7 LOCAL ROAD	1,553	2	-	2	1,551
Pacific Highlands Ranch	8 FREEWAY RAMP	-	-	-	-	-
Pacific Highlands Ranch	9 LOCAL RAMP	11,598	41	-	41	11,557
Pacific Highlands Ranch	10 ZONE CONNECTOR	19,753	26	-	26	19,727
Pacific Highlands Ranch TOTAL		345,165	210	-	210	344,955
Peninsula	1 FREEWAY	14,828	261	-	261	14,567
Peninsula	2 PRIME	83,558	593	-	593	82,965
Peninsula	3 MAJOR	162,386	1,883	-	1,883	160,503
Peninsula	4 COLLECTOR	39,030	358	-	358	38,672
Peninsula	5 LOCAL COLLECTOR	79,073	580	-	580	78,493
Peninsula	6 RURAL COLLECTOR	-	-	-	-	-
Peninsula	7 LOCAL ROAD	8,881	63	-	63	8,818
Peninsula	8 FREEWAY RAMP	-	-	-	-	-
Peninsula	9 LOCAL RAMP	10,314	197	-	197	10,117
Peninsula	10 ZONE CONNECTOR	53,630	500	-	500	53,130
Peninsula TOTAL		451,700	4,435	-	4,435	447,265
Rancho Bernardo	1 FREEWAY	1,365,080	8,779	-	8,779	1,356,301
Rancho Bernardo	2 PRIME	95,871	225	-	225	95,646
Rancho Bernardo	3 MAJOR	351,326	340	-	340	350,986
Rancho Bernardo	4 COLLECTOR	38,950	29	-	29	38,921
Rancho Bernardo	5 LOCAL COLLECTOR	52,172	42	-	42	52,130
Rancho Bernardo	6 RURAL COLLECTOR	-	-	-	-	-
Rancho Bernardo	7 LOCAL ROAD	140	-	-	-	140
Rancho Bernardo	8 FREEWAY RAMP	203	-	-	-	203
Rancho Bernardo	9 LOCAL RAMP	50,180	151	-	151	50,029
Rancho Bernardo	10 ZONE CONNECTOR	72,364	66	-	66	72,298
Rancho Bernardo TOTAL		2,026,286	9,632	-	9,632	2,016,654
Rancho Encantada	1 FREEWAY	-	-	-	-	-
Rancho Encantada	2 PRIME	-	-	-	-	-
Rancho Encantada	3 MAJOR	6,119	17	-	17	6,102
Rancho Encantada	4 COLLECTOR	-	-	-	-	-
Rancho Encantada	5 LOCAL COLLECTOR	-	-	-	-	-
Rancho Encantada	6 RURAL COLLECTOR	-	-	-	-	-
Rancho Encantada	7 LOCAL ROAD	-	-	-	-	-
Rancho Encantada	8 FREEWAY RAMP	-	-	-	-	-
Rancho Encantada	9 LOCAL RAMP	-	-	-	-	-
Rancho Encantada	10 ZONE CONNECTOR	8,177	20	-	20	8,157
Rancho Encantada TOTAL		14,296	37	-	37	14,259

Rancho Penasquitos	1 FREEWAY	880,737	5,738	-	5,738	874,999	
Rancho Penasquitos	2 PRIME	24,461	32	-	32	24,429	
Rancho Penasquitos	3 MAJOR	234,831	475	-	475	234,356	
Rancho Penasquitos	4 COLLECTOR	22,604	31	-	31	22,573	
Rancho Penasquitos	5 LOCAL COLLECTOR	20,430	18	-	18	20,412	
Rancho Penasquitos	6 RURAL COLLECTOR	-	-	-	-	-	
Rancho Penasquitos	7 LOCAL ROAD	5,472	3	-	3	5,469	
Rancho Penasquitos	8 FREEWAY RAMP	15,200	34	-	34	15,166	
Rancho Penasquitos	9 LOCAL RAMP	45,328	250	-	250	45,078	
Rancho Penasquitos	10 ZONE CONNECTOR	47,424	60	-	60	47,364	
Rancho Penasquitos TOTAL		1,296,487	6,641	-	6,641	1,289,846	
SAN MARCOS	1 FREEWAY	1,155,144	1,758	-	1,758	1,153,386	
SAN MARCOS	2 PRIME	339,419	78	-	78	339,341	
SAN MARCOS	3 MAJOR	509,713	57	-	57	509,656	
SAN MARCOS	4 COLLECTOR	350,262	57	-	57	350,205	
SAN MARCOS	5 LOCAL COLLECTOR	4,087	-	-	-	4,087	
SAN MARCOS	6 RURAL COLLECTOR	-	-	-	-	-	
SAN MARCOS	7 LOCAL ROAD	42,908	14	-	14	42,894	
SAN MARCOS	8 FREEWAY RAMP	168	-	-	-	168	
SAN MARCOS	9 LOCAL RAMP	63,770	61	-	61	63,709	
SAN MARCOS	10 ZONE CONNECTOR	154,331	13	-	13	154,318	
SAN MARCOS TOTAL		2,619,802	2,038	-	2,038	2,617,764	
SANTEE	1 FREEWAY	621,727	3,321	-	3,321	618,406	
SANTEE	2 PRIME	73,324	404	-	404	72,920	
SANTEE	3 MAJOR	316,191	999	-	999	315,192	
SANTEE	4 COLLECTOR	66,954	103	-	103	66,851	
SANTEE	5 LOCAL COLLECTOR	88,112	265	-	265	87,847	
SANTEE	6 RURAL COLLECTOR	-	-	-	-	-	
SANTEE	7 LOCAL ROAD	2,247	34	-	34	2,213	
SANTEE	8 FREEWAY RAMP	64,997	100	-	100	64,897	
SANTEE	9 LOCAL RAMP	24,636	104	-	104	24,532	
SANTEE	10 ZONE CONNECTOR	81,887	200	-	200	81,687	
SANTEE TOTAL		1,340,075	5,530	-	5,530	1,334,545	
SOLANA BEACH	1 FREEWAY	561,056	3,734	-	3,734	557,322	
SOLANA BEACH	2 PRIME	-	-	-	-	-	
SOLANA BEACH	3 MAJOR	70,851	70	-	70	70,781	
SOLANA BEACH	4 COLLECTOR	23,107	26	-	26	23,081	
SOLANA BEACH	5 LOCAL COLLECTOR	23,628	18	-	18	23,610	
SOLANA BEACH	6 RURAL COLLECTOR	-	-	-	-	-	
SOLANA BEACH	7 LOCAL ROAD	515	-	-	-	515	
SOLANA BEACH	8 FREEWAY RAMP	111	-	-	-	111	
SOLANA BEACH	9 LOCAL RAMP	11,003	20	-	20	10,983	
SOLANA BEACH	10 ZONE CONNECTOR	21,582	15	-	15	21,567	
SOLANA BEACH TOTAL		711,853	3,883	-	3,883	707,970	-

SOUTHEASTERN SAN DIEG	1 FREEWAY	1,030,259	84,146	14,166	69,980	946,113	
SOUTHEASTERN SAN DIEG	2 PRIME	-	-	-	-	-	
SOUTHEASTERN SAN DIEG	3 MAJOR	52,913	42,801	7,206	35,595	10,112	
SOUTHEASTERN SAN DIEG	4 COLLECTOR	156,866	131,137	22,078	109,059	25,729	
SOUTHEASTERN SAN DIEG	5 LOCAL COLLECTOR	2,207	1,442	243	1,199	765	
SOUTHEASTERN SAN DIEG	6 RURAL COLLECTOR	-	-	-	-	-	
SOUTHEASTERN SAN DIEG	7 LOCAL ROAD	21,435	16,722	2,815	13,907	4,713	
SOUTHEASTERN SAN DIEG	8 FREEWAY RAMP	135,470	16,729	2,816	13,913	118,741	
SOUTHEASTERN SAN DIEG	9 LOCAL RAMP	77,509	29,393	4,948	24,445	48,116	
SOUTHEASTERN SAN DIEG	10 ZONE CONNECTOR	33,879	33,880	5,704	28,176	(1)	
SOUTHEASTERN SAN DIEG	11 INTA-ZONAL						1,057
SOUTHEASTERN SAN DIEGO TOTAL		1,510,538	356,250	59,976	296,274	1,154,288	1,057
Sabre Springs	1 FREEWAY	178,308	1,722	-	1,722	176,586	
Sabre Springs	2 PRIME	30,033	135	-	135	29,898	
Sabre Springs	3 MAJOR	73,993	363	-	363	73,630	
Sabre Springs	4 COLLECTOR	16,306	12	-	12	16,294	
Sabre Springs	5 LOCAL COLLECTOR	37,440	21	-	21	37,419	
Sabre Springs	6 RURAL COLLECTOR	-	-	-	-	-	
Sabre Springs	7 LOCAL ROAD	1,184	3	-	3	1,181	
Sabre Springs	8 FREEWAY RAMP	696	8	-	8	688	
Sabre Springs	9 LOCAL RAMP	12,321	99	-	99	12,222	
Sabre Springs	10 ZONE CONNECTOR	6,350	4	-	4	6,346	
Sabre Springs TOTAL		356,631	2,367	-	2,367	354,264	
San Pasqual	1 FREEWAY	215,359	1,150	-	1,150	214,209	
San Pasqual	2 PRIME	-	-	-	-	-	
San Pasqual	3 MAJOR	155,005	22	-	22	154,983	
San Pasqual	4 COLLECTOR	21,672	42	-	42	21,630	
San Pasqual	5 LOCAL COLLECTOR	70,097	34	-	34	70,063	
San Pasqual	6 RURAL COLLECTOR	813	-	-	-	813	
San Pasqual	7 LOCAL ROAD	-	-	-	-	-	
San Pasqual	8 FREEWAY RAMP	-	-	-	-	-	
San Pasqual	9 LOCAL RAMP	6,249	14	-	14	6,235	
San Pasqual	10 ZONE CONNECTOR	5,696	6	-	6	5,690	
San Pasqual TOTAL		474,891	1,268	-	1,268	473,623	
San Ysidro	1 FREEWAY	390,472	5,147	-	5,147	385,325	
San Ysidro	2 PRIME	-	-	-	-	-	
San Ysidro	3 MAJOR	48,929	229	-	229	48,700	
San Ysidro	4 COLLECTOR	57,997	218	-	218	57,779	
San Ysidro	5 LOCAL COLLECTOR	27,976	132	-	132	27,844	
San Ysidro	6 RURAL COLLECTOR	-	-	-	-	-	
San Ysidro	7 LOCAL ROAD	663	-	-	-	663	
San Ysidro	8 FREEWAY RAMP	13,342	200	-	200	13,142	
San Ysidro	9 LOCAL RAMP	29,922	278	-	278	29,644	
San Ysidro	10 ZONE CONNECTOR	25,552	109	-	109	25,443	

San Ysidro TOTAL		594,853	6,313	-	6,313	588,540
Scripps Miramar Ranch	1 FREEWAY	344,731	4,181	-	4,181	340,550
Scripps Miramar Ranch	2 PRIME	4,905	20	-	20	4,885
Scripps Miramar Ranch	3 MAJOR	167,000	682	-	682	166,318
Scripps Miramar Ranch	4 COLLECTOR	26,364	39	-	39	26,325
Scripps Miramar Ranch	5 LOCAL COLLECTOR	51,293	71	-	71	51,222
Scripps Miramar Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Scripps Miramar Ranch	7 LOCAL ROAD	-	-	-	-	-
Scripps Miramar Ranch	8 FREEWAY RAMP	144	1	-	1	143
Scripps Miramar Ranch	9 LOCAL RAMP	16,675	132	-	132	16,543
Scripps Miramar Ranch	10 ZONE CONNECTOR	27,099	65	-	65	27,034
Scripps Miramar Ranch TOTAL		638,211	5,191	-	5,191	633,020
Scripps Reserve	1 FREEWAY	-	-	-	-	-
Scripps Reserve	2 PRIME	-	-	-	-	-
Scripps Reserve	3 MAJOR	-	-	-	-	-
Scripps Reserve	4 COLLECTOR	-	-	-	-	-
Scripps Reserve	5 LOCAL COLLECTOR	-	-	-	-	-
Scripps Reserve	6 RURAL COLLECTOR	-	-	-	-	-
Scripps Reserve	7 LOCAL ROAD	-	-	-	-	-
Scripps Reserve	8 FREEWAY RAMP	-	-	-	-	-
Scripps Reserve	9 LOCAL RAMP	-	-	-	-	-
Scripps Reserve	10 ZONE CONNECTOR	-	-	-	-	-
Scripps Reserve TOTAL		-	-	-	-	-
Serra Mesa	1 FREEWAY	714,545	17,399	-	17,399	697,146
Serra Mesa	2 PRIME	-	-	-	-	-
Serra Mesa	3 MAJOR	93,103	1,135	-	1,135	91,968
Serra Mesa	4 COLLECTOR	40,987	509	-	509	40,478
Serra Mesa	5 LOCAL COLLECTOR	-	-	-	-	-
Serra Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Serra Mesa	7 LOCAL ROAD	2,381	17	-	17	2,364
Serra Mesa	8 FREEWAY RAMP	14,280	293	-	293	13,987
Serra Mesa	9 LOCAL RAMP	35,568	873	-	873	34,695
Serra Mesa	10 ZONE CONNECTOR	17,344	136	-	136	17,208
Serra Mesa TOTAL		918,208	20,362	-	20,362	897,846
Skyline-Paradise Hills	1 FREEWAY	37,699	470	-	470	37,229
Skyline-Paradise Hills	2 PRIME	1,363	46	-	46	1,317
Skyline-Paradise Hills	3 MAJOR	100,810	2,955	-	2,955	97,855
Skyline-Paradise Hills	4 COLLECTOR	66,173	1,721	-	1,721	64,452
Skyline-Paradise Hills	5 LOCAL COLLECTOR	48,439	725	-	725	47,714
Skyline-Paradise Hills	6 RURAL COLLECTOR	-	-	-	-	-
Skyline-Paradise Hills	7 LOCAL ROAD	3,572	23	-	23	3,549
Skyline-Paradise Hills	8 FREEWAY RAMP	-	-	-	-	-
Skyline-Paradise Hills	9 LOCAL RAMP	6,307	105	-	105	6,202
Skyline-Paradise Hills	10 ZONE CONNECTOR	33,694	713	-	713	32,981

Skyline-Paradise Hills TOTAL		298,057	6,758	-	6,758	291,299
Tierrasanta	1 FREEWAY	894,268	14,621	-	14,621	879,647
Tierrasanta	2 PRIME	31,212	623	-	623	30,589
Tierrasanta	3 MAJOR	208,414	901	-	901	207,513
Tierrasanta	4 COLLECTOR	18,110	101	-	101	18,009
Tierrasanta	5 LOCAL COLLECTOR	16,915	56	-	56	16,859
Tierrasanta	6 RURAL COLLECTOR	-	-	-	-	-
Tierrasanta	7 LOCAL ROAD	3	-	-	-	3
Tierrasanta	8 FREEWAY RAMP	3,881	10	-	10	3,871
Tierrasanta	9 LOCAL RAMP	47,058	643	-	643	46,415
Tierrasanta	10 ZONE CONNECTOR	27,572	171	-	171	27,401
Tierrasanta TOTAL		1,247,433	17,126	-	17,126	1,230,307
Tijuana River Valley	1 FREEWAY	-	-	-	-	-
Tijuana River Valley	2 PRIME	-	-	-	-	-
Tijuana River Valley	3 MAJOR	-	-	-	-	-
Tijuana River Valley	4 COLLECTOR	3,847	15	-	15	3,832
Tijuana River Valley	5 LOCAL COLLECTOR	1,218	3	-	3	1,215
Tijuana River Valley	6 RURAL COLLECTOR	-	-	-	-	-
Tijuana River Valley	7 LOCAL ROAD	-	-	-	-	-
Tijuana River Valley	8 FREEWAY RAMP	-	-	-	-	-
Tijuana River Valley	9 LOCAL RAMP	-	-	-	-	-
Tijuana River Valley	10 ZONE CONNECTOR	81	-	-	-	81
Tijuana River Valley TOTAL		5,146	18	-	18	5,128
Torrey Highlands	1 FREEWAY	127,475	18	-	18	127,457
Torrey Highlands	2 PRIME	29,170	33	-	33	29,137
Torrey Highlands	3 MAJOR	53,248	25	-	25	53,223
Torrey Highlands	4 COLLECTOR	-	-	-	-	-
Torrey Highlands	5 LOCAL COLLECTOR	-	-	-	-	-
Torrey Highlands	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Highlands	7 LOCAL ROAD	-	-	-	-	-
Torrey Highlands	8 FREEWAY RAMP	-	-	-	-	-
Torrey Highlands	9 LOCAL RAMP	13,295	23	-	23	13,272
Torrey Highlands	10 ZONE CONNECTOR	21,303	28	-	28	21,275
Torrey Highlands TOTAL		244,491	127	-	127	244,364
Torrey Hills	1 FREEWAY	424,213	3,237	-	3,237	420,976
Torrey Hills	2 PRIME	8,560	40	-	40	8,520
Torrey Hills	3 MAJOR	59,529	94	-	94	59,435
Torrey Hills	4 COLLECTOR	1,074	1	-	1	1,073
Torrey Hills	5 LOCAL COLLECTOR	9,636	13	-	13	9,623
Torrey Hills	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Hills	7 LOCAL ROAD	-	-	-	-	-
Torrey Hills	8 FREEWAY RAMP	1,745	6	-	6	1,739
Torrey Hills	9 LOCAL RAMP	5,601	27	-	27	5,574
Torrey Hills	10 ZONE CONNECTOR	7,748	18	-	18	7,730

Torrey Hills TOTAL		518,106	3,436	-	3,436	514,670
Torrey Pines	1 FREEWAY	1,309,096	10,212	-	10,212	1,298,884
Torrey Pines	2 PRIME	15,783	4	-	4	15,779
Torrey Pines	3 MAJOR	135,066	361	-	361	134,705
Torrey Pines	4 COLLECTOR	25,764	77	-	77	25,687
Torrey Pines	5 LOCAL COLLECTOR	7,851	21	-	21	7,830
Torrey Pines	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Pines	7 LOCAL ROAD	572	-	-	-	572
Torrey Pines	8 FREEWAY RAMP	18,696	53	-	53	18,643
Torrey Pines	9 LOCAL RAMP	36,735	165	-	165	36,570
Torrey Pines	10 ZONE CONNECTOR	13,692	29	-	29	13,663
Torrey Pines TOTAL		1,563,255	10,922	-	10,922	1,552,333
Unincorporated	1 FREEWAY	11,400,611	68,359	-	68,359	11,332,252
Unincorporated	2 PRIME	988,128	3,503	-	3,503	984,625
Unincorporated	3 MAJOR	4,755,974	18,520	-	18,520	4,737,454
Unincorporated	4 COLLECTOR	1,791,595	4,078	-	4,078	1,787,517
Unincorporated	5 LOCAL COLLECTOR	2,512,537	3,074	-	3,074	2,509,463
Unincorporated	6 RURAL COLLECTOR	726,973	1,194	-	1,194	725,779
Unincorporated	7 LOCAL ROAD	580,729	1,365	-	1,365	579,364
Unincorporated	8 FREEWAY RAMP	81,603	2,693	-	2,693	78,910
Unincorporated	9 LOCAL RAMP	253,229	2,693	-	2,693	250,536
Unincorporated	10 ZONE CONNECTOR	1,472,300	2,731	-	2,731	1,469,569
Unincorporated TOTAL		24,563,679	108,210	-	108,210	24,455,469
University	1 FREEWAY	1,623,109	16,665	-	16,665	1,606,444
University	2 PRIME	438,577	1,457	-	1,457	437,120
University	3 MAJOR	326,435	1,192	-	1,192	325,243
University	4 COLLECTOR	77,781	185	-	185	77,596
University	5 LOCAL COLLECTOR	5,820	9	-	9	5,811
University	6 RURAL COLLECTOR	-	-	-	-	-
University	7 LOCAL ROAD	28,180	76	-	76	28,104
University	8 FREEWAY RAMP	48,027	127	-	127	47,900
University	9 LOCAL RAMP	146,211	815	-	815	145,396
University	10 ZONE CONNECTOR	141,394	445	-	445	140,949
University TOTAL		2,835,534	20,971	-	20,971	2,814,563
Uptown	1 FREEWAY	462,918	20,753	-	20,753	442,165
Uptown	2 PRIME	19,430	296	-	296	19,134
Uptown	3 MAJOR	79,325	548	-	548	78,777
Uptown	4 COLLECTOR	42,244	951	-	951	41,293
Uptown	5 LOCAL COLLECTOR	111,151	1,238	-	1,238	109,913
Uptown	6 RURAL COLLECTOR	-	-	-	-	-
Uptown	7 LOCAL ROAD	2,142	20	-	20	2,122
Uptown	8 FREEWAY RAMP	6,228	55	-	55	6,173
Uptown	9 LOCAL RAMP	67,477	1,707	-	1,707	65,770
Uptown	10 ZONE CONNECTOR	29,578	441	-	441	29,137

Uptown TOTAL		820,493	26,009	-	26,009	794,484	
VISTA	1 FREEWAY	823,965	169	-	169	823,796	
VISTA	2 PRIME	283,640	9	-	9	283,631	
VISTA	3 MAJOR	435,809	40	-	40	435,769	
VISTA	4 COLLECTOR	231,403	23	-	23	231,380	
VISTA	5 LOCAL COLLECTOR	117,700	18	-	18	117,682	
VISTA	6 RURAL COLLECTOR	126,535	4	-	4	126,531	
VISTA	7 LOCAL ROAD	83	-	-	-	83	
VISTA	8 FREEWAY RAMP	-	-	-	-	-	
VISTA	9 LOCAL RAMP	44,630	19	-	19	44,611	
VISTA	10 ZONE CONNECTOR	122,693	6	-	6	122,687	
VISTA TOTAL		2,186,458	288	-	288	2,186,170	
Via De La Valle	1 FREEWAY	-	-	-	-	-	
Via De La Valle	2 PRIME	-	-	-	-	-	
Via De La Valle	3 MAJOR	12,548	10	-	10	12,538	
Via De La Valle	4 COLLECTOR	3,007	4	-	4	3,003	
Via De La Valle	5 LOCAL COLLECTOR	-	-	-	-	-	
Via De La Valle	6 RURAL COLLECTOR	-	-	-	-	-	
Via De La Valle	7 LOCAL ROAD	-	-	-	-	-	
Via De La Valle	8 FREEWAY RAMP	-	-	-	-	-	
Via De La Valle	9 LOCAL RAMP	-	-	-	-	-	
Via De La Valle	10 ZONE CONNECTOR	208	-	-	-	208	
Via De La Valle TOTAL		15,763	14	-	14	15,749	
REGIONWIDE TOTAL		108,419,301	1,693,513	59,976	1,633,537	106,725,788	1,057

2035 D - High Density Scenario

JURISDICTION	CLASSIFICATION	TOTAL VMT	TOTAL City of San Diego: SESD VMT	Two Trip End City of San Diego: SESD VMT	One Trip End City of San Diego: SESD VMT	NON-City of San Diego: SESD VMT	City of San Diego: SESD Intra-Zonal VMT
			I-I, I-E and E-I	I-I	I-E and E-I	E-E	INTRA
32nd Street Naval Station	1 FREEWAY	4,426	185	-	185	4,241	
32nd Street Naval Station	2 PRIME	-	-	-	-	-	
32nd Street Naval Station	3 MAJOR	42,367	3,814	-	3,814	38,553	
32nd Street Naval Station	4 COLLECTOR	3,338	662	-	662	2,676	
32nd Street Naval Station	5 LOCAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	6 RURAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	7 LOCAL ROAD	2,132	328	-	328	1,804	
32nd Street Naval Station	8 FREEWAY RAMP	-	-	-	-	-	
32nd Street Naval Station	9 LOCAL RAMP	2,128	173	-	173	1,955	
32nd Street Naval Station	10 ZONE CONNECTOR	9,590	1,242	-	1,242	8,348	
32nd Street Naval Station TOTAL		63,981	6,404	-	6,404	57,577	
Balboa Park	1 FREEWAY	242,432	14,883	-	14,883	227,549	
Balboa Park	2 PRIME	-	-	-	-	-	
Balboa Park	3 MAJOR	60,801	3,017	-	3,017	57,784	
Balboa Park	4 COLLECTOR	21,989	3,056	-	3,056	18,933	
Balboa Park	5 LOCAL COLLECTOR	12,129	452	-	452	11,677	
Balboa Park	6 RURAL COLLECTOR	-	-	-	-	-	
Balboa Park	7 LOCAL ROAD	9,502	676	-	676	8,826	
Balboa Park	8 FREEWAY RAMP	43,713	2,476	-	2,476	41,237	
Balboa Park	9 LOCAL RAMP	18,205	907	-	907	17,298	
Balboa Park	10 ZONE CONNECTOR	13,451	627	-	627	12,824	
Balboa Park TOTAL		422,222	26,094	-	26,094	396,128	
Barrio Logan	1 FREEWAY	299,905	12,962	-	12,962	286,943	
Barrio Logan	2 PRIME	-	-	-	-	-	
Barrio Logan	3 MAJOR	33,295	4,493	-	4,493	28,802	
Barrio Logan	4 COLLECTOR	38,750	11,579	-	11,579	27,171	
Barrio Logan	5 LOCAL COLLECTOR	234	195	-	195	39	
Barrio Logan	6 RURAL COLLECTOR	-	-	-	-	-	
Barrio Logan	7 LOCAL ROAD	3,607	1,975	-	1,975	1,632	
Barrio Logan	8 FREEWAY RAMP	40,405	2,228	-	2,228	38,177	
Barrio Logan	9 LOCAL RAMP	18,831	3,718	-	3,718	15,113	
Barrio Logan	10 ZONE CONNECTOR	6,965	1,159	-	1,159	5,806	
Barrio Logan TOTAL		441,992	38,309	-	38,309	403,683	

Black Mountain Ranch	1 FREEWAY	-	-	-	-	-
Black Mountain Ranch	2 PRIME	8,152	6	-	6	8,146
Black Mountain Ranch	3 MAJOR	145,739	40	-	40	145,699
Black Mountain Ranch	4 COLLECTOR	56,111	30	-	30	56,081
Black Mountain Ranch	5 LOCAL COLLECTOR	-	-	-	-	-
Black Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Black Mountain Ranch	7 LOCAL ROAD	302	-	-	-	302
Black Mountain Ranch	8 FREEWAY RAMP	-	-	-	-	-
Black Mountain Ranch	9 LOCAL RAMP	-	-	-	-	-
Black Mountain Ranch	10 ZONE CONNECTOR	24,834	26	-	26	24,808
Black Mountain Ranch TOTAL		235,138	102	-	102	235,036
CARLSBAD	1 FREEWAY	1,699,536	8,512	-	8,512	1,691,024
CARLSBAD	2 PRIME	1,073,820	525	-	525	1,073,295
CARLSBAD	3 MAJOR	640,568	573	-	573	639,995
CARLSBAD	4 COLLECTOR	412,571	143	-	143	412,428
CARLSBAD	5 LOCAL COLLECTOR	38,681	33	-	33	38,648
CARLSBAD	6 RURAL COLLECTOR	-	-	-	-	-
CARLSBAD	7 LOCAL ROAD	150,536	36	-	36	150,500
CARLSBAD	8 FREEWAY RAMP	476	-	-	-	476
CARLSBAD	9 LOCAL RAMP	60,108	104	-	104	60,004
CARLSBAD	10 ZONE CONNECTOR	242,058	49	-	49	242,009
CARLSBAD TOTAL		4,318,354	9,975	-	9,975	4,308,379
CHULA VISTA	1 FREEWAY	1,983,795	58,763	-	58,763	1,925,032
CHULA VISTA	2 PRIME	1,387,050	13,457	-	13,457	1,373,593
CHULA VISTA	3 MAJOR	690,248	7,218	-	7,218	683,030
CHULA VISTA	4 COLLECTOR	505,029	3,305	-	3,305	501,724
CHULA VISTA	5 LOCAL COLLECTOR	235,132	2,165	-	2,165	232,967
CHULA VISTA	6 RURAL COLLECTOR	-	-	-	-	-
CHULA VISTA	7 LOCAL ROAD	227,660	1,471	-	1,471	226,189
CHULA VISTA	8 FREEWAY RAMP	40,145	705	-	705	39,440
CHULA VISTA	9 LOCAL RAMP	187,460	6,133	-	6,133	181,327
CHULA VISTA	10 ZONE CONNECTOR	336,308	2,286	-	2,286	334,022
CHULA VISTA TOTAL		5,592,827	95,503	-	95,503	5,497,324
CORONADO	1 FREEWAY	101,511	6,583	-	6,583	94,928
CORONADO	2 PRIME	164,437	2,523	-	2,523	161,914
CORONADO	3 MAJOR	87,782	4,852	-	4,852	82,930
CORONADO	4 COLLECTOR	26,275	903	-	903	25,372
CORONADO	5 LOCAL COLLECTOR	35,548	1,587	-	1,587	33,961
CORONADO	6 RURAL COLLECTOR	-	-	-	-	-
CORONADO	7 LOCAL ROAD	11,152	585	-	585	10,567
CORONADO	8 FREEWAY RAMP	-	-	-	-	-
CORONADO	9 LOCAL RAMP	-	-	-	-	-
CORONADO	10 ZONE CONNECTOR	44,740	1,652	-	1,652	43,088
CORONADO TOTAL		471,445	18,685	-	18,685	452,760

Carmel Mountain Ranch	1 FREEWAY	343,606	2,916	-	2,916	340,690
Carmel Mountain Ranch	2 PRIME	183,423	444	-	444	182,979
Carmel Mountain Ranch	3 MAJOR	53,638	93	-	93	53,545
Carmel Mountain Ranch	4 COLLECTOR	17,410	18	-	18	17,392
Carmel Mountain Ranch	5 LOCAL COLLECTOR	-	-	-	-	-
Carmel Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Carmel Mountain Ranch	7 LOCAL ROAD	5,003	4	-	4	4,999
Carmel Mountain Ranch	8 FREEWAY RAMP	47	-	-	-	47
Carmel Mountain Ranch	9 LOCAL RAMP	13,516	39	-	39	13,477
Carmel Mountain Ranch	10 ZONE CONNECTOR	30,582	40	-	40	30,542
				-		
Carmel Mountain Ranch TOTAL		647,225	3,554	-	3,554	643,671
Carmel Valley	1 FREEWAY	560,191	2,927	-	2,927	557,264
Carmel Valley	2 PRIME	62,175	105	-	105	62,070
Carmel Valley	3 MAJOR	100,113	186	-	186	99,927
Carmel Valley	4 COLLECTOR	21,139	24	-	24	21,115
Carmel Valley	5 LOCAL COLLECTOR	41,258	25	-	25	41,233
Carmel Valley	6 RURAL COLLECTOR	-	-	-	-	-
Carmel Valley	7 LOCAL ROAD	-	-	-	-	-
Carmel Valley	8 FREEWAY RAMP	52,811	118	-	118	52,693
Carmel Valley	9 LOCAL RAMP	30,932	75	-	75	30,857
Carmel Valley	10 ZONE CONNECTOR	30,809	30	-	30	30,779
Carmel Valley TOTAL		899,428	3,490	-	3,490	895,938
Centre City	1 FREEWAY	307,207	21,781	-	21,781	285,426
Centre City	2 PRIME	13,721	436	-	436	13,285
Centre City	3 MAJOR	241,392	10,699	-	10,699	230,693
Centre City	4 COLLECTOR	73,605	2,622	-	2,622	70,983
Centre City	5 LOCAL COLLECTOR	65,949	3,047	-	3,047	62,902
Centre City	6 RURAL COLLECTOR	-	-	-	-	-
Centre City	7 LOCAL ROAD	811	3	-	3	808
Centre City	8 FREEWAY RAMP	62,802	7,248	-	7,248	55,554
Centre City	9 LOCAL RAMP	48,453	2,481	-	2,481	45,972
Centre City	10 ZONE CONNECTOR	48,387	1,228	-	1,228	47,159
Centre City TOTAL		862,327	49,545	-	49,545	812,782
Clairemont Mesa	1 FREEWAY	1,055,707	17,534	-	17,534	1,038,173
Clairemont Mesa	2 PRIME	18,200	99	-	99	18,101
Clairemont Mesa	3 MAJOR	497,348	1,938	-	1,938	495,410
Clairemont Mesa	4 COLLECTOR	24,290	203	-	203	24,087
Clairemont Mesa	5 LOCAL COLLECTOR	156,768	478	-	478	156,290
Clairemont Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Clairemont Mesa	7 LOCAL ROAD	17,333	91	-	91	17,242
Clairemont Mesa	8 FREEWAY RAMP	27,985	214	-	214	27,771
Clairemont Mesa	9 LOCAL RAMP	66,928	769	-	769	66,159
Clairemont Mesa	10 ZONE CONNECTOR	88,481	383	-	383	88,098
Clairemont Mesa TOTAL		1,953,040	21,709	-	21,709	1,931,331

College Area	1 FREEWAY	398,943	1,986	-	1,986	396,957
College Area	2 PRIME	18,425	110	-	110	18,315
College Area	3 MAJOR	203,887	1,235	-	1,235	202,652
College Area	4 COLLECTOR	12,475	57	-	57	12,418
College Area	5 LOCAL COLLECTOR	24,511	97	-	97	24,414
College Area	6 RURAL COLLECTOR	-	-	-	-	-
College Area	7 LOCAL ROAD	-	-	-	-	-
College Area	8 FREEWAY RAMP	-	-	-	-	-
College Area	9 LOCAL RAMP	29,823	247	-	247	29,576
College Area	10 ZONE CONNECTOR	33,238	270	-	270	32,968
College Area TOTAL		721,302	4,002	-	4,002	717,300
DEL MAR	1 FREEWAY	-	-	-	-	-
DEL MAR	2 PRIME	1,931	-	-	-	1,931
DEL MAR	3 MAJOR	32,740	69	-	69	32,671
DEL MAR	4 COLLECTOR	37,259	43	-	43	37,216
DEL MAR	5 LOCAL COLLECTOR	18,642	2	-	2	18,640
DEL MAR	6 RURAL COLLECTOR	-	-	-	-	-
DEL MAR	7 LOCAL ROAD	1,111	-	-	-	1,111
DEL MAR	8 FREEWAY RAMP	-	-	-	-	-
DEL MAR	9 LOCAL RAMP	-	-	-	-	-
DEL MAR	10 ZONE CONNECTOR	9,414	7	-	7	9,407
DEL MAR TOTAL		101,097	121	-	121	100,976
Del Mar Mesa	1 FREEWAY	-	-	-	-	-
Del Mar Mesa	2 PRIME	-	-	-	-	-
Del Mar Mesa	3 MAJOR	4,258	3	-	3	4,255
Del Mar Mesa	4 COLLECTOR	296	-	-	-	296
Del Mar Mesa	5 LOCAL COLLECTOR	4,940	2	-	2	4,938
Del Mar Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Del Mar Mesa	7 LOCAL ROAD	3,082	-	-	-	3,082
Del Mar Mesa	8 FREEWAY RAMP	-	-	-	-	-
Del Mar Mesa	9 LOCAL RAMP	-	-	-	-	-
Del Mar Mesa	10 ZONE CONNECTOR	11,276	12	-	12	11,264
Del Mar Mesa TOTAL		23,852	17	-	17	23,835
EL CAJON	1 FREEWAY	1,155,593	16,284	-	16,284	1,139,309
EL CAJON	2 PRIME	140,042	222	-	222	139,820
EL CAJON	3 MAJOR	497,346	1,492	-	1,492	495,854
EL CAJON	4 COLLECTOR	217,937	542	-	542	217,395
EL CAJON	5 LOCAL COLLECTOR	110,249	187	-	187	110,062
EL CAJON	6 RURAL COLLECTOR	-	-		-	-
EL CAJON	7 LOCAL ROAD	43,430	58	-	58	43,372
EL CAJON	8 FREEWAY RAMP	55,616	841	-	841	54,775
EL CAJON	9 LOCAL RAMP	97,105	1,026	-	1,026	96,079
EL CAJON	10 ZONE CONNECTOR	115,353	287	-	287	115,066
EL CAJON TOTAL		2,432,671	20,939	-	20,939	2,411,732

ENCANTO	1 FREEWAY	506,136	29,962	-	29,962	476,174
ENCANTO	2 PRIME	-	-	-	-	-
ENCANTO	3 MAJOR	159,680	24,252	-	24,252	135,428
ENCANTO	4 COLLECTOR	129,915	14,989	-	14,989	114,926
ENCANTO	5 LOCAL COLLECTOR	550	3	-	3	547
ENCANTO	6 RURAL COLLECTOR	-	-	-	-	-
ENCANTO	7 LOCAL ROAD	6,603	312	-	312	6,291
ENCANTO	8 FREEWAY RAMP	21,132	1,884	-	1,884	19,248
ENCANTO	9 LOCAL RAMP	24,552	4,693	-	4,693	19,859
ENCANTO	10 ZONE CONNECTOR	46,078	3,597	-	3,597	42,481
ENCANTO TOTAL		894,646	79,692	-	79,692	814,954
ENCINITAS	1 FREEWAY	1,575,762	10,053	-	10,053	1,565,709
ENCINITAS	2 PRIME	261,793	569	-	569	261,224
ENCINITAS	3 MAJOR	226,855	126	-	126	226,729
ENCINITAS	4 COLLECTOR	41,387	29	-	29	41,358
ENCINITAS	5 LOCAL COLLECTOR	242,216	228	-	228	241,988
ENCINITAS	6 RURAL COLLECTOR	-	-	-	-	-
ENCINITAS	7 LOCAL ROAD	73,754	50	-	50	73,704
ENCINITAS	8 FREEWAY RAMP	555	-	-	-	555
ENCINITAS	9 LOCAL RAMP	40,825	134	-	134	40,691
ENCINITAS	10 ZONE CONNECTOR	80,728	18	-	18	80,710
ENCINITAS TOTAL		2,543,875	11,207	-	11,207	2,532,668
ESCONDIDO	1 FREEWAY	1,446,359	6,709	-	6,709	1,439,650
ESCONDIDO	2 PRIME	199,241	273	-	273	198,968
ESCONDIDO	3 MAJOR	727,020	750	-	750	726,270
ESCONDIDO	4 COLLECTOR	471,912	138	-	138	471,774
ESCONDIDO	5 LOCAL COLLECTOR	232,018	127	-	127	231,891
ESCONDIDO	6 RURAL COLLECTOR	-	-	-	-	-
ESCONDIDO	7 LOCAL ROAD	10,792	9	-	9	10,783
ESCONDIDO	8 FREEWAY RAMP	107,453	376	-	376	107,077
ESCONDIDO	9 LOCAL RAMP	92,686	230	-	230	92,456
ESCONDIDO	10 ZONE CONNECTOR	170,961	26	-	26	170,935
ESCONDIDO TOTAL		3,458,442	8,638	-	8,638	3,449,804
East Elliott	1 FREEWAY	267,903	35	-	35	267,868
East Elliott	2 PRIME	-	-	-	-	-
East Elliott	3 MAJOR	11,552	10	-	10	11,542
East Elliott	4 COLLECTOR	-	-	-	-	-
East Elliott	5 LOCAL COLLECTOR	82	-	-	-	82
East Elliott	6 RURAL COLLECTOR	-	-	-	-	-
East Elliott	7 LOCAL ROAD	-	-	-	-	-
East Elliott	8 FREEWAY RAMP	2,356	3	-	3	2,353
East Elliott	9 LOCAL RAMP	4,814	5	-	5	4,809
East Elliott	10 ZONE CONNECTOR	3,662	13	-	13	3,649
East Elliott TOTAL		290,369	66	-	66	290,303

External	1 FREEWAY	64,129	161	-	161	63,968
External	2 PRIME	75,616	761	-	761	74,855
External	3 MAJOR	-	-	-	-	-
External	4 COLLECTOR	-	-	-	-	-
External	5 LOCAL COLLECTOR	4,142	-	-	-	4,142
External	6 RURAL COLLECTOR	-	-	-	-	-
External	7 LOCAL ROAD	-	-	-	-	-
External	8 FREEWAY RAMP	-	-	-	-	-
External	9 LOCAL RAMP	2,020	-	-	-	2,020
External	10 ZONE CONNECTOR	381,300	3,056	-	3,056	378,244
External TOTAL		527,207	3,978	-	3,978	523,229
Fairbanks Country Club	1 FREEWAY	-	-	-	-	-
Fairbanks Country Club	2 PRIME	-	-	-	-	-
Fairbanks Country Club	3 MAJOR	9,501	10	-	10	9,491
Fairbanks Country Club	4 COLLECTOR	15,662	39	-	39	15,623
Fairbanks Country Club	5 LOCAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	6 RURAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	7 LOCAL ROAD	-	-	-	-	-
Fairbanks Country Club	8 FREEWAY RAMP	-	-	-	-	-
Fairbanks Country Club	9 LOCAL RAMP	-	-	-	-	-
Fairbanks Country Club	10 ZONE CONNECTOR	2,810	2	-	2	2,808
Fairbanks Country Club TOTAL		27,973	51	-	51	27,922
Flower Hill	1 FREEWAY	23,236	162	-	162	23,074
Flower Hill	2 PRIME	-	-	-	-	-
Flower Hill	3 MAJOR	5,543	8	-	8	5,535
Flower Hill	4 COLLECTOR	796	-	-	-	796
Flower Hill	5 LOCAL COLLECTOR	-	-	-	-	-
Flower Hill	6 RURAL COLLECTOR	-	-		-	-
Flower Hill	7 LOCAL ROAD	-	-	-	-	-
Flower Hill	8 FREEWAY RAMP	-	-	-	-	-
Flower Hill	9 LOCAL RAMP	879	-	-	-	879
Flower Hill	10 ZONE CONNECTOR	2,466	2	-	2	2,464
Flower Hill TOTAL		32,920	172	-	172	32,748
Greater Golden Hill	1 FREEWAY	186,156	17,265	-	17,265	168,891
Greater Golden Hill	2 PRIME	-	-	-	-	-
Greater Golden Hill	3 MAJOR	5,084	1,500	-	1,500	3,584
Greater Golden Hill	4 COLLECTOR	2,490	528	-	528	1,962
Greater Golden Hill	5 LOCAL COLLECTOR	46,534	11,081	-	11,081	35,453
Greater Golden Hill	6 RURAL COLLECTOR	-	-	-	-	-
Greater Golden Hill	7 LOCAL ROAD	2,218	486	-	486	1,732
Greater Golden Hill	8 FREEWAY RAMP	35,300	3,607	-	3,607	31,693
Greater Golden Hill	9 LOCAL RAMP	19,876	3,086	-	3,086	16,790
Greater Golden Hill	10 ZONE CONNECTOR	6,797	1,168	-	1,168	5,629
Greater Golden Hill TOTAL		304,455	38,721	-	38,721	265,734

Greater North Park	1 FREEWAY	402,368	32,213	-	32,213	370,155
Greater North Park	2 PRIME	-	-	-	-	-
Greater North Park	3 MAJOR	78,229	1,605	-	1,605	76,624
Greater North Park	4 COLLECTOR	56,353	1,038	-	1,038	55,315
Greater North Park	5 LOCAL COLLECTOR	56,820	1,878	-	1,878	54,942
Greater North Park	6 RURAL COLLECTOR	-	-	-	-	-
Greater North Park	7 LOCAL ROAD	-	-	-	-	-
Greater North Park	8 FREEWAY RAMP	47,796	5,913	-	5,913	41,883
Greater North Park	9 LOCAL RAMP	10,250	363	-	363	9,887
Greater North Park	10 ZONE CONNECTOR	43,531	1,121	-	1,121	42,410
Greater North Park TOTAL		695,347	44,131	-	44,131	651,216
Harbor	1 FREEWAY	61,389	3,981	-	3,981	57,408
Harbor	2 PRIME	-	-	-	-	-
Harbor	3 MAJOR	-	-	-	-	-
Harbor	4 COLLECTOR	-	-	-	-	-
Harbor	5 LOCAL COLLECTOR	-	-	-	-	-
Harbor	6 RURAL COLLECTOR	-	-	-	-	-
Harbor	7 LOCAL ROAD	-	-	-	-	-
Harbor	8 FREEWAY RAMP	-	-	-	-	-
Harbor	9 LOCAL RAMP	-	-	-	-	-
Harbor	10 ZONE CONNECTOR	1,633	41	-	41	1,592
Harbor TOTAL		63,022	4,022	-	4,022	59,000
IMPERIAL BEACH	1 FREEWAY	-	-	-	-	-
IMPERIAL BEACH	2 PRIME	41,660	240	-	240	41,420
IMPERIAL BEACH	3 MAJOR	27,826	216	-	216	27,610
IMPERIAL BEACH	4 COLLECTOR	21,241	116	-	116	21,125
IMPERIAL BEACH	5 LOCAL COLLECTOR	15,366	80	-	80	15,286
IMPERIAL BEACH	6 RURAL COLLECTOR	-	-	-	-	-
IMPERIAL BEACH	7 LOCAL ROAD	7,108	47	-	47	7,061
IMPERIAL BEACH	8 FREEWAY RAMP	-	-	-	-	-
IMPERIAL BEACH	9 LOCAL RAMP	-	-	-	-	-
IMPERIAL BEACH	10 ZONE CONNECTOR	18,361	105	-	105	18,256
IMPERIAL BEACH TOTAL		131,562	804	-	804	130,758
Kearny Mesa	1 FREEWAY	1,612,642	27,492	-	27,492	1,585,150
Kearny Mesa	2 PRIME	195,850	1,015	-	1,015	194,835
Kearny Mesa	3 MAJOR	255,584	991	-	991	254,593
Kearny Mesa	4 COLLECTOR	89,626	332	-	332	89,294
Kearny Mesa	5 LOCAL COLLECTOR	35,852	288	-	288	35,564
Kearny Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Kearny Mesa	7 LOCAL ROAD	11,441	136	-	136	11,305
Kearny Mesa	8 FREEWAY RAMP	85,024	780	-	780	84,244
Kearny Mesa	9 LOCAL RAMP	131,697	1,667	-	1,667	130,030
Kearny Mesa	10 ZONE CONNECTOR	83,071	581	-	581	82,490
Kearny Mesa TOTAL		2,500,787	33,282	-	33,282	2,467,505

LA MESA	1 FREEWAY	1,273,673	18,083	-	18,083	1,255,590
LA MESA	2 PRIME	51,751	208	-	208	51,543
LA MESA	3 MAJOR	251,119	2,137	-	2,137	248,982
LA MESA	4 COLLECTOR	35,013	296	-	296	34,717
LA MESA	5 LOCAL COLLECTOR	170,822	1,181	-	1,181	169,641
LA MESA	6 RURAL COLLECTOR	6	-	-	-	6
LA MESA	7 LOCAL ROAD	21,342	186	-	186	21,156
LA MESA	8 FREEWAY RAMP	145,193	3,628	-	3,628	141,565
LA MESA	9 LOCAL RAMP	80,275	607	-	607	79,668
LA MESA	10 ZONE CONNECTOR	64,355	326	-	326	64,029
LA MESA TOTAL		2,093,549	26,652	-	26,652	2,066,897
LEMON GROVE	1 FREEWAY	612,467	38,664	-	38,664	573,803
LEMON GROVE	2 PRIME	-	-	-	-	-
LEMON GROVE	3 MAJOR	82,499	1,164	-	1,164	81,335
LEMON GROVE	4 COLLECTOR	82,116	523	-	523	81,593
LEMON GROVE	5 LOCAL COLLECTOR	49,541	574	-	574	48,967
LEMON GROVE	6 RURAL COLLECTOR	-	-	-	-	-
LEMON GROVE	7 LOCAL ROAD	1,724	25	-	25	1,699
LEMON GROVE	8 FREEWAY RAMP	75,220	1,304	-	1,304	73,916
LEMON GROVE	9 LOCAL RAMP	20,073	962	-	962	19,111
LEMON GROVE	10 ZONE CONNECTOR	24,725	307	-	307	24,418
LEMON GROVE TOTAL		948,365	43,523	-	43,523	904,842
La Jolla	1 FREEWAY	225,838	2,554	-	2,554	223,284
La Jolla	2 PRIME	81,155	617	-	617	80,538
La Jolla	3 MAJOR	216,808	656	-	656	216,152
La Jolla	4 COLLECTOR	-	-	-	-	-
La Jolla	5 LOCAL COLLECTOR	176,546	321	-	321	176,225
La Jolla	6 RURAL COLLECTOR	-	-	-	-	-
La Jolla	7 LOCAL ROAD	4,061	12	-	12	4,049
La Jolla	8 FREEWAY RAMP	12,818	61	-	61	12,757
La Jolla	9 LOCAL RAMP	18,200	167	-	167	18,033
La Jolla	10 ZONE CONNECTOR	37,868	73	-	73	37,795
La Jolla TOTAL		773,294	4,461	-	4,461	768,833
Linda Vista	1 FREEWAY	344,571	3,342	-	3,342	341,229
Linda Vista	2 PRIME	14,103	111	-	111	13,992
Linda Vista	3 MAJOR	226,326	1,355	-	1,355	224,971
Linda Vista	4 COLLECTOR	12,914	73	-	73	12,841
Linda Vista	5 LOCAL COLLECTOR	26,827	99	-	99	26,728
Linda Vista	6 RURAL COLLECTOR	-	-	-	-	-
Linda Vista	7 LOCAL ROAD	2,476	14	-	14	2,462
Linda Vista	8 FREEWAY RAMP	7,198	104	-	104	7,094
Linda Vista	9 LOCAL RAMP	25,654	257	-	257	25,397
Linda Vista	10 ZONE CONNECTOR	38,014	311	-	311	37,703
Linda Vista TOTAL		698,083	5,666	-	5,666	692,417

Lindbergh Field	1 FREEWAY	-	-	-	-	-
Lindbergh Field	2 PRIME	88,319	2,698	-	2,698	85,621
Lindbergh Field	3 MAJOR	14,829	228	-	228	14,601
Lindbergh Field	4 COLLECTOR	10,606	215	-	215	10,391
Lindbergh Field	5 LOCAL COLLECTOR	423	3	-	3	420
Lindbergh Field	6 RURAL COLLECTOR	-	-	-	-	-
Lindbergh Field	7 LOCAL ROAD	12,586	315	-	315	12,271
Lindbergh Field	8 FREEWAY RAMP	-	-	-	-	-
Lindbergh Field	9 LOCAL RAMP	2,142	45	-	45	2,097
Lindbergh Field	10 ZONE CONNECTOR	34,580	550	-	550	34,030
Lindbergh Field TOTAL		163,485	4,054	-	4,054	159,431
Los Penasquitos Canyon Pres	1 FREEWAY	18,359	162	-	162	18,197
Los Penasquitos Canyon Pres	2 PRIME	1,872	3	-	3	1,869
Los Penasquitos Canyon Pres	3 MAJOR	1,167	-	-	-	1,167
Los Penasquitos Canyon Pres	4 COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pres	5 LOCAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pres	6 RURAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pres	7 LOCAL ROAD	-	-	-	-	-
Los Penasquitos Canyon Pres	8 FREEWAY RAMP	-	-	-	-	-
Los Penasquitos Canyon Pres	9 LOCAL RAMP	-	-	-	-	-
Los Penasquitos Canyon Pres	10 ZONE CONNECTOR	-	-	-	-	-
Los Penasquitos Canyon Preserve TOTAL		21,398	165	-	165	21,233
Mid-City:City Heights	1 FREEWAY	1,050,256	87,992	-	87,992	962,264
Mid-City:City Heights	2 PRIME	-	-	-	-	-
Mid-City:City Heights	3 MAJOR	90,907	4,961	-	4,961	85,946
Mid-City:City Heights	4 COLLECTOR	70,195	3,591	-	3,591	66,604
Mid-City:City Heights	5 LOCAL COLLECTOR	49,299	2,464	-	2,464	46,835
Mid-City:City Heights	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:City Heights	7 LOCAL ROAD	-	-	-	-	-
Mid-City:City Heights	8 FREEWAY RAMP	165,156	11,970	-	11,970	153,186
Mid-City:City Heights	9 LOCAL RAMP	32,184	2,740	-	2,740	29,444
Mid-City:City Heights	10 ZONE CONNECTOR	40,542	1,576	-	1,576	38,966
Mid-City:City Heights TOTAL		1,498,539	115,294	-	115,294	1,383,245
Mid-City:Eastern Area	1 FREEWAY	331,118	28,938	-	28,938	302,180
Mid-City:Eastern Area	2 PRIME	-	-	-	-	-
Mid-City:Eastern Area	3 MAJOR	178,470	3,407	-	3,407	175,063
Mid-City:Eastern Area	4 COLLECTOR	17,629	2,131	-	2,131	15,498
Mid-City:Eastern Area	5 LOCAL COLLECTOR	54,136	2,286	-	2,286	51,850
Mid-City:Eastern Area	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Eastern Area	7 LOCAL ROAD	4,403	927	-	927	3,476
Mid-City:Eastern Area	8 FREEWAY RAMP	36	-	-	-	36
Mid-City:Eastern Area	9 LOCAL RAMP	10,405	359	-	359	10,046
Mid-City:Eastern Area	10 ZONE CONNECTOR	38,513	810	-	810	37,703
				-		
Mid-City:Eastern Area TOTAL		634,710	38,858	-	38,858	595,852

Mid-City:Kensington-Talmadg	1 FREEWAY	219,354	15,918	-	15,918	203,436
Mid-City:Kensington-Talmadg	2 PRIME	50,303	41	-	41	50,262
Mid-City:Kensington-Talmadg	3 MAJOR	43,166	1,544	-	1,544	41,622
Mid-City:Kensington-Talmadg	4 COLLECTOR	11,392	230	-	230	11,162
Mid-City:Kensington-Talmadg	5 LOCAL COLLECTOR	26,784	258	-	258	26,526
Mid-City:Kensington-Talmadg	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Kensington-Talmadg	7 LOCAL ROAD	551	20	-	20	531
Mid-City:Kensington-Talmadg	8 FREEWAY RAMP	7,468	577	-	577	6,891
Mid-City:Kensington-Talmadg	9 LOCAL RAMP	13,352	190	-	190	13,162
Mid-City:Kensington-Talmadg	10 ZONE CONNECTOR	11,536	218	-	218	11,318
Mid-City:Kensington-Talmadge TOTAL		383,906	18,996	-	18,996	364,910
Mid-City:Normal Heights	1 FREEWAY	244,669	14,473	-	14,473	230,196
Mid-City:Normal Heights	2 PRIME	-	-	-	-	-
Mid-City:Normal Heights	3 MAJOR	13,844	282	-	282	13,562
Mid-City:Normal Heights	4 COLLECTOR	8,732	37	-	37	8,695
Mid-City:Normal Heights	5 LOCAL COLLECTOR	24,952	480	-	480	24,472
Mid-City:Normal Heights	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Normal Heights	7 LOCAL ROAD	3,915	75	-	75	3,840
Mid-City:Normal Heights	8 FREEWAY RAMP	5,926	267	-	267	5,659
Mid-City:Normal Heights	9 LOCAL RAMP	6,999	53	-	53	6,946
Mid-City:Normal Heights	10 ZONE CONNECTOR	8,475	160	-	160	8,315
Mid-City:Normal Heights TOTAL		317,512	15,827	-	15,827	301,685
Midway-Pacific Highway	1 FREEWAY	400,207	15,917	-	15,917	384,290
Midway-Pacific Highway	2 PRIME	108,497	2,198	-	2,198	106,299
Midway-Pacific Highway	3 MAJOR	175,401	2,599	-	2,599	172,802
Midway-Pacific Highway	4 COLLECTOR	16,158	107	-	107	16,051
Midway-Pacific Highway	5 LOCAL COLLECTOR	13,302	206	-	206	13,096
Midway-Pacific Highway	6 RURAL COLLECTOR	-	-	-	-	-
Midway-Pacific Highway	7 LOCAL ROAD	780	38	-	38	742
Midway-Pacific Highway	8 FREEWAY RAMP	20,404	975	-	975	19,429
Midway-Pacific Highway	9 LOCAL RAMP	99,568	3,487	-	3,487	96,081
Midway-Pacific Highway	10 ZONE CONNECTOR	23,126	187	-	187	22,939
Midway-Pacific Highway TOTAL		857,443	25,714	-	25,714	831,729
Mira Mesa	1 FREEWAY	738,126	8,112	-	8,112	730,014
Mira Mesa	2 PRIME	602,192	1,525	-	1,525	600,667
Mira Mesa	3 MAJOR	501,673	942	-	942	500,731
Mira Mesa	4 COLLECTOR	117,249	519	-	519	116,730
Mira Mesa	5 LOCAL COLLECTOR	118,812	272	-	272	118,540
Mira Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Mira Mesa	7 LOCAL ROAD	67,653	228	-	228	67,425
Mira Mesa	8 FREEWAY RAMP	329	1	-	1	328
Mira Mesa	9 LOCAL RAMP	44,348	357	-	357	43,991
Mira Mesa	10 ZONE CONNECTOR	129,802	300	-	300	129,502
Mira Mesa TOTAL		2,320,184	12,256	-	12,256	2,307,928

Miramar Air Station	1 FREEWAY	2,377,738	25,503	-	25,503	2,352,235
Miramar Air Station	2 PRIME	-	-	-	-	-
Miramar Air Station	3 MAJOR	145,361	606	-	606	144,755
Miramar Air Station	4 COLLECTOR	-	-	-	-	-
Miramar Air Station	5 LOCAL COLLECTOR	-	-	-	-	-
Miramar Air Station	6 RURAL COLLECTOR	-	-	-	-	-
Miramar Air Station	7 LOCAL ROAD	-	-	-	-	-
Miramar Air Station	8 FREEWAY RAMP	85,927	73	-	73	85,854
Miramar Air Station	9 LOCAL RAMP	64,549	518	-	518	64,031
Miramar Air Station	10 ZONE CONNECTOR	35,774	316	-	316	35,458
Miramar Air Station TOTAL		2,709,349	27,016	-	27,016	2,682,333
Miramar Ranch North	1 FREEWAY	297,618	3,144	-	3,144	294,474
Miramar Ranch North	2 PRIME	51,572	309	-	309	51,263
Miramar Ranch North	3 MAJOR	48,416	304	-	304	48,112
Miramar Ranch North	4 COLLECTOR	52,138	97	-	97	52,041
Miramar Ranch North	5 LOCAL COLLECTOR	10,944	24	-	24	10,920
Miramar Ranch North	6 RURAL COLLECTOR	-	-	-	-	-
Miramar Ranch North	7 LOCAL ROAD	-	-	-	-	-
Miramar Ranch North	8 FREEWAY RAMP	-	-	-	-	-
Miramar Ranch North	9 LOCAL RAMP	13,951	131	-	131	13,820
Miramar Ranch North	10 ZONE CONNECTOR	17,015	40	-	40	16,975
Miramar Ranch North TOTAL		491,654	4,049	-	4,049	487,605
Mission Bay Park	1 FREEWAY	268,010	5,697	-	5,697	262,313
Mission Bay Park	2 PRIME	146,238	901	-	901	145,337
Mission Bay Park	3 MAJOR	139,100	1,345	-	1,345	137,755
Mission Bay Park	4 COLLECTOR	131	-	-	-	131
Mission Bay Park	5 LOCAL COLLECTOR	27,541	56	-	56	27,485
Mission Bay Park	6 RURAL COLLECTOR	-	-		-	-
Mission Bay Park	7 LOCAL ROAD	-	-	-	-	-
Mission Bay Park	8 FREEWAY RAMP	8,626	2	-	2	8,624
Mission Bay Park	9 LOCAL RAMP	33,360	258	-	258	33,102
Mission Bay Park	10 ZONE CONNECTOR	26,333	172	-	172	26,161
Mission Bay Park TOTAL		649,339	8,431	-	8,431	640,908
Mission Beach	1 FREEWAY	-	-	-	-	-
Mission Beach	2 PRIME	-	-	-	-	-
Mission Beach	3 MAJOR	38,634	277	-	277	38,357
Mission Beach	4 COLLECTOR	9,910	68	-	68	9,842
Mission Beach	5 LOCAL COLLECTOR	-	-	-	-	-
Mission Beach	6 RURAL COLLECTOR	-	-	-	-	-
Mission Beach	7 LOCAL ROAD	-	-	-	-	-
Mission Beach	8 FREEWAY RAMP	-	-	-	-	-
Mission Beach	9 LOCAL RAMP	-	-	-	-	-
Mission Beach	10 ZONE CONNECTOR	1,702	6	-	6	1,696
Mission Beach TOTAL		50,246	351	-	351	49,895

Mission Valley	1 FREEWAY	1,908,555	29,984	-	29,984	1,878,571
Mission Valley	2 PRIME	150,949	715	-	715	150,234
Mission Valley	3 MAJOR	308,397	2,587	-	2,587	305,810
Mission Valley	4 COLLECTOR	222,748	2,810	-	2,810	219,938
Mission Valley	5 LOCAL COLLECTOR	11,727	92	-	92	11,635
Mission Valley	6 RURAL COLLECTOR	-	-	-	-	-
Mission Valley	7 LOCAL ROAD	3,511	36	-	36	3,475
Mission Valley	8 FREEWAY RAMP	315,661	3,978	-	3,978	311,683
Mission Valley	9 LOCAL RAMP	219,596	4,017	-	4,017	215,579
Mission Valley	10 ZONE CONNECTOR	84,707	755	-	755	83,952
Mission Valley TOTAL		3,225,851	44,974	-	44,974	3,180,877
NATIONAL CITY	1 FREEWAY	1,313,105	63,371	-	63,371	1,249,734
NATIONAL CITY	2 PRIME	58,679	2,727	-	2,727	55,952
NATIONAL CITY	3 MAJOR	218,359	14,575	-	14,575	203,784
NATIONAL CITY	4 COLLECTOR	173,596	16,007	-	16,007	157,589
NATIONAL CITY	5 LOCAL COLLECTOR	5,690	99	-	99	5,591
NATIONAL CITY	6 RURAL COLLECTOR	-	-	-	-	-
NATIONAL CITY	7 LOCAL ROAD	7,443	445	-	445	6,998
NATIONAL CITY	8 FREEWAY RAMP	92,926	3,565	-	3,565	89,361
NATIONAL CITY	9 LOCAL RAMP	54,345	6,451	-	6,451	47,894
NATIONAL CITY	10 ZONE CONNECTOR	51,451	2,669	-	2,669	48,782
NATIONAL CITY TOTAL		1,975,594	109,909	-	109,909	1,865,685
NCFUA Reserve	1 FREEWAY	-	-	-	-	-
NCFUA Reserve	2 PRIME	-	-	-	-	-
NCFUA Reserve	3 MAJOR	7,151	9	-	9	7,142
NCFUA Reserve	4 COLLECTOR	-	-	-	-	-
NCFUA Reserve	5 LOCAL COLLECTOR	580	-	-	-	580
NCFUA Reserve	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Reserve	7 LOCAL ROAD	-	-	-	-	-
NCFUA Reserve	8 FREEWAY RAMP	-	-	-	-	-
NCFUA Reserve	9 LOCAL RAMP	-	-	-	-	-
NCFUA Reserve	10 ZONE CONNECTOR	30	-	-	-	30
NCFUA Reserve TOTAL		7,761	9	-	9	7,752
NCFUA Subarea 2	1 FREEWAY	248,119	1,754	-	1,754	246,365
NCFUA Subarea 2	2 PRIME	-	-	-	-	-
NCFUA Subarea 2	3 MAJOR	38,266	55	-	55	38,211
NCFUA Subarea 2	4 COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	5 LOCAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	7 LOCAL ROAD	-	-	-	-	-
NCFUA Subarea 2	8 FREEWAY RAMP	53	-	-	-	53
NCFUA Subarea 2	9 LOCAL RAMP	5,820	29	-	29	5,791
NCFUA Subarea 2	10 ZONE CONNECTOR	758	-	-	-	758
NCFUA Subarea 2 TOTAL		293,016	1,838	-	1,838	291,178

Navajo	1 FREEWAY	412,574	1,810	-	1,810	410,764
Navajo	2 PRIME	84,970	1,051	-	1,051	83,919
Navajo	3 MAJOR	382,843	2,047	-	2,047	380,796
Navajo	4 COLLECTOR	7,173	7	-	7	7,166
Navajo	5 LOCAL COLLECTOR	77,042	537	-	537	76,505
Navajo	6 RURAL COLLECTOR	-	-	-	-	-
Navajo	7 LOCAL ROAD	13,286	115	-	115	13,171
Navajo	8 FREEWAY RAMP	-	-	-	-	-
Navajo	9 LOCAL RAMP	29,098	272	-	272	28,826
Navajo	10 ZONE CONNECTOR	68,261	453	-	453	67,808
Navajo TOTAL		1,075,247	6,292	-	6,292	1,068,955
OCEANSIDE	1 FREEWAY	1,319,290	2,973	-	2,973	1,316,317
OCEANSIDE	2 PRIME	681,177	130	-	130	681,047
OCEANSIDE	3 MAJOR	880,802	260	-	260	880,542
OCEANSIDE	4 COLLECTOR	432,945	72	-	72	432,873
OCEANSIDE	5 LOCAL COLLECTOR	364,576	32	-	32	364,544
OCEANSIDE	6 RURAL COLLECTOR	-	-		-	-
OCEANSIDE	7 LOCAL ROAD	7,383	-	-	-	7,383
OCEANSIDE	8 FREEWAY RAMP	59,780	65	-	65	59,715
OCEANSIDE	9 LOCAL RAMP	70,711	58	-	58	70,653
OCEANSIDE	10 ZONE CONNECTOR	231,401	8	-	8	231,393
OCEANSIDE TOTAL		4,048,065	3,598	-	3,598	4,044,467
Ocean Beach	1 FREEWAY	35,666	626	-	626	35,040
Ocean Beach	2 PRIME	22,164	152	-	152	22,012
Ocean Beach	3 MAJOR	37,952	369	-	369	37,583
Ocean Beach	4 COLLECTOR	20,149	170	-	170	19,979
Ocean Beach	5 LOCAL COLLECTOR	9,759	38	-	38	9,721
Ocean Beach	6 RURAL COLLECTOR	-	-	-	-	-
Ocean Beach	7 LOCAL ROAD	2,403	14	-	14	2,389
Ocean Beach	8 FREEWAY RAMP	-	-	-	-	-
Ocean Beach	9 LOCAL RAMP	2,403	41	-	41	2,362
Ocean Beach	10 ZONE CONNECTOR	6,146	17	-	17	6,129
Ocean Beach TOTAL		136,642	1,427	-	1,427	135,215
Old San Diego	1 FREEWAY	141,675	4,298	-	4,298	137,377
Old San Diego	2 PRIME	2,353	17	-	17	2,336
Old San Diego	3 MAJOR	17,229	51	-	51	17,178
Old San Diego	4 COLLECTOR	15,883	135	-	135	15,748
Old San Diego	5 LOCAL COLLECTOR	15,086	142	-	142	14,944
Old San Diego	6 RURAL COLLECTOR	-	-	-	-	-
Old San Diego	7 LOCAL ROAD	-	-	-	-	-
Old San Diego	8 FREEWAY RAMP	31,965	974	-	974	30,991
Old San Diego	9 LOCAL RAMP	22,686	183	-	183	22,503
Old San Diego	10 ZONE CONNECTOR	5,695	58	-	58	5,637
Old San Diego TOTAL		252,572	5,858	-	5,858	246,714

Otay Mesa	1 FREEWAY	809,167	10,258	-	10,258	798,909
Otay Mesa	2 PRIME	239,980	651	-	651	239,329
Otay Mesa	3 MAJOR	245,289	965	-	965	244,324
Otay Mesa	4 COLLECTOR	111,111	189	-	189	110,922
Otay Mesa	5 LOCAL COLLECTOR	37,084	122	-	122	36,962
Otay Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Otay Mesa	7 LOCAL ROAD	16,846	107	-	107	16,739
Otay Mesa	8 FREEWAY RAMP	52,767	674	-	674	52,093
Otay Mesa	9 LOCAL RAMP	55,570	489	-	489	55,081
Otay Mesa	10 ZONE CONNECTOR	81,424	357	-	357	81,067
Otay Mesa TOTAL		1,649,238	13,812	-	13,812	1,635,426
Otay Mesa-Nestor	1 FREEWAY	544,759	11,327	-	11,327	533,432
Otay Mesa-Nestor	2 PRIME	60,303	653	-	653	59,650
Otay Mesa-Nestor	3 MAJOR	174,491	958	-	958	173,533
Otay Mesa-Nestor	4 COLLECTOR	23,977	156	-	156	23,821
Otay Mesa-Nestor	5 LOCAL COLLECTOR	81,824	316	-	316	81,508
Otay Mesa-Nestor	6 RURAL COLLECTOR	-	-	-	-	-
Otay Mesa-Nestor	7 LOCAL ROAD	3,924	3	-	3	3,921
Otay Mesa-Nestor	8 FREEWAY RAMP	65,277	1,232	-	1,232	64,045
Otay Mesa-Nestor	9 LOCAL RAMP	50,005	904	-	904	49,101
Otay Mesa-Nestor	10 ZONE CONNECTOR	49,037	285	-	285	48,752
Otay Mesa-Nestor TOTAL		1,053,597	15,834	-	15,834	1,037,763
POWAY	1 FREEWAY	-	-	-	-	-
POWAY	2 PRIME	305,251	495	-	495	304,756
POWAY	3 MAJOR	523,705	1,049	-	1,049	522,656
POWAY	4 COLLECTOR	164,910	33	-	33	164,877
POWAY	5 LOCAL COLLECTOR	66,296	28	-	28	66,268
POWAY	6 RURAL COLLECTOR	-	-	-	-	-
POWAY	7 LOCAL ROAD	132,936	152	-	152	132,784
POWAY	8 FREEWAY RAMP	-	-	-	-	-
POWAY	9 LOCAL RAMP	-	-	-	-	-
POWAY	10 ZONE CONNECTOR	106,354	113	-	113	106,241
POWAY TOTAL		1,299,452	1,870	-	1,870	1,297,582
Pacific Beach	1 FREEWAY	183,531	2,685	-	2,685	180,846
Pacific Beach	2 PRIME	-	-	-	-	-
Pacific Beach	3 MAJOR	256,733	1,722	-	1,722	255,011
Pacific Beach	4 COLLECTOR	16,282	61	-	61	16,221
Pacific Beach	5 LOCAL COLLECTOR	89,057	309	-	309	88,748
Pacific Beach	6 RURAL COLLECTOR	-	-	-	-	-
Pacific Beach	7 LOCAL ROAD	830	1	-	1	829
Pacific Beach	8 FREEWAY RAMP	-	-	-	-	-
Pacific Beach	9 LOCAL RAMP	14,299	190	-	190	14,109
Pacific Beach	10 ZONE CONNECTOR	31,087	83	-	83	31,004
Pacific Beach TOTAL		591,819	5,051	-	5,051	586,768

Pacific Highlands Ranch	1 FREEWAY	250,122	48	-	48	250,074	
Pacific Highlands Ranch	2 PRIME	12,354	4	-	4	12,350	
Pacific Highlands Ranch	3 MAJOR	48,895	88	-	88	48,807	
Pacific Highlands Ranch	4 COLLECTOR	897	-	-	-	897	
Pacific Highlands Ranch	5 LOCAL COLLECTOR	-	-	-	-	-	
Pacific Highlands Ranch	6 RURAL COLLECTOR	-	-	-	-	-	
Pacific Highlands Ranch	7 LOCAL ROAD	1,544	2	-	2	1,542	
Pacific Highlands Ranch	8 FREEWAY RAMP	-	-	-	-	-	
Pacific Highlands Ranch	9 LOCAL RAMP	11,604	41	-	41	11,563	
Pacific Highlands Ranch	10 ZONE CONNECTOR	19,749	26	-	26	19,723	
Pacific Highlands Ranch TOTAL		345,165	209	-	209	344,956	
Peninsula	1 FREEWAY	14,832	260	-	260	14,572	
Peninsula	2 PRIME	83,811	621	-	621	83,190	
Peninsula	3 MAJOR	162,220	1,898	-	1,898	160,322	
Peninsula	4 COLLECTOR	39,009	371	-	371	38,638	
Peninsula	5 LOCAL COLLECTOR	79,119	618	-	618	78,501	
Peninsula	6 RURAL COLLECTOR	-	-	-	-	-	
Peninsula	7 LOCAL ROAD	8,896	65	-	65	8,831	
Peninsula	8 FREEWAY RAMP	-	-	-	-	-	
Peninsula	9 LOCAL RAMP	10,330	200	-	200	10,130	
Peninsula	10 ZONE CONNECTOR	53,653	516	-	516	53,137	
Peninsula TOTAL		451,870	4,549	-	4,549	447,321	-
Rancho Bernardo	1 FREEWAY	1,364,845	8,726	-	8,726	1,356,119	
Rancho Bernardo	2 PRIME	96,187	227	-	227	95,960	
Rancho Bernardo	3 MAJOR	351,307	338	-	338	350,969	
Rancho Bernardo	4 COLLECTOR	38,691	29	-	29	38,662	
Rancho Bernardo	5 LOCAL COLLECTOR	52,020	41	-	41	51,979	
Rancho Bernardo	6 RURAL COLLECTOR	-	-	-	-	-	
Rancho Bernardo	7 LOCAL ROAD	139	-	-	-	139	
Rancho Bernardo	8 FREEWAY RAMP	161	-	-	-	161	
Rancho Bernardo	9 LOCAL RAMP	50,197	149	-	149	50,048	
Rancho Bernardo	10 ZONE CONNECTOR	72,337	65	-	65	72,272	
Rancho Bernardo TOTAL		2,025,884	9,575	-	9,575	2,016,309	
Rancho Encantada	1 FREEWAY	-	-	-	-	-	
Rancho Encantada	2 PRIME	-	-	-	-	-	
Rancho Encantada	3 MAJOR	6,096	17	-	17	6,079	
Rancho Encantada	4 COLLECTOR	-	-	-	-	-	
Rancho Encantada	5 LOCAL COLLECTOR	-	-	-	-	-	
Rancho Encantada	6 RURAL COLLECTOR	-	-	-	-	-	
Rancho Encantada	7 LOCAL ROAD	-	-	-	-	-	
Rancho Encantada	8 FREEWAY RAMP	-	-	-	-	-	
Rancho Encantada	9 LOCAL RAMP	-	-	-	-	-	
Rancho Encantada	10 ZONE CONNECTOR	8,179	20	-	20	8,159	
Rancho Encantada TOTAL		14,275	37	-	37	14,238	

Rancho Penasquitos	1 FREEWAY	879,278	5,713	-	5,713	873,565	
Rancho Penasquitos	2 PRIME	24,478	32	-	32	24,446	
Rancho Penasquitos	3 MAJOR	234,981	469	-	469	234,512	
Rancho Penasquitos	4 COLLECTOR	22,618	30	-	30	22,588	
Rancho Penasquitos	5 LOCAL COLLECTOR	20,361	20	-	20	20,341	
Rancho Penasquitos	6 RURAL COLLECTOR	-	-	-	-	-	
Rancho Penasquitos	7 LOCAL ROAD	5,495	3	-	3	5,492	
Rancho Penasquitos	8 FREEWAY RAMP	15,306	29	-	29	15,277	
Rancho Penasquitos	9 LOCAL RAMP	45,668	254	-	254	45,414	
Rancho Penasquitos	10 ZONE CONNECTOR	47,371	59	-	59	47,312	
Rancho Penasquitos TOTAL		1,295,556	6,609	-	6,609	1,288,947	
SAN MARCOS	1 FREEWAY	1,155,424	1,762	-	1,762	1,153,662	
SAN MARCOS	2 PRIME	339,372	76	-	76	339,296	
SAN MARCOS	3 MAJOR	510,364	52	-	52	510,312	
SAN MARCOS	4 COLLECTOR	349,735	53	-	53	349,682	
SAN MARCOS	5 LOCAL COLLECTOR	4,097	-	-	-	4,097	
SAN MARCOS	6 RURAL COLLECTOR	-	-	-	-	-	
SAN MARCOS	7 LOCAL ROAD	42,923	14	-	14	42,909	
SAN MARCOS	8 FREEWAY RAMP	164	-	-	-	164	
SAN MARCOS	9 LOCAL RAMP	63,843	58	-	58	63,785	
SAN MARCOS	10 ZONE CONNECTOR	154,339	12	-	12	154,327	
				-			
SAN MARCOS TOTAL		2,620,261	2,027	-	2,027	2,618,234	
SANTEE	1 FREEWAY	622,056	3,340	-	3,340	618,716	
SANTEE	2 PRIME	73,259	405	-	405	72,854	
SANTEE	3 MAJOR	315,535	992	-	992	314,543	
SANTEE	4 COLLECTOR	66,940	97	-	97	66,843	
SANTEE	5 LOCAL COLLECTOR	88,348	264	-	264	88,084	
SANTEE	6 RURAL COLLECTOR	-	-	-	-	-	
SANTEE	7 LOCAL ROAD	2,262	34	-	34	2,228	
SANTEE	8 FREEWAY RAMP	65,122	104	-	104	65,018	
SANTEE	9 LOCAL RAMP	24,628	106	-	106	24,522	
SANTEE	10 ZONE CONNECTOR	81,863	196	-	196	81,667	
SANTEE TOTAL		1,340,013	5,538	-	5,538	1,334,475	
SOLANA BEACH	1 FREEWAY	561,090	3,773	-	3,773	557,317	
SOLANA BEACH	2 PRIME	-	-	-	-	-	
SOLANA BEACH	3 MAJOR	70,749	72	-	72	70,677	
SOLANA BEACH	4 COLLECTOR	23,080	26	-	26	23,054	
SOLANA BEACH	5 LOCAL COLLECTOR	23,661	19	-	19	23,642	
SOLANA BEACH	6 RURAL COLLECTOR	-	-	-	-	-	
SOLANA BEACH	7 LOCAL ROAD	517	-	-	-	517	
SOLANA BEACH	8 FREEWAY RAMP	96	-	-	-	96	
SOLANA BEACH	9 LOCAL RAMP	11,009	21	-	21	10,988	
SOLANA BEACH	10 ZONE CONNECTOR	21,588	16	-	16	21,572	
SOLANA BEACH TOTAL		711,790	3,927	-	3,927	707,863	-

SOUTHEASTERN SAN DIEG	1 FREEWAY	1,032,019	84,620	14,550	70,070	947,399	
SOUTHEASTERN SAN DIEG	2 PRIME	-	-	-	-	-	
SOUTHEASTERN SAN DIEG	3 MAJOR	54,348	43,535	7,485	36,050	10,813	
SOUTHEASTERN SAN DIEG	4 COLLECTOR	161,453	135,139	23,236	111,903	26,314	
SOUTHEASTERN SAN DIEG	5 LOCAL COLLECTOR	2,234	1,474	253	1,221	760	
SOUTHEASTERN SAN DIEG	6 RURAL COLLECTOR	-	-	-	-	-	
SOUTHEASTERN SAN DIEG	7 LOCAL ROAD	21,866	17,188	2,955	14,233	4,678	
SOUTHEASTERN SAN DIEG	8 FREEWAY RAMP	135,463	16,760	2,882	13,878	118,703	
SOUTHEASTERN SAN DIEG	9 LOCAL RAMP	78,306	29,665	5,101	24,564	48,641	
SOUTHEASTERN SAN DIEG	10 ZONE CONNECTOR	34,567	34,569	5,944	28,625	(2)	
SOUTHEASTERN SAN DIEG	11 INTA-ZONAL						1,050
SOUTHEASTERN SAN DIEGO TOTAL		1,520,256	362,950	62,406	300,544	1,157,306	1,050
Sabre Springs	1 FREEWAY	178,755	1,742	-	1,742	177,013	
Sabre Springs	2 PRIME	30,018	133	-	133	29,885	
Sabre Springs	3 MAJOR	73,191	355	-	355	72,836	
Sabre Springs	4 COLLECTOR	16,383	10	-	10	16,373	
Sabre Springs	5 LOCAL COLLECTOR	37,904	20	-	20	37,884	
Sabre Springs	6 RURAL COLLECTOR	-	-	-	-	-	
Sabre Springs	7 LOCAL ROAD	1,192	2	-	2	1,190	
Sabre Springs	8 FREEWAY RAMP	698	8	-	8	690	
Sabre Springs	9 LOCAL RAMP	12,464	102	-	102	12,362	
Sabre Springs	10 ZONE CONNECTOR	6,355	3	-	3	6,352	
Sabre Springs TOTAL		356,960	2,375	-	2,375	354,585	
San Pasqual	1 FREEWAY	215,288	1,144	-	1,144	214,144	
San Pasqual	2 PRIME	-	-	-	-	-	
San Pasqual	3 MAJOR	154,972	22	-	22	154,950	
San Pasqual	4 COLLECTOR	21,583	42	-	42	21,541	
San Pasqual	5 LOCAL COLLECTOR	70,649	34	-	34	70,615	
San Pasqual	6 RURAL COLLECTOR	814	-	-	-	814	
San Pasqual	7 LOCAL ROAD	-	-	-	-	-	
San Pasqual	8 FREEWAY RAMP	-	-	-	-	-	
San Pasqual	9 LOCAL RAMP	6,267	14	-	14	6,253	
San Pasqual	10 ZONE CONNECTOR	5,704	7	-	7	5,697	
San Pasqual TOTAL		475,277	1,263	-	1,263	474,014	
San Ysidro	1 FREEWAY	390,604	5,140	-	5,140	385,464	
San Ysidro	2 PRIME	-	-	-	-	-	
San Ysidro	3 MAJOR	48,957	223	-	223	48,734	
San Ysidro	4 COLLECTOR	58,052	218	-	218	57,834	
San Ysidro	5 LOCAL COLLECTOR	27,978	132	-	132	27,846	
San Ysidro	6 RURAL COLLECTOR	-	-	-	-	-	
San Ysidro	7 LOCAL ROAD	664	-	-	-	664	
San Ysidro	8 FREEWAY RAMP	13,347	201	-	201	13,146	
San Ysidro	9 LOCAL RAMP	29,912	275	-	275	29,637	
San Ysidro	10 ZONE CONNECTOR	25,554	109	-	109	25,445	

San Ysidro TOTAL		595,068	6,298	-	6,298	588,770
Scripps Miramar Ranch	1 FREEWAY	345,144	4,165	-	4,165	340,979
Scripps Miramar Ranch	2 PRIME	4,904	19	-	19	4,885
Scripps Miramar Ranch	3 MAJOR	167,049	691	-	691	166,358
Scripps Miramar Ranch	4 COLLECTOR	26,354	44	-	44	26,310
Scripps Miramar Ranch	5 LOCAL COLLECTOR	51,180	72	-	72	51,108
Scripps Miramar Ranch	6 RURAL COLLECTOR	-	-		-	-
Scripps Miramar Ranch	7 LOCAL ROAD	-	-	-	-	-
Scripps Miramar Ranch	8 FREEWAY RAMP	129	-	-	-	129
Scripps Miramar Ranch	9 LOCAL RAMP	16,677	130	-	130	16,547
Scripps Miramar Ranch	10 ZONE CONNECTOR	27,102	67	-	67	27,035
Scripps Miramar Ranch TOTAL		638,539	5,188	-	5,188	633,351
Scripps Reserve	1 FREEWAY	-	-	-	-	-
Scripps Reserve	2 PRIME	-	-	-	-	-
Scripps Reserve	3 MAJOR	-	-	-	-	-
Scripps Reserve	4 COLLECTOR	-	-	-	-	-
Scripps Reserve	5 LOCAL COLLECTOR	-	-	-	-	-
Scripps Reserve	6 RURAL COLLECTOR	-	-	-	-	-
Scripps Reserve	7 LOCAL ROAD	-	-	-	-	-
Scripps Reserve	8 FREEWAY RAMP	-	-	-	-	-
Scripps Reserve	9 LOCAL RAMP	-	-	-	-	-
Scripps Reserve	10 ZONE CONNECTOR	-	-	-	-	-
Scripps Reserve TOTAL		-	-	-	-	-
Serra Mesa	1 FREEWAY	716,274	17,748	-	17,748	698,526
Serra Mesa	2 PRIME	-	-	-	-	-
Serra Mesa	3 MAJOR	93,197	1,149	-	1,149	92,048
Serra Mesa	4 COLLECTOR	40,976	514	-	514	40,462
Serra Mesa	5 LOCAL COLLECTOR	-	-	-	-	-
Serra Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Serra Mesa	7 LOCAL ROAD	2,378	18	-	18	2,360
Serra Mesa	8 FREEWAY RAMP	14,294	303	-	303	13,991
Serra Mesa	9 LOCAL RAMP	35,585	883	-	883	34,702
Serra Mesa	10 ZONE CONNECTOR	17,345	139	-	139	17,206
Serra Mesa TOTAL		920,049	20,754	-	20,754	899,295
Skyline-Paradise Hills	1 FREEWAY	37,645	474	-	474	37,171
Skyline-Paradise Hills	2 PRIME	1,364	47	-	47	1,317
Skyline-Paradise Hills	3 MAJOR	101,784	2,936	-	2,936	98,848
Skyline-Paradise Hills	4 COLLECTOR	66,462	1,679	-	1,679	64,783
Skyline-Paradise Hills	5 LOCAL COLLECTOR	48,433	720	-	720	47,713
Skyline-Paradise Hills	6 RURAL COLLECTOR	-	-	-	-	-
Skyline-Paradise Hills	7 LOCAL ROAD	3,574	22	-	22	3,552
Skyline-Paradise Hills	8 FREEWAY RAMP	-	-	-	-	-
Skyline-Paradise Hills	9 LOCAL RAMP	6,337	105	-	105	6,232
Skyline-Paradise Hills	10 ZONE CONNECTOR	33,684	709	-	709	32,975

Skyline-Paradise Hills TOTAL		299,283	6,692	-	6,692	292,591
Tierrasanta	1 FREEWAY	894,286	14,712	-	14,712	879,574
Tierrasanta	2 PRIME	31,292	630	-	630	30,662
Tierrasanta	3 MAJOR	208,613	907	-	907	207,706
Tierrasanta	4 COLLECTOR	18,068	100	-	100	17,968
Tierrasanta	5 LOCAL COLLECTOR	16,862	58	-	58	16,804
Tierrasanta	6 RURAL COLLECTOR	-	-	-	-	-
Tierrasanta	7 LOCAL ROAD	3	-	-	-	3
Tierrasanta	8 FREEWAY RAMP	3,880	11	-	11	3,869
Tierrasanta	9 LOCAL RAMP	47,015	659	-	659	46,356
Tierrasanta	10 ZONE CONNECTOR	27,565	172	-	172	27,393
Tierrasanta TOTAL		1,247,584	17,249	-	17,249	1,230,335
Tijuana River Valley	1 FREEWAY	-	-	-	-	-
Tijuana River Valley	2 PRIME	-	-	-	-	-
Tijuana River Valley	3 MAJOR	-	-	-	-	-
Tijuana River Valley	4 COLLECTOR	3,867	17	-	17	3,850
Tijuana River Valley	5 LOCAL COLLECTOR	1,220	3	-	3	1,217
Tijuana River Valley	6 RURAL COLLECTOR	-	-	-	-	-
Tijuana River Valley	7 LOCAL ROAD	-	-	-	-	-
Tijuana River Valley	8 FREEWAY RAMP	-	-	-	-	-
Tijuana River Valley	9 LOCAL RAMP	-	-	-	-	-
Tijuana River Valley	10 ZONE CONNECTOR	81	-	-	-	81
Tijuana River Valley TOTAL		5,168	20	-	20	5,148
Torrey Highlands	1 FREEWAY	127,471	18	-	18	127,453
Torrey Highlands	2 PRIME	29,122	34	-	34	29,088
Torrey Highlands	3 MAJOR	53,324	27	-	27	53,297
Torrey Highlands	4 COLLECTOR	-	-	-	-	-
Torrey Highlands	5 LOCAL COLLECTOR	-	-	-	-	-
Torrey Highlands	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Highlands	7 LOCAL ROAD	-	-	-	-	-
Torrey Highlands	8 FREEWAY RAMP	-	-	-	-	-
Torrey Highlands	9 LOCAL RAMP	13,297	25	-	25	13,272
Torrey Highlands	10 ZONE CONNECTOR	21,308	29	-	29	21,279
Torrey Highlands TOTAL		244,522	133	-	133	244,389
Torrey Hills	1 FREEWAY	424,223	3,260	-	3,260	420,963
Torrey Hills	2 PRIME	8,545	39	-	39	8,506
Torrey Hills	3 MAJOR	59,431	91	-	91	59,340
Torrey Hills	4 COLLECTOR	1,074	1	-	1	1,073
Torrey Hills	5 LOCAL COLLECTOR	9,637	12	-	12	9,625
Torrey Hills	6 RURAL COLLECTOR	-	-		-	-
Torrey Hills	7 LOCAL ROAD	-	-	-	-	-
Torrey Hills	8 FREEWAY RAMP	1,749	6	-	6	1,743
Torrey Hills	9 LOCAL RAMP	5,602	27	-	27	5,575
Torrey Hills	10 ZONE CONNECTOR	7,753	17	-	17	7,736

Torrey Hills TOTAL		518,014	3,453	-	3,453	514,561
Torrey Pines	1 FREEWAY	1,308,816	10,351	-	10,351	1,298,465
Torrey Pines	2 PRIME	15,807	4	-	4	15,803
Torrey Pines	3 MAJOR	135,006	358	-	358	134,648
Torrey Pines	4 COLLECTOR	25,727	77	-	77	25,650
Torrey Pines	5 LOCAL COLLECTOR	7,852	24	-	24	7,828
Torrey Pines	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Pines	7 LOCAL ROAD	574	-	-	-	574
Torrey Pines	8 FREEWAY RAMP	18,464	53	-	53	18,411
Torrey Pines	9 LOCAL RAMP	36,746	170	-	170	36,576
Torrey Pines	10 ZONE CONNECTOR	13,692	30	-	30	13,662
Torrey Pines TOTAL		1,562,684	11,067	-	11,067	1,551,617
Unincorporated	1 FREEWAY	11,405,549	68,360	-	68,360	11,337,189
Unincorporated	2 PRIME	987,094	3,478	-	3,478	983,616
Unincorporated	3 MAJOR	4,758,372	18,507	-	18,507	4,739,865
Unincorporated	4 COLLECTOR	1,794,953	4,056	-	4,056	1,790,897
Unincorporated	5 LOCAL COLLECTOR	2,511,023	3,040	-	3,040	2,507,983
Unincorporated	6 RURAL COLLECTOR	726,750	1,150	-	1,150	725,600
Unincorporated	7 LOCAL ROAD	581,053	1,351	-	1,351	579,702
Unincorporated	8 FREEWAY RAMP	81,865	2,693	-	2,693	79,172
Unincorporated	9 LOCAL RAMP	253,530	2,701	-	2,701	250,829
Unincorporated	10 ZONE CONNECTOR	1,472,672	2,710	-	2,710	1,469,962
Unincorporated TOTAL		24,572,861	108,046	-	108,046	24,464,815
University	1 FREEWAY	1,623,196	17,032	-	17,032	1,606,164
University	2 PRIME	438,689	1,505	-	1,505	437,184
University	3 MAJOR	327,087	1,239	-	1,239	325,848
University	4 COLLECTOR	77,826	192	-	192	77,634
University	5 LOCAL COLLECTOR	5,859	9	-	9	5,850
University	6 RURAL COLLECTOR	-	-	-	-	-
University	7 LOCAL ROAD	28,219	78	-	78	28,141
University	8 FREEWAY RAMP	47,676	132	-	132	47,544
University	9 LOCAL RAMP	145,821	847	-	847	144,974
University	10 ZONE CONNECTOR	141,475	451	-	451	141,024
University TOTAL		2,835,848	21,485	-	21,485	2,814,363
Uptown	1 FREEWAY	463,385	21,107	-	21,107	442,278
Uptown	2 PRIME	19,430	309	-	309	19,121
Uptown	3 MAJOR	79,265	557	-	557	78,708
Uptown	4 COLLECTOR	42,037	957	-	957	41,080
Uptown	5 LOCAL COLLECTOR	111,401	1,265	-	1,265	110,136
Uptown	6 RURAL COLLECTOR	-	-	-	-	-
Uptown	7 LOCAL ROAD	2,187	22	-	22	2,165
Uptown	8 FREEWAY RAMP	6,254	57	-	57	6,197
Uptown	9 LOCAL RAMP	67,381	1,716	-	1,716	65,665
Uptown	10 ZONE CONNECTOR	29,597	442	-	442	29,155

Uptown TOTAL		820,937	26,432	-	26,432	794,505	
VISTA	1 FREEWAY	821,971	175	-	175	821,796	
VISTA	2 PRIME	283,986	8	-	8	283,978	
VISTA	3 MAJOR	435,804	39	-	39	435,765	
VISTA	4 COLLECTOR	231,232	25	-	25	231,207	
VISTA	5 LOCAL COLLECTOR	117,609	17	-	17	117,592	
VISTA	6 RURAL COLLECTOR	127,244	3	-	3	127,241	
VISTA	7 LOCAL ROAD	80	-	-	-	80	
VISTA	8 FREEWAY RAMP	-	-	-	-	-	
VISTA	9 LOCAL RAMP	44,613	18	-	18	44,595	
VISTA	10 ZONE CONNECTOR	122,705	6	-	6	122,699	
VISTA TOTAL		2,185,244	291	-	291	2,184,953	
Via De La Valle	1 FREEWAY	-	-	-	-	-	
Via De La Valle	2 PRIME	-	-	-	-	-	
Via De La Valle	3 MAJOR	12,485	10	-	10	12,475	
Via De La Valle	4 COLLECTOR	2,989	4	-	4	2,985	
Via De La Valle	5 LOCAL COLLECTOR	-	-	-	-	-	
Via De La Valle	6 RURAL COLLECTOR	-	-	-	-	-	
Via De La Valle	7 LOCAL ROAD	-	-	-	-	-	
Via De La Valle	8 FREEWAY RAMP	-	-	-	-	-	
Via De La Valle	9 LOCAL RAMP	-	-	-	-	-	
Via De La Valle	10 ZONE CONNECTOR	208	-	-	-	208	
Via De La Valle TOTAL		15,682	14	-	14	15,668	
REGIONWIDE TOTAL		108,496,206	1,711,179	62,406	1,648,773	106,785,027	1,050

VERIFICATION

Base Year 2008	
REPORTED: Post-forecast VMT Report (postlod2.pr)	85,347,095
CALCULATED: Aggregated sum of all VMT (E1143)	85,331,631
DISAGGREGATED: Sum of all VMT using this method (Analysis Tab: G1143 + H1143 + I1143)	85,328,634
Summary 1 (calculated - reported)	
Absolute VMT difference	(15,464)
Percent VMT difference	-0.0181%
Summary 2 (disaggregated - reported)	
Absolute VMT difference	(18,461)
Percent VMT difference	-0.0216%
Summary 3 (disaggregated - calculated)	
Absolute VMT difference	(2,997)
Percent VMT difference	-0.0035%

2035 C - Proposed Land Use	
REPORTED: Post-forecast VMT Report (postlod2.pr)	108,435,827
CALCULATED: Aggregated sum of all VMT (O1143)	108,419,301
DISAGGREGATED: Sum of all VMT using this method (Analysis Tab: Q1143 + R1143 + S1143	108,419,301
Summary 1 (calculated - reported)	
Absolute VMT difference	(16,526)
Percent VMT difference	-0.0152%
Summary 2 (disaggregated - reported)	
Absolute VMT difference	(16,526)
Percent VMT difference	-0.0152%
Summary 3 (disaggregated - calculated)	
Absolute VMT difference	-
Percent VMT difference	0.0000%

2035 D - High Density Scenario	
REPORTED: Post-forecast VMT Report (postlod2.pr)	108,512,704
CALCULATED: Aggregated sum of all VMT (Y1143)	108,496,206
DISAGGREGATED: Sum of all VMT using this method (Analysis Tab: AA1143 + AB1143 + AC1	108,496,206
Summary 1 (calculated - reported)	
Absolute VMT difference	(16,498)
Percent VMT difference	-0.0152%
Summary 2 (disaggregated - reported)	
Absolute VMT difference	(16,498)
Percent VMT difference	-0.0152%
Summary 3 (disaggregated - calculated)	
Absolute VMT difference	-
Percent VMT difference	0.0000%

SUMMARY

Base Year 2008

JURISDICTION	JUR CODE	TOTAL VMT	TOTAL City of San Diego: SESD VMT	Two Trip End City of San Diego: SESD VMT	One Trip End City of San Diego: SESD VMT	NON-City of San Diego: SESD VMT
			I-I, I-E and E-I	I-I	I-E and E-I	E-E
32nd Street Naval Station TOTAL	14	58,119	5,366	-	5,366	52,753
Balboa Park TOTAL	14	364,701	22,939	-	22,939	341,762
Barrio Logan TOTAL	14	386,234	31,648	-	31,648	354,586
Black Mountain Ranch TOTAL	14	143,414	61	-	61	143,353
CARLSBAD TOTAL	1	3,338,645	6,963	-	6,963	3,331,682
CHULA VISTA TOTAL	2	3,949,248	77,908	-	77,908	3,871,340
CORONADO TOTAL	3	434,249	16,416	-	16,416	417,833
Carmel Mountain Ranch TOTAL	14	559,922	2,981	-	2,981	556,941
Carmel Valley TOTAL	14	737,056	2,729	-	2,729	734,327
Centre City TOTAL	14	729,347	42,801	-	42,801	686,546
Clairemont Mesa TOTAL	14	1,750,276	19,816	-	19,816	1,730,460
College Area TOTAL	14	639,611	3,403	-	3,403	636,208
DEL MAR TOTAL	4	96,545	99	-	99	96,446
Del Mar Mesa TOTAL	14	14,805	9	-	9	14,796
EL CAJON TOTAL	5	2,171,196	16,297	-	16,297	2,154,899
ENCANTO TOTAL	14	670,871	66,409	-	66,409	604,462
ENCINITAS TOTAL	6	2,071,372	8,338	-	8,338	2,063,034
ESCONDIDO TOTAL	7	2,806,009	7,164	-	7,164	2,798,845
East Elliott TOTAL	14	201,124	23	-	23	201,101
External TOTAL	14	348,056	2,820	-	2,820	345,236
Fairbanks Country Club TOTAL	14	31,203	47	-	47	31,156
Flower Hill TOTAL	14	25,766	129	-	129	25,637
Greater Golden Hill TOTAL	14	251,201	32,997	-	32,997	218,204
Greater North Park TOTAL	14	573,195	34,724	-	34,724	538,471
Harbor TOTAL	14	57,108	3,591	-	3,591	53,517
IMPERIAL BEACH TOTAL	8	120,384	935	-	935	119,449
Kearny Mesa TOTAL	14	2,113,509	27,164	-	27,164	2,086,345
LA MESA TOTAL	9	1,826,015	21,015	-	21,015	1,805,000
LEMON GROVE TOTAL	10	810,776	35,370	-	35,370	775,406
La Jolla TOTAL	14	709,014	4,348	-	4,348	704,666
Linda Vista TOTAL	14	588,240	5,301	-	5,301	582,939
Lindbergh Field TOTAL	14	201,789	5,123	-	5,123	196,666
Los Penasquitos Canyon Preserve TOTAL	14	18,119	145	-	145	17,974
Mid-City:City Heights TOTAL	14	1,170,608	93,105	-	93,105	1,077,503
Mid-City:Eastern Area TOTAL	14	529,049	33,280	-	33,280	495,769
Mid-City:Kensington-Talmadge TOTAL	14	308,403	16,288	-	16,288	292,115
Mid-City:Normal Heights TOTAL	14	261,359	12,721	-	12,721	248,638
Midway-Pacific Highway TOTAL	14	711,036	23,302	-	23,302	687,734
Mira Mesa TOTAL	14	1,910,679	10,447	-	10,447	1,900,232
Miramar Air Station TOTAL	14	2,202,898	22,544	-	22,544	2,180,354
Miramar Ranch North TOTAL	14	433,344	3,534	-	3,534	429,810
Mission Bay Park TOTAL	14	568,202	8,030	-	8,030	560,172
Mission Beach TOTAL	14	38,900	233	-	233	38,667
Mission Valley TOTAL	14	2,556,975	34,422	-	34,422	2,522,553
NATIONAL CITY TOTAL	11	1,657,659	94,837	-	94,837	1,562,822
NCFUA Reserve TOTAL	14	5,811	7	-	7	5,804
NCFUA Subarea 2 TOTAL	14	228,831	1,381	-	1,381	227,450
Navajo TOTAL	14	908,821	5,899	-	5,899	902,922
OCEANSIDE TOTAL	12	3,184,120	2,487	-	2,487	3,181,633
Ocean Beach TOTAL	14	126,318	1,186	-	1,186	125,132
Old San Diego TOTAL	14	209,189	5,419	-	5,419	203,770
Otay Mesa TOTAL	14	823,657	7,858	-	7,858	815,799
Otay Mesa-Nestor TOTAL	14	857,783	12,208	-	12,208	845,575
POWAY TOTAL	13	1,107,705	1,621	-	1,621	1,106,084
Pacific Beach TOTAL	14	552,426	5,096	-	5,096	547,330
Pacific Highlands Ranch TOTAL	14	267,401	174	-	174	267,227
Peninsula TOTAL	14	429,691	4,592	-	4,592	425,099
Rancho Bernardo TOTAL	14	1,678,182	8,244	-	8,244	1,669,938
Rancho Encantada TOTAL	14	9,262	21	-	21	9,241
Rancho Penasquitos TOTAL	14	1,119,336	5,679	-	5,679	1,113,657
SAN MARCOS TOTAL	15	2,013,966	2,040	-	2,040	2,011,926
SANTEE TOTAL	16	859,124	3,570	-	3,570	855,554
SOLANA BEACH TOTAL	17	571,005	2,997	-	-	568,008
SOUTHEASTERN SAN DIEGO TOTAL	**14**	**1,247,832**	**291,677**	**54,914**	**236,763**	**956,155**
Sabre Springs TOTAL	14	325,064	2,178	-	2,178	322,886
San Pasqual TOTAL	14	406,486	1,126	-	1,126	405,360
San Ysidro TOTAL	14	467,460	4,668	-	4,668	462,792
Scripps Miramar Ranch TOTAL	14	558,099	4,440	-	4,440	553,659
Scripps Reserve TOTAL	14	-	-	-	-	-
Serra Mesa TOTAL	14	774,221	16,486	-	16,486	757,735
Skyline-Paradise Hills TOTAL	14	274,257	6,745	-	6,745	267,512
Tierrasanta TOTAL	14	906,023	14,713	-	14,713	891,310
Tijuana River Valley TOTAL	14	4,682	25	-	25	4,657
Torrey Highlands TOTAL	14	190,533	106	-	106	190,427
Torrey Hills TOTAL	14	426,515	2,703	-	2,703	423,812
Torrey Pines TOTAL	14	1,296,148	8,922	-	8,922	1,287,226
Unincorporated TOTAL	19	17,490,767	81,873	-	81,873	17,408,894
University TOTAL	14	2,418,409	18,273	-	18,273	2,400,136
Uptown TOTAL	14	712,100	24,225	-	24,225	687,875
VISTA TOTAL	18	1,721,524	385	-	385	1,721,139
Via De La Valle TOTAL	14	12,652	15	-	15	12,637
REGIONWIDE TOTAL		85,331,631	1,406,861	54,914	1,348,950	83,924,770

VMT Analysis Input Instructions

Fields and Tabs highlighted in yellow are required inputs
Fields and Tabs highlighted in orange refer to file names
Fields highlighted in blue include instructions and definitions
Fields highlighted in green define the study area in the "Analysis" tab
Fields and Tabs highlighted in red include output

Static Inputs

General Project Information

Project Location	City of San Diego: SESD
Project Name	Encanto CPU
Project Workspace	T:\projects\sr12\SB\SanDiego\SESD

Scenario Information

Number of Scenarios	3
Scenario 1 Folder	byear
Scenario 1 Header	Base Year 2008
Scenario 1 Year	2008
Scenario 2 Folder	2035rc11c
Scenario 2 Header	2035 C - Proposed Land Use
Scenario 2 Year	2035
Scenario 3 Folder	2035rc11d
Scenario 3 Header	2035 D - High Density Scenario
Scenario 3 Year	2035
Scenario 4 Folder	
Scenario 4 Header	
Scenario 4 Year	

Input reported VMT for analysis validation

Postlod2.pr	
Scenario 1 Unadjusted VMT	85,347,095
Scenario 2 Unadjusted VMT	108,435,827
Scenario 3 Unadjusted VMT	108,512,704
Scenario 4 Unadjusted VMT	

Road Class Lookup Table

IFC	Class
1	FREEWAY
2	PRIME
3	MAJOR
4	COLLECTOR
5	LOCAL COLLECTOR
6	RURAL COLLECTOR
7	LOCAL ROAD
8	FREEWAY RAMP
9	LOCAL RAMP
10	ZONE CONNECTOR
11	INTRA-ZONAL

Dynamic Inputs (number of rows

Zone List	selectlink_query.tx	
		query1
3554	2	Node(3554)
3574	2	Node(3574)
3602	2	Node(3602)
3627	2	Node(3627)
3696	2	Node(3696)
3720	2	Node(3720)
3744	2	Node(3744)
3764	2	Node(3764)
3817	2	Node(3817)
3855	2	Node(3855)
3860	2	Node(3860)
3861	2	Node(3861)
3922	2	Node(3922)
3924	2	Node(3924)
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3929	2	Node(3929)
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3974	2	Node(3974)
3988	2	Node(3988)
3995	2	Node(3995)
3996	2	Node(3996)
4007	2	Node(4007)
4010	2	Node(4010)
4018	2	Node(4018)
4024	2	Node(4024)
4047	2	Node(4047)
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4703	2	Node(4703)
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4706	2	Node(4706)
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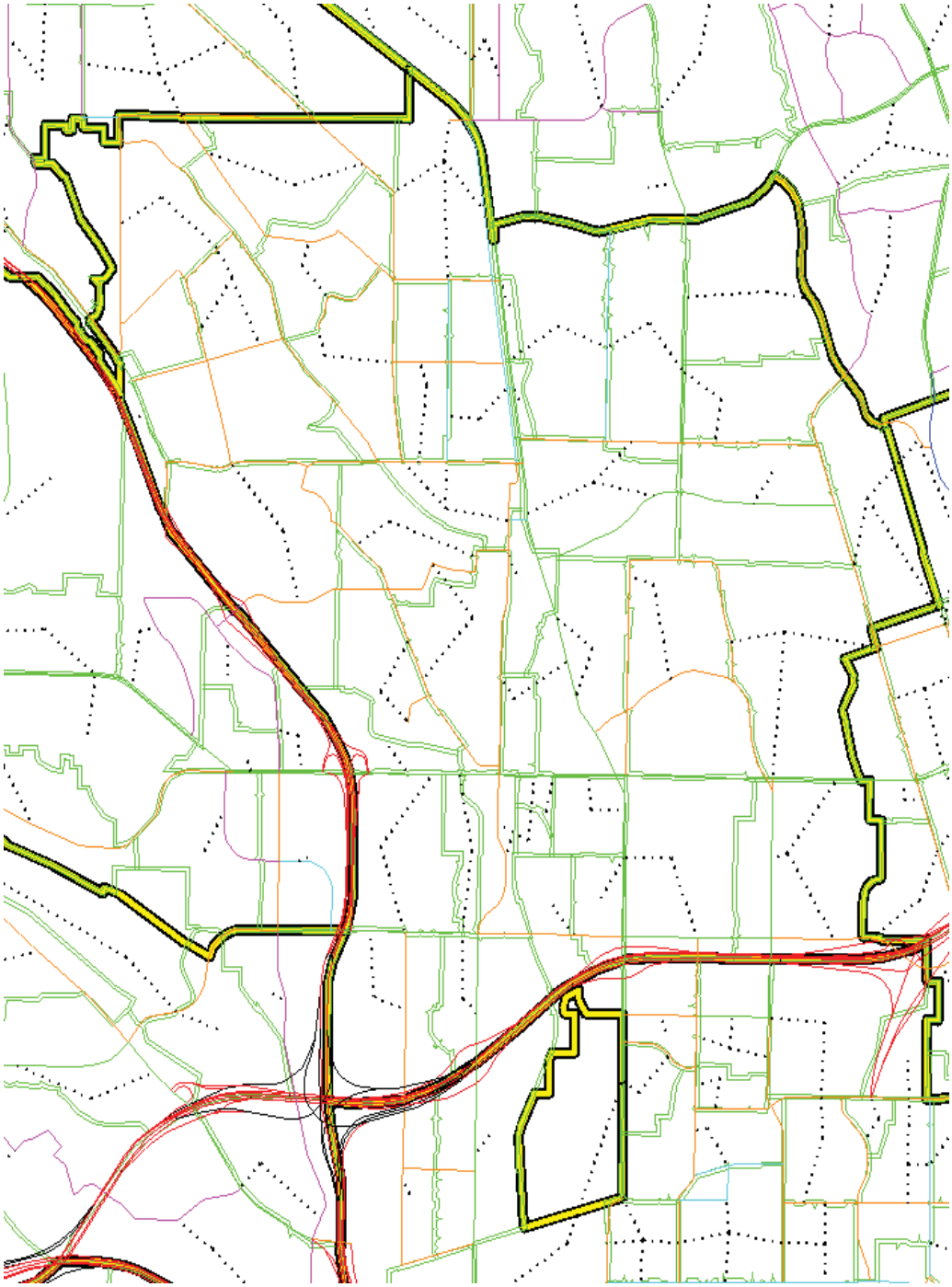
4727	2	Node(4727)
4728	2	Node(4728)



Base Year 2008							
JURISDICTION	CLASSIFICATION	TOTAL VMT	TOTAL Encanto CPU VMT	Two Trip End Encanto CPU VMT	One Trip End Encanto CPU VMT	NON-Encanto CPU VMT	Encanto CPU Intra-Zonal VMT
			I-I, I-E and E-I	I-I	I-E and E-I	E-E	INTRA
32nd Street Naval Station	1 FREEWAY	3,983	-	-	-	3,983	
32nd Street Naval Station	2 PRIME	-	-	-	-	-	
32nd Street Naval Station	3 MAJOR	38,086	414	-	414	37,672	
32nd Street Naval Station	4 COLLECTOR	3,679	150	-	150	3,529	
32nd Street Naval Station	5 LOCAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	6 RURAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	7 LOCAL ROAD	4,863	134	-	134	4,729	
32nd Street Naval Station	8 FREEWAY RAMP	-	-	-	-	-	
32nd Street Naval Station	9 LOCAL RAMP	150	-	-	-	150	
32nd Street Naval Station	10 ZONE CONNECTOR	7,358	227	-	227	7,131	
32nd Street Naval Station TOTAL		58,119	925	-	925	57,194	
Balboa Park	1 FREEWAY	215,295	4,143	-	4,143	211,152	
Balboa Park	2 PRIME	-	-	-	-	-	
Balboa Park	3 MAJOR	50,450	324	-	324	50,126	
Balboa Park	4 COLLECTOR	17,119	514	-	514	16,605	
Balboa Park	5 LOCAL COLLECTOR	9,097	76	-	76	9,021	
Balboa Park	6 RURAL COLLECTOR	-	-	-	-	-	
Balboa Park	7 LOCAL ROAD	7,138	9	-	9	7,129	
Balboa Park	8 FREEWAY RAMP	39,739	183	-	183	39,556	
Balboa Park	9 LOCAL RAMP	14,668	277	-	277	14,391	
Balboa Park	10 ZONE CONNECTOR	11,195	136	-	136	11,059	
Balboa Park TOTAL		364,701	5,662	-	5,662	359,039	
Barrio Logan	1 FREEWAY	274,015	2,122	-	2,122	271,893	
Barrio Logan	2 PRIME	-	-	-	-	-	
Barrio Logan	3 MAJOR	28,780	289	-	289	28,491	
Barrio Logan	4 COLLECTOR	28,055	917	-	917	27,138	
Barrio Logan	5 LOCAL COLLECTOR	191	11	-	11	180	
Barrio Logan	6 RURAL COLLECTOR	-	-	-	-	-	
Barrio Logan	7 LOCAL ROAD	1,613	63	-	63	1,550	
Barrio Logan	8 FREEWAY RAMP	33,458	391	-	391	33,067	
Barrio Logan	9 LOCAL RAMP	15,866	580	-	580	15,286	
Barrio Logan	10 ZONE CONNECTOR	4,256	90	-	90	4,166	
Barrio Logan TOTAL		386,234	4,463	-	4,463	381,771	
Black Mountain Ranch	1 FREEWAY	-	-	-	-	-	
Black Mountain Ranch	2 PRIME	-	-	-	-	-	

Black Mountain Ranch	3 MAJOR	104,971	14	-	14	104,957
Black Mountain Ranch	4 COLLECTOR	24,419	3	-	3	24,416
Black Mountain Ranch	5 LOCAL COLLECTOR	581	-	-	-	581
Black Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Black Mountain Ranch	7 LOCAL ROAD	-	-	-	-	-
Black Mountain Ranch	8 FREEWAY RAMP	-	-	-	-	-
Black Mountain Ranch	9 LOCAL RAMP	-	-	-	-	-
Black Mountain Ranch	10 ZONE CONNECTOR	13,443	6	-	6	13,437
Black Mountain Ranch TOTAL		143,414	23	-	23	143,391
CARLSBAD	1 FREEWAY	1,264,282	4,003	-	4,003	1,260,279
CARLSBAD	2 PRIME	886,360	226	-	226	886,134
CARLSBAD	3 MAJOR	453,657	255	-	255	453,402
CARLSBAD	4 COLLECTOR	346,934	81	-	81	346,853
CARLSBAD	5 LOCAL COLLECTOR	27,362	10	-	10	27,352
CARLSBAD	6 RURAL COLLECTOR	-	-	-	-	-
CARLSBAD	7 LOCAL ROAD	127,651	27	-	27	127,624
CARLSBAD	8 FREEWAY RAMP	52	-	-	-	52
CARLSBAD	9 LOCAL RAMP	49,330	64	-	64	49,266
CARLSBAD	10 ZONE CONNECTOR	183,017	23	-	23	182,994
CARLSBAD TOTAL		3,338,645	4,689	-	4,689	3,333,956
CHULA VISTA	1 FREEWAY	1,542,870	29,823	-	29,823	1,513,047
CHULA VISTA	2 PRIME	756,211	5,158	-	5,158	751,053
CHULA VISTA	3 MAJOR	523,715	4,123	-	4,123	519,592
CHULA VISTA	4 COLLECTOR	354,529	1,884	-	1,884	352,645
CHULA VISTA	5 LOCAL COLLECTOR	291,729	2,162	-	2,162	289,567
CHULA VISTA	6 RURAL COLLECTOR	-	-	-	-	-
CHULA VISTA	7 LOCAL ROAD	97,931	365	-	365	97,566
CHULA VISTA	8 FREEWAY RAMP	35,708	1,272	-	1,272	34,436
CHULA VISTA	9 LOCAL RAMP	116,561	2,026	-	2,026	114,535
CHULA VISTA	10 ZONE CONNECTOR	229,994	1,253	-	1,253	228,741
CHULA VISTA TOTAL		3,949,248	48,066	-	48,066	3,901,182
CORONADO	1 FREEWAY	92,063	1,748	-	1,748	90,315
CORONADO	2 PRIME	150,234	573	-	573	149,661
CORONADO	3 MAJOR	87,213	1,518	-	1,518	85,695
CORONADO	4 COLLECTOR	26,530	242	-	242	26,288
CORONADO	5 LOCAL COLLECTOR	23,575	192	-	192	23,383
CORONADO	6 RURAL COLLECTOR	-	-	-	-	-
CORONADO	7 LOCAL ROAD	11,100	241	-	241	10,859
CORONADO	8 FREEWAY RAMP	-	-	-	-	-
CORONADO	9 LOCAL RAMP	-	-	-	-	-
CORONADO	10 ZONE CONNECTOR	43,534	554	-	554	42,980
CORONADO TOTAL		434,249	5,068	-	5,068	429,181

Carmel Mountain Ranch	1	FREEWAY	291,002	1,517	-	1,517	289,485
Carmel Mountain Ranch	2	PRIME	160,411	254	-	254	160,157
Carmel Mountain Ranch	3	MAJOR	51,499	39	-	39	51,460
Carmel Mountain Ranch	4	COLLECTOR	12,339	5	-	5	12,334
Carmel Mountain Ranch	5	LOCAL COLLECTOR	-	-	-	-	-
Carmel Mountain Ranch	6	RURAL COLLECTOR	-	-	-	-	-
Carmel Mountain Ranch	7	LOCAL ROAD	4,692	-	-	-	4,692
Carmel Mountain Ranch	8	FREEWAY RAMP	23	-	-	-	23
Carmel Mountain Ranch	9	LOCAL RAMP	12,211	22	-	22	12,189
Carmel Mountain Ranch	10	ZONE CONNECTOR	27,745	23	-	23	27,722
Carmel Mountain Ranch TOTAL			559,922	1,860	-	1,860	558,062
Carmel Valley	1	FREEWAY	440,209	1,528	-	1,528	438,681
Carmel Valley	2	PRIME	58,020	59	-	59	57,961
Carmel Valley	3	MAJOR	88,953	66	-	66	88,887
Carmel Valley	4	COLLECTOR	20,731	20	-	20	20,711
Carmel Valley	5	LOCAL COLLECTOR	36,302	9	-	9	36,293
Carmel Valley	6	RURAL COLLECTOR	-	-	-	-	-
Carmel Valley	7	LOCAL ROAD	-	-	-	-	-
Carmel Valley	8	FREEWAY RAMP	34,492	58	-	58	34,434
Carmel Valley	9	LOCAL RAMP	31,575	48	-	48	31,527
Carmel Valley	10	ZONE CONNECTOR	26,774	12	-	12	26,762
Carmel Valley TOTAL			737,056	1,800	-	1,800	735,256
Centre City	1	FREEWAY	271,384	5,303	-	5,303	266,081
Centre City	2	PRIME	22,289	379	-	379	21,910
Centre City	3	MAJOR	215,498	2,948	-	2,948	212,550
Centre City	4	COLLECTOR	45,022	382	-	382	44,640
Centre City	5	LOCAL COLLECTOR	44,507	543	-	543	43,964
Centre City	6	RURAL COLLECTOR	-	-	-	-	-
Centre City	7	LOCAL ROAD	615	-	-	-	615
Centre City	8	FREEWAY RAMP	53,651	2,897	-	2,897	50,754
Centre City	9	LOCAL RAMP	40,315	554	-	554	39,761
Centre City	10	ZONE CONNECTOR	36,066	260	-	260	35,806
Centre City TOTAL			729,347	13,266	-	13,266	716,081
Clairemont Mesa	1	FREEWAY	945,821	9,704	-	9,704	936,117
Clairemont Mesa	2	PRIME	17,472	61	-	61	17,411
Clairemont Mesa	3	MAJOR	445,880	831	-	831	445,049
Clairemont Mesa	4	COLLECTOR	20,467	88	-	88	20,379
Clairemont Mesa	5	LOCAL COLLECTOR	140,820	148	-	148	140,672
Clairemont Mesa	6	RURAL COLLECTOR	-	-	-	-	-
Clairemont Mesa	7	LOCAL ROAD	16,534	47	-	47	16,487
Clairemont Mesa	8	FREEWAY RAMP	19,589	123	-	123	19,466
Clairemont Mesa	9	LOCAL RAMP	61,012	365	-	365	60,647
Clairemont Mesa	10	ZONE CONNECTOR	82,681	156	-	156	82,525
Clairemont Mesa TOTAL			1,750,276	11,523	-	11,523	1,738,753

College Area	1 FREEWAY	371,938	297	-	297	371,641
College Area	2 PRIME	14,032	6	-	6	14,026
College Area	3 MAJOR	178,795	1,351	-	1,351	177,444
College Area	4 COLLECTOR	656	7	-	7	649
College Area	5 LOCAL COLLECTOR	25,525	278	-	278	25,247
College Area	6 RURAL COLLECTOR	-	-	-	-	-
College Area	7 LOCAL ROAD	-	-	-	-	-
College Area	8 FREEWAY RAMP	-	-	-	-	-
College Area	9 LOCAL RAMP	25,312	43	-	43	25,269
College Area	10 ZONE CONNECTOR	23,353	263	-	263	23,090
College Area TOTAL		639,611	2,245	-	2,245	637,366
DEL MAR	1 FREEWAY	-	-	-	-	-
DEL MAR	2 PRIME	1,633	-	-	-	1,633
DEL MAR	3 MAJOR	29,649	55	-	55	29,594
DEL MAR	4 COLLECTOR	36,355	18	-	18	36,337
DEL MAR	5 LOCAL COLLECTOR	19,199	-	-	-	19,199
DEL MAR	6 RURAL COLLECTOR	-	-	-	-	-
DEL MAR	7 LOCAL ROAD	976	-	-	-	976
DEL MAR	8 FREEWAY RAMP	-	-	-	-	-
DEL MAR	9 LOCAL RAMP	-	-	-	-	-
DEL MAR	10 ZONE CONNECTOR	8,733	4	-	4	8,729
DEL MAR TOTAL		96,545	77	-	77	96,468
Del Mar Mesa	1 FREEWAY	-	-	-	-	-
Del Mar Mesa	2 PRIME	-	-	-	-	-
Del Mar Mesa	3 MAJOR	1,288	-	-	-	1,288
Del Mar Mesa	4 COLLECTOR	174	-	-	-	174
Del Mar Mesa	5 LOCAL COLLECTOR	858	-	-	-	858
Del Mar Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Del Mar Mesa	7 LOCAL ROAD	5,205	-	-	-	5,205
Del Mar Mesa	8 FREEWAY RAMP	-	-	-	-	-
Del Mar Mesa	9 LOCAL RAMP	-	-	-	-	-
Del Mar Mesa	10 ZONE CONNECTOR	7,280	4	-	4	7,276
Del Mar Mesa TOTAL		14,805	4	-	4	14,801
EL CAJON	1 FREEWAY	1,038,449	13,433	-	13,433	1,025,016
EL CAJON	2 PRIME	106,885	185	-	185	106,700
EL CAJON	3 MAJOR	466,124	1,340	-	1,340	464,784
EL CAJON	4 COLLECTOR	197,732	533	-	533	197,199
EL CAJON	5 LOCAL COLLECTOR	95,674	157	-	157	95,517
EL CAJON	6 RURAL COLLECTOR	-	-	-	-	-
EL CAJON	7 LOCAL ROAD	38,927	52	-	52	38,875
EL CAJON	8 FREEWAY RAMP	45,977	794	-	794	45,183
EL CAJON	9 LOCAL RAMP	85,523	970	-	970	84,553
EL CAJON	10 ZONE CONNECTOR	95,905	273	-	273	95,632

EL CAJON TOTAL		2,171,196	17,737	-	17,737	2,153,459	
ENCANTO	1 FREEWAY	376,403	21,449	2,509	18,940	354,954	
ENCANTO	2 PRIME	-	-	-	-	-	
ENCANTO	3 MAJOR	143,573	88,352	10,334	78,018	55,221	
ENCANTO	4 COLLECTOR	22,023	13,819	1,616	12,203	8,204	
ENCANTO	5 LOCAL COLLECTOR	58,628	40,833	4,776	36,057	17,795	
ENCANTO	6 RURAL COLLECTOR	-	-	-	-	-	
ENCANTO	7 LOCAL ROAD	3,953	3,171	371	2,800	782	
ENCANTO	8 FREEWAY RAMP	18,030	2,004	234	1,770	16,026	
ENCANTO	9 LOCAL RAMP	17,020	5,926	693	5,233	11,094	
ENCANTO	10 ZONE CONNECTOR	31,241	31,236	3,654	27,582	5	
ENCANTO	11 INTRA-ZONAL						659
ENCANTO TOTAL		670,871	206,790	24,187	182,603	464,081	659
ENCINITAS	1 FREEWAY	1,212,058	5,070	-	5,070	1,206,988	
ENCINITAS	2 PRIME	222,098	309	-	309	221,789	
ENCINITAS	3 MAJOR	213,362	68	-	68	213,294	
ENCINITAS	4 COLLECTOR	33,727	18	-	18	33,709	
ENCINITAS	5 LOCAL COLLECTOR	215,167	105	-	105	215,062	
ENCINITAS	6 RURAL COLLECTOR	-	-	-	-	-	
ENCINITAS	7 LOCAL ROAD	64,436	16	-	16	64,420	
ENCINITAS	8 FREEWAY RAMP	-	-	-	-	-	
ENCINITAS	9 LOCAL RAMP	37,512	83	-	83	37,429	
ENCINITAS	10 ZONE CONNECTOR	73,012	5	-	5	73,007	
ENCINITAS TOTAL		2,071,372	5,674	-	5,674	2,065,698	
ESCONDIDO	1 FREEWAY	1,098,540	3,111	-	3,111	1,095,429	
ESCONDIDO	2 PRIME	153,381	123	-	123	153,258	
ESCONDIDO	3 MAJOR	620,786	461	-	461	620,325	
ESCONDIDO	4 COLLECTOR	446,732	119	-	119	446,613	
ESCONDIDO	5 LOCAL COLLECTOR	161,464	46	-	46	161,418	
ESCONDIDO	6 RURAL COLLECTOR	-	-	-	-	-	
ESCONDIDO	7 LOCAL ROAD	8,805	1	-	1	8,804	
ESCONDIDO	8 FREEWAY RAMP	83,323	242	-	242	83,081	
ESCONDIDO	9 LOCAL RAMP	85,475	175	-	175	85,300	
ESCONDIDO	10 ZONE CONNECTOR	147,503	12	-	12	147,491	
ESCONDIDO TOTAL		2,806,009	4,290	-	4,290	2,801,719	

East Elliott	1 FREEWAY	175,047	21	-	21	175,026
East Elliott	2 PRIME	-	-	-	-	-
East Elliott	3 MAJOR	11,280	7	-	7	11,273
East Elliott	4 COLLECTOR	-	-	-	-	-
East Elliott	5 LOCAL COLLECTOR	75	-	-	-	75
East Elliott	6 RURAL COLLECTOR	-	-	-	-	-
East Elliott	7 LOCAL ROAD	-	-	-	-	-
East Elliott	8 FREEWAY RAMP	3,868	2	-	2	3,866
East Elliott	9 LOCAL RAMP	10,003	3	-	3	10,000
East Elliott	10 ZONE CONNECTOR	851	3	-	3	848
East Elliott TOTAL		201,124	36	-	36	201,088
External	1 FREEWAY	38,185	45	-	45	38,140
External	2 PRIME	41,448	205	-	205	41,243
External	3 MAJOR	-	-	-	-	-
External	4 COLLECTOR	-	-	-	-	-
External	5 LOCAL COLLECTOR	-	-	-	-	-
External	6 RURAL COLLECTOR	-	-	-	-	-
External	7 LOCAL ROAD	-	-	-	-	-
External	8 FREEWAY RAMP	-	-	-	-	-
External	9 LOCAL RAMP	555	-	-	-	555
External	10 ZONE CONNECTOR	267,868	1,483	-	1,483	266,385
External TOTAL		348,056	1,733	-	1,733	346,323
Fairbanks Country Club	1 FREEWAY	-	-	-	-	-
Fairbanks Country Club	2 PRIME	-	-	-	-	-
Fairbanks Country Club	3 MAJOR	7,839	4	-	4	7,835
Fairbanks Country Club	4 COLLECTOR	20,669	20	-	20	20,649
Fairbanks Country Club	5 LOCAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	6 RURAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	7 LOCAL ROAD	-	-	-	-	-
Fairbanks Country Club	8 FREEWAY RAMP	-	-	-	-	-
Fairbanks Country Club	9 LOCAL RAMP	-	-	-	-	-
Fairbanks Country Club	10 ZONE CONNECTOR	2,695	1	-	1	2,694
Fairbanks Country Club TOTAL		31,203	25	-	25	31,178
Flower Hill	1 FREEWAY	17,549	82	-	82	17,467
Flower Hill	2 PRIME	-	-	-	-	-
Flower Hill	3 MAJOR	4,581	4	-	4	4,577
Flower Hill	4 COLLECTOR	744	-	-	-	744
Flower Hill	5 LOCAL COLLECTOR	-	-	-	-	-
Flower Hill	6 RURAL COLLECTOR	-	-	-	-	-
Flower Hill	7 LOCAL ROAD	-	-	-	-	-
Flower Hill	8 FREEWAY RAMP	-	-	-	-	-

Flower Hill	9 LOCAL RAMP	597	-	-	-	597
Flower Hill	10 ZONE CONNECTOR	2,295	2	-	2	2,293
Flower Hill TOTAL		25,766	88	-	88	25,678
Greater Golden Hill	1 FREEWAY	153,973	9,264	-	9,264	144,709
Greater Golden Hill	2 PRIME	-	-	-	-	-
Greater Golden Hill	3 MAJOR	4,699	219	-	219	4,480
Greater Golden Hill	4 COLLECTOR	1,710	49	-	49	1,661
Greater Golden Hill	5 LOCAL COLLECTOR	35,943	1,082	-	1,082	34,861
Greater Golden Hill	6 RURAL COLLECTOR	-	-	-	-	-
Greater Golden Hill	7 LOCAL ROAD	1,726	25	-	25	1,701
Greater Golden Hill	8 FREEWAY RAMP	30,548	2,569	-	2,569	27,979
Greater Golden Hill	9 LOCAL RAMP	16,880	537	-	537	16,343
Greater Golden Hill	10 ZONE CONNECTOR	5,722	85	-	85	5,637
Greater Golden Hill TOTAL		251,201	13,830	-	13,830	237,371
Greater North Park	1 FREEWAY	324,329	19,105	-	19,105	305,224
Greater North Park	2 PRIME	-	-	-	-	-
Greater North Park	3 MAJOR	67,259	1,094	-	1,094	66,165
Greater North Park	4 COLLECTOR	45,031	368	-	368	44,663
Greater North Park	5 LOCAL COLLECTOR	52,739	457	-	457	52,282
Greater North Park	6 RURAL COLLECTOR	-	-	-	-	-
Greater North Park	7 LOCAL ROAD	-	-	-	-	-
Greater North Park	8 FREEWAY RAMP	36,686	1,736	-	1,736	34,950
Greater North Park	9 LOCAL RAMP	8,625	235	-	235	8,390
Greater North Park	10 ZONE CONNECTOR	38,526	313	-	313	38,213
Greater North Park TOTAL		573,195	23,308	-	23,308	549,887
Harbor	1 FREEWAY	55,678	1,058	-	1,058	54,620
Harbor	2 PRIME	-	-	-	-	-
Harbor	3 MAJOR	-	-	-	-	-
Harbor	4 COLLECTOR	-	-	-	-	-
Harbor	5 LOCAL COLLECTOR	-	-	-	-	-
Harbor	6 RURAL COLLECTOR	-	-	-	-	-
Harbor	7 LOCAL ROAD	-	-	-	-	-
Harbor	8 FREEWAY RAMP	-	-	-	-	-
Harbor	9 LOCAL RAMP	-	-	-	-	-
Harbor	10 ZONE CONNECTOR	1,430	14	-	14	1,416
Harbor TOTAL		57,108	1,072	-	1,072	56,036
IMPERIAL BEACH	1 FREEWAY	-	-	-	-	-
IMPERIAL BEACH	2 PRIME	39,161	161	-	161	39,000
IMPERIAL BEACH	3 MAJOR	26,478	90	-	90	26,388
IMPERIAL BEACH	4 COLLECTOR	20,342	61	-	61	20,281
IMPERIAL BEACH	5 LOCAL COLLECTOR	12,300	24	-	24	12,276
IMPERIAL BEACH	6 RURAL COLLECTOR	-	-	-	-	-

IMPERIAL BEACH	7	LOCAL ROAD	5,506	10	-	10	5,496
IMPERIAL BEACH	8	FREEWAY RAMP	-	-	-	-	-
IMPERIAL BEACH	9	LOCAL RAMP	-	-	-	-	-
IMPERIAL BEACH	10	ZONE CONNECTOR	16,597	36	-	36	16,561
IMPERIAL BEACH TOTAL			120,384	382	-	382	120,002
Kearny Mesa	1	FREEWAY	1,315,624	18,245	-	18,245	1,297,379
Kearny Mesa	2	PRIME	158,398	787	-	787	157,611
Kearny Mesa	3	MAJOR	249,742	699	-	699	249,043
Kearny Mesa	4	COLLECTOR	76,799	215	-	215	76,584
Kearny Mesa	5	LOCAL COLLECTOR	31,715	192	-	192	31,523
Kearny Mesa	6	RURAL COLLECTOR	-	-	-	-	-
Kearny Mesa	7	LOCAL ROAD	10,441	96	-	96	10,345
Kearny Mesa	8	FREEWAY RAMP	72,707	594	-	594	72,113
Kearny Mesa	9	LOCAL RAMP	123,363	1,200	-	1,200	122,163
Kearny Mesa	10	ZONE CONNECTOR	74,720	399	-	399	74,321
Kearny Mesa TOTAL			2,113,509	22,427	-	22,427	2,091,082
LA MESA	1	FREEWAY	1,093,179	16,107	-	16,107	1,077,072
LA MESA	2	PRIME	45,158	177	-	177	44,981
LA MESA	3	MAJOR	248,562	4,926	-	4,926	243,636
LA MESA	4	COLLECTOR	31,652	258	-	258	31,394
LA MESA	5	LOCAL COLLECTOR	152,210	1,988	-	1,988	150,222
LA MESA	6	RURAL COLLECTOR	-	-	-	-	-
LA MESA	7	LOCAL ROAD	19,538	184	-	184	19,354
LA MESA	8	FREEWAY RAMP	105,844	3,029	-	3,029	102,815
LA MESA	9	LOCAL RAMP	71,137	575	-	575	70,562
LA MESA	10	ZONE CONNECTOR	58,735	452	-	452	58,283
LA MESA TOTAL			1,826,015	27,696	-	27,696	1,798,319
LEMON GROVE	1	FREEWAY	504,665	25,311	-	25,311	479,354
LEMON GROVE	2	PRIME	-	-	-	-	-
LEMON GROVE	3	MAJOR	77,870	10,359	-	10,359	67,511
LEMON GROVE	4	COLLECTOR	77,031	12,299	-	12,299	64,732
LEMON GROVE	5	LOCAL COLLECTOR	40,327	3,522	-	3,522	36,805
LEMON GROVE	6	RURAL COLLECTOR	-	-	-	-	-
LEMON GROVE	7	LOCAL ROAD	1,599	300	-	300	1,299
LEMON GROVE	8	FREEWAY RAMP	69,612	798	-	798	68,814
LEMON GROVE	9	LOCAL RAMP	17,464	1,165	-	1,165	16,299
LEMON GROVE	10	ZONE CONNECTOR	22,208	820	-	820	21,388
LEMON GROVE TOTAL			810,776	54,574	-	54,574	756,202
La Jolla	1	FREEWAY	210,180	799	-	799	209,381
La Jolla	2	PRIME	74,802	357	-	357	74,445
La Jolla	3	MAJOR	218,110	323	-	323	217,787
La Jolla	4	COLLECTOR	-	-	-	-	-

La Jolla	5	LOCAL COLLECTOR	141,113	124	-	124	140,989	
La Jolla	6	RURAL COLLECTOR	-	-	-	-	-	
La Jolla	7	LOCAL ROAD	4,516	5	-	5	4,511	
La Jolla	8	FREEWAY RAMP	10,611	19	-	19	10,592	
La Jolla	9	LOCAL RAMP	16,196	82	-	82	16,114	
La Jolla	10	ZONE CONNECTOR	33,486	22	-	22	33,464	
La Jolla TOTAL			709,014	1,731	-	1,731	707,283	
Linda Vista	1	FREEWAY	307,153	733	-	733	306,420	
Linda Vista	2	PRIME	11,727	23	-	23	11,704	
Linda Vista	3	MAJOR	180,411	638	-	638	179,773	
Linda Vista	4	COLLECTOR	12,806	97	-	97	12,709	
Linda Vista	5	LOCAL COLLECTOR	21,575	42	-	42	21,533	
Linda Vista	6	RURAL COLLECTOR	-	-	-	-	-	
Linda Vista	7	LOCAL ROAD	1,676	4	-	4	1,672	
Linda Vista	8	FREEWAY RAMP	6,155	63	-	63	6,092	
Linda Vista	9	LOCAL RAMP	14,296	46	-	46	14,250	
Linda Vista	10	ZONE CONNECTOR	32,441	145	-	145	32,296	
Linda Vista TOTAL			588,240	1,791	-	1,791	586,449	-
Lindbergh Field	1	FREEWAY	-	-	-	-	-	
Lindbergh Field	2	PRIME	105,817	1,549	-	1,549	104,268	
Lindbergh Field	3	MAJOR	22,476	159	-	159	22,317	
Lindbergh Field	4	COLLECTOR	8,891	109	-	109	8,782	
Lindbergh Field	5	LOCAL COLLECTOR	281	2	-	2	279	
Lindbergh Field	6	RURAL COLLECTOR	-	-	-	-	-	
Lindbergh Field	7	LOCAL ROAD	40,297	444	-	444	39,853	
Lindbergh Field	8	FREEWAY RAMP	-	-	-	-	-	
Lindbergh Field	9	LOCAL RAMP	1,912	26	-	26	1,886	
Lindbergh Field	10	ZONE CONNECTOR	22,115	247	-	247	21,868	
Lindbergh Field TOTAL			201,789	2,536	-	2,536	199,253	
Los Penasquitos Canyon Prese	1	FREEWAY	15,579	87	-	87	15,492	
Los Penasquitos Canyon Prese	2	PRIME	1,657	1	-	1	1,656	
Los Penasquitos Canyon Prese	3	MAJOR	883	-	-	-	883	
Los Penasquitos Canyon Prese	4	COLLECTOR	-	-	-	-	-	
Los Penasquitos Canyon Prese	5	LOCAL COLLECTOR	-	-	-	-	-	
Los Penasquitos Canyon Prese	6	RURAL COLLECTOR	-	-	-	-	-	
Los Penasquitos Canyon Prese	7	LOCAL ROAD	-	-	-	-	-	
Los Penasquitos Canyon Prese	8	FREEWAY RAMP	-	-	-	-	-	
Los Penasquitos Canyon Prese	9	LOCAL RAMP	-	-	-	-	-	
Los Penasquitos Canyon Prese	10	ZONE CONNECTOR	-	-	-	-	-	
Los Penasquitos Canyon Preserve TOTAL			18,119	88	-	88	18,031	
Mid-City:City Heights	1	FREEWAY	833,517	55,130	-	55,130	778,387	
Mid-City:City Heights	2	PRIME	-	-	-	-	-	

Mid-City:City Heights	3	MAJOR	71,563	1,639	-	1,639	69,924
Mid-City:City Heights	4	COLLECTOR	50,265	3,160	-	3,160	47,105
Mid-City:City Heights	5	LOCAL COLLECTOR	33,878	1,180	-	1,180	32,698
Mid-City:City Heights	6	RURAL COLLECTOR	-	-	-	-	-
Mid-City:City Heights	7	LOCAL ROAD	-	-	-	-	-
Mid-City:City Heights	8	FREEWAY RAMP	122,373	13,035	-	13,035	109,338
Mid-City:City Heights	9	LOCAL RAMP	25,079	630	-	630	24,449
Mid-City:City Heights	10	ZONE CONNECTOR	33,933	920	-	920	33,013
Mid-City:City Heights TOTAL			1,170,608	75,694	-	75,694	1,094,914
Mid-City:Eastern Area	1	FREEWAY	265,813	22,602	-	22,602	243,211
Mid-City:Eastern Area	2	PRIME	-	-	-	-	-
Mid-City:Eastern Area	3	MAJOR	163,590	13,149	-	13,149	150,441
Mid-City:Eastern Area	4	COLLECTOR	12,216	2,777	-	2,777	9,439
Mid-City:Eastern Area	5	LOCAL COLLECTOR	40,764	3,518	-	3,518	37,246
Mid-City:Eastern Area	6	RURAL COLLECTOR	-	-	-	-	-
Mid-City:Eastern Area	7	LOCAL ROAD	3,557	667	-	667	2,890
Mid-City:Eastern Area	8	FREEWAY RAMP	-	-	-	-	-
Mid-City:Eastern Area	9	LOCAL RAMP	8,659	3,189	-	3,189	5,470
Mid-City:Eastern Area	10	ZONE CONNECTOR	34,450	1,362	-	1,362	33,088
Mid-City:Eastern Area TOTAL			529,049	47,264	-	47,264	481,785
Mid-City:Kensington-Talmadge	1	FREEWAY	177,622	8,330	-	8,330	169,292
Mid-City:Kensington-Talmadge	2	PRIME	34,447	33	-	33	34,414
Mid-City:Kensington-Talmadge	3	MAJOR	36,782	149	-	149	36,633
Mid-City:Kensington-Talmadge	4	COLLECTOR	7,797	34	-	34	7,763
Mid-City:Kensington-Talmadge	5	LOCAL COLLECTOR	23,373	89	-	89	23,284
Mid-City:Kensington-Talmadge	6	RURAL COLLECTOR	-	-	-	-	-
Mid-City:Kensington-Talmadge	7	LOCAL ROAD	422	6	-	6	416
Mid-City:Kensington-Talmadge	8	FREEWAY RAMP	6,538	207	-	207	6,331
Mid-City:Kensington-Talmadge	9	LOCAL RAMP	11,113	70	-	70	11,043
Mid-City:Kensington-Talmadge	10	ZONE CONNECTOR	10,309	115	-	115	10,194
Mid-City:Kensington-Talmadge TOTAL			308,403	9,033	-	9,033	299,370
Mid-City:Normal Heights	1	FREEWAY	196,094	9,370	-	9,370	186,724
Mid-City:Normal Heights	2	PRIME	-	-	-	-	-
Mid-City:Normal Heights	3	MAJOR	12,957	115	-	115	12,842
Mid-City:Normal Heights	4	COLLECTOR	5,656	13	-	13	5,643
Mid-City:Normal Heights	5	LOCAL COLLECTOR	23,720	186	-	186	23,534
Mid-City:Normal Heights	6	RURAL COLLECTOR	-	-	-	-	-
Mid-City:Normal Heights	7	LOCAL ROAD	3,892	30	-	30	3,862
Mid-City:Normal Heights	8	FREEWAY RAMP	4,943	234	-	234	4,709
Mid-City:Normal Heights	9	LOCAL RAMP	6,164	20	-	20	6,144
Mid-City:Normal Heights	10	ZONE CONNECTOR	7,933	60	-	60	7,873
Mid-City:Normal Heights TOTAL			261,359	10,028	-	10,028	251,331

Midway-Pacific Highway	1	FREEWAY	349,802	4,759	-	4,759	345,043
Midway-Pacific Highway	2	PRIME	75,475	1,025	-	1,025	74,450
Midway-Pacific Highway	3	MAJOR	148,049	1,223	-	1,223	146,826
Midway-Pacific Highway	4	COLLECTOR	13,676	85	-	85	13,591
Midway-Pacific Highway	5	LOCAL COLLECTOR	8,079	31	-	31	8,048
Midway-Pacific Highway	6	RURAL COLLECTOR	-	-	-	-	-
Midway-Pacific Highway	7	LOCAL ROAD	180	1	-	1	179
Midway-Pacific Highway	8	FREEWAY RAMP	15,800	273	-	273	15,527
Midway-Pacific Highway	9	LOCAL RAMP	82,414	1,495	-	1,495	80,919
Midway-Pacific Highway	10	ZONE CONNECTOR	17,561	67	-	67	17,494
Midway-Pacific Highway TOTAL			711,036	8,959	-	8,959	702,077
Mira Mesa	1	FREEWAY	606,741	5,060	-	5,060	601,681
Mira Mesa	2	PRIME	497,537	1,096	-	1,096	496,441
Mira Mesa	3	MAJOR	381,906	509	-	509	381,397
Mira Mesa	4	COLLECTOR	97,160	315	-	315	96,845
Mira Mesa	5	LOCAL COLLECTOR	117,293	150	-	150	117,143
Mira Mesa	6	RURAL COLLECTOR	-	-	-	-	-
Mira Mesa	7	LOCAL ROAD	63,674	129	-	129	63,545
Mira Mesa	8	FREEWAY RAMP	-	-	-	-	-
Mira Mesa	9	LOCAL RAMP	40,340	254	-	254	40,086
Mira Mesa	10	ZONE CONNECTOR	106,028	178	-	178	105,850
Mira Mesa TOTAL			1,910,679	7,691	-	7,691	1,902,988
Miramar Air Station	1	FREEWAY	1,945,411	15,176	-	15,176	1,930,235
Miramar Air Station	2	PRIME	-	-	-	-	-
Miramar Air Station	3	MAJOR	115,841	301	-	301	115,540
Miramar Air Station	4	COLLECTOR	-	-	-	-	-
Miramar Air Station	5	LOCAL COLLECTOR	-	-	-	-	-
Miramar Air Station	6	RURAL COLLECTOR	-	-	-	-	-
Miramar Air Station	7	LOCAL ROAD	-	-	-	-	-
Miramar Air Station	8	FREEWAY RAMP	66,129	56	-	56	66,073
Miramar Air Station	9	LOCAL RAMP	51,863	304	-	304	51,559
Miramar Air Station	10	ZONE CONNECTOR	23,654	163	-	163	23,491
Miramar Air Station TOTAL			2,202,898	16,000	-	16,000	2,186,898
Miramar Ranch North	1	FREEWAY	253,840	1,735	-	1,735	252,105
Miramar Ranch North	2	PRIME	46,716	222	-	222	46,494
Miramar Ranch North	3	MAJOR	44,621	223	-	223	44,398
Miramar Ranch North	4	COLLECTOR	49,177	34	-	34	49,143
Miramar Ranch North	5	LOCAL COLLECTOR	9,706	14	-	14	9,692
Miramar Ranch North	6	RURAL COLLECTOR	-	-	-	-	-
Miramar Ranch North	7	LOCAL ROAD	-	-	-	-	-
Miramar Ranch North	8	FREEWAY RAMP	-	-	-	-	-
Miramar Ranch North	9	LOCAL RAMP	13,204	87	-	87	13,117
Miramar Ranch North	10	ZONE CONNECTOR	16,080	23	-	23	16,057
Miramar Ranch North TOTAL			433,344	2,338	-	2,338	431,006

Mission Bay Park	1	FREEWAY	254,131	1,936	-	1,936	252,195
Mission Bay Park	2	PRIME	114,951	344	-	344	114,607
Mission Bay Park	3	MAJOR	116,277	460	-	460	115,817
Mission Bay Park	4	COLLECTOR	123	-	-	-	123
Mission Bay Park	5	LOCAL COLLECTOR	22,799	23	-	23	22,776
Mission Bay Park	6	RURAL COLLECTOR	-	-	-	-	-
Mission Bay Park	7	LOCAL ROAD	-	-	-	-	-
Mission Bay Park	8	FREEWAY RAMP	8,580	11	-	11	8,569
Mission Bay Park	9	LOCAL RAMP	28,953	92	-	92	28,861
Mission Bay Park	10	ZONE CONNECTOR	22,388	83	-	83	22,305
Mission Bay Park TOTAL			568,202	2,949	-	2,949	565,253
Mission Beach	1	FREEWAY	-	-	-	-	-
Mission Beach	2	PRIME	-	-	-	-	-
Mission Beach	3	MAJOR	28,144	67	-	67	28,077
Mission Beach	4	COLLECTOR	9,292	23	-	23	9,269
Mission Beach	5	LOCAL COLLECTOR	-	-	-	-	-
Mission Beach	6	RURAL COLLECTOR	-	-	-	-	-
Mission Beach	7	LOCAL ROAD	-	-	-	-	-
Mission Beach	8	FREEWAY RAMP	-	-	-	-	-
Mission Beach	9	LOCAL RAMP	-	-	-	-	-
Mission Beach	10	ZONE CONNECTOR	1,464	-	-	-	1,464
Mission Beach TOTAL			38,900	90	-	90	38,810
Mission Valley	1	FREEWAY	1,645,310	19,657	-	19,657	1,625,653
Mission Valley	2	PRIME	105,516	413	-	413	105,103
Mission Valley	3	MAJOR	105,829	569	-	569	105,260
Mission Valley	4	COLLECTOR	169,573	1,254	-	1,254	168,319
Mission Valley	5	LOCAL COLLECTOR	25,046	152	-	152	24,894
Mission Valley	6	RURAL COLLECTOR	-	-	-	-	-
Mission Valley	7	LOCAL ROAD	1,295	13	-	13	1,282
Mission Valley	8	FREEWAY RAMP	278,901	2,737	-	2,737	276,164
Mission Valley	9	LOCAL RAMP	174,805	1,774	-	1,774	173,031
Mission Valley	10	ZONE CONNECTOR	50,700	311	-	311	50,389
Mission Valley TOTAL			2,556,975	26,880	-	26,880	2,530,095
NATIONAL CITY	1	FREEWAY	1,099,689	23,446	-	23,446	1,076,243
NATIONAL CITY	2	PRIME	-	-	-	-	-
NATIONAL CITY	3	MAJOR	260,510	22,105	-	22,105	238,405
NATIONAL CITY	4	COLLECTOR	115,491	9,471	-	9,471	106,020
NATIONAL CITY	5	LOCAL COLLECTOR	4,820	134	-	134	4,686
NATIONAL CITY	6	RURAL COLLECTOR	-	-	-	-	-
NATIONAL CITY	7	LOCAL ROAD	4,128	66	-	66	4,062
NATIONAL CITY	8	FREEWAY RAMP	84,404	2,956	-	2,956	81,448
NATIONAL CITY	9	LOCAL RAMP	44,949	1,832	-	1,832	43,117
NATIONAL CITY	10	ZONE CONNECTOR	43,668	1,977	-	1,977	41,691

NATIONAL CITY TOTAL		1,657,659	61,987	-	61,987	1,595,672
NCFUA Reserve	1 FREEWAY	-	-	-	-	-
NCFUA Reserve	2 PRIME	-	-	-	-	-
NCFUA Reserve	3 MAJOR	5,256	4	-	4	5,252
NCFUA Reserve	4 COLLECTOR	-	-	-	-	-
NCFUA Reserve	5 LOCAL COLLECTOR	525	-	-	-	525
NCFUA Reserve	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Reserve	7 LOCAL ROAD	-	-	-	-	-
NCFUA Reserve	8 FREEWAY RAMP	-	-	-	-	-
NCFUA Reserve	9 LOCAL RAMP	-	-	-	-	-
NCFUA Reserve	10 ZONE CONNECTOR	30	-	-	-	30
NCFUA Reserve TOTAL		5,811	4	-	4	5,807
NCFUA Subarea 2	1 FREEWAY	190,050	923	-	923	189,127
NCFUA Subarea 2	2 PRIME	-	-	-	-	-
NCFUA Subarea 2	3 MAJOR	32,953	24	-	24	32,929
NCFUA Subarea 2	4 COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	5 LOCAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	7 LOCAL ROAD	-	-	-	-	-
NCFUA Subarea 2	8 FREEWAY RAMP	37	-	-	-	37
NCFUA Subarea 2	9 LOCAL RAMP	5,177	22	-	22	5,155
NCFUA Subarea 2	10 ZONE CONNECTOR	614	-	-	-	614
NCFUA Subarea 2 TOTAL		228,831	969	-	969	227,862
Navajo	1 FREEWAY	386,885	435	-	435	386,450
Navajo	2 PRIME	55,925	327	-	327	55,598
Navajo	3 MAJOR	301,944	1,308	-	1,308	300,636
Navajo	4 COLLECTOR	6,036	12	-	12	6,024
Navajo	5 LOCAL COLLECTOR	67,363	251	-	251	67,112
Navajo	6 RURAL COLLECTOR	-	-	-	-	-
Navajo	7 LOCAL ROAD	9,718	46	-	46	9,672
Navajo	8 FREEWAY RAMP	-	-	-	-	-
Navajo	9 LOCAL RAMP	24,696	72	-	72	24,624
Navajo	10 ZONE CONNECTOR	56,254	232	-	232	56,022
Navajo TOTAL		908,821	2,683	-	2,683	906,138
OCEANSIDE	1 FREEWAY	964,655	1,212	-	1,212	963,443
OCEANSIDE	2 PRIME	571,485	111	-	111	571,374
OCEANSIDE	3 MAJOR	719,260	82	-	82	719,178
OCEANSIDE	4 COLLECTOR	371,874	9	-	9	371,865
OCEANSIDE	5 LOCAL COLLECTOR	260,206	6	-	6	260,200
OCEANSIDE	6 RURAL COLLECTOR	-	-	-	-	-
OCEANSIDE	7 LOCAL ROAD	7,523	-	-	-	7,523
OCEANSIDE	8 FREEWAY RAMP	27,267	19	-	19	27,248

OCEANSIDE	9	LOCAL RAMP	74,561	41	-	41	74,520
OCEANSIDE	10	ZONE CONNECTOR	187,289	2	-	2	187,287
OCEANSIDE TOTAL			3,184,120	1,482	-	1,482	3,182,638
Ocean Beach	1	FREEWAY	32,256	195	-	195	32,061
Ocean Beach	2	PRIME	17,580	36	-	36	17,544
Ocean Beach	3	MAJOR	37,961	124	-	124	37,837
Ocean Beach	4	COLLECTOR	17,492	45	-	45	17,447
Ocean Beach	5	LOCAL COLLECTOR	11,318	15	-	15	11,303
Ocean Beach	6	RURAL COLLECTOR	-	-	-	-	-
Ocean Beach	7	LOCAL ROAD	1,926	2	-	2	1,924
Ocean Beach	8	FREEWAY RAMP	-	-	-	-	-
Ocean Beach	9	LOCAL RAMP	2,103	9	-	9	2,094
Ocean Beach	10	ZONE CONNECTOR	5,682	2	-	2	5,680
Ocean Beach TOTAL			126,318	428	-	428	125,890
Old San Diego	1	FREEWAY	125,123	1,295	-	1,295	123,828
Old San Diego	2	PRIME	1,361	8	-	8	1,353
Old San Diego	3	MAJOR	12,058	28	-	28	12,030
Old San Diego	4	COLLECTOR	11,279	53	-	53	11,226
Old San Diego	5	LOCAL COLLECTOR	12,274	42	-	42	12,232
Old San Diego	6	RURAL COLLECTOR	-	-	-	-	-
Old San Diego	7	LOCAL ROAD	-	-	-	-	-
Old San Diego	8	FREEWAY RAMP	25,258	286	-	286	24,972
Old San Diego	9	LOCAL RAMP	16,894	65	-	65	16,829
Old San Diego	10	ZONE CONNECTOR	4,942	21	-	21	4,921
Old San Diego TOTAL			209,189	1,798	-	1,798	207,391
Otay Mesa	1	FREEWAY	193,186	2,256	-	2,256	190,930
Otay Mesa	2	PRIME	308,760	2,753	-	2,753	306,007
Otay Mesa	3	MAJOR	87,753	603	-	603	87,150
Otay Mesa	4	COLLECTOR	83,181	427	-	427	82,754
Otay Mesa	5	LOCAL COLLECTOR	19,239	106	-	106	19,133
Otay Mesa	6	RURAL COLLECTOR	-	-	-	-	-
Otay Mesa	7	LOCAL ROAD	36,118	221	-	221	35,897
Otay Mesa	8	FREEWAY RAMP	34,554	617	-	617	33,937
Otay Mesa	9	LOCAL RAMP	22,567	135	-	135	22,432
Otay Mesa	10	ZONE CONNECTOR	38,299	167	-	167	38,132
Otay Mesa TOTAL			823,657	7,285	-	7,285	816,372
Otay Mesa-Nestor	1	FREEWAY	432,874	2,955	-	2,955	429,919
Otay Mesa-Nestor	2	PRIME	39,300	232	-	232	39,068
Otay Mesa-Nestor	3	MAJOR	162,323	437	-	437	161,886
Otay Mesa-Nestor	4	COLLECTOR	18,732	64	-	64	18,668
Otay Mesa-Nestor	5	LOCAL COLLECTOR	58,931	93	-	93	58,838
Otay Mesa-Nestor	6	RURAL COLLECTOR	-	-	-	-	-

Otay Mesa-Nestor	7	LOCAL ROAD	7,760	10	-	10	7,750
Otay Mesa-Nestor	8	FREEWAY RAMP	45,553	258	-	258	45,295
Otay Mesa-Nestor	9	LOCAL RAMP	49,735	412	-	412	49,323
Otay Mesa-Nestor	10	ZONE CONNECTOR	42,575	97	-	97	42,478
Otay Mesa-Nestor TOTAL			857,783	4,558	-	4,558	853,225
POWAY	1	FREEWAY	-	-	-	-	-
POWAY	2	PRIME	271,868	328	-	328	271,540
POWAY	3	MAJOR	445,248	720	-	720	444,528
POWAY	4	COLLECTOR	126,323	16	-	16	126,307
POWAY	5	LOCAL COLLECTOR	63,228	13	-	13	63,215
POWAY	6	RURAL COLLECTOR	-	-	-	-	-
POWAY	7	LOCAL ROAD	107,288	99	-	99	107,189
POWAY	8	FREEWAY RAMP	-	-	-	-	-
POWAY	9	LOCAL RAMP	-	-	-	-	-
POWAY	10	ZONE CONNECTOR	93,750	66	-	66	93,684
POWAY TOTAL			1,107,705	1,242	-	1,242	1,106,463
Pacific Beach	1	FREEWAY	171,399	880	-	880	170,519
Pacific Beach	2	PRIME	-	-	-	-	-
Pacific Beach	3	MAJOR	242,644	625	-	625	242,019
Pacific Beach	4	COLLECTOR	12,515	8	-	8	12,507
Pacific Beach	5	LOCAL COLLECTOR	83,242	91	-	91	83,151
Pacific Beach	6	RURAL COLLECTOR	-	-	-	-	-
Pacific Beach	7	LOCAL ROAD	1,044	1	-	1	1,043
Pacific Beach	8	FREEWAY RAMP	-	-	-	-	-
Pacific Beach	9	LOCAL RAMP	12,865	68	-	68	12,797
Pacific Beach	10	ZONE CONNECTOR	28,717	13	-	13	28,704
Pacific Beach TOTAL			552,426	1,686	-	1,686	550,740
Pacific Highlands Ranch	1	FREEWAY	220,659	12	-	12	220,647
Pacific Highlands Ranch	2	PRIME	7,829	1	-	1	7,828
Pacific Highlands Ranch	3	MAJOR	10,860	19	-	19	10,841
Pacific Highlands Ranch	4	COLLECTOR	14,112	16	-	16	14,096
Pacific Highlands Ranch	5	LOCAL COLLECTOR	-	-	-	-	-
Pacific Highlands Ranch	6	RURAL COLLECTOR	-	-	-	-	-
Pacific Highlands Ranch	7	LOCAL ROAD	3,773	2	-	2	3,771
Pacific Highlands Ranch	8	FREEWAY RAMP	-	-	-	-	-
Pacific Highlands Ranch	9	LOCAL RAMP	5,623	12	-	12	5,611
Pacific Highlands Ranch	10	ZONE CONNECTOR	4,545	2	-	2	4,543
Pacific Highlands Ranch TOTAL			267,401	64	-	64	267,337
Peninsula	1	FREEWAY	13,413	80	-	80	13,333
Peninsula	2	PRIME	17,869	72	-	72	17,797
Peninsula	3	MAJOR	214,116	1,348	-	1,348	212,768
Peninsula	4	COLLECTOR	50,094	206	-	206	49,888

Peninsula	5	LOCAL COLLECTOR	69,567	206	-	206	69,361	
Peninsula	6	RURAL COLLECTOR	-	-	-	-	-	
Peninsula	7	LOCAL ROAD	7,001	7	-	7	6,994	
Peninsula	8	FREEWAY RAMP	-	-	-	-	-	
Peninsula	9	LOCAL RAMP	9,265	76	-	76	9,189	
Peninsula	10	ZONE CONNECTOR	48,366	235	-	235	48,131	
Peninsula TOTAL			429,691	2,230	-	2,230	427,461	-
Rancho Bernardo	1	FREEWAY	1,159,254	4,754	-	4,754	1,154,500	
Rancho Bernardo	2	PRIME	76,758	113	-	113	76,645	
Rancho Bernardo	3	MAJOR	288,884	146	-	146	288,738	
Rancho Bernardo	4	COLLECTOR	16,891	4	-	4	16,887	
Rancho Bernardo	5	LOCAL COLLECTOR	41,082	19	-	19	41,063	
Rancho Bernardo	6	RURAL COLLECTOR	-	-	-	-	-	
Rancho Bernardo	7	LOCAL ROAD	128	-	-	-	128	
Rancho Bernardo	8	FREEWAY RAMP	81	-	-	-	81	
Rancho Bernardo	9	LOCAL RAMP	43,511	74	-	74	43,437	
Rancho Bernardo	10	ZONE CONNECTOR	51,593	18	-	18	51,575	
Rancho Bernardo TOTAL			1,678,182	5,128	-	5,128	1,673,054	
Rancho Encantada	1	FREEWAY	-	-	-	-	-	
Rancho Encantada	2	PRIME	-	-	-	-	-	
Rancho Encantada	3	MAJOR	5,175	7	-	7	5,168	
Rancho Encantada	4	COLLECTOR	-	-	-	-	-	
Rancho Encantada	5	LOCAL COLLECTOR	-	-	-	-	-	
Rancho Encantada	6	RURAL COLLECTOR	-	-	-	-	-	
Rancho Encantada	7	LOCAL ROAD	-	-	-	-	-	
Rancho Encantada	8	FREEWAY RAMP	-	-	-	-	-	
Rancho Encantada	9	LOCAL RAMP	-	-	-	-	-	
Rancho Encantada	10	ZONE CONNECTOR	4,087	6	-	6	4,081	
Rancho Encantada TOTAL			9,262	13	-	13	9,249	
Rancho Penasquitos	1	FREEWAY	746,250	3,092	-	3,092	743,158	
Rancho Penasquitos	2	PRIME	22,889	14	-	14	22,875	
Rancho Penasquitos	3	MAJOR	191,545	242	-	242	191,303	
Rancho Penasquitos	4	COLLECTOR	30,366	12	-	12	30,354	
Rancho Penasquitos	5	LOCAL COLLECTOR	21,591	11	-	11	21,580	
Rancho Penasquitos	6	RURAL COLLECTOR	-	-	-	-	-	
Rancho Penasquitos	7	LOCAL ROAD	3,679	2	-	2	3,677	
Rancho Penasquitos	8	FREEWAY RAMP	17,269	35	-	35	17,234	
Rancho Penasquitos	9	LOCAL RAMP	41,427	148	-	148	41,279	
Rancho Penasquitos	10	ZONE CONNECTOR	44,320	23	-	23	44,297	
Rancho Penasquitos TOTAL			1,119,336	3,579	-	3,579	1,115,757	
SAN MARCOS	1	FREEWAY	932,237	1,198	-	1,198	931,039	
SAN MARCOS	2	PRIME	281,642	34	-	34	281,608	

SAN MARCOS	3	MAJOR	344,490	23	-	23	344,467	
SAN MARCOS	4	COLLECTOR	255,804	48	-	48	255,756	
SAN MARCOS	5	LOCAL COLLECTOR	21	-	-	-	21	
SAN MARCOS	6	RURAL COLLECTOR	-	-	-	-	-	
SAN MARCOS	7	LOCAL ROAD	35,171	10	-	10	35,161	
SAN MARCOS	8	FREEWAY RAMP	-	-	-	-	-	
SAN MARCOS	9	LOCAL RAMP	51,220	40	-	40	51,180	
SAN MARCOS	10	ZONE CONNECTOR	113,381	5	-	5	113,376	
SAN MARCOS TOTAL			2,013,966	1,358	-	1,358	2,012,608	
SANTEE	1	FREEWAY	264,235	2,548	-	2,548	261,687	
SANTEE	2	PRIME	92,903	376	-	376	92,527	
SANTEE	3	MAJOR	291,270	733	-	733	290,537	
SANTEE	4	COLLECTOR	38,323	29	-	29	38,294	
SANTEE	5	LOCAL COLLECTOR	70,225	148	-	148	70,077	
SANTEE	6	RURAL COLLECTOR	-	-	-	-	-	
SANTEE	7	LOCAL ROAD	-	-	-	-	-	
SANTEE	8	FREEWAY RAMP	28,954	30	-	30	28,924	
SANTEE	9	LOCAL RAMP	11,572	46	-	46	11,526	
SANTEE	10	ZONE CONNECTOR	61,642	127	-	127	61,515	
SANTEE TOTAL			859,124	4,037	-	4,037	855,087	
SOLANA BEACH	1	FREEWAY	431,440	1,957	-	-	429,483	
SOLANA BEACH	2	PRIME	-	-	-	-	-	
SOLANA BEACH	3	MAJOR	69,198	56	-	-	69,142	
SOLANA BEACH	4	COLLECTOR	19,838	11	-	-	19,827	
SOLANA BEACH	5	LOCAL COLLECTOR	21,326	8	-	-	21,318	
SOLANA BEACH	6	RURAL COLLECTOR	-	-	-	-	-	
SOLANA BEACH	7	LOCAL ROAD	528	-	-	-	528	
SOLANA BEACH	8	FREEWAY RAMP	-	-	-	-	-	
SOLANA BEACH	9	LOCAL RAMP	9,799	13	-	-	9,786	
SOLANA BEACH	10	ZONE CONNECTOR	18,876	8	-	-	18,868	
SOLANA BEACH TOTAL			571,005	2,053	-	-	568,952	
SOUTHEASTERN SAN DIEGC	1	FREEWAY	874,507	30,286	-	30,286	844,221	
SOUTHEASTERN SAN DIEGC	2	PRIME	-	-	-	-	-	
SOUTHEASTERN SAN DIEGC	3	MAJOR	55,661	7,933	-	7,933	47,728	
SOUTHEASTERN SAN DIEGC	4	COLLECTOR	54,968	7,906	-	7,906	47,062	
SOUTHEASTERN SAN DIEGC	5	LOCAL COLLECTOR	48,866	4,393	-	4,393	44,473	
SOUTHEASTERN SAN DIEGC	6	RURAL COLLECTOR	-	-	-	-	-	
SOUTHEASTERN SAN DIEGC	7	LOCAL ROAD	17,081	516	-	516	16,565	
SOUTHEASTERN SAN DIEGC	8	FREEWAY RAMP	104,590	3,330	-	3,330	101,260	
SOUTHEASTERN SAN DIEGC	9	LOCAL RAMP	63,073	5,651	-	5,651	57,422	
SOUTHEASTERN SAN DIEGC	10	ZONE CONNECTOR	29,086	1,517	-	1,517	27,569	
SOUTHEASTERN SAN DIEGO TOTAL			1,247,832	61,532	-	61,532	1,186,300	-

Sabre Springs	1	FREEWAY	158,257	961	-	961	157,296
Sabre Springs	2	PRIME	27,492	91	-	91	27,401
Sabre Springs	3	MAJOR	66,976	255	-	255	66,721
Sabre Springs	4	COLLECTOR	16,215	7	-	7	16,208
Sabre Springs	5	LOCAL COLLECTOR	33,798	7	-	7	33,791
Sabre Springs	6	RURAL COLLECTOR	-	-	-	-	-
Sabre Springs	7	LOCAL ROAD	1,312	2	-	2	1,310
Sabre Springs	8	FREEWAY RAMP	2,514	15	-	15	2,499
Sabre Springs	9	LOCAL RAMP	12,769	69	-	69	12,700
Sabre Springs	10	ZONE CONNECTOR	5,731	1	-	1	5,730
Sabre Springs TOTAL			325,064	1,408	-	1,408	323,656
San Pasqual	1	FREEWAY	179,361	618	-	618	178,743
San Pasqual	2	PRIME	-	-	-	-	-
San Pasqual	3	MAJOR	147,555	9	-	9	147,546
San Pasqual	4	COLLECTOR	13,828	20	-	20	13,808
San Pasqual	5	LOCAL COLLECTOR	54,471	15	-	15	54,456
San Pasqual	6	RURAL COLLECTOR	782	-	-	-	782
San Pasqual	7	LOCAL ROAD	-	-	-	-	-
San Pasqual	8	FREEWAY RAMP	-	-	-	-	-
San Pasqual	9	LOCAL RAMP	5,835	9	-	9	5,826
San Pasqual	10	ZONE CONNECTOR	4,654	3	-	3	4,651
San Pasqual TOTAL			406,486	674	-	674	405,812
San Ysidro	1	FREEWAY	313,002	2,026	-	2,026	310,976
San Ysidro	2	PRIME	-	-	-	-	-
San Ysidro	3	MAJOR	34,365	58	-	58	34,307
San Ysidro	4	COLLECTOR	43,238	126	-	126	43,112
San Ysidro	5	LOCAL COLLECTOR	18,340	27	-	27	18,313
San Ysidro	6	RURAL COLLECTOR	-	-	-	-	-
San Ysidro	7	LOCAL ROAD	1,612	-	-	-	1,612
San Ysidro	8	FREEWAY RAMP	9,870	8	-	8	9,862
San Ysidro	9	LOCAL RAMP	24,989	146	-	146	24,843
San Ysidro	10	ZONE CONNECTOR	22,044	43	-	43	22,001
San Ysidro TOTAL			467,460	2,434	-	2,434	465,026
Scripps Miramar Ranch	1	FREEWAY	295,693	2,327	-	2,327	293,366
Scripps Miramar Ranch	2	PRIME	4,905	12	-	12	4,893
Scripps Miramar Ranch	3	MAJOR	144,955	376	-	376	144,579
Scripps Miramar Ranch	4	COLLECTOR	26,027	18	-	18	26,009
Scripps Miramar Ranch	5	LOCAL COLLECTOR	46,094	27	-	27	46,067
Scripps Miramar Ranch	6	RURAL COLLECTOR	-	-	-	-	-
Scripps Miramar Ranch	7	LOCAL ROAD	-	-	-	-	-
Scripps Miramar Ranch	8	FREEWAY RAMP	-	-	-	-	-
Scripps Miramar Ranch	9	LOCAL RAMP	14,539	73	-	73	14,466
Scripps Miramar Ranch	10	ZONE CONNECTOR	25,886	37	-	37	25,849
Scripps Miramar Ranch TOTAL			558,099	2,870	-	2,870	555,229

Scripps Reserve	1 FREEWAY	-	-	-	-	-
Scripps Reserve	2 PRIME	-	-	-	-	-
Scripps Reserve	3 MAJOR	-	-	-	-	-
Scripps Reserve	4 COLLECTOR	-	-	-	-	-
Scripps Reserve	5 LOCAL COLLECTOR	-	-	-	-	-
Scripps Reserve	6 RURAL COLLECTOR	-	-	-	-	-
Scripps Reserve	7 LOCAL ROAD	-	-	-	-	-
Scripps Reserve	8 FREEWAY RAMP	-	-	-	-	-
Scripps Reserve	9 LOCAL RAMP	-	-	-	-	-
Scripps Reserve	10 ZONE CONNECTOR	-	-	-	-	-
Scripps Reserve TOTAL		-	-	-	-	-
Serra Mesa	1 FREEWAY	604,077	13,628	-	13,628	590,449
Serra Mesa	2 PRIME	-	-	-	-	-
Serra Mesa	3 MAJOR	87,416	775	-	775	86,641
Serra Mesa	4 COLLECTOR	29,182	178	-	178	29,004
Serra Mesa	5 LOCAL COLLECTOR	-	-	-	-	-
Serra Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Serra Mesa	7 LOCAL ROAD	2,259	7	-	7	2,252
Serra Mesa	8 FREEWAY RAMP	13,124	230	-	230	12,894
Serra Mesa	9 LOCAL RAMP	21,641	389	-	389	21,252
Serra Mesa	10 ZONE CONNECTOR	16,522	72	-	72	16,450
Serra Mesa TOTAL		774,221	15,279	-	15,279	758,942
Skyline-Paradise Hills	1 FREEWAY	31,561	251	-	251	31,310
Skyline-Paradise Hills	2 PRIME	-	-	-	-	-
Skyline-Paradise Hills	3 MAJOR	97,086	19,250	-	19,250	77,836
Skyline-Paradise Hills	4 COLLECTOR	57,945	8,224	-	8,224	49,721
Skyline-Paradise Hills	5 LOCAL COLLECTOR	45,644	3,348	-	3,348	42,296
Skyline-Paradise Hills	6 RURAL COLLECTOR	-	-	-	-	-
Skyline-Paradise Hills	7 LOCAL ROAD	3,437	97	-	97	3,340
Skyline-Paradise Hills	8 FREEWAY RAMP	-	-	-	-	-
Skyline-Paradise Hills	9 LOCAL RAMP	6,386	144	-	144	6,242
Skyline-Paradise Hills	10 ZONE CONNECTOR	32,198	1,662	-	1,662	30,536
Skyline-Paradise Hills TOTAL		274,257	32,976	-	32,976	241,281
Tierrasanta	1 FREEWAY	668,415	8,813	-	8,813	659,602
Tierrasanta	2 PRIME	26,303	230	-	230	26,073
Tierrasanta	3 MAJOR	113,681	474	-	474	113,207
Tierrasanta	4 COLLECTOR	14,908	39	-	39	14,869
Tierrasanta	5 LOCAL COLLECTOR	11,312	34	-	34	11,278
Tierrasanta	6 RURAL COLLECTOR	-	-	-	-	-
Tierrasanta	7 LOCAL ROAD	3	-	-	-	3
Tierrasanta	8 FREEWAY RAMP	2,933	8	-	8	2,925
Tierrasanta	9 LOCAL RAMP	42,846	455	-	455	42,391
Tierrasanta	10 ZONE CONNECTOR	25,622	80	-	80	25,542

Tierrasanta TOTAL		906,023	10,133	-	10,133	895,890
Tijuana River Valley	1 FREEWAY	-	-	-	-	-
Tijuana River Valley	2 PRIME	-	-	-	-	-
Tijuana River Valley	3 MAJOR	-	-	-	-	-
Tijuana River Valley	4 COLLECTOR	3,770	9	-	9	3,761
Tijuana River Valley	5 LOCAL COLLECTOR	836	-	-	-	836
Tijuana River Valley	6 RURAL COLLECTOR	-	-	-	-	-
Tijuana River Valley	7 LOCAL ROAD	-	-	-	-	-
Tijuana River Valley	8 FREEWAY RAMP	-	-	-	-	-
Tijuana River Valley	9 LOCAL RAMP	-	-	-	-	-
Tijuana River Valley	10 ZONE CONNECTOR	76	-	-	-	76
Tijuana River Valley TOTAL		4,682	9	-	9	4,673
Torrey Highlands	1 FREEWAY	114,083	5	-	5	114,078
Torrey Highlands	2 PRIME	22,491	13	-	13	22,478
Torrey Highlands	3 MAJOR	5,237	3	-	3	5,234
Torrey Highlands	4 COLLECTOR	23,659	5	-	5	23,654
Torrey Highlands	5 LOCAL COLLECTOR	-	-	-	-	-
Torrey Highlands	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Highlands	7 LOCAL ROAD	-	-	-	-	-
Torrey Highlands	8 FREEWAY RAMP	-	-	-	-	-
Torrey Highlands	9 LOCAL RAMP	10,161	12	-	12	10,149
Torrey Highlands	10 ZONE CONNECTOR	14,902	12	-	12	14,890
Torrey Highlands TOTAL		190,533	50	-	50	190,483
Torrey Hills	1 FREEWAY	346,579	1,759	-	1,759	344,820
Torrey Hills	2 PRIME	7,533	25	-	25	7,508
Torrey Hills	3 MAJOR	49,180	39	-	39	49,141
Torrey Hills	4 COLLECTOR	895	-	-	-	895
Torrey Hills	5 LOCAL COLLECTOR	8,452	8	-	8	8,444
Torrey Hills	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Hills	7 LOCAL ROAD	-	-	-	-	-
Torrey Hills	8 FREEWAY RAMP	1,576	2	-	2	1,574
Torrey Hills	9 LOCAL RAMP	5,062	17	-	17	5,045
Torrey Hills	10 ZONE CONNECTOR	7,238	11	-	11	7,227
Torrey Hills TOTAL		426,515	1,861	-	1,861	424,654
Torrey Pines	1 FREEWAY	1,099,154	6,440	-	6,440	1,092,714
Torrey Pines	2 PRIME	13,462	3	-	3	13,459
Torrey Pines	3 MAJOR	105,578	167	-	167	105,411
Torrey Pines	4 COLLECTOR	14,196	15	-	15	14,181
Torrey Pines	5 LOCAL COLLECTOR	10,102	12	-	12	10,090
Torrey Pines	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Pines	7 LOCAL ROAD	524	-	-	-	524
Torrey Pines	8 FREEWAY RAMP	4,740	7	-	7	4,733

Torrey Pines	9	LOCAL RAMP	34,922	149	-	149	34,773
Torrey Pines	10	ZONE CONNECTOR	13,470	21	-	21	13,449
Torrey Pines TOTAL			1,296,148	6,814	-	6,814	1,289,334
Unincorporated	1	FREEWAY	7,693,561	37,551	-	37,551	7,656,010
Unincorporated	2	PRIME	747,728	3,402	-	3,402	744,326
Unincorporated	3	MAJOR	2,941,496	9,427	-	9,427	2,932,069
Unincorporated	4	COLLECTOR	2,022,862	8,465	-	8,465	2,014,397
Unincorporated	5	LOCAL COLLECTOR	926,462	1,736	-	1,736	924,726
Unincorporated	6	RURAL COLLECTOR	1,368,992	2,926	-	2,926	1,366,066
Unincorporated	7	LOCAL ROAD	373,239	1,187	-	1,187	372,052
Unincorporated	8	FREEWAY RAMP	63,578	2,803	-	2,803	60,775
Unincorporated	9	LOCAL RAMP	207,716	1,458	-	1,458	206,258
Unincorporated	10	ZONE CONNECTOR	1,145,133	2,270	-	2,270	1,142,863
Unincorporated TOTAL			17,490,767	71,225	-	71,225	17,419,542
University	1	FREEWAY	1,402,514	9,961	-	9,961	1,392,553
University	2	PRIME	408,270	1,192	-	1,192	407,078
University	3	MAJOR	245,194	628	-	628	244,566
University	4	COLLECTOR	62,770	142	-	142	62,628
University	5	LOCAL COLLECTOR	3,100	5	-	5	3,095
University	6	RURAL COLLECTOR	-	-	-	-	-
University	7	LOCAL ROAD	24,888	50	-	50	24,838
University	8	FREEWAY RAMP	26,064	63	-	63	26,001
University	9	LOCAL RAMP	123,279	700	-	700	122,579
University	10	ZONE CONNECTOR	122,330	282	-	282	122,048
University TOTAL			2,418,409	13,023	-	13,023	2,405,386
Uptown	1	FREEWAY	410,849	5,264	-	5,264	405,585
Uptown	2	PRIME	14,661	81	-	81	14,580
Uptown	3	MAJOR	70,929	417	-	417	70,512
Uptown	4	COLLECTOR	35,624	262	-	262	35,362
Uptown	5	LOCAL COLLECTOR	89,283	237	-	237	89,046
Uptown	6	RURAL COLLECTOR	-	-	-	-	-
Uptown	7	LOCAL ROAD	1,749	-	-	-	1,749
Uptown	8	FREEWAY RAMP	5,052	1	-	1	5,051
Uptown	9	LOCAL RAMP	58,109	697	-	697	57,412
Uptown	10	ZONE CONNECTOR	25,844	115	-	115	25,729
Uptown TOTAL			712,100	7,074	-	7,074	705,026
VISTA	1	FREEWAY	629,690	131	-	131	629,559
VISTA	2	PRIME	241,375	3	-	3	241,372
VISTA	3	MAJOR	343,041	31	-	31	343,010
VISTA	4	COLLECTOR	188,593	13	-	13	188,580
VISTA	5	LOCAL COLLECTOR	87,184	8	-	8	87,176
VISTA	6	RURAL COLLECTOR	1,558	-	-	-	1,558

VISTA	7	LOCAL ROAD	91,577	2	-	2	91,575	
VISTA	8	FREEWAY RAMP	-	-	-	-	-	
VISTA	9	LOCAL RAMP	35,001	10	-	10	34,991	
VISTA	10	ZONE CONNECTOR	103,505	1	-	1	103,504	
VISTA TOTAL			1,721,524	199	-	199	1,721,325	
Via De La Valle	1	FREEWAY	-	-	-	-	-	
Via De La Valle	2	PRIME	-	-	-	-	-	
Via De La Valle	3	MAJOR	9,671	7	-	7	9,664	
Via De La Valle	4	COLLECTOR	2,813	2	-	2	2,811	
Via De La Valle	5	LOCAL COLLECTOR	-	-	-	-	-	
Via De La Valle	6	RURAL COLLECTOR	-	-	-	-	-	
Via De La Valle	7	LOCAL ROAD	-	-	-	-	-	
Via De La Valle	8	FREEWAY RAMP	-	-	-	-	-	
Via De La Valle	9	LOCAL RAMP	-	-	-	-	-	
Via De La Valle	10	ZONE CONNECTOR	168	-	-	-	168	
Via De La Valle TOTAL			12,652	9	-	9	12,643	
REGIONWIDE TOTAL			85,331,631	1,022,559	24,187	996,319	84,309,072	659

2035 C - Proposed Land Use

JURISDICTION	CLASSIFICATION	TOTAL VMT	TOTAL Encanto CPU VMT	Two Trip End Encanto CPU VMT	One Trip End Encanto CPU VMT	NON-Encanto CPU VMT	Encanto CPU Intra-Zonal VMT
			I-I, I-E and E-I	I-I	I-E and E-I	E-E	INTRA
32nd Street Naval Station	1 FREEWAY	4,415	-	-	-	4,415	
32nd Street Naval Station	2 PRIME	-	-	-	-	-	
32nd Street Naval Station	3 MAJOR	42,713	655	-	655	42,058	
32nd Street Naval Station	4 COLLECTOR	3,343	105	-	105	3,238	
32nd Street Naval Station	5 LOCAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	6 RURAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	7 LOCAL ROAD	2,127	46	-	46	2,081	
32nd Street Naval Station	8 FREEWAY RAMP	-	-	-	-	-	
32nd Street Naval Station	9 LOCAL RAMP	2,106	35	-	35	2,071	
32nd Street Naval Station	10 ZONE CONNECTOR	9,590	400	-	400	9,190	
32nd Street Naval Station TOTAL		64,294	1,241	-	1,241	63,053	
Balboa Park	1 FREEWAY	241,747	5,368	-	5,368	236,379	
Balboa Park	2 PRIME	-	-	-	-	-	
Balboa Park	3 MAJOR	60,694	318	-	318	60,376	
Balboa Park	4 COLLECTOR	21,864	881	-	881	20,983	
Balboa Park	5 LOCAL COLLECTOR	12,191	112	-	112	12,079	
Balboa Park	6 RURAL COLLECTOR	-	-	-	-	-	
Balboa Park	7 LOCAL ROAD	9,546	26	-	26	9,520	
Balboa Park	8 FREEWAY RAMP	43,570	202	-	202	43,368	
Balboa Park	9 LOCAL RAMP	18,232	421	-	421	17,811	
Balboa Park	10 ZONE CONNECTOR	13,480	207	-	207	13,273	
Balboa Park TOTAL		421,324	7,535	-	7,535	413,789	
Barrio Logan	1 FREEWAY	299,252	2,560	-	2,560	296,692	
Barrio Logan	2 PRIME	-	-	-	-	-	
Barrio Logan	3 MAJOR	33,638	456	-	456	33,182	
Barrio Logan	4 COLLECTOR	38,683	1,124	-	1,124	37,559	
Barrio Logan	5 LOCAL COLLECTOR	226	17	-	17	209	
Barrio Logan	6 RURAL COLLECTOR	-	-	-	-	-	
Barrio Logan	7 LOCAL ROAD	3,579	290	-	290	3,289	
Barrio Logan	8 FREEWAY RAMP	40,379	520	-	520	39,859	
Barrio Logan	9 LOCAL RAMP	18,788	702	-	702	18,086	
Barrio Logan	10 ZONE CONNECTOR	6,964	168	-	168	6,796	
Barrio Logan TOTAL		441,509	5,837	-	5,837	435,672	
Black Mountain Ranch	1 FREEWAY	-	-	-	-	-	
Black Mountain Ranch	2 PRIME	8,127	4	-	4	8,123	

Black Mountain Ranch	3 MAJOR	145,621	27	-	27	145,594
Black Mountain Ranch	4 COLLECTOR	55,853	20	-	20	55,833
Black Mountain Ranch	5 LOCAL COLLECTOR	302	-	-	-	302
Black Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Black Mountain Ranch	7 LOCAL ROAD	-	-	-	-	-
Black Mountain Ranch	8 FREEWAY RAMP	-	-	-	-	-
Black Mountain Ranch	9 LOCAL RAMP	-	-	-	-	-
Black Mountain Ranch	10 ZONE CONNECTOR	24,836	18	-	18	24,818
Black Mountain Ranch TOTAL		234,739	69	-	69	234,670
CARLSBAD	1 FREEWAY	1,702,635	7,406	-	7,406	1,695,229
CARLSBAD	2 PRIME	1,073,067	510	-	510	1,072,557
CARLSBAD	3 MAJOR	639,216	501	-	501	638,715
CARLSBAD	4 COLLECTOR	412,149	152	-	152	411,997
CARLSBAD	5 LOCAL COLLECTOR	38,446	30	-	30	38,416
CARLSBAD	6 RURAL COLLECTOR	-	-	-	-	-
CARLSBAD	7 LOCAL ROAD	150,475	46	-	46	150,429
CARLSBAD	8 FREEWAY RAMP	516	-	-	-	516
CARLSBAD	9 LOCAL RAMP	60,406	112	-	112	60,294
CARLSBAD	10 ZONE CONNECTOR	242,030	61	-	61	241,969
CARLSBAD TOTAL		4,318,940	8,818	-	8,818	4,310,122
CHULA VISTA	1 FREEWAY	1,983,149	50,563	-	50,563	1,932,586
CHULA VISTA	2 PRIME	1,385,783	10,086	-	10,086	1,375,697
CHULA VISTA	3 MAJOR	690,328	5,885	-	5,885	684,443
CHULA VISTA	4 COLLECTOR	504,636	3,645	-	3,645	500,991
CHULA VISTA	5 LOCAL COLLECTOR	234,913	2,446	-	2,446	232,467
CHULA VISTA	6 RURAL COLLECTOR	-	-	-	-	-
CHULA VISTA	7 LOCAL ROAD	228,285	1,195	-	1,195	227,090
CHULA VISTA	8 FREEWAY RAMP	40,022	1,681	-	1,681	38,341
CHULA VISTA	9 LOCAL RAMP	187,191	4,164	-	4,164	183,027
CHULA VISTA	10 ZONE CONNECTOR	335,885	1,992	-	1,992	333,893
CHULA VISTA TOTAL		5,590,192	81,657	-	81,657	5,508,535
CORONADO	1 FREEWAY	101,291	2,345	-	2,345	98,946
CORONADO	2 PRIME	164,948	871	-	871	164,077
CORONADO	3 MAJOR	88,026	1,913	-	1,913	86,113
CORONADO	4 COLLECTOR	26,262	331	-	331	25,931
CORONADO	5 LOCAL COLLECTOR	35,195	448	-	448	34,747
CORONADO	6 RURAL COLLECTOR	-	-	-	-	-
CORONADO	7 LOCAL ROAD	11,120	301	-	301	10,819
CORONADO	8 FREEWAY RAMP	-	-	-	-	-
CORONADO	9 LOCAL RAMP	-	-	-	-	-
CORONADO	10 ZONE CONNECTOR	44,718	724	-	724	43,994
CORONADO TOTAL		471,560	6,933	-	6,933	464,627

Carmel Mountain Ranch	1 FREEWAY	343,461	2,504	-	2,504	340,957	
Carmel Mountain Ranch	2 PRIME	183,424	381	-	381	183,043	
Carmel Mountain Ranch	3 MAJOR	53,627	92	-	92	53,535	
Carmel Mountain Ranch	4 COLLECTOR	17,557	19	-	19	17,538	
Carmel Mountain Ranch	5 LOCAL COLLECTOR	-	-	-	-	-	
Carmel Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-	
Carmel Mountain Ranch	7 LOCAL ROAD	5,006	2	-	2	5,004	
Carmel Mountain Ranch	8 FREEWAY RAMP	47	-	-	-	47	
Carmel Mountain Ranch	9 LOCAL RAMP	13,861	38	-	38	13,823	
Carmel Mountain Ranch	10 ZONE CONNECTOR	30,378	38	-	38	30,340	
Carmel Mountain Ranch TOTAL		647,361	3,074	-	3,074	644,287	
Carmel Valley	1 FREEWAY	560,031	2,622	-	2,622	557,409	
Carmel Valley	2 PRIME	62,165	94	-	94	62,071	
Carmel Valley	3 MAJOR	99,904	155	-	155	99,749	
Carmel Valley	4 COLLECTOR	21,151	28	-	28	21,123	
Carmel Valley	5 LOCAL COLLECTOR	41,296	9	-	9	41,287	
Carmel Valley	6 RURAL COLLECTOR	-	-	-	-	-	
Carmel Valley	7 LOCAL ROAD	-	-	-	-	-	
Carmel Valley	8 FREEWAY RAMP	52,851	86	-	86	52,765	
Carmel Valley	9 LOCAL RAMP	30,900	62	-	62	30,838	
Carmel Valley	10 ZONE CONNECTOR	30,807	25	-	25	30,782	
Carmel Valley TOTAL		899,105	3,081	-	3,081	896,024	
Centre City	1 FREEWAY	305,927	6,568	-	6,568	299,359	
Centre City	2 PRIME	13,974	288	-	288	13,686	
Centre City	3 MAJOR	241,529	3,477	-	3,477	238,052	
Centre City	4 COLLECTOR	73,751	968	-	968	72,783	
Centre City	5 LOCAL COLLECTOR	64,938	793	-	793	64,145	
Centre City	6 RURAL COLLECTOR	-	-	-	-	-	
Centre City	7 LOCAL ROAD	835	-	-	-	835	
Centre City	8 FREEWAY RAMP	62,772	3,727	-	3,727	59,045	
Centre City	9 LOCAL RAMP	48,355	749	-	749	47,606	
Centre City	10 ZONE CONNECTOR	48,383	366	-	366	48,017	
Centre City TOTAL		860,464	16,936	-	16,936	843,528	-
Clairemont Mesa	1 FREEWAY	1,055,709	14,041	-	14,041	1,041,668	
Clairemont Mesa	2 PRIME	18,181	91	-	91	18,090	
Clairemont Mesa	3 MAJOR	497,353	1,285	-	1,285	496,068	
Clairemont Mesa	4 COLLECTOR	24,173	140	-	140	24,033	
Clairemont Mesa	5 LOCAL COLLECTOR	156,639	212	-	212	156,427	
Clairemont Mesa	6 RURAL COLLECTOR	-	-	-	-	-	
Clairemont Mesa	7 LOCAL ROAD	17,328	59	-	59	17,269	
Clairemont Mesa	8 FREEWAY RAMP	27,905	333	-	333	27,572	
Clairemont Mesa	9 LOCAL RAMP	67,051	530	-	530	66,521	
Clairemont Mesa	10 ZONE CONNECTOR	88,485	242	-	242	88,243	
Clairemont Mesa TOTAL		1,952,824	16,933	-	16,933	1,935,891	

College Area	1 FREEWAY	400,315	393	-	393	399,922
College Area	2 PRIME	18,474	16	-	16	18,458
College Area	3 MAJOR	204,009	1,629	-	1,629	202,380
College Area	4 COLLECTOR	12,357	71	-	71	12,286
College Area	5 LOCAL COLLECTOR	24,442	339	-	339	24,103
College Area	6 RURAL COLLECTOR	-	-	-	-	-
College Area	7 LOCAL ROAD	-	-	-	-	-
College Area	8 FREEWAY RAMP	-	-	-	-	-
College Area	9 LOCAL RAMP	29,661	65	-	65	29,596
College Area	10 ZONE CONNECTOR	33,209	481	-	481	32,728
College Area TOTAL		722,467	2,994	-	2,994	719,473
DEL MAR	1 FREEWAY	-	-	-	-	-
DEL MAR	2 PRIME	1,927	-	-	-	1,927
DEL MAR	3 MAJOR	32,749	81	-	81	32,668
DEL MAR	4 COLLECTOR	37,374	36	-	36	37,338
DEL MAR	5 LOCAL COLLECTOR	18,641	2	-	2	18,639
DEL MAR	6 RURAL COLLECTOR	-	-	-	-	-
DEL MAR	7 LOCAL ROAD	1,106	-	-	-	1,106
DEL MAR	8 FREEWAY RAMP	-	-	-	-	-
DEL MAR	9 LOCAL RAMP	-	-	-	-	-
DEL MAR	10 ZONE CONNECTOR	9,405	8	-	8	9,397
DEL MAR TOTAL		101,202	127	-	127	101,075
Del Mar Mesa	1 FREEWAY	-	-	-	-	-
Del Mar Mesa	2 PRIME	-	-	-	-	-
Del Mar Mesa	3 MAJOR	4,249	1	-	1	4,248
Del Mar Mesa	4 COLLECTOR	296	-	-	-	296
Del Mar Mesa	5 LOCAL COLLECTOR	5,027	-	-	-	5,027
Del Mar Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Del Mar Mesa	7 LOCAL ROAD	3,091	-	-	-	3,091
Del Mar Mesa	8 FREEWAY RAMP	-	-	-	-	-
Del Mar Mesa	9 LOCAL RAMP	-	-	-	-	-
Del Mar Mesa	10 ZONE CONNECTOR	11,281	8	-	8	11,273
Del Mar Mesa TOTAL		23,944	9	-	9	23,935
EL CAJON	1 FREEWAY	1,154,865	20,453	-	20,453	1,134,412
EL CAJON	2 PRIME	140,007	310	-	310	139,697
EL CAJON	3 MAJOR	497,321	1,924	-	1,924	495,397
EL CAJON	4 COLLECTOR	217,804	775	-	775	217,029
EL CAJON	5 LOCAL COLLECTOR	110,116	247	-	247	109,869
EL CAJON	6 RURAL COLLECTOR	-	-	-	-	-
EL CAJON	7 LOCAL ROAD	43,571	78	-	78	43,493
EL CAJON	8 FREEWAY RAMP	55,576	1,070	-	1,070	54,506
EL CAJON	9 LOCAL RAMP	97,050	1,493	-	1,493	95,557
EL CAJON	10 ZONE CONNECTOR	115,351	450	-	450	114,901

EL CAJON TOTAL		2,431,661	26,800	-	26,800	2,404,861	
ENCANTO	1 FREEWAY	504,333	34,333	4,500	29,833	470,000	
ENCANTO	2 PRIME	-	-	-	-	-	
ENCANTO	3 MAJOR	153,988	108,240	14,188	94,052	45,748	
ENCANTO	4 COLLECTOR	125,920	90,610	11,877	78,733	35,310	
ENCANTO	5 LOCAL COLLECTOR	540	371	49	322	169	
ENCANTO	6 RURAL COLLECTOR	-	-	-	-	-	
ENCANTO	7 LOCAL ROAD	6,108	4,395	576	3,819	1,713	
ENCANTO	8 FREEWAY RAMP	21,041	2,664	349	2,315	18,377	
ENCANTO	9 LOCAL RAMP	23,872	10,810	1,417	9,393	13,062	
ENCANTO	10 ZONE CONNECTOR	41,683	41,676	5,463	36,213	7	
ENCANTO	11 INTRA-ZONAL						985
ENCANTO TOTAL		877,485	293,099	38,418	254,681	584,386	985
ENCINITAS	1 FREEWAY	1,576,670	9,034	-	9,034	1,567,636	
ENCINITAS	2 PRIME	261,888	599	-	599	261,289	
ENCINITAS	3 MAJOR	226,692	107	-	107	226,585	
ENCINITAS	4 COLLECTOR	41,516	33	-	33	41,483	
ENCINITAS	5 LOCAL COLLECTOR	241,831	194	-	194	241,637	
ENCINITAS	6 RURAL COLLECTOR	-	-	-	-	-	
ENCINITAS	7 LOCAL ROAD	73,306	36	-	36	73,270	
ENCINITAS	8 FREEWAY RAMP	560	-	-	-	560	
ENCINITAS	9 LOCAL RAMP	40,732	118	-	118	40,614	
ENCINITAS	10 ZONE CONNECTOR	80,746	12	-	12	80,734	
ENCINITAS TOTAL		2,543,941	10,133	-	10,133	2,533,808	
ESCONDIDO	1 FREEWAY	1,446,257	5,608	-	5,608	1,440,649	
ESCONDIDO	2 PRIME	200,080	213	-	213	199,867	
ESCONDIDO	3 MAJOR	727,472	647	-	647	726,825	
ESCONDIDO	4 COLLECTOR	470,806	124	-	124	470,682	
ESCONDIDO	5 LOCAL COLLECTOR	232,166	113	-	113	232,053	
ESCONDIDO	6 RURAL COLLECTOR	-	-	-	-	-	
ESCONDIDO	7 LOCAL ROAD	10,802	14	-	14	10,788	
ESCONDIDO	8 FREEWAY RAMP	107,491	385	-	385	107,106	
ESCONDIDO	9 LOCAL RAMP	92,871	210	-	210	92,661	
ESCONDIDO	10 ZONE CONNECTOR	170,978	23	-	23	170,955	
ESCONDIDO TOTAL		3,458,923	7,337	-	7,337	3,451,586	

East Elliott	1 FREEWAY	267,393	37	-	37	267,356
East Elliott	2 PRIME	-	-	-	-	-
East Elliott	3 MAJOR	11,491	12	-	12	11,479
East Elliott	4 COLLECTOR	-	-	-	-	-
East Elliott	5 LOCAL COLLECTOR	83	-	-	-	83
East Elliott	6 RURAL COLLECTOR	-	-	-	-	-
East Elliott	7 LOCAL ROAD	-	-	-	-	-
East Elliott	8 FREEWAY RAMP	2,344	3	-	3	2,341
East Elliott	9 LOCAL RAMP	4,815	5	-	5	4,810
East Elliott	10 ZONE CONNECTOR	3,661	13	-	13	3,648
East Elliott TOTAL		289,787	70	-	70	289,717
External	1 FREEWAY	64,135	111	-	111	64,024
External	2 PRIME	75,608	393	-	393	75,215
External	3 MAJOR	-	-	-	-	-
External	4 COLLECTOR	-	-	-	-	-
External	5 LOCAL COLLECTOR	4,144	-	-	-	4,144
External	6 RURAL COLLECTOR	-	-	-	-	-
External	7 LOCAL ROAD	-	-	-	-	-
External	8 FREEWAY RAMP	-	-	-	-	-
External	9 LOCAL RAMP	2,019	-	-	-	2,019
External	10 ZONE CONNECTOR	381,611	2,432	-	2,432	379,179
External TOTAL		527,517	2,936	-	2,936	524,581
Fairbanks Country Club	1 FREEWAY	-	-	-	-	-
Fairbanks Country Club	2 PRIME	-	-	-	-	-
Fairbanks Country Club	3 MAJOR	9,505	7	-	7	9,498
Fairbanks Country Club	4 COLLECTOR	15,582	37	-	37	15,545
Fairbanks Country Club	5 LOCAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	6 RURAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	7 LOCAL ROAD	-	-	-	-	-
Fairbanks Country Club	8 FREEWAY RAMP	-	-	-	-	-
Fairbanks Country Club	9 LOCAL RAMP	-	-	-	-	-
Fairbanks Country Club	10 ZONE CONNECTOR	2,806	2	-	2	2,804
Fairbanks Country Club TOTAL		27,893	46	-	46	27,847
Flower Hill	1 FREEWAY	23,216	146	-	146	23,070
Flower Hill	2 PRIME	-	-	-	-	-
Flower Hill	3 MAJOR	5,559	6	-	6	5,553
Flower Hill	4 COLLECTOR	801	-	-	-	801
Flower Hill	5 LOCAL COLLECTOR	-	-	-	-	-
Flower Hill	6 RURAL COLLECTOR	-	-	-	-	-
Flower Hill	7 LOCAL ROAD	-	-	-	-	-
Flower Hill	8 FREEWAY RAMP	-	-	-	-	-

Flower Hill	9 LOCAL RAMP	883	-	-	-	883
Flower Hill	10 ZONE CONNECTOR	2,469	3	-	3	2,466
Flower Hill TOTAL		32,928	155	-	155	32,773
Greater Golden Hill	1 FREEWAY	185,510	12,842	-	12,842	172,668
Greater Golden Hill	2 PRIME	-	-	-	-	-
Greater Golden Hill	3 MAJOR	5,053	308	-	308	4,745
Greater Golden Hill	4 COLLECTOR	2,465	120	-	120	2,345
Greater Golden Hill	5 LOCAL COLLECTOR	46,355	1,721	-	1,721	44,634
Greater Golden Hill	6 RURAL COLLECTOR	-	-	-	-	-
Greater Golden Hill	7 LOCAL ROAD	2,203	37	-	37	2,166
Greater Golden Hill	8 FREEWAY RAMP	35,233	3,449	-	3,449	31,784
Greater Golden Hill	9 LOCAL RAMP	19,792	688	-	688	19,104
Greater Golden Hill	10 ZONE CONNECTOR	6,798	133	-	133	6,665
Greater Golden Hill TOTAL		303,409	19,298	-	19,298	284,111
Greater North Park	1 FREEWAY	400,883	30,784	-	30,784	370,099
Greater North Park	2 PRIME	-	-	-	-	-
Greater North Park	3 MAJOR	78,251	1,506	-	1,506	76,745
Greater North Park	4 COLLECTOR	56,266	581	-	581	55,685
Greater North Park	5 LOCAL COLLECTOR	56,852	619	-	619	56,233
Greater North Park	6 RURAL COLLECTOR	-	-	-	-	-
Greater North Park	7 LOCAL ROAD	-	-	-	-	-
Greater North Park	8 FREEWAY RAMP	47,768	2,649	-	2,649	45,119
Greater North Park	9 LOCAL RAMP	10,237	318	-	318	9,919
Greater North Park	10 ZONE CONNECTOR	43,509	436	-	436	43,073
Greater North Park TOTAL		693,766	36,893	-	36,893	656,873
Harbor	1 FREEWAY	61,256	1,419	-	1,419	59,837
Harbor	2 PRIME	-	-	-	-	-
Harbor	3 MAJOR	-	-	-	-	-
Harbor	4 COLLECTOR	-	-	-	-	-
Harbor	5 LOCAL COLLECTOR	-	-	-	-	-
Harbor	6 RURAL COLLECTOR	-	-	-	-	-
Harbor	7 LOCAL ROAD	-	-	-	-	-
Harbor	8 FREEWAY RAMP	-	-	-	-	-
Harbor	9 LOCAL RAMP	-	-	-	-	-
Harbor	10 ZONE CONNECTOR	1,632	17	-	17	1,615
Harbor TOTAL		62,888	1,436	-	1,436	61,452
IMPERIAL BEACH	1 FREEWAY	-	-	-	-	-
IMPERIAL BEACH	2 PRIME	41,793	174	-	174	41,619
IMPERIAL BEACH	3 MAJOR	27,840	112	-	112	27,728
IMPERIAL BEACH	4 COLLECTOR	21,201	58	-	58	21,143
IMPERIAL BEACH	5 LOCAL COLLECTOR	15,418	40	-	40	15,378
IMPERIAL BEACH	6 RURAL COLLECTOR	-	-	-	-	-

IMPERIAL BEACH	7 LOCAL ROAD	7,030	22	-	22	7,008
IMPERIAL BEACH	8 FREEWAY RAMP	-	-	-	-	-
IMPERIAL BEACH	9 LOCAL RAMP	-	-	-	-	-
IMPERIAL BEACH	10 ZONE CONNECTOR	18,354	47	-	47	18,307
IMPERIAL BEACH TOTAL		131,636	453	-	453	131,183
Kearny Mesa	1 FREEWAY	1,609,216	29,130	-	29,130	1,580,086
Kearny Mesa	2 PRIME	195,780	1,028	-	1,028	194,752
Kearny Mesa	3 MAJOR	255,812	974	-	974	254,838
Kearny Mesa	4 COLLECTOR	89,595	355	-	355	89,240
Kearny Mesa	5 LOCAL COLLECTOR	35,880	300	-	300	35,580
Kearny Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Kearny Mesa	7 LOCAL ROAD	11,461	121	-	121	11,340
Kearny Mesa	8 FREEWAY RAMP	85,101	894	-	894	84,207
Kearny Mesa	9 LOCAL RAMP	131,726	1,641	-	1,641	130,085
Kearny Mesa	10 ZONE CONNECTOR	83,034	588	-	588	82,446
Kearny Mesa TOTAL		2,497,605	35,031	-	35,031	2,462,574
LA MESA	1 FREEWAY	1,272,567	25,235	-	25,235	1,247,332
LA MESA	2 PRIME	51,917	271	-	271	51,646
LA MESA	3 MAJOR	250,691	5,257	-	5,257	245,434
LA MESA	4 COLLECTOR	34,989	401	-	401	34,588
LA MESA	5 LOCAL COLLECTOR	170,270	3,002	-	3,002	167,268
LA MESA	6 RURAL COLLECTOR	6	-	-	-	6
LA MESA	7 LOCAL ROAD	21,411	323	-	323	21,088
LA MESA	8 FREEWAY RAMP	144,812	4,463	-	4,463	140,349
LA MESA	9 LOCAL RAMP	80,259	814	-	814	79,445
LA MESA	10 ZONE CONNECTOR	64,352	627	-	627	63,725
LA MESA TOTAL		2,091,274	40,393	-	40,393	2,050,881
LEMON GROVE	1 FREEWAY	609,436	41,293	-	41,293	568,143
LEMON GROVE	2 PRIME	-	-	-	-	-
LEMON GROVE	3 MAJOR	81,869	12,216	-	12,216	69,653
LEMON GROVE	4 COLLECTOR	81,665	14,119	-	14,119	67,546
LEMON GROVE	5 LOCAL COLLECTOR	49,614	4,209	-	4,209	45,405
LEMON GROVE	6 RURAL COLLECTOR	-	-	-	-	-
LEMON GROVE	7 LOCAL ROAD	1,721	359	-	359	1,362
LEMON GROVE	8 FREEWAY RAMP	75,224	1,221	-	1,221	74,003
LEMON GROVE	9 LOCAL RAMP	20,021	1,531	-	1,531	18,490
LEMON GROVE	10 ZONE CONNECTOR	24,715	1,104	-	1,104	23,611
LEMON GROVE TOTAL		944,265	76,052	-	76,052	868,213
La Jolla	1 FREEWAY	226,162	688	-	688	225,474
La Jolla	2 PRIME	81,030	453	-	453	80,577
La Jolla	3 MAJOR	217,026	426	-	426	216,600
La Jolla	4 COLLECTOR	-	-	-	-	-

La Jolla	5 LOCAL COLLECTOR	176,224	239	-	239	175,985
La Jolla	6 RURAL COLLECTOR	-	-	-	-	-
La Jolla	7 LOCAL ROAD	4,052	5	-	5	4,047
La Jolla	8 FREEWAY RAMP	12,851	85	-	85	12,766
La Jolla	9 LOCAL RAMP	18,110	118	-	118	17,992
La Jolla	10 ZONE CONNECTOR	37,882	40	-	40	37,842
La Jolla TOTAL		773,337	2,054	-	2,054	771,283
Linda Vista	1 FREEWAY	344,979	1,005	-	1,005	343,974
Linda Vista	2 PRIME	14,173	39	-	39	14,134
Linda Vista	3 MAJOR	226,156	771	-	771	225,385
Linda Vista	4 COLLECTOR	12,881	70	-	70	12,811
Linda Vista	5 LOCAL COLLECTOR	26,654	54	-	54	26,600
Linda Vista	6 RURAL COLLECTOR	-	-	-	-	-
Linda Vista	7 LOCAL ROAD	2,468	7	-	7	2,461
Linda Vista	8 FREEWAY RAMP	7,214	81	-	81	7,133
Linda Vista	9 LOCAL RAMP	25,725	97	-	97	25,628
Linda Vista	10 ZONE CONNECTOR	38,001	228	-	228	37,773
Linda Vista TOTAL		698,251	2,352	-	2,352	695,899
Lindbergh Field	1 FREEWAY	-	-	-	-	-
Lindbergh Field	2 PRIME	88,362	1,544	-	1,544	86,818
Lindbergh Field	3 MAJOR	14,677	124	-	124	14,553
Lindbergh Field	4 COLLECTOR	10,599	142	-	142	10,457
Lindbergh Field	5 LOCAL COLLECTOR	434	2	-	2	432
Lindbergh Field	6 RURAL COLLECTOR	-	-	-	-	-
Lindbergh Field	7 LOCAL ROAD	12,593	194	-	194	12,399
Lindbergh Field	8 FREEWAY RAMP	-	-	-	-	-
Lindbergh Field	9 LOCAL RAMP	2,193	25	-	25	2,168
Lindbergh Field	10 ZONE CONNECTOR	34,974	340	-	340	34,634
Lindbergh Field TOTAL		163,832	2,371	-	2,371	161,461
Los Penasquitos Canyon Pres	1 FREEWAY	18,385	138	-	138	18,247
Los Penasquitos Canyon Pres	2 PRIME	1,868	2	-	2	1,866
Los Penasquitos Canyon Pres	3 MAJOR	1,167	-	-	-	1,167
Los Penasquitos Canyon Pres	4 COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pres	5 LOCAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pres	6 RURAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pres	7 LOCAL ROAD	-	-	-	-	-
Los Penasquitos Canyon Pres	8 FREEWAY RAMP	-	-	-	-	-
Los Penasquitos Canyon Pres	9 LOCAL RAMP	-	-	-	-	-
Los Penasquitos Canyon Pres	10 ZONE CONNECTOR	-	-	-	-	-
Los Penasquitos Canyon Preserve TOTAL		21,420	140	-	140	21,280
Mid-City:City Heights	1 FREEWAY	1,044,233	83,357	-	83,357	960,876
Mid-City:City Heights	2 PRIME	-	-	-	-	-

Mid-City:City Heights	3 MAJOR	90,612	2,864	-	2,864	87,748
Mid-City:City Heights	4 COLLECTOR	69,810	5,020	-	5,020	64,790
Mid-City:City Heights	5 LOCAL COLLECTOR	48,844	3,497	-	3,497	45,347
Mid-City:City Heights	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:City Heights	7 LOCAL ROAD	-	-	-	-	-
Mid-City:City Heights	8 FREEWAY RAMP	164,116	18,971	-	18,971	145,145
Mid-City:City Heights	9 LOCAL RAMP	32,132	1,375	-	1,375	30,757
Mid-City:City Heights	10 ZONE CONNECTOR	40,551	1,348	-	1,348	39,203
Mid-City:City Heights TOTAL		1,490,298	116,432	-	116,432	1,373,866
Mid-City:Eastern Area	1 FREEWAY	329,140	34,608	-	34,608	294,532
Mid-City:Eastern Area	2 PRIME	-	-	-	-	-
Mid-City:Eastern Area	3 MAJOR	177,345	18,038	-	18,038	159,307
Mid-City:Eastern Area	4 COLLECTOR	17,589	4,357	-	4,357	13,232
Mid-City:Eastern Area	5 LOCAL COLLECTOR	53,800	6,349	-	6,349	47,451
Mid-City:Eastern Area	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Eastern Area	7 LOCAL ROAD	4,381	1,020	-	1,020	3,361
Mid-City:Eastern Area	8 FREEWAY RAMP	31	3	-	3	28
Mid-City:Eastern Area	9 LOCAL RAMP	10,081	4,283	-	4,283	5,798
Mid-City:Eastern Area	10 ZONE CONNECTOR	38,498	1,872	-	1,872	36,626
Mid-City:Eastern Area TOTAL		630,865	70,530	-	70,530	560,335
Mid-City:Kensington-Talmadg	1 FREEWAY	218,610	12,207	-	12,207	206,403
Mid-City:Kensington-Talmadg	2 PRIME	50,205	79	-	79	50,126
Mid-City:Kensington-Talmadg	3 MAJOR	43,145	250	-	250	42,895
Mid-City:Kensington-Talmadg	4 COLLECTOR	11,433	66	-	66	11,367
Mid-City:Kensington-Talmadg	5 LOCAL COLLECTOR	26,837	114	-	114	26,723
Mid-City:Kensington-Talmadg	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Kensington-Talmadg	7 LOCAL ROAD	558	8	-	8	550
Mid-City:Kensington-Talmadg	8 FREEWAY RAMP	7,452	288	-	288	7,164
Mid-City:Kensington-Talmadg	9 LOCAL RAMP	13,434	106	-	106	13,328
Mid-City:Kensington-Talmadg	10 ZONE CONNECTOR	11,537	166	-	166	11,371
Mid-City:Kensington-Talmadge TOTAL		383,211	13,284	-	13,284	369,927
Mid-City:Normal Heights	1 FREEWAY	243,533	14,478	-	14,478	229,055
Mid-City:Normal Heights	2 PRIME	-	-	-	-	-
Mid-City:Normal Heights	3 MAJOR	13,825	166	-	166	13,659
Mid-City:Normal Heights	4 COLLECTOR	8,733	21	-	21	8,712
Mid-City:Normal Heights	5 LOCAL COLLECTOR	24,978	257	-	257	24,721
Mid-City:Normal Heights	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Normal Heights	7 LOCAL ROAD	3,913	38	-	38	3,875
Mid-City:Normal Heights	8 FREEWAY RAMP	5,894	391	-	391	5,503
Mid-City:Normal Heights	9 LOCAL RAMP	6,987	29	-	29	6,958
Mid-City:Normal Heights	10 ZONE CONNECTOR	8,473	82	-	82	8,391
Mid-City:Normal Heights TOTAL		316,336	15,462	-	15,462	300,874

Midway-Pacific Highway	1 FREEWAY	399,634	6,032	-	6,032	393,602
Midway-Pacific Highway	2 PRIME	107,514	1,185	-	1,185	106,329
Midway-Pacific Highway	3 MAJOR	175,099	1,386	-	1,386	173,713
Midway-Pacific Highway	4 COLLECTOR	15,930	57	-	57	15,873
Midway-Pacific Highway	5 LOCAL COLLECTOR	13,397	114	-	114	13,283
Midway-Pacific Highway	6 RURAL COLLECTOR	-	-	-	-	-
Midway-Pacific Highway	7 LOCAL ROAD	695	17	-	17	678
Midway-Pacific Highway	8 FREEWAY RAMP	20,319	392	-	392	19,927
Midway-Pacific Highway	9 LOCAL RAMP	98,759	1,836	-	1,836	96,923
Midway-Pacific Highway	10 ZONE CONNECTOR	23,147	97	-	97	23,050
Midway-Pacific Highway TOTAL		854,494	11,116	-	11,116	843,378
Mira Mesa	1 FREEWAY	738,803	7,896	-	7,896	730,907
Mira Mesa	2 PRIME	602,019	1,405	-	1,405	600,614
Mira Mesa	3 MAJOR	501,317	863	-	863	500,454
Mira Mesa	4 COLLECTOR	116,735	524	-	524	116,211
Mira Mesa	5 LOCAL COLLECTOR	118,899	234	-	234	118,665
Mira Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Mira Mesa	7 LOCAL ROAD	68,149	249	-	249	67,900
Mira Mesa	8 FREEWAY RAMP	362	3	-	3	359
Mira Mesa	9 LOCAL RAMP	44,402	337	-	337	44,065
Mira Mesa	10 ZONE CONNECTOR	129,768	286	-	286	129,482
Mira Mesa TOTAL		2,320,454	11,797	-	11,797	2,308,657
Miramar Air Station	1 FREEWAY	2,375,760	23,708	-	23,708	2,352,052
Miramar Air Station	2 PRIME	-	-	-	-	-
Miramar Air Station	3 MAJOR	144,953	540	-	540	144,413
Miramar Air Station	4 COLLECTOR	-	-	-	-	-
Miramar Air Station	5 LOCAL COLLECTOR	-	-	-	-	-
Miramar Air Station	6 RURAL COLLECTOR	-	-	-	-	-
Miramar Air Station	7 LOCAL ROAD	-	-	-	-	-
Miramar Air Station	8 FREEWAY RAMP	85,744	82	-	82	85,662
Miramar Air Station	9 LOCAL RAMP	64,481	490	-	490	63,991
Miramar Air Station	10 ZONE CONNECTOR	35,759	337	-	337	35,422
Miramar Air Station TOTAL		2,706,697	25,157	-	25,157	2,681,540
Miramar Ranch North	1 FREEWAY	297,352	2,728	-	2,728	294,624
Miramar Ranch North	2 PRIME	51,499	295	-	295	51,204
Miramar Ranch North	3 MAJOR	48,423	291	-	291	48,132
Miramar Ranch North	4 COLLECTOR	51,999	81	-	81	51,918
Miramar Ranch North	5 LOCAL COLLECTOR	11,000	20	-	20	10,980
Miramar Ranch North	6 RURAL COLLECTOR	-	-	-	-	-
Miramar Ranch North	7 LOCAL ROAD	-	-	-	-	-
Miramar Ranch North	8 FREEWAY RAMP	-	-	-	-	-
Miramar Ranch North	9 LOCAL RAMP	13,906	118	-	118	13,788
Miramar Ranch North	10 ZONE CONNECTOR	17,019	35	-	35	16,984
Miramar Ranch North TOTAL		491,198	3,568	-	3,568	487,630

Mission Bay Park	1 FREEWAY	268,486	1,967	-	1,967	266,519
Mission Bay Park	2 PRIME	145,986	540	-	540	145,446
Mission Bay Park	3 MAJOR	139,200	710	-	710	138,490
Mission Bay Park	4 COLLECTOR	131	-	-	-	131
Mission Bay Park	5 LOCAL COLLECTOR	27,526	33	-	33	27,493
Mission Bay Park	6 RURAL COLLECTOR	-	-	-	-	-
Mission Bay Park	7 LOCAL ROAD	-	-	-	-	-
Mission Bay Park	8 FREEWAY RAMP	8,629	31	-	31	8,598
Mission Bay Park	9 LOCAL RAMP	33,323	140	-	140	33,183
Mission Bay Park	10 ZONE CONNECTOR	26,350	115	-	115	26,235
Mission Bay Park TOTAL		649,631	3,536	-	3,536	646,095
Mission Beach	1 FREEWAY	-	-	-	-	-
Mission Beach	2 PRIME	-	-	-	-	-
Mission Beach	3 MAJOR	38,728	144	-	144	38,584
Mission Beach	4 COLLECTOR	9,914	31	-	31	9,883
Mission Beach	5 LOCAL COLLECTOR	-	-	-	-	-
Mission Beach	6 RURAL COLLECTOR	-	-	-	-	-
Mission Beach	7 LOCAL ROAD	-	-	-	-	-
Mission Beach	8 FREEWAY RAMP	-	-	-	-	-
Mission Beach	9 LOCAL RAMP	-	-	-	-	-
Mission Beach	10 ZONE CONNECTOR	1,703	2	-	2	1,701
Mission Beach TOTAL		50,345	177	-	177	50,168
Mission Valley	1 FREEWAY	1,908,604	32,425	-	32,425	1,876,179
Mission Valley	2 PRIME	150,994	454	-	454	150,540
Mission Valley	3 MAJOR	308,006	2,269	-	2,269	305,737
Mission Valley	4 COLLECTOR	222,571	2,114	-	2,114	220,457
Mission Valley	5 LOCAL COLLECTOR	11,785	102	-	102	11,683
Mission Valley	6 RURAL COLLECTOR	-	-	-	-	-
Mission Valley	7 LOCAL ROAD	3,515	19	-	19	3,496
Mission Valley	8 FREEWAY RAMP	315,332	4,192	-	4,192	311,140
Mission Valley	9 LOCAL RAMP	219,786	2,713	-	2,713	217,073
Mission Valley	10 ZONE CONNECTOR	84,934	588	-	588	84,346
Mission Valley TOTAL		3,225,527	44,876	-	44,876	3,180,651
NATIONAL CITY	1 FREEWAY	1,311,531	36,466	-	36,466	1,275,065
NATIONAL CITY	2 PRIME	58,122	6,227	-	6,227	51,895
NATIONAL CITY	3 MAJOR	218,438	14,400	-	14,400	204,038
NATIONAL CITY	4 COLLECTOR	173,150	26,210	-	26,210	146,940
NATIONAL CITY	5 LOCAL COLLECTOR	5,676	246	-	246	5,430
NATIONAL CITY	6 RURAL COLLECTOR	-	-	-	-	-
NATIONAL CITY	7 LOCAL ROAD	7,485	155	-	155	7,330
NATIONAL CITY	8 FREEWAY RAMP	92,566	4,527	-	4,527	88,039
NATIONAL CITY	9 LOCAL RAMP	54,223	2,173	-	2,173	52,050
NATIONAL CITY	10 ZONE CONNECTOR	51,425	2,622	-	2,622	48,803

NATIONAL CITY TOTAL		1,972,616	93,026	-	93,026	1,879,590
NCFUA Reserve	1 FREEWAY	-	-	-	-	-
NCFUA Reserve	2 PRIME	-	-	-	-	-
NCFUA Reserve	3 MAJOR	7,155	6	-	6	7,149
NCFUA Reserve	4 COLLECTOR	-	-	-	-	-
NCFUA Reserve	5 LOCAL COLLECTOR	584	-	-	-	584
NCFUA Reserve	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Reserve	7 LOCAL ROAD	-	-	-	-	-
NCFUA Reserve	8 FREEWAY RAMP	-	-	-	-	-
NCFUA Reserve	9 LOCAL RAMP	-	-	-	-	-
NCFUA Reserve	10 ZONE CONNECTOR	30	-	-	-	30
NCFUA Reserve TOTAL		7,769	6	-	6	7,763
NCFUA Subarea 2	1 FREEWAY	247,887	1,591	-	1,591	246,296
NCFUA Subarea 2	2 PRIME	-	-	-	-	-
NCFUA Subarea 2	3 MAJOR	38,345	50	-	50	38,295
NCFUA Subarea 2	4 COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	5 LOCAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	7 LOCAL ROAD	-	-	-	-	-
NCFUA Subarea 2	8 FREEWAY RAMP	56	-	-	-	56
NCFUA Subarea 2	9 LOCAL RAMP	5,810	29	-	29	5,781
NCFUA Subarea 2	10 ZONE CONNECTOR	763	-	-	-	763
NCFUA Subarea 2 TOTAL		292,861	1,670	-	1,670	291,191
Navajo	1 FREEWAY	412,150	674	-	674	411,476
Navajo	2 PRIME	85,131	726	-	726	84,405
Navajo	3 MAJOR	382,701	1,511	-	1,511	381,190
Navajo	4 COLLECTOR	7,136	5	-	5	7,131
Navajo	5 LOCAL COLLECTOR	77,201	405	-	405	76,796
Navajo	6 RURAL COLLECTOR	-	-	-	-	-
Navajo	7 LOCAL ROAD	12,903	68	-	68	12,835
Navajo	8 FREEWAY RAMP	-	-	-	-	-
Navajo	9 LOCAL RAMP	29,094	128	-	128	28,966
Navajo	10 ZONE CONNECTOR	68,252	342	-	342	67,910
Navajo TOTAL		1,074,568	3,859	-	3,859	1,070,709
OCEANSIDE	1 FREEWAY	1,321,298	2,381	-	2,381	1,318,917
OCEANSIDE	2 PRIME	682,966	95	-	95	682,871
OCEANSIDE	3 MAJOR	880,852	205	-	205	880,647
OCEANSIDE	4 COLLECTOR	431,733	43	-	43	431,690
OCEANSIDE	5 LOCAL COLLECTOR	363,213	18	-	18	363,195
OCEANSIDE	6 RURAL COLLECTOR	-	-	-	-	-
OCEANSIDE	7 LOCAL ROAD	7,505	1	-	1	7,504
OCEANSIDE	8 FREEWAY RAMP	59,953	62	-	62	59,891

OCEANSIDE	9 LOCAL RAMP	70,772	58	-	58	70,714
OCEANSIDE	10 ZONE CONNECTOR	231,389	11	-	11	231,378
OCEANSIDE TOTAL		4,049,681	2,874	-	2,874	4,046,807
Ocean Beach	1 FREEWAY	35,667	338	-	338	35,329
Ocean Beach	2 PRIME	22,172	84	-	84	22,088
Ocean Beach	3 MAJOR	37,731	171	-	171	37,560
Ocean Beach	4 COLLECTOR	20,191	75	-	75	20,116
Ocean Beach	5 LOCAL COLLECTOR	9,773	16	-	16	9,757
Ocean Beach	6 RURAL COLLECTOR	-	-	-	-	-
Ocean Beach	7 LOCAL ROAD	2,408	5	-	5	2,403
Ocean Beach	8 FREEWAY RAMP	-	-	-	-	-
Ocean Beach	9 LOCAL RAMP	2,374	22	-	22	2,352
Ocean Beach	10 ZONE CONNECTOR	6,150	8	-	8	6,142
Ocean Beach TOTAL		136,466	719	-	719	135,747
Old San Diego	1 FREEWAY	142,394	1,635	-	1,635	140,759
Old San Diego	2 PRIME	2,372	7	-	7	2,365
Old San Diego	3 MAJOR	17,445	32	-	32	17,413
Old San Diego	4 COLLECTOR	15,854	99	-	99	15,755
Old San Diego	5 LOCAL COLLECTOR	15,066	52	-	52	15,014
Old San Diego	6 RURAL COLLECTOR	-	-	-	-	-
Old San Diego	7 LOCAL ROAD	-	-	-	-	-
Old San Diego	8 FREEWAY RAMP	32,383	373	-	373	32,010
Old San Diego	9 LOCAL RAMP	22,649	125	-	125	22,524
Old San Diego	10 ZONE CONNECTOR	5,714	29	-	29	5,685
Old San Diego TOTAL		253,877	2,352	-	2,352	251,525
Otay Mesa	1 FREEWAY	808,420	9,773	-	9,773	798,647
Otay Mesa	2 PRIME	240,014	800	-	800	239,214
Otay Mesa	3 MAJOR	245,739	1,138	-	1,138	244,601
Otay Mesa	4 COLLECTOR	110,746	176	-	176	110,570
Otay Mesa	5 LOCAL COLLECTOR	36,915	88	-	88	36,827
Otay Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Otay Mesa	7 LOCAL ROAD	16,870	116	-	116	16,754
Otay Mesa	8 FREEWAY RAMP	52,817	1,256	-	1,256	51,561
Otay Mesa	9 LOCAL RAMP	55,577	563	-	563	55,014
Otay Mesa	10 ZONE CONNECTOR	81,444	353	-	353	81,091
Otay Mesa TOTAL		1,648,542	14,263	-	14,263	1,634,279
Otay Mesa-Nestor	1 FREEWAY	544,722	4,981	-	4,981	539,741
Otay Mesa-Nestor	2 PRIME	60,326	426	-	426	59,900
Otay Mesa-Nestor	3 MAJOR	174,431	481	-	481	173,950
Otay Mesa-Nestor	4 COLLECTOR	24,016	85	-	85	23,931
Otay Mesa-Nestor	5 LOCAL COLLECTOR	81,831	171	-	171	81,660
Otay Mesa-Nestor	6 RURAL COLLECTOR	-	-	-	-	-

Otay Mesa-Nestor	7 LOCAL ROAD	3,919	3	-	3	3,916
Otay Mesa-Nestor	8 FREEWAY RAMP	65,272	507	-	507	64,765
Otay Mesa-Nestor	9 LOCAL RAMP	50,075	606	-	606	49,469
Otay Mesa-Nestor	10 ZONE CONNECTOR	49,020	169	-	169	48,851
Otay Mesa-Nestor TOTAL		1,053,612	7,429	-	7,429	1,046,183
POWAY	1 FREEWAY	-	-	-	-	-
POWAY	2 PRIME	304,819	488	-	488	304,331
POWAY	3 MAJOR	524,083	1,066	-	1,066	523,017
POWAY	4 COLLECTOR	164,383	25	-	25	164,358
POWAY	5 LOCAL COLLECTOR	66,383	24	-	24	66,359
POWAY	6 RURAL COLLECTOR	-	-	-	-	-
POWAY	7 LOCAL ROAD	133,190	164	-	164	133,026
POWAY	8 FREEWAY RAMP	-	-	-	-	-
POWAY	9 LOCAL RAMP	-	-	-	-	-
POWAY	10 ZONE CONNECTOR	106,367	104	-	104	106,263
POWAY TOTAL		1,299,225	1,871	-	1,871	1,297,354
Pacific Beach	1 FREEWAY	183,885	738	-	738	183,147
Pacific Beach	2 PRIME	-	-	-	-	-
Pacific Beach	3 MAJOR	256,915	833	-	833	256,082
Pacific Beach	4 COLLECTOR	16,411	27	-	27	16,384
Pacific Beach	5 LOCAL COLLECTOR	88,359	119	-	119	88,240
Pacific Beach	6 RURAL COLLECTOR	-	-	-	-	-
Pacific Beach	7 LOCAL ROAD	833	-	-	-	833
Pacific Beach	8 FREEWAY RAMP	-	-	-	-	-
Pacific Beach	9 LOCAL RAMP	14,288	91	-	91	14,197
Pacific Beach	10 ZONE CONNECTOR	31,183	26	-	26	31,157
Pacific Beach TOTAL		591,874	1,834	-	1,834	590,040
Pacific Highlands Ranch	1 FREEWAY	250,078	20	-	20	250,058
Pacific Highlands Ranch	2 PRIME	12,349	2	-	2	12,347
Pacific Highlands Ranch	3 MAJOR	48,918	61	-	61	48,857
Pacific Highlands Ranch	4 COLLECTOR	916	-	-	-	916
Pacific Highlands Ranch	5 LOCAL COLLECTOR	-	-	-	-	-
Pacific Highlands Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Pacific Highlands Ranch	7 LOCAL ROAD	1,553	2	-	2	1,551
Pacific Highlands Ranch	8 FREEWAY RAMP	-	-	-	-	-
Pacific Highlands Ranch	9 LOCAL RAMP	11,598	30	-	30	11,568
Pacific Highlands Ranch	10 ZONE CONNECTOR	19,753	20	-	20	19,733
Pacific Highlands Ranch TOTAL		345,165	135	-	135	345,030
Peninsula	1 FREEWAY	14,828	140	-	140	14,688
Peninsula	2 PRIME	83,558	389	-	389	83,169
Peninsula	3 MAJOR	162,386	1,205	-	1,205	161,181
Peninsula	4 COLLECTOR	39,030	259	-	259	38,771

Peninsula	5 LOCAL COLLECTOR	79,073	356	-	356	78,717
Peninsula	6 RURAL COLLECTOR	-	-	-	-	-
Peninsula	7 LOCAL ROAD	8,881	24	-	24	8,857
Peninsula	8 FREEWAY RAMP	-	-	-	-	-
Peninsula	9 LOCAL RAMP	10,314	117	-	117	10,197
Peninsula	10 ZONE CONNECTOR	53,630	334	-	334	53,296
Peninsula TOTAL		451,700	2,824	-	2,824	448,876
Rancho Bernardo	1 FREEWAY	1,365,080	7,723	-	7,723	1,357,357
Rancho Bernardo	2 PRIME	95,871	184	-	184	95,687
Rancho Bernardo	3 MAJOR	351,326	260	-	260	351,066
Rancho Bernardo	4 COLLECTOR	38,950	22	-	22	38,928
Rancho Bernardo	5 LOCAL COLLECTOR	52,172	29	-	29	52,143
Rancho Bernardo	6 RURAL COLLECTOR	-	-	-	-	-
Rancho Bernardo	7 LOCAL ROAD	140	-	-	-	140
Rancho Bernardo	8 FREEWAY RAMP	203	-	-	-	203
Rancho Bernardo	9 LOCAL RAMP	50,180	121	-	121	50,059
Rancho Bernardo	10 ZONE CONNECTOR	72,364	54	-	54	72,310
Rancho Bernardo TOTAL		2,026,286	8,393	-	8,393	2,017,893
Rancho Encantada	1 FREEWAY	-	-	-	-	-
Rancho Encantada	2 PRIME	-	-	-	-	-
Rancho Encantada	3 MAJOR	6,119	15	-	15	6,104
Rancho Encantada	4 COLLECTOR	-	-	-	-	-
Rancho Encantada	5 LOCAL COLLECTOR	-	-	-	-	-
Rancho Encantada	6 RURAL COLLECTOR	-	-	-	-	-
Rancho Encantada	7 LOCAL ROAD	-	-	-	-	-
Rancho Encantada	8 FREEWAY RAMP	-	-	-	-	-
Rancho Encantada	9 LOCAL RAMP	-	-	-	-	-
Rancho Encantada	10 ZONE CONNECTOR	8,177	15	-	15	8,162
Rancho Encantada TOTAL		14,296	30	-	30	14,266
Rancho Penasquitos	1 FREEWAY	880,737	5,209	-	5,209	875,528
Rancho Penasquitos	2 PRIME	24,461	22	-	22	24,439
Rancho Penasquitos	3 MAJOR	234,831	335	-	335	234,496
Rancho Penasquitos	4 COLLECTOR	22,604	18	-	18	22,586
Rancho Penasquitos	5 LOCAL COLLECTOR	20,430	10	-	10	20,420
Rancho Penasquitos	6 RURAL COLLECTOR	-	-	-	-	-
Rancho Penasquitos	7 LOCAL ROAD	5,472	2	-	2	5,470
Rancho Penasquitos	8 FREEWAY RAMP	15,200	32	-	32	15,168
Rancho Penasquitos	9 LOCAL RAMP	45,328	216	-	216	45,112
Rancho Penasquitos	10 ZONE CONNECTOR	47,424	36	-	36	47,388
Rancho Penasquitos TOTAL		1,296,487	5,880	-	5,880	1,290,607
SAN MARCOS	1 FREEWAY	1,155,144	1,824	-	1,824	1,153,320
SAN MARCOS	2 PRIME	339,419	80	-	80	339,339

SAN MARCOS	3 MAJOR	509,713	39	-	39	509,674	
SAN MARCOS	4 COLLECTOR	350,262	60	-	60	350,202	
SAN MARCOS	5 LOCAL COLLECTOR	4,087	-	-	-	4,087	
SAN MARCOS	6 RURAL COLLECTOR	-	-	-	-	-	
SAN MARCOS	7 LOCAL ROAD	42,908	18	-	18	42,890	
SAN MARCOS	8 FREEWAY RAMP	168	-	-	-	168	
SAN MARCOS	9 LOCAL RAMP	63,770	63	-	63	63,707	
SAN MARCOS	10 ZONE CONNECTOR	154,331	18	-	18	154,313	
SAN MARCOS TOTAL		2,619,802	2,102	-	2,102	2,617,700	
SANTEE	1 FREEWAY	621,727	4,350	-	4,350	617,377	
SANTEE	2 PRIME	73,324	576	-	576	72,748	
SANTEE	3 MAJOR	316,191	1,158	-	1,158	315,033	
SANTEE	4 COLLECTOR	66,954	113	-	113	66,841	
SANTEE	5 LOCAL COLLECTOR	88,112	288	-	288	87,824	
SANTEE	6 RURAL COLLECTOR	-	-	-	-	-	
SANTEE	7 LOCAL ROAD	2,247	34	-	34	2,213	
SANTEE	8 FREEWAY RAMP	64,997	131	-	131	64,866	
SANTEE	9 LOCAL RAMP	24,636	142	-	142	24,494	
SANTEE	10 ZONE CONNECTOR	81,887	242	-	242	81,645	
SANTEE TOTAL		1,340,075	7,034	-	7,034	1,333,041	
SOLANA BEACH	1 FREEWAY	561,056	3,445	-	3,445	557,611	
SOLANA BEACH	2 PRIME	-	-	-	-	-	
SOLANA BEACH	3 MAJOR	70,851	74	-	74	70,777	
SOLANA BEACH	4 COLLECTOR	23,107	26	-	26	23,081	
SOLANA BEACH	5 LOCAL COLLECTOR	23,628	21	-	21	23,607	
SOLANA BEACH	6 RURAL COLLECTOR	-	-	-	-	-	
SOLANA BEACH	7 LOCAL ROAD	515	-	-	-	515	
SOLANA BEACH	8 FREEWAY RAMP	111	-	-	-	111	
SOLANA BEACH	9 LOCAL RAMP	11,003	20	-	20	10,983	
SOLANA BEACH	10 ZONE CONNECTOR	21,582	14	-	14	21,568	
SOLANA BEACH TOTAL		711,853	3,600	-	3,600	708,253	-
SOUTHEASTERN SAN DIEG	1 FREEWAY	1,030,259	40,629	-	40,629	989,630	
SOUTHEASTERN SAN DIEG	2 PRIME	-	-	-	-	-	
SOUTHEASTERN SAN DIEG	3 MAJOR	52,913	12,211	-	12,211	40,702	
SOUTHEASTERN SAN DIEG	4 COLLECTOR	156,866	22,200	-	22,200	134,666	
SOUTHEASTERN SAN DIEG	5 LOCAL COLLECTOR	2,207	99	-	99	2,108	
SOUTHEASTERN SAN DIEG	6 RURAL COLLECTOR	-	-	-	-	-	
SOUTHEASTERN SAN DIEG	7 LOCAL ROAD	21,435	894	-	894	20,541	
SOUTHEASTERN SAN DIEG	8 FREEWAY RAMP	135,470	4,647	-	4,647	130,823	
SOUTHEASTERN SAN DIEG	9 LOCAL RAMP	77,509	7,924	-	7,924	69,585	
SOUTHEASTERN SAN DIEG	10 ZONE CONNECTOR	33,879	2,064	-	2,064	31,815	
SOUTHEASTERN SAN DIEGO TOTAL		1,510,538	90,668	-	90,668	1,419,870	-

Sabre Springs	1 FREEWAY	178,308	1,436	-	1,436	176,872
Sabre Springs	2 PRIME	30,033	125	-	125	29,908
Sabre Springs	3 MAJOR	73,993	353	-	353	73,640
Sabre Springs	4 COLLECTOR	16,306	8	-	8	16,298
Sabre Springs	5 LOCAL COLLECTOR	37,440	14	-	14	37,426
Sabre Springs	6 RURAL COLLECTOR	-	-	-	-	-
Sabre Springs	7 LOCAL ROAD	1,184	3	-	3	1,181
Sabre Springs	8 FREEWAY RAMP	696	8	-	8	688
Sabre Springs	9 LOCAL RAMP	12,321	85	-	85	12,236
Sabre Springs	10 ZONE CONNECTOR	6,350	3	-	3	6,347
Sabre Springs TOTAL		356,631	2,035	-	2,035	354,596
San Pasqual	1 FREEWAY	215,359	1,015	-	1,015	214,344
San Pasqual	2 PRIME	-	-	-	-	-
San Pasqual	3 MAJOR	155,005	18	-	18	154,987
San Pasqual	4 COLLECTOR	21,672	35	-	35	21,637
San Pasqual	5 LOCAL COLLECTOR	70,097	29	-	29	70,068
San Pasqual	6 RURAL COLLECTOR	813	-	-	-	813
San Pasqual	7 LOCAL ROAD	-	-	-	-	-
San Pasqual	8 FREEWAY RAMP	-	-	-	-	-
San Pasqual	9 LOCAL RAMP	6,249	11	-	11	6,238
San Pasqual	10 ZONE CONNECTOR	5,696	6	-	6	5,690
San Pasqual TOTAL		474,891	1,114	-	1,114	473,777
San Ysidro	1 FREEWAY	390,472	3,236	-	3,236	387,236
San Ysidro	2 PRIME	-	-	-	-	-
San Ysidro	3 MAJOR	48,929	107	-	107	48,822
San Ysidro	4 COLLECTOR	57,997	195	-	195	57,802
San Ysidro	5 LOCAL COLLECTOR	27,976	61	-	61	27,915
San Ysidro	6 RURAL COLLECTOR	-	-	-	-	-
San Ysidro	7 LOCAL ROAD	663	-	-	-	663
San Ysidro	8 FREEWAY RAMP	13,342	10	-	10	13,332
San Ysidro	9 LOCAL RAMP	29,922	226	-	226	29,696
San Ysidro	10 ZONE CONNECTOR	25,552	81	-	81	25,471
San Ysidro TOTAL		594,853	3,916	-	3,916	590,937
Scripps Miramar Ranch	1 FREEWAY	344,731	3,619	-	3,619	341,112
Scripps Miramar Ranch	2 PRIME	4,905	15	-	15	4,890
Scripps Miramar Ranch	3 MAJOR	167,000	577	-	577	166,423
Scripps Miramar Ranch	4 COLLECTOR	26,364	40	-	40	26,324
Scripps Miramar Ranch	5 LOCAL COLLECTOR	51,293	40	-	40	51,253
Scripps Miramar Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Scripps Miramar Ranch	7 LOCAL ROAD	-	-	-	-	-
Scripps Miramar Ranch	8 FREEWAY RAMP	144	1	-	1	143
Scripps Miramar Ranch	9 LOCAL RAMP	16,675	103	-	103	16,572
Scripps Miramar Ranch	10 ZONE CONNECTOR	27,099	63	-	63	27,036
Scripps Miramar Ranch TOTAL		638,211	4,458	-	4,458	633,753

Scripps Reserve	1 FREEWAY	-	-	-	-	-
Scripps Reserve	2 PRIME	-	-	-	-	-
Scripps Reserve	3 MAJOR	-	-	-	-	-
Scripps Reserve	4 COLLECTOR	-	-	-	-	-
Scripps Reserve	5 LOCAL COLLECTOR	-	-	-	-	-
Scripps Reserve	6 RURAL COLLECTOR	-	-	-	-	-
Scripps Reserve	7 LOCAL ROAD	-	-	-	-	-
Scripps Reserve	8 FREEWAY RAMP	-	-	-	-	-
Scripps Reserve	9 LOCAL RAMP	-	-	-	-	-
Scripps Reserve	10 ZONE CONNECTOR	-	-	-	-	-
Scripps Reserve TOTAL		-	-	-	-	-
Serra Mesa	1 FREEWAY	714,545	21,151	-	21,151	693,394
Serra Mesa	2 PRIME	-	-	-	-	-
Serra Mesa	3 MAJOR	93,103	1,038	-	1,038	92,065
Serra Mesa	4 COLLECTOR	40,987	470	-	470	40,517
Serra Mesa	5 LOCAL COLLECTOR	-	-	-	-	-
Serra Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Serra Mesa	7 LOCAL ROAD	2,381	10	-	10	2,371
Serra Mesa	8 FREEWAY RAMP	14,280	297	-	297	13,983
Serra Mesa	9 LOCAL RAMP	35,568	845	-	845	34,723
Serra Mesa	10 ZONE CONNECTOR	17,344	98	-	98	17,246
Serra Mesa TOTAL		918,208	23,909	-	23,909	894,299
Skyline-Paradise Hills	1 FREEWAY	37,699	233	-	233	37,466
Skyline-Paradise Hills	2 PRIME	1,363	99	-	99	1,264
Skyline-Paradise Hills	3 MAJOR	100,810	23,173	-	23,173	77,637
Skyline-Paradise Hills	4 COLLECTOR	66,173	11,004	-	11,004	55,169
Skyline-Paradise Hills	5 LOCAL COLLECTOR	48,439	2,190	-	2,190	46,249
Skyline-Paradise Hills	6 RURAL COLLECTOR	-	-	-	-	-
Skyline-Paradise Hills	7 LOCAL ROAD	3,572	113	-	113	3,459
Skyline-Paradise Hills	8 FREEWAY RAMP	-	-	-	-	-
Skyline-Paradise Hills	9 LOCAL RAMP	6,307	103	-	103	6,204
Skyline-Paradise Hills	10 ZONE CONNECTOR	33,694	2,010	-	2,010	31,684
Skyline-Paradise Hills TOTAL		298,057	38,925	-	38,925	259,132
Tierrasanta	1 FREEWAY	894,268	13,488	-	13,488	880,780
Tierrasanta	2 PRIME	31,212	441	-	441	30,771
Tierrasanta	3 MAJOR	208,414	651	-	651	207,763
Tierrasanta	4 COLLECTOR	18,110	69	-	69	18,041
Tierrasanta	5 LOCAL COLLECTOR	16,915	42	-	42	16,873
Tierrasanta	6 RURAL COLLECTOR	-	-	-	-	-
Tierrasanta	7 LOCAL ROAD	3	-	-	-	3
Tierrasanta	8 FREEWAY RAMP	3,881	7	-	7	3,874
Tierrasanta	9 LOCAL RAMP	47,058	574	-	574	46,484
Tierrasanta	10 ZONE CONNECTOR	27,572	113	-	113	27,459

Tierrasanta TOTAL		1,247,433	15,385	-	15,385	1,232,048
Tijuana River Valley	1 FREEWAY	-	-	-	-	-
Tijuana River Valley	2 PRIME	-	-	-	-	-
Tijuana River Valley	3 MAJOR	-	-	-	-	-
Tijuana River Valley	4 COLLECTOR	3,847	11	-	11	3,836
Tijuana River Valley	5 LOCAL COLLECTOR	1,218	1	-	1	1,217
Tijuana River Valley	6 RURAL COLLECTOR	-	-	-	-	-
Tijuana River Valley	7 LOCAL ROAD	-	-	-	-	-
Tijuana River Valley	8 FREEWAY RAMP	-	-	-	-	-
Tijuana River Valley	9 LOCAL RAMP	-	-	-	-	-
Tijuana River Valley	10 ZONE CONNECTOR	81	-	-	-	81
Tijuana River Valley TOTAL		5,146	12	-	12	5,134
Torrey Highlands	1 FREEWAY	127,475	10	-	10	127,465
Torrey Highlands	2 PRIME	29,170	26	-	26	29,144
Torrey Highlands	3 MAJOR	53,248	18	-	18	53,230
Torrey Highlands	4 COLLECTOR	-	-	-	-	-
Torrey Highlands	5 LOCAL COLLECTOR	-	-	-	-	-
Torrey Highlands	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Highlands	7 LOCAL ROAD	-	-	-	-	-
Torrey Highlands	8 FREEWAY RAMP	-	-	-	-	-
Torrey Highlands	9 LOCAL RAMP	13,295	21	-	21	13,274
Torrey Highlands	10 ZONE CONNECTOR	21,303	25	-	25	21,278
Torrey Highlands TOTAL		244,491	100	-	100	244,391
Torrey Hills	1 FREEWAY	424,213	2,966	-	2,966	421,247
Torrey Hills	2 PRIME	8,560	36	-	36	8,524
Torrey Hills	3 MAJOR	59,529	64	-	64	59,465
Torrey Hills	4 COLLECTOR	1,074	1	-	1	1,073
Torrey Hills	5 LOCAL COLLECTOR	9,636	11	-	11	9,625
Torrey Hills	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Hills	7 LOCAL ROAD	-	-	-	-	-
Torrey Hills	8 FREEWAY RAMP	1,745	4	-	4	1,741
Torrey Hills	9 LOCAL RAMP	5,601	26	-	26	5,575
Torrey Hills	10 ZONE CONNECTOR	7,748	15	-	15	7,733
Torrey Hills TOTAL		518,106	3,123	-	3,123	514,983
Torrey Pines	1 FREEWAY	1,309,096	10,523	-	10,523	1,298,573
Torrey Pines	2 PRIME	15,783	4	-	4	15,779
Torrey Pines	3 MAJOR	135,066	414	-	414	134,652
Torrey Pines	4 COLLECTOR	25,764	80	-	80	25,684
Torrey Pines	5 LOCAL COLLECTOR	7,851	11	-	11	7,840
Torrey Pines	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Pines	7 LOCAL ROAD	572	-	-	-	572
Torrey Pines	8 FREEWAY RAMP	18,696	10	-	10	18,686

Torrey Pines	9 LOCAL RAMP	36,735	176	-	176	36,559
Torrey Pines	10 ZONE CONNECTOR	13,692	33	-	33	13,659
Torrey Pines TOTAL		1,563,255	11,251	-	11,251	1,552,004
Unincorporated	1 FREEWAY	11,400,611	64,602	-	64,602	11,336,009
Unincorporated	2 PRIME	988,128	4,423	-	4,423	983,705
Unincorporated	3 MAJOR	4,755,974	17,802	-	17,802	4,738,172
Unincorporated	4 COLLECTOR	1,791,595	6,176	-	6,176	1,785,419
Unincorporated	5 LOCAL COLLECTOR	2,512,537	6,040	-	6,040	2,506,497
Unincorporated	6 RURAL COLLECTOR	726,973	1,470	-	1,470	725,503
Unincorporated	7 LOCAL ROAD	580,729	2,511	-	2,511	578,218
Unincorporated	8 FREEWAY RAMP	81,603	4,323	-	4,323	77,280
Unincorporated	9 LOCAL RAMP	253,229	2,082	-	2,082	251,147
Unincorporated	10 ZONE CONNECTOR	1,472,300	3,563	-	3,563	1,468,737
Unincorporated TOTAL		24,563,679	112,992	-	112,992	24,450,687
University	1 FREEWAY	1,623,109	15,322	-	15,322	1,607,787
University	2 PRIME	438,577	1,652	-	1,652	436,925
University	3 MAJOR	326,435	1,346	-	1,346	325,089
University	4 COLLECTOR	77,781	201	-	201	77,580
University	5 LOCAL COLLECTOR	5,820	2	-	2	5,818
University	6 RURAL COLLECTOR	-	-	-	-	-
University	7 LOCAL ROAD	28,180	76	-	76	28,104
University	8 FREEWAY RAMP	48,027	146	-	146	47,881
University	9 LOCAL RAMP	146,211	830	-	830	145,381
University	10 ZONE CONNECTOR	141,394	447	-	447	140,947
University TOTAL		2,835,534	20,022	-	20,022	2,815,512
Uptown	1 FREEWAY	462,918	6,667	-	6,667	456,251
Uptown	2 PRIME	19,430	123	-	123	19,307
Uptown	3 MAJOR	79,325	447	-	447	78,878
Uptown	4 COLLECTOR	42,244	478	-	478	41,766
Uptown	5 LOCAL COLLECTOR	111,151	480	-	480	110,671
Uptown	6 RURAL COLLECTOR	-	-	-	-	-
Uptown	7 LOCAL ROAD	2,142	4	-	4	2,138
Uptown	8 FREEWAY RAMP	6,228	9	-	9	6,219
Uptown	9 LOCAL RAMP	67,477	923	-	923	66,554
Uptown	10 ZONE CONNECTOR	29,578	166	-	166	29,412
Uptown TOTAL		820,493	9,297	-	9,297	811,196
VISTA	1 FREEWAY	823,965	150	-	150	823,815
VISTA	2 PRIME	283,640	4	-	4	283,636
VISTA	3 MAJOR	435,809	36	-	36	435,773
VISTA	4 COLLECTOR	231,403	19	-	19	231,384
VISTA	5 LOCAL COLLECTOR	117,700	21	-	21	117,679
VISTA	6 RURAL COLLECTOR	126,535	2	-	2	126,533

VISTA	7 LOCAL ROAD	83	-	-	-	83	
VISTA	8 FREEWAY RAMP	-	-	-	-	-	
VISTA	9 LOCAL RAMP	44,630	16	-	16	44,614	
VISTA	10 ZONE CONNECTOR	122,693	6	-	6	122,687	
VISTA TOTAL		2,186,458	254	-	254	2,186,204	
Via De La Valle	1 FREEWAY	-	-	-	-	-	
Via De La Valle	2 PRIME	-	-	-	-	-	
Via De La Valle	3 MAJOR	12,548	7	-	7	12,541	
Via De La Valle	4 COLLECTOR	3,007	3	-	3	3,004	
Via De La Valle	5 LOCAL COLLECTOR	-	-	-	-	-	
Via De La Valle	6 RURAL COLLECTOR	-	-	-	-	-	
Via De La Valle	7 LOCAL ROAD	-	-	-	-	-	
Via De La Valle	8 FREEWAY RAMP	-	-	-	-	-	
Via De La Valle	9 LOCAL RAMP	-	-	-	-	-	
Via De La Valle	10 ZONE CONNECTOR	208	-	-	-	208	
Via De La Valle TOTAL		15,763	10	-	10	15,753	
REGIONWIDE TOTAL		108,419,301	1,525,600	38,418	1,487,182	106,893,701	985

2035 D - High Density Scenario

JURISDICTION	CLASSIFICATION	TOTAL VMT	TOTAL Encanto CPU VMT	Two Trip End Encanto CPU VMT	One Trip End Encanto CPU VMT	NON-Encanto CPU VMT	Encanto CPU Intra-Zonal VMT
			I-I, I-E and E-I	I-I	I-E and E-I	E-E	INTRA
32nd Street Naval Station	1 FREEWAY	4,426	-	-	-	4,426	
32nd Street Naval Station	2 PRIME	-	-	-	-	-	
32nd Street Naval Station	3 MAJOR	42,367	725	-	725	41,642	
32nd Street Naval Station	4 COLLECTOR	3,338	109	-	109	3,229	
32nd Street Naval Station	5 LOCAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	6 RURAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	7 LOCAL ROAD	2,132	49	-	49	2,083	
32nd Street Naval Station	8 FREEWAY RAMP	-	-	-	-	-	
32nd Street Naval Station	9 LOCAL RAMP	2,128	38	-	38	2,090	
32nd Street Naval Station	10 ZONE CONNECTOR	9,590	430	-	430	9,160	
32nd Street Naval Station TOTAL		63,981	1,351	-	1,351	62,630	
Balboa Park	1 FREEWAY	242,432	5,807	-	5,807	236,625	
Balboa Park	2 PRIME	-	-	-	-	-	
Balboa Park	3 MAJOR	60,801	335	-	335	60,466	
Balboa Park	4 COLLECTOR	21,989	960	-	960	21,029	
Balboa Park	5 LOCAL COLLECTOR	12,129	123	-	123	12,006	
Balboa Park	6 RURAL COLLECTOR	-	-	-	-	-	
Balboa Park	7 LOCAL ROAD	9,502	27	-	27	9,475	
Balboa Park	8 FREEWAY RAMP	43,713	220	-	220	43,493	
Balboa Park	9 LOCAL RAMP	18,205	457	-	457	17,748	
Balboa Park	10 ZONE CONNECTOR	13,451	225	-	225	13,226	
Balboa Park TOTAL		422,222	8,154	-	8,154	414,068	
Barrio Logan	1 FREEWAY	299,905	2,782	-	2,782	297,123	
Barrio Logan	2 PRIME	-	-	-	-	-	
Barrio Logan	3 MAJOR	33,295	486	-	486	32,809	
Barrio Logan	4 COLLECTOR	38,750	1,164	-	1,164	37,586	
Barrio Logan	5 LOCAL COLLECTOR	234	18	-	18	216	
Barrio Logan	6 RURAL COLLECTOR	-	-	-	-	-	
Barrio Logan	7 LOCAL ROAD	3,607	301	-	301	3,306	
Barrio Logan	8 FREEWAY RAMP	40,405	558	-	558	39,847	
Barrio Logan	9 LOCAL RAMP	18,831	762	-	762	18,069	
Barrio Logan	10 ZONE CONNECTOR	6,965	180	-	180	6,785	
Barrio Logan TOTAL		441,992	6,251	-	6,251	435,741	
Black Mountain Ranch	1 FREEWAY	-	-	-	-	-	
Black Mountain Ranch	2 PRIME	8,152	4	-	4	8,148	

Black Mountain Ranch	3 MAJOR	145,739	26	-	26	145,713
Black Mountain Ranch	4 COLLECTOR	56,111	23	-	23	56,088
Black Mountain Ranch	5 LOCAL COLLECTOR	302	-	-	-	302
Black Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Black Mountain Ranch	7 LOCAL ROAD	-	-	-	-	-
Black Mountain Ranch	8 FREEWAY RAMP	-	-	-	-	-
Black Mountain Ranch	9 LOCAL RAMP	-	-	-	-	-
Black Mountain Ranch	10 ZONE CONNECTOR	24,834	19	-	19	24,815
Black Mountain Ranch TOTAL		235,138	72	-	72	235,066
CARLSBAD	1 FREEWAY	1,699,536	8,022	-	8,022	1,691,514
CARLSBAD	2 PRIME	1,073,820	561	-	561	1,073,259
CARLSBAD	3 MAJOR	640,568	543	-	543	640,025
CARLSBAD	4 COLLECTOR	412,571	174	-	174	412,397
CARLSBAD	5 LOCAL COLLECTOR	38,681	35	-	35	38,646
CARLSBAD	6 RURAL COLLECTOR	-	-	-	-	-
CARLSBAD	7 LOCAL ROAD	150,536	46	-	46	150,490
CARLSBAD	8 FREEWAY RAMP	476	-	-	-	476
CARLSBAD	9 LOCAL RAMP	60,108	121	-	121	59,987
CARLSBAD	10 ZONE CONNECTOR	242,058	67	-	67	241,991
CARLSBAD TOTAL		4,318,354	9,569	-	9,569	4,308,785
CHULA VISTA	1 FREEWAY	1,983,795	54,287	-	54,287	1,929,508
CHULA VISTA	2 PRIME	1,387,050	10,881	-	10,881	1,376,169
CHULA VISTA	3 MAJOR	690,248	6,328	-	6,328	683,920
CHULA VISTA	4 COLLECTOR	505,029	3,844	-	3,844	501,185
CHULA VISTA	5 LOCAL COLLECTOR	235,132	2,622	-	2,622	232,510
CHULA VISTA	6 RURAL COLLECTOR	-	-	-	-	-
CHULA VISTA	7 LOCAL ROAD	227,660	1,307	-	1,307	226,353
CHULA VISTA	8 FREEWAY RAMP	40,145	1,808	-	1,808	38,337
CHULA VISTA	9 LOCAL RAMP	187,460	4,472	-	4,472	182,988
CHULA VISTA	10 ZONE CONNECTOR	336,308	2,139	-	2,139	334,169
CHULA VISTA TOTAL		5,592,827	87,688	-	87,688	5,505,139
CORONADO	1 FREEWAY	101,511	2,541	-	2,541	98,970
CORONADO	2 PRIME	164,437	942	-	942	163,495
CORONADO	3 MAJOR	87,782	2,075	-	2,075	85,707
CORONADO	4 COLLECTOR	26,275	362	-	362	25,913
CORONADO	5 LOCAL COLLECTOR	35,548	494	-	494	35,054
CORONADO	6 RURAL COLLECTOR	-	-	-	-	-
CORONADO	7 LOCAL ROAD	11,152	327	-	327	10,825
CORONADO	8 FREEWAY RAMP	-	-	-	-	-
CORONADO	9 LOCAL RAMP	-	-	-	-	-
CORONADO	10 ZONE CONNECTOR	44,740	788	-	788	43,952
CORONADO TOTAL		471,445	7,529	-	7,529	463,916

Carmel Mountain Ranch	1	FREEWAY	343,606	2,708	-	2,708	340,898
Carmel Mountain Ranch	2	PRIME	183,423	413	-	413	183,010
Carmel Mountain Ranch	3	MAJOR	53,638	101	-	101	53,537
Carmel Mountain Ranch	4	COLLECTOR	17,410	22	-	22	17,388
Carmel Mountain Ranch	5	LOCAL COLLECTOR	-	-	-	-	-
Carmel Mountain Ranch	6	RURAL COLLECTOR	-	-	-	-	-
Carmel Mountain Ranch	7	LOCAL ROAD	5,003	2	-	2	5,001
Carmel Mountain Ranch	8	FREEWAY RAMP	47	-	-	-	47
Carmel Mountain Ranch	9	LOCAL RAMP	13,516	41	-	41	13,475
Carmel Mountain Ranch	10	ZONE CONNECTOR	30,582	42	-	42	30,540
					-		
Carmel Mountain Ranch TOTAL			647,225	3,329	-	3,329	643,896
Carmel Valley	1	FREEWAY	560,191	2,839	-	2,839	557,352
Carmel Valley	2	PRIME	62,175	101	-	101	62,074
Carmel Valley	3	MAJOR	100,113	172	-	172	99,941
Carmel Valley	4	COLLECTOR	21,139	29	-	29	21,110
Carmel Valley	5	LOCAL COLLECTOR	41,258	10	-	10	41,248
Carmel Valley	6	RURAL COLLECTOR	-	-	-	-	-
Carmel Valley	7	LOCAL ROAD	-	-	-	-	-
Carmel Valley	8	FREEWAY RAMP	52,811	90	-	90	52,721
Carmel Valley	9	LOCAL RAMP	30,932	67	-	67	30,865
Carmel Valley	10	ZONE CONNECTOR	30,809	32	-	32	30,777
Carmel Valley TOTAL			899,428	3,340	-	3,340	896,088
Centre City	1	FREEWAY	307,207	7,023	-	7,023	300,184
Centre City	2	PRIME	13,721	295	-	295	13,426
Centre City	3	MAJOR	241,392	3,739	-	3,739	237,653
Centre City	4	COLLECTOR	73,605	1,039	-	1,039	72,566
Centre City	5	LOCAL COLLECTOR	65,949	918	-	918	65,031
Centre City	6	RURAL COLLECTOR	-	-	-	-	-
Centre City	7	LOCAL ROAD	811	-	-	-	811
Centre City	8	FREEWAY RAMP	62,802	3,989	-	3,989	58,813
Centre City	9	LOCAL RAMP	48,453	810	-	810	47,643
Centre City	10	ZONE CONNECTOR	48,387	406	-	406	47,981
Centre City TOTAL			862,327	18,219	-	18,219	844,108
Clairemont Mesa	1	FREEWAY	1,055,707	15,230	-	15,230	1,040,477
Clairemont Mesa	2	PRIME	18,200	98	-	98	18,102
Clairemont Mesa	3	MAJOR	497,348	1,382	-	1,382	495,966
Clairemont Mesa	4	COLLECTOR	24,290	153	-	153	24,137
Clairemont Mesa	5	LOCAL COLLECTOR	156,768	230	-	230	156,538
Clairemont Mesa	6	RURAL COLLECTOR	-	-	-	-	-
Clairemont Mesa	7	LOCAL ROAD	17,333	65	-	65	17,268
Clairemont Mesa	8	FREEWAY RAMP	27,985	378	-	378	27,607
Clairemont Mesa	9	LOCAL RAMP	66,928	573	-	573	66,355
Clairemont Mesa	10	ZONE CONNECTOR	88,481	259	-	259	88,222
Clairemont Mesa TOTAL			1,953,040	18,368	-	18,368	1,934,672

College Area	1 FREEWAY	398,943	420	-	420	398,523
College Area	2 PRIME	18,425	21	-	21	18,404
College Area	3 MAJOR	203,887	1,747	-	1,747	202,140
College Area	4 COLLECTOR	12,475	78	-	78	12,397
College Area	5 LOCAL COLLECTOR	24,511	378	-	378	24,133
College Area	6 RURAL COLLECTOR	-	-	-	-	-
College Area	7 LOCAL ROAD	-	-	-	-	-
College Area	8 FREEWAY RAMP	-	-	-	-	-
College Area	9 LOCAL RAMP	29,823	70	-	70	29,753
College Area	10 ZONE CONNECTOR	33,238	525	-	525	32,713
College Area TOTAL		721,302	3,239	-	3,239	718,063
DEL MAR	1 FREEWAY	-	-	-	-	-
DEL MAR	2 PRIME	1,931	-	-	-	1,931
DEL MAR	3 MAJOR	32,740	87	-	87	32,653
DEL MAR	4 COLLECTOR	37,259	43	-	43	37,216
DEL MAR	5 LOCAL COLLECTOR	18,642	2	-	2	18,640
DEL MAR	6 RURAL COLLECTOR	-	-	-	-	-
DEL MAR	7 LOCAL ROAD	1,111	-	-	-	1,111
DEL MAR	8 FREEWAY RAMP	-	-	-	-	-
DEL MAR	9 LOCAL RAMP	-	-	-	-	-
DEL MAR	10 ZONE CONNECTOR	9,414	9	-	9	9,405
DEL MAR TOTAL		101,097	141	-	141	100,956
Del Mar Mesa	1 FREEWAY	-	-	-	-	-
Del Mar Mesa	2 PRIME	-	-	-	-	-
Del Mar Mesa	3 MAJOR	4,258	1	-	1	4,257
Del Mar Mesa	4 COLLECTOR	296	-	-	-	296
Del Mar Mesa	5 LOCAL COLLECTOR	4,940	-	-	-	4,940
Del Mar Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Del Mar Mesa	7 LOCAL ROAD	3,082	-	-	-	3,082
Del Mar Mesa	8 FREEWAY RAMP	-	-	-	-	-
Del Mar Mesa	9 LOCAL RAMP	-	-	-	-	-
Del Mar Mesa	10 ZONE CONNECTOR	11,276	9	-	9	11,267
Del Mar Mesa TOTAL		23,852	10	-	10	23,842
EL CAJON	1 FREEWAY	1,155,593	21,897	-	21,897	1,133,696
EL CAJON	2 PRIME	140,042	329	-	329	139,713
EL CAJON	3 MAJOR	497,346	2,079	-	2,079	495,267
EL CAJON	4 COLLECTOR	217,937	851	-	851	217,086
EL CAJON	5 LOCAL COLLECTOR	110,249	273	-	273	109,976
EL CAJON	6 RURAL COLLECTOR	-	-		-	-
EL CAJON	7 LOCAL ROAD	43,430	86	-	86	43,344
EL CAJON	8 FREEWAY RAMP	55,616	1,146	-	1,146	54,470
EL CAJON	9 LOCAL RAMP	97,105	1,608	-	1,608	95,497
EL CAJON	10 ZONE CONNECTOR	115,353	489	-	489	114,864

EL CAJON TOTAL		2,432,671	28,758	-	28,758	2,403,913	
ENCANTO	1 FREEWAY	506,136	36,847	5,074	31,773	469,289	
ENCANTO	2 PRIME	-	-	-	-	-	
ENCANTO	3 MAJOR	159,680	115,804	15,948	99,856	43,876	
ENCANTO	4 COLLECTOR	129,915	94,915	13,071	81,844	35,000	
ENCANTO	5 LOCAL COLLECTOR	550	378	52	326	172	
ENCANTO	6 RURAL COLLECTOR	-	-	-	-	-	
ENCANTO	7 LOCAL ROAD	6,603	4,751	654	4,097	1,852	
ENCANTO	8 FREEWAY RAMP	21,132	2,805	386	2,419	18,327	
ENCANTO	9 LOCAL RAMP	24,552	11,722	1,614	10,108	12,830	
ENCANTO	10 ZONE CONNECTOR	46,078	46,072	6,345	39,727	6	
ENCANTO	11 INTRA-ZONAL						1,164
ENCANTO TOTAL		894,646	313,294	43,144	270,150	581,352	1,164
ENCINITAS	1 FREEWAY	1,575,762	9,799	-	9,799	1,565,963	
ENCINITAS	2 PRIME	261,793	635	-	635	261,158	
ENCINITAS	3 MAJOR	226,855	121	-	121	226,734	
ENCINITAS	4 COLLECTOR	41,387	36	-	36	41,351	
ENCINITAS	5 LOCAL COLLECTOR	242,216	213	-	213	242,003	
ENCINITAS	6 RURAL COLLECTOR	-	-	-	-	-	
ENCINITAS	7 LOCAL ROAD	73,754	45	-	45	73,709	
ENCINITAS	8 FREEWAY RAMP	555	-	-	-	555	
ENCINITAS	9 LOCAL RAMP	40,825	130	-	130	40,695	
ENCINITAS	10 ZONE CONNECTOR	80,728	15	-	15	80,713	
ENCINITAS TOTAL		2,543,875	10,994	-	10,994	2,532,881	
ESCONDIDO	1 FREEWAY	1,446,359	6,062	-	6,062	1,440,297	
ESCONDIDO	2 PRIME	199,241	235	-	235	199,006	
ESCONDIDO	3 MAJOR	727,020	675	-	675	726,345	
ESCONDIDO	4 COLLECTOR	471,912	137	-	137	471,775	
ESCONDIDO	5 LOCAL COLLECTOR	232,018	122	-	122	231,896	
ESCONDIDO	6 RURAL COLLECTOR	-	-	-	-	-	
ESCONDIDO	7 LOCAL ROAD	10,792	14	-	14	10,778	
ESCONDIDO	8 FREEWAY RAMP	107,453	423	-	423	107,030	
ESCONDIDO	9 LOCAL RAMP	92,686	219	-	219	92,467	
ESCONDIDO	10 ZONE CONNECTOR	170,961	24	-	24	170,937	
ESCONDIDO TOTAL		3,458,442	7,911	-	7,911	3,450,531	

East Elliott	1	FREEWAY	267,903	41	-	41	267,862
East Elliott	2	PRIME	-	-	-	-	-
East Elliott	3	MAJOR	11,552	13	-	13	11,539
East Elliott	4	COLLECTOR	-	-	-	-	-
East Elliott	5	LOCAL COLLECTOR	82	-	-	-	82
East Elliott	6	RURAL COLLECTOR	-	-	-	-	-
East Elliott	7	LOCAL ROAD	-	-	-	-	-
East Elliott	8	FREEWAY RAMP	2,356	4	-	4	2,352
East Elliott	9	LOCAL RAMP	4,814	6	-	6	4,808
East Elliott	10	ZONE CONNECTOR	3,662	14	-	14	3,648
East Elliott TOTAL			290,369	78	-	78	290,291
External	1	FREEWAY	64,129	124	-	124	64,005
External	2	PRIME	75,616	415	-	415	75,201
External	3	MAJOR	-	-	-	-	-
External	4	COLLECTOR	-	-	-	-	-
External	5	LOCAL COLLECTOR	4,142	-	-	-	4,142
External	6	RURAL COLLECTOR	-	-	-	-	-
External	7	LOCAL ROAD	-	-	-	-	-
External	8	FREEWAY RAMP	-	-	-	-	-
External	9	LOCAL RAMP	2,020	-	-	-	2,020
External	10	ZONE CONNECTOR	381,300	2,585	-	2,585	378,715
External TOTAL			527,207	3,124	-	3,124	524,083
Fairbanks Country Club	1	FREEWAY	-	-	-	-	-
Fairbanks Country Club	2	PRIME	-	-	-	-	-
Fairbanks Country Club	3	MAJOR	9,501	7	-	7	9,494
Fairbanks Country Club	4	COLLECTOR	15,662	37	-	37	15,625
Fairbanks Country Club	5	LOCAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	6	RURAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	7	LOCAL ROAD	-	-	-	-	-
Fairbanks Country Club	8	FREEWAY RAMP	-	-	-	-	-
Fairbanks Country Club	9	LOCAL RAMP	-	-	-	-	-
Fairbanks Country Club	10	ZONE CONNECTOR	2,810	2	-	2	2,808
Fairbanks Country Club TOTAL			27,973	46	-	46	27,927
Flower Hill	1	FREEWAY	23,236	158	-	158	23,078
Flower Hill	2	PRIME	-	-	-	-	-
Flower Hill	3	MAJOR	5,543	6	-	6	5,537
Flower Hill	4	COLLECTOR	796	-	-	-	796
Flower Hill	5	LOCAL COLLECTOR	-	-	-	-	-
Flower Hill	6	RURAL COLLECTOR	-	-		-	-
Flower Hill	7	LOCAL ROAD	-	-	-	-	-
Flower Hill	8	FREEWAY RAMP	-	-	-	-	-

Flower Hill	9 LOCAL RAMP	879	-	-	-	879
Flower Hill	10 ZONE CONNECTOR	2,466	3	-	3	2,463
Flower Hill TOTAL		32,920	167	-	167	32,753
Greater Golden Hill	1 FREEWAY	186,156	13,912	-	13,912	172,244
Greater Golden Hill	2 PRIME	-	-	-	-	-
Greater Golden Hill	3 MAJOR	5,084	343	-	343	4,741
Greater Golden Hill	4 COLLECTOR	2,490	137	-	137	2,353
Greater Golden Hill	5 LOCAL COLLECTOR	46,534	1,886	-	1,886	44,648
Greater Golden Hill	6 RURAL COLLECTOR	-	-	-	-	-
Greater Golden Hill	7 LOCAL ROAD	2,218	40	-	40	2,178
Greater Golden Hill	8 FREEWAY RAMP	35,300	3,726	-	3,726	31,574
Greater Golden Hill	9 LOCAL RAMP	19,876	749	-	749	19,127
Greater Golden Hill	10 ZONE CONNECTOR	6,797	145	-	145	6,652
Greater Golden Hill TOTAL		304,455	20,938	-	20,938	283,517
Greater North Park	1 FREEWAY	402,368	33,253	-	33,253	369,115
Greater North Park	2 PRIME	-	-	-	-	-
Greater North Park	3 MAJOR	78,229	1,625	-	1,625	76,604
Greater North Park	4 COLLECTOR	56,353	628	-	628	55,725
Greater North Park	5 LOCAL COLLECTOR	56,820	679	-	679	56,141
Greater North Park	6 RURAL COLLECTOR	-	-	-	-	-
Greater North Park	7 LOCAL ROAD	-	-	-	-	-
Greater North Park	8 FREEWAY RAMP	47,796	2,869	-	2,869	44,927
Greater North Park	9 LOCAL RAMP	10,250	342	-	342	9,908
Greater North Park	10 ZONE CONNECTOR	43,531	479	-	479	43,052
Greater North Park TOTAL		695,347	39,875	-	39,875	655,472
Harbor	1 FREEWAY	61,389	1,539	-	1,539	59,850
Harbor	2 PRIME	-	-	-	-	-
Harbor	3 MAJOR	-	-	-	-	-
Harbor	4 COLLECTOR	-	-	-	-	-
Harbor	5 LOCAL COLLECTOR	-	-	-	-	-
Harbor	6 RURAL COLLECTOR	-	-	-	-	-
Harbor	7 LOCAL ROAD	-	-	-	-	-
Harbor	8 FREEWAY RAMP	-	-	-	-	-
Harbor	9 LOCAL RAMP	-	-	-	-	-
Harbor	10 ZONE CONNECTOR	1,633	17	-	17	1,616
Harbor TOTAL		63,022	1,556	-	1,556	61,466
IMPERIAL BEACH	1 FREEWAY	-	-	-	-	-
IMPERIAL BEACH	2 PRIME	41,660	189	-	189	41,471
IMPERIAL BEACH	3 MAJOR	27,826	125	-	125	27,701
IMPERIAL BEACH	4 COLLECTOR	21,241	61	-	61	21,180
IMPERIAL BEACH	5 LOCAL COLLECTOR	15,366	43	-	43	15,323
IMPERIAL BEACH	6 RURAL COLLECTOR	-	-	-	-	-

IMPERIAL BEACH	7 LOCAL ROAD	7,108	26	-	26	7,082
IMPERIAL BEACH	8 FREEWAY RAMP	-	-	-	-	-
IMPERIAL BEACH	9 LOCAL RAMP	-	-	-	-	-
IMPERIAL BEACH	10 ZONE CONNECTOR	18,361	52	-	52	18,309
IMPERIAL BEACH TOTAL		131,562	496	-	496	131,066
Kearny Mesa	1 FREEWAY	1,612,642	31,634	-	31,634	1,581,008
Kearny Mesa	2 PRIME	195,850	1,122	-	1,122	194,728
Kearny Mesa	3 MAJOR	255,584	1,061	-	1,061	254,523
Kearny Mesa	4 COLLECTOR	89,626	382	-	382	89,244
Kearny Mesa	5 LOCAL COLLECTOR	35,852	328	-	328	35,524
Kearny Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Kearny Mesa	7 LOCAL ROAD	11,441	134	-	134	11,307
Kearny Mesa	8 FREEWAY RAMP	85,024	972	-	972	84,052
Kearny Mesa	9 LOCAL RAMP	131,697	1,785	-	1,785	129,912
Kearny Mesa	10 ZONE CONNECTOR	83,071	643	-	643	82,428
Kearny Mesa TOTAL		2,500,787	38,061	-	38,061	2,462,726
LA MESA	1 FREEWAY	1,273,673	27,077	-	27,077	1,246,596
LA MESA	2 PRIME	51,751	293	-	293	51,458
LA MESA	3 MAJOR	251,119	5,618	-	5,618	245,501
LA MESA	4 COLLECTOR	35,013	427	-	427	34,586
LA MESA	5 LOCAL COLLECTOR	170,822	3,242	-	3,242	167,580
LA MESA	6 RURAL COLLECTOR	6	-	-	-	6
LA MESA	7 LOCAL ROAD	21,342	346	-	346	20,996
LA MESA	8 FREEWAY RAMP	145,193	4,803	-	4,803	140,390
LA MESA	9 LOCAL RAMP	80,275	881	-	881	79,394
LA MESA	10 ZONE CONNECTOR	64,355	669	-	669	63,686
LA MESA TOTAL		2,093,549	43,356	-	43,356	2,050,193
LEMON GROVE	1 FREEWAY	612,467	44,763	-	44,763	567,704
LEMON GROVE	2 PRIME	-	-	-	-	-
LEMON GROVE	3 MAJOR	82,499	12,910	-	12,910	69,589
LEMON GROVE	4 COLLECTOR	82,116	14,563	-	14,563	67,553
LEMON GROVE	5 LOCAL COLLECTOR	49,541	4,349	-	4,349	45,192
LEMON GROVE	6 RURAL COLLECTOR	-	-	-	-	-
LEMON GROVE	7 LOCAL ROAD	1,724	363	-	363	1,361
LEMON GROVE	8 FREEWAY RAMP	75,220	1,326	-	1,326	73,894
LEMON GROVE	9 LOCAL RAMP	20,073	1,634	-	1,634	18,439
LEMON GROVE	10 ZONE CONNECTOR	24,725	1,163	-	1,163	23,562
LEMON GROVE TOTAL		948,365	81,071	-	81,071	867,294
La Jolla	1 FREEWAY	225,838	727	-	727	225,111
La Jolla	2 PRIME	81,155	480	-	480	80,675
La Jolla	3 MAJOR	216,808	456	-	456	216,352
La Jolla	4 COLLECTOR	-	-	-	-	-

La Jolla	5	LOCAL COLLECTOR	176,546	262	-	262	176,284
La Jolla	6	RURAL COLLECTOR	-	-	-	-	-
La Jolla	7	LOCAL ROAD	4,061	5	-	5	4,056
La Jolla	8	FREEWAY RAMP	12,818	99	-	99	12,719
La Jolla	9	LOCAL RAMP	18,200	133	-	133	18,067
La Jolla	10	ZONE CONNECTOR	37,868	43	-	43	37,825
La Jolla TOTAL			773,294	2,205	-	2,205	771,089
Linda Vista	1	FREEWAY	344,571	1,088	-	1,088	343,483
Linda Vista	2	PRIME	14,103	43	-	43	14,060
Linda Vista	3	MAJOR	226,326	826	-	826	225,500
Linda Vista	4	COLLECTOR	12,914	75	-	75	12,839
Linda Vista	5	LOCAL COLLECTOR	26,827	57	-	57	26,770
Linda Vista	6	RURAL COLLECTOR	-	-	-	-	-
Linda Vista	7	LOCAL ROAD	2,476	8	-	8	2,468
Linda Vista	8	FREEWAY RAMP	7,198	87	-	87	7,111
Linda Vista	9	LOCAL RAMP	25,654	106	-	106	25,548
Linda Vista	10	ZONE CONNECTOR	38,014	248	-	248	37,766
Linda Vista TOTAL			698,083	2,538	-	2,538	695,545
Lindbergh Field	1	FREEWAY	-	-	-	-	-
Lindbergh Field	2	PRIME	88,319	1,661	-	1,661	86,658
Lindbergh Field	3	MAJOR	14,829	144	-	144	14,685
Lindbergh Field	4	COLLECTOR	10,606	150	-	150	10,456
Lindbergh Field	5	LOCAL COLLECTOR	423	2	-	2	421
Lindbergh Field	6	RURAL COLLECTOR	-	-	-	-	-
Lindbergh Field	7	LOCAL ROAD	12,586	206	-	206	12,380
Lindbergh Field	8	FREEWAY RAMP	-	-	-	-	-
Lindbergh Field	9	LOCAL RAMP	2,142	26	-	26	2,116
Lindbergh Field	10	ZONE CONNECTOR	34,580	376	-	376	34,204
Lindbergh Field TOTAL			163,485	2,565	-	2,565	160,920
Los Penasquitos Canyon Pres	1	FREEWAY	18,359	147	-	147	18,212
Los Penasquitos Canyon Pres	2	PRIME	1,872	2	-	2	1,870
Los Penasquitos Canyon Pres	3	MAJOR	1,167	-	-	-	1,167
Los Penasquitos Canyon Pres	4	COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pres	5	LOCAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pres	6	RURAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pres	7	LOCAL ROAD	-	-	-	-	-
Los Penasquitos Canyon Pres	8	FREEWAY RAMP	-	-	-	-	-
Los Penasquitos Canyon Pres	9	LOCAL RAMP	-	-	-	-	-
Los Penasquitos Canyon Pres	10	ZONE CONNECTOR	-	-	-	-	-
Los Penasquitos Canyon Preserve TOTAL			21,398	149	-	149	21,249
Mid-City:City Heights	1	FREEWAY	1,050,256	90,076	-	90,076	960,180
Mid-City:City Heights	2	PRIME	-	-	-	-	-

Mid-City:City Heights	3	MAJOR	90,907	3,255	-	3,255	87,652
Mid-City:City Heights	4	COLLECTOR	70,195	5,603	-	5,603	64,592
Mid-City:City Heights	5	LOCAL COLLECTOR	49,299	4,169	-	4,169	45,130
Mid-City:City Heights	6	RURAL COLLECTOR	-	-	-	-	-
Mid-City:City Heights	7	LOCAL ROAD	-	-	-	-	-
Mid-City:City Heights	8	FREEWAY RAMP	165,156	20,665	-	20,665	144,491
Mid-City:City Heights	9	LOCAL RAMP	32,184	1,553	-	1,553	30,631
Mid-City:City Heights	10	ZONE CONNECTOR	40,542	1,506	-	1,506	39,036
Mid-City:City Heights TOTAL			1,498,539	126,827	-	126,827	1,371,712
Mid-City:Eastern Area	1	FREEWAY	331,118	37,274	-	37,274	293,844
Mid-City:Eastern Area	2	PRIME	-	-	-	-	-
Mid-City:Eastern Area	3	MAJOR	178,470	20,032	-	20,032	158,438
Mid-City:Eastern Area	4	COLLECTOR	17,629	4,630	-	4,630	12,999
Mid-City:Eastern Area	5	LOCAL COLLECTOR	54,136	6,754	-	6,754	47,382
Mid-City:Eastern Area	6	RURAL COLLECTOR	-	-	-	-	-
Mid-City:Eastern Area	7	LOCAL ROAD	4,403	1,086	-	1,086	3,317
Mid-City:Eastern Area	8	FREEWAY RAMP	36	4	-	4	32
Mid-City:Eastern Area	9	LOCAL RAMP	10,405	4,690	-	4,690	5,715
Mid-City:Eastern Area	10	ZONE CONNECTOR	38,513	2,041	-	2,041	36,472
					-		
Mid-City:Eastern Area TOTAL			634,710	76,511	-	76,511	558,199
Mid-City:Kensington-Talmadg	1	FREEWAY	219,354	13,210	-	13,210	206,144
Mid-City:Kensington-Talmadg	2	PRIME	50,303	107	-	107	50,196
Mid-City:Kensington-Talmadg	3	MAJOR	43,166	278	-	278	42,888
Mid-City:Kensington-Talmadg	4	COLLECTOR	11,392	71	-	71	11,321
Mid-City:Kensington-Talmadg	5	LOCAL COLLECTOR	26,784	121	-	121	26,663
Mid-City:Kensington-Talmadg	6	RURAL COLLECTOR	-	-	-	-	-
Mid-City:Kensington-Talmadg	7	LOCAL ROAD	551	8	-	8	543
Mid-City:Kensington-Talmadg	8	FREEWAY RAMP	7,468	309	-	309	7,159
Mid-City:Kensington-Talmadg	9	LOCAL RAMP	13,352	115	-	115	13,237
Mid-City:Kensington-Talmadg	10	ZONE CONNECTOR	11,536	180	-	180	11,356
Mid-City:Kensington-Talmadge TOTAL			383,906	14,399	-	14,399	369,507
Mid-City:Normal Heights	1	FREEWAY	244,669	15,739	-	15,739	228,930
Mid-City:Normal Heights	2	PRIME	-	-	-	-	-
Mid-City:Normal Heights	3	MAJOR	13,844	180	-	180	13,664
Mid-City:Normal Heights	4	COLLECTOR	8,732	23	-	23	8,709
Mid-City:Normal Heights	5	LOCAL COLLECTOR	24,952	282	-	282	24,670
Mid-City:Normal Heights	6	RURAL COLLECTOR	-	-	-	-	-
Mid-City:Normal Heights	7	LOCAL ROAD	3,915	42	-	42	3,873
Mid-City:Normal Heights	8	FREEWAY RAMP	5,926	427	-	427	5,499
Mid-City:Normal Heights	9	LOCAL RAMP	6,999	31	-	31	6,968
Mid-City:Normal Heights	10	ZONE CONNECTOR	8,475	90	-	90	8,385
Mid-City:Normal Heights TOTAL			317,512	16,814	-	16,814	300,698

Midway-Pacific Highway	1	FREEWAY	400,207	6,418	-	6,418	393,789
Midway-Pacific Highway	2	PRIME	108,497	1,257	-	1,257	107,240
Midway-Pacific Highway	3	MAJOR	175,401	1,484	-	1,484	173,917
Midway-Pacific Highway	4	COLLECTOR	16,158	67	-	67	16,091
Midway-Pacific Highway	5	LOCAL COLLECTOR	13,302	124	-	124	13,178
Midway-Pacific Highway	6	RURAL COLLECTOR	-	-	-	-	-
Midway-Pacific Highway	7	LOCAL ROAD	780	23	-	23	757
Midway-Pacific Highway	8	FREEWAY RAMP	20,404	413	-	413	19,991
Midway-Pacific Highway	9	LOCAL RAMP	99,568	1,981	-	1,981	97,587
Midway-Pacific Highway	10	ZONE CONNECTOR	23,126	109	-	109	23,017
Midway-Pacific Highway TOTAL			857,443	11,876	-	11,876	845,567
Mira Mesa	1	FREEWAY	738,126	8,455	-	8,455	729,671
Mira Mesa	2	PRIME	602,192	1,547	-	1,547	600,645
Mira Mesa	3	MAJOR	501,673	933	-	933	500,740
Mira Mesa	4	COLLECTOR	117,249	577	-	577	116,672
Mira Mesa	5	LOCAL COLLECTOR	118,812	254	-	254	118,558
Mira Mesa	6	RURAL COLLECTOR	-	-	-	-	-
Mira Mesa	7	LOCAL ROAD	67,653	269	-	269	67,384
Mira Mesa	8	FREEWAY RAMP	329	2	-	2	327
Mira Mesa	9	LOCAL RAMP	44,348	373	-	373	43,975
Mira Mesa	10	ZONE CONNECTOR	129,802	316	-	316	129,486
Mira Mesa TOTAL			2,320,184	12,726	-	12,726	2,307,458
Miramar Air Station	1	FREEWAY	2,377,738	25,650	-	25,650	2,352,088
Miramar Air Station	2	PRIME	-	-	-	-	-
Miramar Air Station	3	MAJOR	145,361	599	-	599	144,762
Miramar Air Station	4	COLLECTOR	-	-	-	-	-
Miramar Air Station	5	LOCAL COLLECTOR	-	-	-	-	-
Miramar Air Station	6	RURAL COLLECTOR	-	-	-	-	-
Miramar Air Station	7	LOCAL ROAD	-	-	-	-	-
Miramar Air Station	8	FREEWAY RAMP	85,927	91	-	91	85,836
Miramar Air Station	9	LOCAL RAMP	64,549	540	-	540	64,009
Miramar Air Station	10	ZONE CONNECTOR	35,774	371	-	371	35,403
Miramar Air Station TOTAL			2,709,349	27,251	-	27,251	2,682,098
Miramar Ranch North	1	FREEWAY	297,618	2,960	-	2,960	294,658
Miramar Ranch North	2	PRIME	51,572	328	-	328	51,244
Miramar Ranch North	3	MAJOR	48,416	320	-	320	48,096
Miramar Ranch North	4	COLLECTOR	52,138	82	-	82	52,056
Miramar Ranch North	5	LOCAL COLLECTOR	10,944	22	-	22	10,922
Miramar Ranch North	6	RURAL COLLECTOR	-	-	-	-	-
Miramar Ranch North	7	LOCAL ROAD	-	-	-	-	-
Miramar Ranch North	8	FREEWAY RAMP	-	-	-	-	-
Miramar Ranch North	9	LOCAL RAMP	13,951	129	-	129	13,822
Miramar Ranch North	10	ZONE CONNECTOR	17,015	37	-	37	16,978
Miramar Ranch North TOTAL			491,654	3,878	-	3,878	487,776

Mission Bay Park	1 FREEWAY	268,010	2,082	-	2,082	265,928
Mission Bay Park	2 PRIME	146,238	584	-	584	145,654
Mission Bay Park	3 MAJOR	139,100	766	-	766	138,334
Mission Bay Park	4 COLLECTOR	131	-	-	-	131
Mission Bay Park	5 LOCAL COLLECTOR	27,541	37	-	37	27,504
Mission Bay Park	6 RURAL COLLECTOR	-	-		-	-
Mission Bay Park	7 LOCAL ROAD	-	-	-	-	-
Mission Bay Park	8 FREEWAY RAMP	8,626	34	-	34	8,592
Mission Bay Park	9 LOCAL RAMP	33,360	150	-	150	33,210
Mission Bay Park	10 ZONE CONNECTOR	26,333	124	-	124	26,209
Mission Bay Park TOTAL		649,339	3,777	-	3,777	645,562
Mission Beach	1 FREEWAY	-	-	-	-	-
Mission Beach	2 PRIME	-	-	-	-	-
Mission Beach	3 MAJOR	38,634	158	-	158	38,476
Mission Beach	4 COLLECTOR	9,910	31	-	31	9,879
Mission Beach	5 LOCAL COLLECTOR	-	-	-	-	-
Mission Beach	6 RURAL COLLECTOR	-	-	-	-	-
Mission Beach	7 LOCAL ROAD	-	-	-	-	-
Mission Beach	8 FREEWAY RAMP	-	-	-	-	-
Mission Beach	9 LOCAL RAMP	-	-	-	-	-
Mission Beach	10 ZONE CONNECTOR	1,702	2	-	2	1,700
Mission Beach TOTAL		50,246	191	-	191	50,055
Mission Valley	1 FREEWAY	1,908,555	35,315	-	35,315	1,873,240
Mission Valley	2 PRIME	150,949	487	-	487	150,462
Mission Valley	3 MAJOR	308,397	2,448	-	2,448	305,949
Mission Valley	4 COLLECTOR	222,748	2,318	-	2,318	220,430
Mission Valley	5 LOCAL COLLECTOR	11,727	105	-	105	11,622
Mission Valley	6 RURAL COLLECTOR	-	-	-	-	-
Mission Valley	7 LOCAL ROAD	3,511	20	-	20	3,491
Mission Valley	8 FREEWAY RAMP	315,661	4,563	-	4,563	311,098
Mission Valley	9 LOCAL RAMP	219,596	2,937	-	2,937	216,659
Mission Valley	10 ZONE CONNECTOR	84,707	642	-	642	84,065
Mission Valley TOTAL		3,225,851	48,835	-	48,835	3,177,016
NATIONAL CITY	1 FREEWAY	1,313,105	39,297	-	39,297	1,273,808
NATIONAL CITY	2 PRIME	58,679	6,520	-	6,520	52,159
NATIONAL CITY	3 MAJOR	218,359	15,168	-	15,168	203,191
NATIONAL CITY	4 COLLECTOR	173,596	27,454	-	27,454	146,142
NATIONAL CITY	5 LOCAL COLLECTOR	5,690	260	-	260	5,430
NATIONAL CITY	6 RURAL COLLECTOR	-	-	-	-	-
NATIONAL CITY	7 LOCAL ROAD	7,443	162	-	162	7,281
NATIONAL CITY	8 FREEWAY RAMP	92,926	4,858	-	4,858	88,068
NATIONAL CITY	9 LOCAL RAMP	54,345	2,341	-	2,341	52,004
NATIONAL CITY	10 ZONE CONNECTOR	51,451	2,733	-	2,733	48,718

NATIONAL CITY TOTAL		1,975,594	98,793	-	98,793	1,876,801
NCFUA Reserve	1 FREEWAY	-	-	-	-	-
NCFUA Reserve	2 PRIME	-	-	-	-	-
NCFUA Reserve	3 MAJOR	7,151	6	-	6	7,145
NCFUA Reserve	4 COLLECTOR	-	-	-	-	-
NCFUA Reserve	5 LOCAL COLLECTOR	580	-	-	-	580
NCFUA Reserve	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Reserve	7 LOCAL ROAD	-	-	-	-	-
NCFUA Reserve	8 FREEWAY RAMP	-	-	-	-	-
NCFUA Reserve	9 LOCAL RAMP	-	-	-	-	-
NCFUA Reserve	10 ZONE CONNECTOR	30	-	-	-	30
NCFUA Reserve TOTAL		7,761	6	-	6	7,755
NCFUA Subarea 2	1 FREEWAY	248,119	1,730	-	1,730	246,389
NCFUA Subarea 2	2 PRIME	-	-	-	-	-
NCFUA Subarea 2	3 MAJOR	38,266	52	-	52	38,214
NCFUA Subarea 2	4 COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	5 LOCAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	7 LOCAL ROAD	-	-	-	-	-
NCFUA Subarea 2	8 FREEWAY RAMP	53	-	-	-	53
NCFUA Subarea 2	9 LOCAL RAMP	5,820	32	-	32	5,788
NCFUA Subarea 2	10 ZONE CONNECTOR	758	-	-	-	758
NCFUA Subarea 2 TOTAL		293,016	1,814	-	1,814	291,202
Navajo	1 FREEWAY	412,574	737	-	737	411,837
Navajo	2 PRIME	84,970	783	-	783	84,187
Navajo	3 MAJOR	382,843	1,632	-	1,632	381,211
Navajo	4 COLLECTOR	7,173	7	-	7	7,166
Navajo	5 LOCAL COLLECTOR	77,042	430	-	430	76,612
Navajo	6 RURAL COLLECTOR	-	-	-	-	-
Navajo	7 LOCAL ROAD	13,286	77	-	77	13,209
Navajo	8 FREEWAY RAMP	-	-	-	-	-
Navajo	9 LOCAL RAMP	29,098	138	-	138	28,960
Navajo	10 ZONE CONNECTOR	68,261	374	-	374	67,887
Navajo TOTAL		1,075,247	4,178	-	4,178	1,071,069
OCEANSIDE	1 FREEWAY	1,319,290	2,586	-	2,586	1,316,704
OCEANSIDE	2 PRIME	681,177	94	-	94	681,083
OCEANSIDE	3 MAJOR	880,802	219	-	219	880,583
OCEANSIDE	4 COLLECTOR	432,945	44	-	44	432,901
OCEANSIDE	5 LOCAL COLLECTOR	364,576	26	-	26	364,550
OCEANSIDE	6 RURAL COLLECTOR	-	-		-	-
OCEANSIDE	7 LOCAL ROAD	7,383	-	-	-	7,383
OCEANSIDE	8 FREEWAY RAMP	59,780	65	-	65	59,715

OCEANSIDE	9 LOCAL RAMP	70,711	59	-	59	70,652
OCEANSIDE	10 ZONE CONNECTOR	231,401	12	-	12	231,389
OCEANSIDE TOTAL		4,048,065	3,105	-	3,105	4,044,960
Ocean Beach	1 FREEWAY	35,666	374	-	374	35,292
Ocean Beach	2 PRIME	22,164	95	-	95	22,069
Ocean Beach	3 MAJOR	37,952	191	-	191	37,761
Ocean Beach	4 COLLECTOR	20,149	78	-	78	20,071
Ocean Beach	5 LOCAL COLLECTOR	9,759	22	-	22	9,737
Ocean Beach	6 RURAL COLLECTOR	-	-	-	-	-
Ocean Beach	7 LOCAL ROAD	2,403	6	-	6	2,397
Ocean Beach	8 FREEWAY RAMP	-	-	-	-	-
Ocean Beach	9 LOCAL RAMP	2,403	25	-	25	2,378
Ocean Beach	10 ZONE CONNECTOR	6,146	9	-	9	6,137
Ocean Beach TOTAL		136,642	800	-	800	135,842
Old San Diego	1 FREEWAY	141,675	1,777	-	1,777	139,898
Old San Diego	2 PRIME	2,353	7	-	7	2,346
Old San Diego	3 MAJOR	17,229	35	-	35	17,194
Old San Diego	4 COLLECTOR	15,883	109	-	109	15,774
Old San Diego	5 LOCAL COLLECTOR	15,086	53	-	53	15,033
Old San Diego	6 RURAL COLLECTOR	-	-	-	-	-
Old San Diego	7 LOCAL ROAD	-	-	-	-	-
Old San Diego	8 FREEWAY RAMP	31,965	405	-	405	31,560
Old San Diego	9 LOCAL RAMP	22,686	137	-	137	22,549
Old San Diego	10 ZONE CONNECTOR	5,695	30	-	30	5,665
Old San Diego TOTAL		252,572	2,553	-	2,553	250,019
Otay Mesa	1 FREEWAY	809,167	10,520	-	10,520	798,647
Otay Mesa	2 PRIME	239,980	877	-	877	239,103
Otay Mesa	3 MAJOR	245,289	1,212	-	1,212	244,077
Otay Mesa	4 COLLECTOR	111,111	188	-	188	110,923
Otay Mesa	5 LOCAL COLLECTOR	37,084	93	-	93	36,991
Otay Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Otay Mesa	7 LOCAL ROAD	16,846	126	-	126	16,720
Otay Mesa	8 FREEWAY RAMP	52,767	1,367	-	1,367	51,400
Otay Mesa	9 LOCAL RAMP	55,570	615	-	615	54,955
Otay Mesa	10 ZONE CONNECTOR	81,424	382	-	382	81,042
Otay Mesa TOTAL		1,649,238	15,380	-	15,380	1,633,858
Otay Mesa-Nestor	1 FREEWAY	544,759	5,349	-	5,349	539,410
Otay Mesa-Nestor	2 PRIME	60,303	461	-	461	59,842
Otay Mesa-Nestor	3 MAJOR	174,491	513	-	513	173,978
Otay Mesa-Nestor	4 COLLECTOR	23,977	93	-	93	23,884
Otay Mesa-Nestor	5 LOCAL COLLECTOR	81,824	188	-	188	81,636
Otay Mesa-Nestor	6 RURAL COLLECTOR	-	-	-	-	-

Otay Mesa-Nestor	7 LOCAL ROAD	3,924	3	-	3	3,921
Otay Mesa-Nestor	8 FREEWAY RAMP	65,277	545	-	545	64,732
Otay Mesa-Nestor	9 LOCAL RAMP	50,005	651	-	651	49,354
Otay Mesa-Nestor	10 ZONE CONNECTOR	49,037	184	-	184	48,853
Otay Mesa-Nestor TOTAL		1,053,597	7,987	-	7,987	1,045,610
POWAY	1 FREEWAY	-	-	-	-	-
POWAY	2 PRIME	305,251	534	-	534	304,717
POWAY	3 MAJOR	523,705	1,158	-	1,158	522,547
POWAY	4 COLLECTOR	164,910	30	-	30	164,880
POWAY	5 LOCAL COLLECTOR	66,296	25	-	25	66,271
POWAY	6 RURAL COLLECTOR	-	-	-	-	-
POWAY	7 LOCAL ROAD	132,936	177	-	177	132,759
POWAY	8 FREEWAY RAMP	-	-	-	-	-
POWAY	9 LOCAL RAMP	-	-	-	-	-
POWAY	10 ZONE CONNECTOR	106,354	116	-	116	106,238
POWAY TOTAL		1,299,452	2,040	-	2,040	1,297,412
Pacific Beach	1 FREEWAY	183,531	775	-	775	182,756
Pacific Beach	2 PRIME	-	-	-	-	-
Pacific Beach	3 MAJOR	256,733	895	-	895	255,838
Pacific Beach	4 COLLECTOR	16,282	27	-	27	16,255
Pacific Beach	5 LOCAL COLLECTOR	89,057	126	-	126	88,931
Pacific Beach	6 RURAL COLLECTOR	-	-	-	-	-
Pacific Beach	7 LOCAL ROAD	830	-	-	-	830
Pacific Beach	8 FREEWAY RAMP	-	-	-	-	-
Pacific Beach	9 LOCAL RAMP	14,299	99	-	99	14,200
Pacific Beach	10 ZONE CONNECTOR	31,087	31	-	31	31,056
Pacific Beach TOTAL		591,819	1,953	-	1,953	589,866
Pacific Highlands Ranch	1 FREEWAY	250,122	19	-	19	250,103
Pacific Highlands Ranch	2 PRIME	12,354	2	-	2	12,352
Pacific Highlands Ranch	3 MAJOR	48,895	63	-	63	48,832
Pacific Highlands Ranch	4 COLLECTOR	897	-	-	-	897
Pacific Highlands Ranch	5 LOCAL COLLECTOR	-	-	-	-	-
Pacific Highlands Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Pacific Highlands Ranch	7 LOCAL ROAD	1,544	2	-	2	1,542
Pacific Highlands Ranch	8 FREEWAY RAMP	-	-	-	-	-
Pacific Highlands Ranch	9 LOCAL RAMP	11,604	32	-	32	11,572
Pacific Highlands Ranch	10 ZONE CONNECTOR	19,749	20	-	20	19,729
Pacific Highlands Ranch TOTAL		345,165	138	-	138	345,027
Peninsula	1 FREEWAY	14,832	155	-	155	14,677
Peninsula	2 PRIME	83,811	441	-	441	83,370
Peninsula	3 MAJOR	162,220	1,290	-	1,290	160,930
Peninsula	4 COLLECTOR	39,009	283	-	283	38,726

Peninsula	5	LOCAL COLLECTOR	79,119	406	-	406	78,713	
Peninsula	6	RURAL COLLECTOR	-	-	-	-	-	
Peninsula	7	LOCAL ROAD	8,896	28	-	28	8,868	
Peninsula	8	FREEWAY RAMP	-	-	-	-	-	
Peninsula	9	LOCAL RAMP	10,330	128	-	128	10,202	
Peninsula	10	ZONE CONNECTOR	53,653	365	-	365	53,288	
Peninsula TOTAL			451,870	3,096	-	3,096	448,774	-
Rancho Bernardo	1	FREEWAY	1,364,845	8,280	-	8,280	1,356,565	
Rancho Bernardo	2	PRIME	96,187	196	-	196	95,991	
Rancho Bernardo	3	MAJOR	351,307	277	-	277	351,030	
Rancho Bernardo	4	COLLECTOR	38,691	23	-	23	38,668	
Rancho Bernardo	5	LOCAL COLLECTOR	52,020	31	-	31	51,989	
Rancho Bernardo	6	RURAL COLLECTOR	-	-	-	-	-	
Rancho Bernardo	7	LOCAL ROAD	139	-	-	-	139	
Rancho Bernardo	8	FREEWAY RAMP	161	-	-	-	161	
Rancho Bernardo	9	LOCAL RAMP	50,197	131	-	131	50,066	
Rancho Bernardo	10	ZONE CONNECTOR	72,337	61	-	61	72,276	
Rancho Bernardo TOTAL			2,025,884	8,999	-	8,999	2,016,885	
Rancho Encantada	1	FREEWAY	-	-	-	-	-	
Rancho Encantada	2	PRIME	-	-	-	-	-	
Rancho Encantada	3	MAJOR	6,096	16	-	16	6,080	
Rancho Encantada	4	COLLECTOR	-	-	-	-	-	
Rancho Encantada	5	LOCAL COLLECTOR	-	-	-	-	-	
Rancho Encantada	6	RURAL COLLECTOR	-	-	-	-	-	
Rancho Encantada	7	LOCAL ROAD	-	-	-	-	-	
Rancho Encantada	8	FREEWAY RAMP	-	-	-	-	-	
Rancho Encantada	9	LOCAL RAMP	-	-	-	-	-	
Rancho Encantada	10	ZONE CONNECTOR	8,179	14	-	14	8,165	
Rancho Encantada TOTAL			14,275	30	-	30	14,245	
Rancho Penasquitos	1	FREEWAY	879,278	5,565	-	5,565	873,713	
Rancho Penasquitos	2	PRIME	24,478	27	-	27	24,451	
Rancho Penasquitos	3	MAJOR	234,981	356	-	356	234,625	
Rancho Penasquitos	4	COLLECTOR	22,618	17	-	17	22,601	
Rancho Penasquitos	5	LOCAL COLLECTOR	20,361	11	-	11	20,350	
Rancho Penasquitos	6	RURAL COLLECTOR	-	-	-	-	-	
Rancho Penasquitos	7	LOCAL ROAD	5,495	2	-	2	5,493	
Rancho Penasquitos	8	FREEWAY RAMP	15,306	34	-	34	15,272	
Rancho Penasquitos	9	LOCAL RAMP	45,668	230	-	230	45,438	
Rancho Penasquitos	10	ZONE CONNECTOR	47,371	37	-	37	47,334	
Rancho Penasquitos TOTAL			1,295,556	6,279	-	6,279	1,289,277	
SAN MARCOS	1	FREEWAY	1,155,424	2,015	-	2,015	1,153,409	
SAN MARCOS	2	PRIME	339,372	88	-	88	339,284	

SAN MARCOS	3 MAJOR	510,364	41	-	41	510,323	
SAN MARCOS	4 COLLECTOR	349,735	60	-	60	349,675	
SAN MARCOS	5 LOCAL COLLECTOR	4,097	-	-	-	4,097	
SAN MARCOS	6 RURAL COLLECTOR	-	-	-	-	-	
SAN MARCOS	7 LOCAL ROAD	42,923	18	-	18	42,905	
SAN MARCOS	8 FREEWAY RAMP	164	-	-	-	164	
SAN MARCOS	9 LOCAL RAMP	63,843	71	-	71	63,772	
SAN MARCOS	10 ZONE CONNECTOR	154,339	17	-	17	154,322	
				-			
SAN MARCOS TOTAL		2,620,261	2,310	-	2,310	2,617,951	
SANTEE	1 FREEWAY	622,056	4,680	-	4,680	617,376	
SANTEE	2 PRIME	73,259	613	-	613	72,646	
SANTEE	3 MAJOR	315,535	1,253	-	1,253	314,282	
SANTEE	4 COLLECTOR	66,940	118	-	118	66,822	
SANTEE	5 LOCAL COLLECTOR	88,348	312	-	312	88,036	
SANTEE	6 RURAL COLLECTOR	-	-	-	-	-	
SANTEE	7 LOCAL ROAD	2,262	38	-	38	2,224	
SANTEE	8 FREEWAY RAMP	65,122	146	-	146	64,976	
SANTEE	9 LOCAL RAMP	24,628	154	-	154	24,474	
SANTEE	10 ZONE CONNECTOR	81,863	261	-	261	81,602	
SANTEE TOTAL		1,340,013	7,575	-	7,575	1,332,438	
SOLANA BEACH	1 FREEWAY	561,090	3,730	-	3,730	557,360	
SOLANA BEACH	2 PRIME	-	-	-	-	-	
SOLANA BEACH	3 MAJOR	70,749	79	-	79	70,670	
SOLANA BEACH	4 COLLECTOR	23,080	28	-	28	23,052	
SOLANA BEACH	5 LOCAL COLLECTOR	23,661	20	-	20	23,641	
SOLANA BEACH	6 RURAL COLLECTOR	-	-	-	-	-	
SOLANA BEACH	7 LOCAL ROAD	517	-	-	-	517	
SOLANA BEACH	8 FREEWAY RAMP	96	-	-	-	96	
SOLANA BEACH	9 LOCAL RAMP	11,009	22	-	22	10,987	
SOLANA BEACH	10 ZONE CONNECTOR	21,588	16	-	16	21,572	
SOLANA BEACH TOTAL		711,790	3,895	-	3,895	707,895	-
SOUTHEASTERN SAN DIEG	1 FREEWAY	1,032,019	43,671	-	43,671	988,348	
SOUTHEASTERN SAN DIEG	2 PRIME	-	-	-	-	-	
SOUTHEASTERN SAN DIEG	3 MAJOR	54,348	13,552	-	13,552	40,796	
SOUTHEASTERN SAN DIEG	4 COLLECTOR	161,453	23,943	-	23,943	137,510	
SOUTHEASTERN SAN DIEG	5 LOCAL COLLECTOR	2,234	104	-	104	2,130	
SOUTHEASTERN SAN DIEG	6 RURAL COLLECTOR	-	-	-	-	-	
SOUTHEASTERN SAN DIEG	7 LOCAL ROAD	21,866	1,054	-	1,054	20,812	
SOUTHEASTERN SAN DIEG	8 FREEWAY RAMP	135,463	5,031	-	5,031	130,432	
SOUTHEASTERN SAN DIEG	9 LOCAL RAMP	78,306	8,587	-	8,587	69,719	
SOUTHEASTERN SAN DIEG	10 ZONE CONNECTOR	34,567	2,233	-	2,233	32,334	
SOUTHEASTERN SAN DIEGO TOTAL		1,520,256	98,175	-	98,175	1,422,081	-

Sabre Springs	1	FREEWAY	178,755	1,548	-	1,548	177,207
Sabre Springs	2	PRIME	30,018	136	-	136	29,882
Sabre Springs	3	MAJOR	73,191	376	-	376	72,815
Sabre Springs	4	COLLECTOR	16,383	8	-	8	16,375
Sabre Springs	5	LOCAL COLLECTOR	37,904	16	-	16	37,888
Sabre Springs	6	RURAL COLLECTOR	-	-	-	-	-
Sabre Springs	7	LOCAL ROAD	1,192	3	-	3	1,189
Sabre Springs	8	FREEWAY RAMP	698	9	-	9	689
Sabre Springs	9	LOCAL RAMP	12,464	93	-	93	12,371
Sabre Springs	10	ZONE CONNECTOR	6,355	3	-	3	6,352
Sabre Springs TOTAL			356,960	2,192	-	2,192	354,768
San Pasqual	1	FREEWAY	215,288	1,088	-	1,088	214,200
San Pasqual	2	PRIME	-	-	-	-	-
San Pasqual	3	MAJOR	154,972	19	-	19	154,953
San Pasqual	4	COLLECTOR	21,583	36	-	36	21,547
San Pasqual	5	LOCAL COLLECTOR	70,649	24	-	24	70,625
San Pasqual	6	RURAL COLLECTOR	814	-	-	-	814
San Pasqual	7	LOCAL ROAD	-	-	-	-	-
San Pasqual	8	FREEWAY RAMP	-	-	-	-	-
San Pasqual	9	LOCAL RAMP	6,267	11	-	11	6,256
San Pasqual	10	ZONE CONNECTOR	5,704	7	-	7	5,697
San Pasqual TOTAL			475,277	1,185	-	1,185	474,092
San Ysidro	1	FREEWAY	390,604	3,447	-	3,447	387,157
San Ysidro	2	PRIME	-	-	-	-	-
San Ysidro	3	MAJOR	48,957	114	-	114	48,843
San Ysidro	4	COLLECTOR	58,052	209	-	209	57,843
San Ysidro	5	LOCAL COLLECTOR	27,978	67	-	67	27,911
San Ysidro	6	RURAL COLLECTOR	-	-	-	-	-
San Ysidro	7	LOCAL ROAD	664	-	-	-	664
San Ysidro	8	FREEWAY RAMP	13,347	9	-	9	13,338
San Ysidro	9	LOCAL RAMP	29,912	246	-	246	29,666
San Ysidro	10	ZONE CONNECTOR	25,554	86	-	86	25,468
San Ysidro TOTAL			595,068	4,178	-	4,178	590,890
Scripps Miramar Ranch	1	FREEWAY	345,144	3,934	-	3,934	341,210
Scripps Miramar Ranch	2	PRIME	4,904	16	-	16	4,888
Scripps Miramar Ranch	3	MAJOR	167,049	622	-	622	166,427
Scripps Miramar Ranch	4	COLLECTOR	26,354	42	-	42	26,312
Scripps Miramar Ranch	5	LOCAL COLLECTOR	51,180	44	-	44	51,136
Scripps Miramar Ranch	6	RURAL COLLECTOR	-	-		-	-
Scripps Miramar Ranch	7	LOCAL ROAD	-	-	-	-	-
Scripps Miramar Ranch	8	FREEWAY RAMP	129	1	-	1	128
Scripps Miramar Ranch	9	LOCAL RAMP	16,677	114	-	114	16,563
Scripps Miramar Ranch	10	ZONE CONNECTOR	27,102	67	-	67	27,035
Scripps Miramar Ranch TOTAL			638,539	4,840	-	4,840	633,699

Scripps Reserve	1 FREEWAY	-	-	-	-	-
Scripps Reserve	2 PRIME	-	-	-	-	-
Scripps Reserve	3 MAJOR	-	-	-	-	-
Scripps Reserve	4 COLLECTOR	-	-	-	-	-
Scripps Reserve	5 LOCAL COLLECTOR	-	-	-	-	-
Scripps Reserve	6 RURAL COLLECTOR	-	-	-	-	-
Scripps Reserve	7 LOCAL ROAD	-	-	-	-	-
Scripps Reserve	8 FREEWAY RAMP	-	-	-	-	-
Scripps Reserve	9 LOCAL RAMP	-	-	-	-	-
Scripps Reserve	10 ZONE CONNECTOR	-	-	-	-	-
Scripps Reserve TOTAL		-	-	-	-	-
Serra Mesa	1 FREEWAY	716,274	22,973	-	22,973	693,301
Serra Mesa	2 PRIME	-	-	-	-	-
Serra Mesa	3 MAJOR	93,197	1,119	-	1,119	92,078
Serra Mesa	4 COLLECTOR	40,976	504	-	504	40,472
Serra Mesa	5 LOCAL COLLECTOR	-	-	-	-	-
Serra Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Serra Mesa	7 LOCAL ROAD	2,378	11	-	11	2,367
Serra Mesa	8 FREEWAY RAMP	14,294	319	-	319	13,975
Serra Mesa	9 LOCAL RAMP	35,585	914	-	914	34,671
Serra Mesa	10 ZONE CONNECTOR	17,345	105	-	105	17,240
Serra Mesa TOTAL		920,049	25,945	-	25,945	894,104
Skyline-Paradise Hills	1 FREEWAY	37,645	263	-	263	37,382
Skyline-Paradise Hills	2 PRIME	1,364	100	-	100	1,264
Skyline-Paradise Hills	3 MAJOR	101,784	24,353	-	24,353	77,431
Skyline-Paradise Hills	4 COLLECTOR	66,462	11,419	-	11,419	55,043
Skyline-Paradise Hills	5 LOCAL COLLECTOR	48,433	2,271	-	2,271	46,162
Skyline-Paradise Hills	6 RURAL COLLECTOR	-	-	-	-	-
Skyline-Paradise Hills	7 LOCAL ROAD	3,574	115	-	115	3,459
Skyline-Paradise Hills	8 FREEWAY RAMP	-	-	-	-	-
Skyline-Paradise Hills	9 LOCAL RAMP	6,337	114	-	114	6,223
Skyline-Paradise Hills	10 ZONE CONNECTOR	33,684	2,093	-	2,093	31,591
Skyline-Paradise Hills TOTAL		299,283	40,728	-	40,728	258,555
Tierrasanta	1 FREEWAY	894,286	14,690	-	14,690	879,596
Tierrasanta	2 PRIME	31,292	475	-	475	30,817
Tierrasanta	3 MAJOR	208,613	704	-	704	207,909
Tierrasanta	4 COLLECTOR	18,068	72	-	72	17,996
Tierrasanta	5 LOCAL COLLECTOR	16,862	45	-	45	16,817
Tierrasanta	6 RURAL COLLECTOR	-	-	-	-	-
Tierrasanta	7 LOCAL ROAD	3	-	-	-	3
Tierrasanta	8 FREEWAY RAMP	3,880	7	-	7	3,873
Tierrasanta	9 LOCAL RAMP	47,015	621	-	621	46,394
Tierrasanta	10 ZONE CONNECTOR	27,565	122	-	122	27,443

Tierrasanta TOTAL		1,247,584	16,736	-	16,736	1,230,848
Tijuana River Valley	1 FREEWAY	-	-	-	-	-
Tijuana River Valley	2 PRIME	-	-	-	-	-
Tijuana River Valley	3 MAJOR	-	-	-	-	-
Tijuana River Valley	4 COLLECTOR	3,867	13	-	13	3,854
Tijuana River Valley	5 LOCAL COLLECTOR	1,220	1	-	1	1,219
Tijuana River Valley	6 RURAL COLLECTOR	-	-	-	-	-
Tijuana River Valley	7 LOCAL ROAD	-	-	-	-	-
Tijuana River Valley	8 FREEWAY RAMP	-	-	-	-	-
Tijuana River Valley	9 LOCAL RAMP	-	-	-	-	-
Tijuana River Valley	10 ZONE CONNECTOR	81	-	-	-	81
Tijuana River Valley TOTAL		5,168	14	-	14	5,154
Torrey Highlands	1 FREEWAY	127,471	11	-	11	127,460
Torrey Highlands	2 PRIME	29,122	27	-	27	29,095
Torrey Highlands	3 MAJOR	53,324	20	-	20	53,304
Torrey Highlands	4 COLLECTOR	-	-	-	-	-
Torrey Highlands	5 LOCAL COLLECTOR	-	-	-	-	-
Torrey Highlands	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Highlands	7 LOCAL ROAD	-	-	-	-	-
Torrey Highlands	8 FREEWAY RAMP	-	-	-	-	-
Torrey Highlands	9 LOCAL RAMP	13,297	21	-	21	13,276
Torrey Highlands	10 ZONE CONNECTOR	21,308	26	-	26	21,282
Torrey Highlands TOTAL		244,522	105	-	105	244,417
Torrey Hills	1 FREEWAY	424,223	3,217	-	3,217	421,006
Torrey Hills	2 PRIME	8,545	38	-	38	8,507
Torrey Hills	3 MAJOR	59,431	73	-	73	59,358
Torrey Hills	4 COLLECTOR	1,074	1	-	1	1,073
Torrey Hills	5 LOCAL COLLECTOR	9,637	12	-	12	9,625
Torrey Hills	6 RURAL COLLECTOR	-	-		-	-
Torrey Hills	7 LOCAL ROAD	-	-	-	-	-
Torrey Hills	8 FREEWAY RAMP	1,749	4	-	4	1,745
Torrey Hills	9 LOCAL RAMP	5,602	29	-	29	5,573
Torrey Hills	10 ZONE CONNECTOR	7,753	18	-	18	7,735
Torrey Hills TOTAL		518,014	3,392	-	3,392	514,622
Torrey Pines	1 FREEWAY	1,308,816	11,323	-	11,323	1,297,493
Torrey Pines	2 PRIME	15,807	5	-	5	15,802
Torrey Pines	3 MAJOR	135,006	449	-	449	134,557
Torrey Pines	4 COLLECTOR	25,727	85	-	85	25,642
Torrey Pines	5 LOCAL COLLECTOR	7,852	16	-	16	7,836
Torrey Pines	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Pines	7 LOCAL ROAD	574	-	-	-	574
Torrey Pines	8 FREEWAY RAMP	18,464	9	-	9	18,455

Torrey Pines	9 LOCAL RAMP	36,746	189	-	189	36,557
Torrey Pines	10 ZONE CONNECTOR	13,692	34	-	34	13,658
Torrey Pines TOTAL		1,562,684	12,110	-	12,110	1,550,574
Unincorporated	1 FREEWAY	11,405,549	69,762	-	69,762	11,335,787
Unincorporated	2 PRIME	987,094	4,728	-	4,728	982,366
Unincorporated	3 MAJOR	4,758,372	19,041	-	19,041	4,739,331
Unincorporated	4 COLLECTOR	1,794,953	6,577	-	6,577	1,788,376
Unincorporated	5 LOCAL COLLECTOR	2,511,023	6,375	-	6,375	2,504,648
Unincorporated	6 RURAL COLLECTOR	726,750	1,567	-	1,567	725,183
Unincorporated	7 LOCAL ROAD	581,053	2,654	-	2,654	578,399
Unincorporated	8 FREEWAY RAMP	81,865	4,656	-	4,656	77,209
Unincorporated	9 LOCAL RAMP	253,530	2,247	-	2,247	251,283
Unincorporated	10 ZONE CONNECTOR	1,472,672	3,833	-	3,833	1,468,839
Unincorporated TOTAL		24,572,861	121,440	-	121,440	24,451,421
University	1 FREEWAY	1,623,196	16,588	-	16,588	1,606,608
University	2 PRIME	438,689	1,817	-	1,817	436,872
University	3 MAJOR	327,087	1,484	-	1,484	325,603
University	4 COLLECTOR	77,826	218	-	218	77,608
University	5 LOCAL COLLECTOR	5,859	2	-	2	5,857
University	6 RURAL COLLECTOR	-	-	-	-	-
University	7 LOCAL ROAD	28,219	84	-	84	28,135
University	8 FREEWAY RAMP	47,676	158	-	158	47,518
University	9 LOCAL RAMP	145,821	908	-	908	144,913
University	10 ZONE CONNECTOR	141,475	494	-	494	140,981
University TOTAL		2,835,848	21,753	-	21,753	2,814,095
Uptown	1 FREEWAY	463,385	7,185	-	7,185	456,200
Uptown	2 PRIME	19,430	137	-	137	19,293
Uptown	3 MAJOR	79,265	483	-	483	78,782
Uptown	4 COLLECTOR	42,037	520	-	520	41,517
Uptown	5 LOCAL COLLECTOR	111,401	527	-	527	110,874
Uptown	6 RURAL COLLECTOR	-	-	-	-	-
Uptown	7 LOCAL ROAD	2,187	7	-	7	2,180
Uptown	8 FREEWAY RAMP	6,254	10	-	10	6,244
Uptown	9 LOCAL RAMP	67,381	1,004	-	1,004	66,377
Uptown	10 ZONE CONNECTOR	29,597	186	-	186	29,411
Uptown TOTAL		820,937	10,059	-	10,059	810,878
VISTA	1 FREEWAY	821,971	170	-	170	821,801
VISTA	2 PRIME	283,986	6	-	6	283,980
VISTA	3 MAJOR	435,804	50	-	50	435,754
VISTA	4 COLLECTOR	231,232	22	-	22	231,210
VISTA	5 LOCAL COLLECTOR	117,609	21	-	21	117,588
VISTA	6 RURAL COLLECTOR	127,244	3	-	3	127,241

VISTA	7 LOCAL ROAD	80	-	-	-	80	
VISTA	8 FREEWAY RAMP	-	-	-	-	-	
VISTA	9 LOCAL RAMP	44,613	20	-	20	44,593	
VISTA	10 ZONE CONNECTOR	122,705	6	-	6	122,699	
VISTA TOTAL		2,185,244	298	-	298	2,184,946	
Via De La Valle	1 FREEWAY	-	-	-	-	-	
Via De La Valle	2 PRIME	-	-	-	-	-	
Via De La Valle	3 MAJOR	12,485	7	-	7	12,478	
Via De La Valle	4 COLLECTOR	2,989	3	-	3	2,986	
Via De La Valle	5 LOCAL COLLECTOR	-	-	-	-	-	
Via De La Valle	6 RURAL COLLECTOR	-	-	-	-	-	
Via De La Valle	7 LOCAL ROAD	-	-	-	-	-	
Via De La Valle	8 FREEWAY RAMP	-	-	-	-	-	
Via De La Valle	9 LOCAL RAMP	-	-	-	-	-	
Via De La Valle	10 ZONE CONNECTOR	208	-	-	-	208	
Via De La Valle TOTAL		15,682	10	-	10	15,672	
REGIONWIDE TOTAL		108,496,206	1,641,618	43,144	1,598,474	106,854,588	1,164

Base Year 2008	
REPORTED: Post-forecast VMT Report (postlod2.pr)	85,347,095
CALCULATED: Aggregated sum of all VMT (E1143)	85,331,631
DISAGGREGATED: Sum of all VMT using this method (Analysis Tab: G1143 + H1143 + I1143)	85,329,578
Summary 1 (calculated - reported)	
Absolute VMT difference	(15,464)
Percent VMT difference	-0.0181%
Summary 2 (disaggregated - reported)	
Absolute VMT difference	(17,517)
Percent VMT difference	-0.0205%
Summary 3 (disaggregated - calculated)	
Absolute VMT difference	(2,053)
Percent VMT difference	-0.0024%

2035 C - Proposed Land Use	
REPORTED: Post-forecast VMT Report (postlod2.pr)	108,435,827
CALCULATED: Aggregated sum of all VMT (O1143)	108,419,301
DISAGGREGATED: Sum of all VMT using this method (Analysis Tab: Q1143 + R1143 + S1143	108,419,301
Summary 1 (calculated - reported)	
Absolute VMT difference	(16,526)
Percent VMT difference	-0.0152%
Summary 2 (disaggregated - reported)	
Absolute VMT difference	(16,526)
Percent VMT difference	-0.0152%
Summary 3 (disaggregated - calculated)	
Absolute VMT difference	-
Percent VMT difference	0.0000%

2035 D - High Density Scenario	
REPORTED: Post-forecast VMT Report (postlod2.pr)	108,512,704
CALCULATED: Aggregated sum of all VMT (Y1143)	108,496,206
DISAGGREGATED: Sum of all VMT using this method (Analysis Tab: AA1143 + AB1143 + AC1	108,496,206
Summary 1 (calculated - reported)	
Absolute VMT difference	(16,498)
Percent VMT difference	-0.0152%
Summary 2 (disaggregated - reported)	
Absolute VMT difference	(16,498)
Percent VMT difference	-0.0152%
Summary 3 (disaggregated - calculated)	
Absolute VMT difference	-
Percent VMT difference	0.0000%

Base Year 2008

JURISDICTION	JUR CODE	TOTAL VMT	TOTAL Encanto CPU VMT	Two Trip End Encanto CPU VMT	One Trip End Encanto CPU VMT	NON-Encanto CPU VMT
			I-I, I-E and E-I	I-I	I-E and E-I	E-E
32nd Street Naval Station TOTAL	14	58,119	925	-	925	57,194
Balboa Park TOTAL	14	364,701	5,662	-	5,662	359,039
Barrio Logan TOTAL	14	386,234	4,463	-	4,463	381,771
Black Mountain Ranch TOTAL	14	143,414	23	-	23	143,391
CARLSBAD TOTAL	1	3,338,645	4,689	-	4,689	3,333,956
CHULA VISTA TOTAL	2	3,949,248	48,066	-	48,066	3,901,182
CORONADO TOTAL	3	434,249	5,068	-	5,068	429,181
Carmel Mountain Ranch TOTAL	14	559,922	1,860	-	1,860	558,062
Carmel Valley TOTAL	14	737,056	1,800	-	1,800	735,256
Centre City TOTAL	14	729,347	13,266	-	13,266	716,081
Clairemont Mesa TOTAL	14	1,750,276	11,523	-	11,523	1,738,753
College Area TOTAL	14	639,611	2,245	-	2,245	637,366
DEL MAR TOTAL	4	96,545	77	-	77	96,468
Del Mar Mesa TOTAL	14	14,805	4	-	4	14,801
EL CAJON TOTAL	5	2,171,196	17,737	-	17,737	2,153,459
ENCANTO TOTAL	**14**	**670,871**	**206,790**	**24,187**	**182,603**	**464,081**
ENCINITAS TOTAL	6	2,071,372	5,674	-	5,674	2,065,698
ESCONDIDO TOTAL	7	2,806,009	4,290	-	4,290	2,801,719
East Elliott TOTAL	14	201,124	36	-	36	201,088
External TOTAL	14	348,056	1,733	-	1,733	346,323
Fairbanks Country Club TOTAL	14	31,203	25	-	25	31,178
Flower Hill TOTAL	14	25,766	88	-	88	25,678
Greater Golden Hill TOTAL	14	251,201	13,830	-	13,830	237,371
Greater North Park TOTAL	14	573,195	23,308	-	23,308	549,887
Harbor TOTAL	14	57,108	1,072	-	1,072	56,036
IMPERIAL BEACH TOTAL	8	120,384	382	-	382	120,002
Kearny Mesa TOTAL	14	2,113,509	22,427	-	22,427	2,091,082
LA MESA TOTAL	9	1,826,015	27,696	-	27,696	1,798,319
LEMON GROVE TOTAL	10	810,776	54,574	-	54,574	756,202
La Jolla TOTAL	14	709,014	1,731	-	1,731	707,283
Linda Vista TOTAL	14	588,240	1,791	-	1,791	586,449
Lindbergh Field TOTAL	14	201,789	2,536	-	2,536	199,253
Los Penasquitos Canyon Preserve TOTAL	14	18,119	88	-	88	18,031
Mid-City:City Heights TOTAL	14	1,170,608	75,694	-	75,694	1,094,914
Mid-City:Eastern Area TOTAL	14	529,049	47,264	-	47,264	481,785
Mid-City:Kensington-Talmadge TOTAL	14	308,403	9,033	-	9,033	299,370
Mid-City:Normal Heights TOTAL	14	261,359	10,028	-	10,028	251,331
Midway-Pacific Highway TOTAL	14	711,036	8,959	-	8,959	702,077
Mira Mesa TOTAL	14	1,910,679	7,691	-	7,691	1,902,988
Miramar Air Station TOTAL	14	2,202,898	16,000	-	16,000	2,186,898
Miramar Ranch North TOTAL	14	433,344	2,338	-	2,338	431,006
Mission Bay Park TOTAL	14	568,202	2,949	-	2,949	565,253
Mission Beach TOTAL	14	38,900	90	-	90	38,810
Mission Valley TOTAL	14	2,556,975	26,880	-	26,880	2,530,095
NATIONAL CITY TOTAL	11	1,657,659	61,987	-	61,987	1,595,672
NCFUA Reserve TOTAL	14	5,811	4	-	4	5,807
NCFUA Subarea 2 TOTAL	14	228,831	969	-	969	227,862
Navajo TOTAL	14	908,821	2,683	-	2,683	906,138
OCEANSIDE TOTAL	12	3,184,120	1,482	-	1,482	3,182,638
Ocean Beach TOTAL	14	126,318	428	-	428	125,890
Old San Diego TOTAL	14	209,189	1,798	-	1,798	207,391
Otay Mesa TOTAL	14	823,657	7,285	-	7,285	816,372
Otay Mesa-Nestor TOTAL	14	857,783	4,558	-	4,558	853,225
POWAY TOTAL	13	1,107,705	1,242	-	1,242	1,106,463
Pacific Beach TOTAL	14	552,426	1,686	-	1,686	550,740
Pacific Highlands Ranch TOTAL	14	267,401	64	-	64	267,337
Peninsula TOTAL	14	429,691	2,230	-	2,230	427,461
Rancho Bernardo TOTAL	14	1,678,182	5,128	-	5,128	1,673,054
Rancho Encantada TOTAL	14	9,262	13	-	13	9,249
Rancho Penasquitos TOTAL	14	1,119,336	3,579	-	3,579	1,115,757
SAN MARCOS TOTAL	15	2,013,966	1,358	-	1,358	2,012,608
SANTEE TOTAL	16	859,124	4,037	-	4,037	855,087
SOLANA BEACH TOTAL	17	571,005	2,053	-	-	568,952
SOUTHEASTERN SAN DIEGO TOTAL	14	1,247,832	61,532	-	61,532	1,186,300
Sabre Springs TOTAL	14	325,064	1,408	-	1,408	323,656
San Pasqual TOTAL	14	406,486	674	-	674	405,812
San Ysidro TOTAL	14	467,460	2,434	-	2,434	465,026
Scripps Miramar Ranch TOTAL	14	558,099	2,870	-	2,870	555,229
Scripps Reserve TOTAL	14	-	-	-	-	-

Serra Mesa TOTAL	14	774,221	15,279	-	15,279	758,942
Skyline-Paradise Hills TOTAL	14	274,257	32,976	-	32,976	241,281
Tierrasanta TOTAL	14	906,023	10,133	-	10,133	895,890
Tijuana River Valley TOTAL	14	4,682	9	-	9	4,673
Torrey Highlands TOTAL	14	190,533	50	-	50	190,483
Torrey Hills TOTAL	14	426,515	1,861	-	1,861	424,654
Torrey Pines TOTAL	14	1,296,148	6,814	-	6,814	1,289,334
Unincorporated TOTAL	19	17,490,767	71,225	-	71,225	17,419,542
University TOTAL	14	2,418,409	13,023	-	13,023	2,405,386
Uptown TOTAL	14	712,100	7,074	-	7,074	705,026
VISTA TOTAL	18	1,721,524	199	-	199	1,721,325
Via De La Valle TOTAL	14	12,652	9	-	9	12,643
REGIONWIDE TOTAL		85,331,631	1,022,559	24,187	996,319	84,309,072

2035 C - Proposed Land Use

JURISDICTION	JUR CODE	TOTAL VMT	TOTAL Encanto CPU VMT	Two Trip End Encanto CPU VMT	One Trip End Encanto CPU VMT	NON-Encanto CPU VMT	
			I-I, I-E and E-I	I-I	I-E and E-I	E-E	
32nd Street Naval Station TOTAL	14	64,294	1,241	-	1,241	63,053	
Balboa Park TOTAL	14	421,324	7,535	-	7,535	413,789	
Barrio Logan TOTAL	14	441,509	5,837	-	5,837	435,672	
Black Mountain Ranch TOTAL	14	234,739	69	-	69	234,670	
CARLSBAD TOTAL	1	4,318,940	8,818	-	8,818	4,310,122	
CHULA VISTA TOTAL	2	5,590,192	81,657	-	81,657	5,508,535	
CORONADO TOTAL	3	471,560	6,933	-	6,933	464,627	
Carmel Mountain Ranch TOTAL	14	647,361	3,074	-	3,074	644,287	
Carmel Valley TOTAL	14	899,105	3,081	-	3,081	896,024	
Centre City TOTAL	14	860,464	16,936	-	16,936	843,528	
Clairemont Mesa TOTAL	14	1,952,824	16,933	-	16,933	1,935,891	
College Area TOTAL	14	722,467	2,994	-	2,994	719,473	
DEL MAR TOTAL	4	101,202	127	-	127	101,075	
Del Mar Mesa TOTAL	14	23,944	9	-	9	23,935	
EL CAJON TOTAL	5	2,431,661	26,800	-	26,800	2,404,861	
ENCANTO TOTAL	**14**	**877,485**	**293,099**	**38,418**	**254,681**	**584,386**	
ENCINITAS TOTAL	6	2,543,941	10,133	-	10,133	2,533,808	
ESCONDIDO TOTAL	7	3,458,923	7,337	-	7,337	3,451,586	
East Elliott TOTAL	14	289,787	70	-	70	289,717	
External TOTAL	14	527,517	2,936	-	2,936	524,581	
Fairbanks Country Club TOTAL	14	27,893	46	-	46	27,847	
Flower Hill TOTAL	14	32,928	155	-	155	32,773	
Greater Golden Hill TOTAL	14	303,409	19,298	-	19,298	284,111	
Greater North Park TOTAL	14	693,766	36,893	-	36,893	656,873	
Harbor TOTAL	14	62,888	1,436	-	1,436	61,452	
IMPERIAL BEACH TOTAL	8	131,636	453	-	453	131,183	
Kearny Mesa TOTAL	14	2,497,605	35,031	-	35,031	2,462,574	
LA MESA TOTAL	9	2,091,274	40,393	-	40,393	2,050,881	
LEMON GROVE TOTAL	10	944,265	76,052	-	76,052	868,213	
La Jolla TOTAL	14	773,337	2,054	-	2,054	771,283	
Linda Vista TOTAL	14	698,251	2,352	-	2,352	695,899	#
Lindbergh Field TOTAL	14	163,832	2,371	-	2,371	161,461	
Los Penasquitos Canyon Preserve TOTAL	14	21,420	140	-	140	21,280	
Mid-City:City Heights TOTAL	14	1,490,298	116,432	-	116,432	1,373,866	
Mid-City:Eastern Area TOTAL	14	630,865	70,530	-	70,530	560,335	
Mid-City:Kensington-Talmadge TOTAL	14	383,211	13,284	-	13,284	369,927	
Mid-City:Normal Heights TOTAL	14	316,336	15,462	-	15,462	300,874	
Midway-Pacific Highway TOTAL	14	854,494	11,116	-	11,116	843,378	
Mira Mesa TOTAL	14	2,320,454	11,797	-	11,797	2,308,657	
Miramar Air Station TOTAL	14	2,706,697	25,157	-	25,157	2,681,540	
Miramar Ranch North TOTAL	14	491,198	3,568	-	3,568	487,630	
Mission Bay Park TOTAL	14	649,631	3,536	-	3,536	646,095	
Mission Beach TOTAL	14	50,345	177	-	177	50,168	
Mission Valley TOTAL	14	3,225,527	44,876	-	44,876	3,180,651	
NATIONAL CITY TOTAL	11	1,972,616	93,026	-	93,026	1,879,590	
NCFUA Reserve TOTAL	14	7,769	6	-	6	7,763	
NCFUA Subarea 2 TOTAL	14	292,861	1,670	-	1,670	291,191	
Navajo TOTAL	14	1,074,568	3,859	-	3,859	1,070,709	
OCEANSIDE TOTAL	12	4,049,681	2,874	-	2,874	4,046,807	
Ocean Beach TOTAL	14	136,466	719	-	719	135,747	
Old San Diego TOTAL	14	253,877	2,352	-	2,352	251,525	
Otay Mesa TOTAL	14	1,648,542	14,263	-	14,263	1,634,279	
Otay Mesa-Nestor TOTAL	14	1,053,612	7,429	-	7,429	1,046,183	
POWAY TOTAL	13	1,299,225	1,871	-	1,871	1,297,354	
Pacific Beach TOTAL	14	591,874	1,834	-	1,834	590,040	
Pacific Highlands Ranch TOTAL	14	345,165	135	-	135	345,030	
Peninsula TOTAL	14	451,700	2,824	-	2,824	448,876	
Rancho Bernardo TOTAL	14	2,026,286	8,393	-	8,393	2,017,893	
Rancho Encantada TOTAL	14	14,296	30	-	30	14,266	
Rancho Penasquitos TOTAL	14	1,296,487	5,880	-	5,880	1,290,607	
SAN MARCOS TOTAL	15	2,619,802	2,102	-	2,102	2,617,700	
SANTEE TOTAL	16	1,340,075	7,034	-	7,034	1,333,041	
SOLANA BEACH TOTAL	17	711,853	3,600	-	3,600	708,253	
SOUTHEASTERN SAN DIEGO TOTAL	14	1,510,538	90,668	-	90,668	1,419,870	
Sabre Springs TOTAL	14	356,631	2,035	-	2,035	354,596	
San Pasqual TOTAL	14	474,891	1,114	-	1,114	473,777	
San Ysidro TOTAL	14	594,853	3,916	-	3,916	590,937	
Scripps Miramar Ranch TOTAL	14	638,211	4,458	-	4,458	633,753	
Scripps Reserve TOTAL	14	-	-	-	-	-	

Serra Mesa TOTAL	14	918,208	23,909	-	23,909	894,299
Skyline-Paradise Hills TOTAL	14	298,057	38,925	-	38,925	259,132
Tierrasanta TOTAL	14	1,247,433	15,385	-	15,385	1,232,048
Tijuana River Valley TOTAL	14	5,146	12	-	12	5,134
Torrey Highlands TOTAL	14	244,491	100	-	100	244,391
Torrey Hills TOTAL	14	518,106	3,123	-	3,123	514,983
Torrey Pines TOTAL	14	1,563,255	11,251	-	11,251	1,552,004
Unincorporated TOTAL	19	24,563,679	112,992	-	112,992	24,450,687
University TOTAL	14	2,835,534	20,022	-	20,022	2,815,512
Uptown TOTAL	14	820,493	9,297	-	9,297	811,196
VISTA TOTAL	18	2,186,458	254	-	254	2,186,204
Via De La Valle TOTAL	14	15,763	10	-	10	15,753
REGIONWIDE TOTAL		108,419,301	1,525,600	38,418	1,487,182	106,893,701

2035 D - High Density Scenario

JURISDICTION	JUR CODE	TOTAL VMT	TOTAL Encanto CPU VMT	Two Trip End Encanto CPU VMT	One Trip End Encanto CPU VMT	NON-Encanto CPU VMT
			I-I, I-E and E-I	I-I	I-E and E-I	E-E
32nd Street Naval Station TOTAL	14	63,981	1,351	-	1,351	62,630
Balboa Park TOTAL	14	422,222	8,154	-	8,154	414,068
Barrio Logan TOTAL	14	441,992	6,251	-	6,251	435,741
Black Mountain Ranch TOTAL	14	235,138	72	-	72	235,066
CARLSBAD TOTAL	1	4,318,354	9,569	-	9,569	4,308,785
CHULA VISTA TOTAL	2	5,592,827	87,688	-	87,688	5,505,139
CORONADO TOTAL	3	471,445	7,529	-	7,529	463,916
Carmel Mountain Ranch TOTAL	14	647,225	3,329	-	3,329	643,896
Carmel Valley TOTAL	14	899,428	3,340	-	3,340	896,088
Centre City TOTAL	14	862,327	18,219	-	18,219	844,108
Clairemont Mesa TOTAL	14	1,953,040	18,368	-	18,368	1,934,672
College Area TOTAL	14	721,302	3,239	-	3,239	718,063
DEL MAR TOTAL	4	101,097	141	-	141	100,956
Del Mar Mesa TOTAL	14	23,852	10	-	10	23,842
EL CAJON TOTAL	5	2,432,671	28,758	-	28,758	2,403,913
ENCANTO TOTAL	**14**	**894,646**	**313,294**	**43,144**	**270,150**	**581,352**
ENCINITAS TOTAL	6	2,543,875	10,994	-	10,994	2,532,881
ESCONDIDO TOTAL	7	3,458,442	7,911	-	7,911	3,450,531
East Elliott TOTAL	14	290,369	78	-	78	290,291
External TOTAL	14	527,207	3,124	-	3,124	524,083
Fairbanks Country Club TOTAL	14	27,973	46	-	46	27,927
Flower Hill TOTAL	14	32,920	167	-	167	32,753
Greater Golden Hill TOTAL	14	304,455	20,938	-	20,938	283,517
Greater North Park TOTAL	14	695,347	39,875	-	39,875	655,472
Harbor TOTAL	14	63,022	1,556	-	1,556	61,466
IMPERIAL BEACH TOTAL	8	131,562	496	-	496	131,066
Kearny Mesa TOTAL	14	2,500,787	38,061	-	38,061	2,462,726
LA MESA TOTAL	9	2,093,549	43,356	-	43,356	2,050,193
LEMON GROVE TOTAL	10	948,365	81,071	-	81,071	867,294
La Jolla TOTAL	14	773,294	2,205	-	2,205	771,089
Linda Vista TOTAL	14	698,083	2,538	-	2,538	695,545
Lindbergh Field TOTAL	14	163,485	2,565	-	2,565	160,920
Los Penasquitos Canyon Preserve TOTAL	14	21,398	149	-	149	21,249
Mid-City:City Heights TOTAL	14	1,498,539	126,827	-	126,827	1,371,712
Mid-City:Eastern Area TOTAL	14	634,710	76,511	-	76,511	558,199
Mid-City:Kensington-Talmadge TOTAL	14	383,906	14,399	-	14,399	369,507
Mid-City:Normal Heights TOTAL	14	317,512	16,814	-	16,814	300,698
Midway-Pacific Highway TOTAL	14	857,443	11,876	-	11,876	845,567
Mira Mesa TOTAL	14	2,320,184	12,726	-	12,726	2,307,458
Miramar Air Station TOTAL	14	2,709,349	27,251	-	27,251	2,682,098
Miramar Ranch North TOTAL	14	491,654	3,878	-	3,878	487,776
Mission Bay Park TOTAL	14	649,339	3,777	-	3,777	645,562
Mission Beach TOTAL	14	50,246	191	-	191	50,055
Mission Valley TOTAL	14	3,225,851	48,835	-	48,835	3,177,016
NATIONAL CITY TOTAL	11	1,975,594	98,793	-	98,793	1,876,801
NCFUA Reserve TOTAL	14	7,761	6	-	6	7,755
NCFUA Subarea 2 TOTAL	14	293,016	1,814	-	1,814	291,202
Navajo TOTAL	14	1,075,247	4,178	-	4,178	1,071,069
OCEANSIDE TOTAL	12	4,048,065	3,105	-	3,105	4,044,960
Ocean Beach TOTAL	14	136,642	800	-	800	135,842
Old San Diego TOTAL	14	252,572	2,553	-	2,553	250,019
Otay Mesa TOTAL	14	1,649,238	15,380	-	15,380	1,633,858
Otay Mesa-Nestor TOTAL	14	1,053,597	7,987	-	7,987	1,045,610
POWAY TOTAL	13	1,299,452	2,040	-	2,040	1,297,412
Pacific Beach TOTAL	14	591,819	1,953	-	1,953	589,866
Pacific Highlands Ranch TOTAL	14	345,165	138	-	138	345,027
Peninsula TOTAL	14	451,870	3,096	-	3,096	448,774
Rancho Bernardo TOTAL	14	2,025,884	8,999	-	8,999	2,016,885
Rancho Encantada TOTAL	14	14,275	30	-	30	14,245
Rancho Penasquitos TOTAL	14	1,295,556	6,279	-	6,279	1,289,277
SAN MARCOS TOTAL	15	2,620,261	2,310	-	2,310	2,617,951
SANTEE TOTAL	16	1,340,013	7,575	-	7,575	1,332,438
SOLANA BEACH TOTAL	17	711,790	3,895	-	3,895	707,895
SOUTHEASTERN SAN DIEGO TOTAL	14	1,520,256	98,175	-	98,175	1,422,081
Sabre Springs TOTAL	14	356,960	2,192	-	2,192	354,768
San Pasqual TOTAL	14	475,277	1,185	-	1,185	474,092
San Ysidro TOTAL	14	595,068	4,178	-	4,178	590,890
Scripps Miramar Ranch TOTAL	14	638,539	4,840	-	4,840	633,699
Scripps Reserve TOTAL	14	-	-	-	-	-

Serra Mesa TOTAL	14	920,049	25,945	-	25,945	894,104
Skyline-Paradise Hills TOTAL	14	299,283	40,728	-	40,728	258,555
Tierrasanta TOTAL	14	1,247,584	16,736	-	16,736	1,230,848
Tijuana River Valley TOTAL	14	5,168	14	-	14	5,154
Torrey Highlands TOTAL	14	244,522	105	-	105	244,417
Torrey Hills TOTAL	14	518,014	3,392	-	3,392	514,622
Torrey Pines TOTAL	14	1,562,684	12,110	-	12,110	1,550,574
Unincorporated TOTAL	19	24,572,861	121,440	-	121,440	24,451,421
University TOTAL	14	2,835,848	21,753	-	21,753	2,814,095
Uptown TOTAL	14	820,937	10,059	-	10,059	810,878
VISTA TOTAL	18	2,185,244	298	-	298	2,184,946
Via De La Valle TOTAL	14	15,682	10	-	10	15,672
REGIONWIDE TOTAL		108,496,206	1,641,618	43,144	1,598,474	106,854,588

Appendix C
Roadway Average Daily Traffic Counts

Volumes for: STATION#3598 on Tuesday, March 29, 2011

City: San Diego

Project #: 11-4066-029

Location: Hilltop Dr between Toyne St & 44 St

File No. MC0207-11

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	7	17			3	16				
12:15	1	21			1	23				
12:30	1	28			0	18				
12:45	3	21	12	87	3	13	7	70	19	157
1:00	0	30			3	29				
1:15	1	27			1	33				
1:30	0	31			0	21				
1:45	3	17	4	105	1	23	5	106	9	211
2:00	0	23			1	28				
2:15	3	19			1	17				
2:30	1	33			1	20				
2:45	0	35	4	110	0	28	3	93	7	203
3:00	4	30			0	32				
3:15	0	29			1	28				
3:30	1	26			0	23				
3:45	1	39	6	124	2	32	3	115	9	239
4:00	0	32			1	27				
4:15	2	32			0	29				
4:30	0	27			1	24				
4:45	5	32	7	123	1	22	3	102	10	225
5:00	1	38			3	29				
5:15	3	32			0	34				
5:30	7	34			5	30				
5:45	9	24	20	128	4	24	12	117	32	245
6:00	12	22			5	22				
6:15	17	22			13	29				
6:30	39	29			17	17				
6:45	19	16	87	89	23	18	58	86	145	175
7:00	30	19			22	18				
7:15	45	11			42	19				
7:30	25	17			32	15				
7:45	22	15	122	62	22	24	118	76	240	138
8:00	18	16			20	15				
8:15	21	8			16	6				
8:30	31	6			18	12				
8:45	19	14	89	44	18	14	72	47	161	91
9:00	18	15			20	9				
9:15	13	10			11	9				
9:30	13	10			17	15				
9:45	14	10	58	45	18	10	66	43	124	88
10:00	10	11			13	5				
10:15	15	6			12	4				
10:30	9	10			13	12				
10:45	18	12	52	39	18	10	56	31	108	70
11:00	19	8			13	5				
11:15	15	11			10	13				
11:30	12	9			8	6				
11:45	26	6	72	34	12	3	43	27	115	61
Total	533	990	533	990	446	913	446	913	979	1903
Combined Total	1523		1523		1359		1359		2882	
AM Peak	6:30 AM				6:45 AM					
Vol.	133				119					
P.H.F.	0.739				0.708					
PM Peak		4:45 PM				5:00 PM				
Vol.		136				117				
P.H.F.		0.895				0.860				
Percentage	35.0%	65.0%			32.8%	67.2%				

Volumes for: STATION#3599 on Thursday, March 10, 2011

City: San Diego

Project #: 11-4066-030

Location: Hilltop Dr between 45 St & 46 St

File No. MC0208-11

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	2	26			10	22				
12:15	5	25			3	29				
12:30	3	28			4	28				
12:45	2	39	12	118	6	27	23	106	35	224
1:00	2	34			4	28				
1:15	3	26			5	29				
1:30	4	22			3	23				
1:45	1	20	10	102	4	33	16	113	26	215
2:00	0	30			1	28				
2:15	1	36			0	36				
2:30	3	34			1	34				
2:45	1	47	5	147	0	33	2	131	7	278
3:00	3	50			1	66				
3:15	1	48			2	57				
3:30	0	60			3	29				
3:45	3	65	7	223	2	40	8	192	15	415
4:00	2	49			4	51				
4:15	2	46			2	50				
4:30	4	63			2	36				
4:45	1	59	9	217	3	42	11	179	20	396
5:00	8	49			4	42				
5:15	5	46			4	52				
5:30	7	45			6	53				
5:45	14	42	34	182	9	57	23	204	57	386
6:00	18	53			11	47				
6:15	23	31			23	37				
6:30	30	25			28	31				
6:45	36	24	107	133	24	37	86	152	193	285
7:00	40	33			33	27				
7:15	53	15			52	13				
7:30	32	23			42	19				
7:45	27	21	152	92	54	27	181	86	333	178
8:00	33	22			24	24				
8:15	38	19			32	24				
8:30	26	18			42	31				
8:45	42	15	139	74	23	14	121	93	260	167
9:00	36	27			31	22				
9:15	32	12			22	20				
9:30	24	13			23	16				
9:45	27	8	119	60	30	22	106	80	225	140
10:00	23	14			22	14				
10:15	29	9			23	12				
10:30	34	13			36	15				
10:45	36	8	122	44	25	6	106	47	228	91
11:00	30	4			25	5				
11:15	26	6			24	3				
11:30	34	2			26	6				
11:45	28	5	118	17	30	6	105	20	223	37
Total	834	1409	834	1409	788	1403	788	1403	1622	2812
Combined Total	2243		2243		2191		2191		4434	
AM Peak	6:45 AM				7:00 AM					
Vol.	161				181					
P.H.F.	0.759				0.838					
PM Peak		3:00 PM				5:15 PM				
Vol.		223				209				
P.H.F.		0.858				0.917				
Percentage	37.2%	62.8%			36.0%	64.0%				

Prepared by NDS/ATD

VOLUME

Market St between 17th St & 19th St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,578	5,031	8,609

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			18		15		33		12:00			43		68		111	
00:15			20		9		29		12:15			61		80		141	
00:30			13		8		21		12:30			56		84		140	
00:45			7	58	8	40	15	98	12:45			42	202	74	306	116	508
01:00			10		10		20		13:00			52		66		118	
01:15			13		5		18		13:15			46		62		108	
01:30			4		4		8		13:30			85		84		169	
01:45			7	34	4	23	11	57	13:45			70	253	83	295	153	548
02:00			8		5		13		14:00			77		83		160	
02:15			4		8		12		14:15			62		68		130	
02:30			3		1		4		14:30			98		75		173	
02:45			1	16	9	23	10	39	14:45			88	325	68	294	156	619
03:00			0		5		5		15:00			94		76		170	
03:15			3		3		6		15:15			69		76		145	
03:30			3		5		8		15:30			85		85		170	
03:45			1	7	8	21	9	28	15:45			75	323	70	307	145	630
04:00			1		6		7		16:00			74		52		126	
04:15			1		8		9		16:15			78		74		152	
04:30			4		7		11		16:30			94		89		183	
04:45			1	7	14	35	15	42	16:45			98	344	85	300	183	644
05:00			3		22		25		17:00			110		68		178	
05:15			10		10		20		17:15			91		101		192	
05:30			8		31		39		17:30			99		73		172	
05:45			8	29	28	91	36	120	17:45			85	385	69	311	154	696
06:00			8		27		35		18:00			78		72		150	
06:15			10		56		66		18:15			74		70		144	
06:30			20		34		54		18:30			70		61		131	
06:45			9	47	78	195	87	242	18:45			59	281	68	271	127	552
07:00			22		90		112		19:00			47		52		99	
07:15			20		96		116		19:15			36		64		100	
07:30			26		122		148		19:30			30		39		69	
07:45			22	90	153	461	175	551	19:45			33	146	38	193	71	339
08:00			34		143		177		20:00			22		49		71	
08:15			30		130		160		20:15			22		38		60	
08:30			44		109		153		20:30			23		43		66	
08:45			31	139	110	492	141	631	20:45			36	103	41	171	77	274
09:00			40		93		133		21:00			22		30		52	
09:15			35		85		120		21:15			36		44		80	
09:30			36		81		117		21:30			33		35		68	
09:45			53	164	77	336	130	500	21:45			27	118	22	131	49	249
10:00			40		68		108		22:00			27		18		45	
10:15			34		80		114		22:15			18		18		36	
10:30			43		72		115		22:30			16		26		42	
10:45			55	172	77	297	132	469	22:45			25	86	14	76	39	162
11:00			36		70		106		23:00			27		13		40	
11:15			43		62		105		23:15			26		14		40	
11:30			33		73		106		23:30			20		18		38	
11:45			48	160	94	299	142	459	23:45			16	89	18	63	34	152
TOTALS				923		2313		3236	TOTALS				2655		2718		5373
SPLIT %				28.5%		71.5%		37.6%	SPLIT %				49.4%		50.6%		62.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,578	5,031	8,609

AM Peak Hour			11:45	07:30	07:45	PM Peak Hour			16:45	16:30	16:30
AM Pk Volume			208	548	665	PM Pk Volume			398	343	736
Pk Hr Factor			0.852	0.895	0.939	Pk Hr Factor			0.905	0.849	0.958
7 - 9 Volume	0	0	229	953	1182	4 - 6 Volume	0	0	729	611	1340
7 - 9 Peak Hour			08:00	07:30	07:45	4 - 6 Peak Hour			16:45	16:30	16:30
7 - 9 Pk Volume	0	0	139	548	665	4 - 6 Pk Volume	0	0	398	343	736
Pk Hr Factor	0.000	0.000	0.790	0.895	0.939	Pk Hr Factor	0.000	0.000	0.905	0.849	0.958

Prepared by NDS/ATD

VOLUME

Market St between 17th St & 19th St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,103	5,078	7,181

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			10		22		32		12:00			41		78		119	
00:15			14		15		29		12:15			33		82		115	
00:30			6		7		13		12:30			33		79		112	
00:45			7	37	7	51	14	88	12:45			38	145	97	336	135	481
01:00			9		15		24		13:00			33		70		103	
01:15			2		12		14		13:15			38		96		134	
01:30			13		12		25		13:30			39		92		131	
01:45			8	32	16	55	24	87	13:45			37	147	82	340	119	487
02:00			5		9		14		14:00			40		61		101	
02:15			3		11		14		14:15			32		75		107	
02:30			3		13		16		14:30			26		61		87	
02:45			6	17	5	38	11	55	14:45			36	134	64	261	100	395
03:00			2		5		7		15:00			38		67		105	
03:15			0		5		5		15:15			26		62		88	
03:30			3		9		12		15:30			38		77		115	
03:45			1	6	8	27	9	33	15:45			34	136	73	279	107	415
04:00			3		4		7		16:00			36		63		99	
04:15			1		7		8		16:15			37		79		116	
04:30			1		10		11		16:30			46		68		114	
04:45			5	10	20	41	25	51	16:45			49	168	97	307	146	475
05:00			6		15		21		17:00			40		77		117	
05:15			1		20		21		17:15			52		74		126	
05:30			3		22		25		17:30			44		76		120	
05:45			4	14	33	90	37	104	17:45			45	181	69	296	114	477
06:00			9		29		38		18:00			45		59		104	
06:15			10		48		58		18:15			37		60		97	
06:30			10		45		55		18:30			27		56		83	
06:45			9	38	76	198	85	236	18:45			31	140	56	231	87	371
07:00			14		78		92		19:00			25		56		81	
07:15			20		112		132		19:15			28		62		90	
07:30			10		122		132		19:30			28		49		77	
07:45			15	59	148	460	163	519	19:45			21	102	55	222	76	324
08:00			25		127		152		20:00			29		41		70	
08:15			21		145		166		20:15			19		39		58	
08:30			18		121		139		20:30			21		40		61	
08:45			22	86	116	509	138	595	20:45			25	94	44	164	69	258
09:00			18		89		107		21:00			25		27		52	
09:15			22		82		104		21:15			33		36		69	
09:30			32		79		111		21:30			20		31		51	
09:45			28	100	67	317	95	417	21:45			19	97	32	126	51	223
10:00			28		76		104		22:00			20		30		50	
10:15			16		76		92		22:15			12		27		39	
10:30			31		64		95		22:30			14		23		37	
10:45			23	98	72	288	95	386	22:45			9	55	19	99	28	154
11:00			40		71		111		23:00			22		16		38	
11:15			36		69		105		23:15			16		12		28	
11:30			31		67		98		23:30			19		21		40	
11:45			30	137	80	287	110	424	23:45			13	70	7	56	20	126
TOTALS				634		2361		2995	TOTALS				1469		2717		4186
SPLIT %				21.2%		78.8%		41.7%	SPLIT %				35.1%		64.9%		58.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,103	5,078	7,181

AM Peak Hour			11:15	07:30	07:45	PM Peak Hour			16:30	12:45	16:45
AM Pk Volume			138	542	620	PM Pk Volume			187	355	509
Pk Hr Factor			0.841	0.916	0.934	Pk Hr Factor			0.899	0.915	0.872
7 - 9 Volume	0	0	145	969	1114	4 - 6 Volume	0	0	349	603	952
7 - 9 Peak Hour			08:00	07:30	07:45	4 - 6 Peak Hour			16:30	16:45	16:45
7 - 9 Pk Volume	0	0	86	542	620	4 - 6 Pk Volume	0	0	187	324	509
Pk Hr Factor	0.000	0.000	0.860	0.916	0.934	Pk Hr Factor	0.000	0.000	0.899	0.835	0.872

Prepared by NDS/ATD

VOLUME

Market St between 19th St & 25th St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_007

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,533	4,340	7,873

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			14		13		27		12:00			60		58		118	
00:15			20		11		31		12:15			58		57		115	
00:30			16		6		22		12:30			58		73		131	
00:45			4	54	8	38	12	92	12:45			51	227	58	246	109	473
01:00			10		7		17		13:00			57		60		117	
01:15			13		6		19		13:15			43		55		98	
01:30			6		5		11		13:30			55		71		126	
01:45			6	35	4	22	10	57	13:45			61	216	65	251	126	467
02:00			8		4		12		14:00			71		67		138	
02:15			4		8		12		14:15			56		67		123	
02:30			4		1		5		14:30			73		68		141	
02:45			2	18	11	24	13	42	14:45			71	271	68	270	139	541
03:00			2		1		3		15:00			73		66		139	
03:15			2		2		4		15:15			73		71		144	
03:30			3		5		8		15:30			76		78		154	
03:45			5	12	4	12	9	24	15:45			72	294	69	284	141	578
04:00			1		4		5		16:00			74		49		123	
04:15			0		5		5		16:15			89		61		150	
04:30			4		5		9		16:30			79		68		147	
04:45			4	9	9	23	13	32	16:45			85	327	70	248	155	575
05:00			6		15		21		17:00			93		70		163	
05:15			6		9		15		17:15			90		74		164	
05:30			11		22		33		17:30			78		59		137	
05:45			11	34	23	69	34	103	17:45			69	330	78	281	147	611
06:00			10		20		30		18:00			56		63		119	
06:15			14		40		54		18:15			54		64		118	
06:30			24		28		52		18:30			52		55		107	
06:45			16	64	72	160	88	224	18:45			56	218	58	240	114	458
07:00			31		69		100		19:00			55		56		111	
07:15			27		78		105		19:15			39		55		94	
07:30			32		108		140		19:30			37		36		73	
07:45			33	123	134	389	167	512	19:45			41	172	41	188	82	360
08:00			41		122		163		20:00			26		48		74	
08:15			31		94		125		20:15			29		41		70	
08:30			48		84		132		20:30			29		40		69	
08:45			40	160	84	384	124	544	20:45			35	119	38	167	73	286
09:00			44		83		127		21:00			24		32		56	
09:15			36		66		102		21:15			40		47		87	
09:30			33		60		93		21:30			35		27		62	
09:45			54	167	65	274	119	441	21:45			25	124	24	130	49	254
10:00			45		52		97		22:00			30		14		44	
10:15			38		72		110		22:15			25		20		45	
10:30			51		57		108		22:30			25		28		53	
10:45			57	191	63	244	120	435	22:45			22	102	21	83	43	185
11:00			44		57		101		23:00			18		14		32	
11:15			53		59		112		23:15			24		16		40	
11:30			51		62		113		23:30			19		16		35	
11:45			45	193	70	248	115	441	23:45			12	73	19	65	31	138
TOTALS				1060		1887		2947	TOTALS				2473		2453		4926
SPLIT %				36.0%		64.0%		37.4%	SPLIT %				50.2%		49.8%		62.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,533	4,340	7,873

AM Peak Hour			11:45	07:30	07:30	PM Peak Hour			16:30	15:00	16:30
AM Pk Volume			221	458	595	PM Pk Volume			347	284	629
Pk Hr Factor			0.921	0.854	0.891	Pk Hr Factor			0.933	0.910	0.959
7 - 9 Volume	0	0	283	773	1056	4 - 6 Volume	0	0	657	529	1186
7 - 9 Peak Hour			08:00	07:30	07:30	4 - 6 Peak Hour			16:30	16:30	16:30
7 - 9 Pk Volume	0	0	160	458	595	4 - 6 Pk Volume	0	0	347	282	629
Pk Hr Factor	0.000	0.000	0.833	0.854	0.891	Pk Hr Factor	0.000	0.000	0.933	0.953	0.959

Prepared by NDS/ATD

VOLUME

Market St between 19th St & 25th St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_007

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,448	4,348	7,796

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			11		19		30		12:00			58		58		116	
00:15			13		12		25		12:15			62		68		130	
00:30			7		6		13		12:30			56		67		123	
00:45			9	40	11	48	20	88	12:45			61	237	87	280	148	517
01:00			11		9		20		13:00			61		62		123	
01:15			5		9		14		13:15			62		87		149	
01:30			12		6		18		13:30			67		92		159	
01:45			13	41	12	36	25	77	13:45			64	254	77	318	141	572
02:00			7		9		16		14:00			57		46		103	
02:15			6		10		16		14:15			51		58		109	
02:30			5		13		18		14:30			51		47		98	
02:45			8	26	7	39	15	65	14:45			63	222	58	209	121	431
03:00			2		4		6		15:00			52		57		109	
03:15			0		4		4		15:15			71		58		129	
03:30			4		6		10		15:30			63		76		139	
03:45			2	8	3	17	5	25	15:45			69	255	57	248	126	503
04:00			5		3		8		16:00			70		79		149	
04:15			3		5		8		16:15			87		75		162	
04:30			2		6		8		16:30			75		66		141	
04:45			7	17	16	30	23	47	16:45			91	323	84	304	175	627
05:00			9		11		20		17:00			87		73		160	
05:15			3		15		18		17:15			102		79		181	
05:30			7		17		24		17:30			87		63		150	
05:45			5	24	24	67	29	91	17:45			86	362	69	284	155	646
06:00			11		17		28		18:00			70		53		123	
06:15			17		35		52		18:15			57		52		109	
06:30			19		41		60		18:30			44		51		95	
06:45			20	67	67	160	87	227	18:45			45	216	55	211	100	427
07:00			21		68		89		19:00			42		59		101	
07:15			33		87		120		19:15			34		60		94	
07:30			29		107		136		19:30			31		42		73	
07:45			26	109	129	391	155	500	19:45			32	139	37	198	69	337
08:00			41		101		142		20:00			32		33		65	
08:15			35		123		158		20:15			41		47		88	
08:30			32		72		104		20:30			26		33		59	
08:45			44	152	66	362	110	514	20:45			40	139	39	152	79	291
09:00			35		73		108		21:00			30		31		61	
09:15			28		67		95		21:15			43		32		75	
09:30			41		62		103		21:30			34		27		61	
09:45			41	145	57	259	98	404	21:45			18	125	25	115	43	240
10:00			37		61		98		22:00			24		29		53	
10:15			43		70		113		22:15			21		19		40	
10:30			50		50		100		22:30			21		22		43	
10:45			35	165	58	239	93	404	22:45			18	84	12	82	30	166
11:00			68		63		131		23:00			24		24		48	
11:15			51		60		111		23:15			20		12		32	
11:30			44		51		95		23:30			20		10		30	
11:45			55	218	74	248	129	466	23:45			16	80	5	51	21	131
TOTALS				1012		1896		2908	TOTALS				2436		2452		4888
SPLIT %				34.8%		65.2%		37.3%	SPLIT %				49.8%		50.2%		62.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,448	4,348	7,796

AM Peak Hour			11:45	07:30	07:30	PM Peak Hour			16:45	12:45	16:45
AM Pk Volume			231	460	591	PM Pk Volume			367	328	666
Pk Hr Factor			0.931	0.891	0.935	Pk Hr Factor			0.900	0.891	0.920
7 - 9 Volume	0	0	261	753	1014	4 - 6 Volume	0	0	685	588	1273
7 - 9 Peak Hour			08:00	07:30	07:30	4 - 6 Peak Hour			16:45	16:00	16:45
7 - 9 Pk Volume	0	0	152	460	591	4 - 6 Pk Volume	0	0	367	304	666
Pk Hr Factor	0.000	0.000	0.864	0.891	0.935	Pk Hr Factor	0.000	0.000	0.900	0.905	0.920

Prepared by NDS/ATD

VOLUME

Market St between 25th St & 28th St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,432	5,066	9,498

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			7		11		18		12:00			73		69		142	
00:15			10		4		14		12:15			80		89		169	
00:30			12		4		16		12:30			70		68		138	
00:45			6	35	3	22	9	57	12:45			77	300	81	307	158	607
01:00			6		6		12		13:00			50		67		117	
01:15			6		0		6		13:15			71		72		143	
01:30			7		6		13		13:30			80		75		155	
01:45			6	25	1	13	7	38	13:45			87	288	83	297	170	585
02:00			3		0		3		14:00			70		66		136	
02:15			0		3		3		14:15			66		66		132	
02:30			5		2		7		14:30			63		78		141	
02:45			3	11	8	13	11	24	14:45			95	294	81	291	176	585
03:00			2		1		3		15:00			82		74		156	
03:15			3		3		6		15:15			75		76		151	
03:30			1		3		4		15:30			95		58		153	
03:45			1	7	3	10	4	17	15:45			99	351	77	285	176	636
04:00			3		8		11		16:00			108		71		179	
04:15			3		6		9		16:15			126		71		197	
04:30			2		6		8		16:30			94		72		166	
04:45			6	14	5	25	11	39	16:45			136	464	80	294	216	758
05:00			2		15		17		17:00			145		86		231	
05:15			7		14		21		17:15			133		85		218	
05:30			6		24		30		17:30			95		65		160	
05:45			5	20	17	70	22	90	17:45			102	475	67	303	169	778
06:00			16		27		43		18:00			96		70		166	
06:15			22		52		74		18:15			74		85		159	
06:30			29		57		86		18:30			74		44		118	
06:45			24	91	92	228	116	319	18:45			64	308	64	263	128	571
07:00			39		118		157		19:00			72		55		127	
07:15			29		128		157		19:15			66		52		118	
07:30			37		173		210		19:30			49		49		98	
07:45			41	146	231	650	272	796	19:45			38	225	51	207	89	432
08:00			38		209		247		20:00			42		45		87	
08:15			47		171		218		20:15			47		38		85	
08:30			56		124		180		20:30			41		32		73	
08:45			73	214	91	595	164	809	20:45			48	178	30	145	78	323
09:00			56		83		139		21:00			23		14		37	
09:15			46		68		114		21:15			33		24		57	
09:30			34		61		95		21:30			28		16		44	
09:45			69	205	75	287	144	492	21:45			26	110	15	69	41	179
10:00			59		65		124		22:00			26		14		40	
10:15			67		74		141		22:15			15		13		28	
10:30			65		68		133		22:30			18		16		34	
10:45			71	262	76	283	147	545	22:45			11	70	6	49	17	119
11:00			66		81		147		23:00			16		11		27	
11:15			75		68		143		23:15			24		16		40	
11:30			53		63		116		23:30			27		15		42	
11:45			67	261	80	292	147	553	23:45			11	78	26	68	37	146
TOTALS				1291		2488		3779	TOTALS				3141		2578		5719
SPLIT %				34.2%		65.8%		39.8%	SPLIT %				54.9%		45.1%		60.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,432	5,066	9,498

AM Peak Hour			11:45	07:30	07:30	PM Peak Hour			16:45	16:30	16:30
AM Pk Volume			290	784	947	PM Pk Volume			509	323	831
Pk Hr Factor			0.906	0.848	0.870	Pk Hr Factor			0.878	0.939	0.899
7 - 9 Volume	0	0	360	1245	1605	4 - 6 Volume	0	0	939	597	1536
7 - 9 Peak Hour			08:00	07:30	07:30	4 - 6 Peak Hour			16:45	16:30	16:30
7 - 9 Pk Volume	0	0	214	784	947	4 - 6 Pk Volume	0	0	509	323	831
Pk Hr Factor	0.000	0.000	0.733	0.848	0.870	Pk Hr Factor	0.000	0.000	0.878	0.939	0.899

Prepared by NDS/ATD

VOLUME

Market St between 25th St & 28th St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,410	5,299	9,709

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			7		14		21		12:00			75		90		165	
00:15			12		4		16		12:15			78		95		173	
00:30			8		3		11		12:30			79		93		172	
00:45			5	32	5	26	10	58	12:45			93	325	98	376	191	701
01:00			10		3		13		13:00			94		85		179	
01:15			6		5		11		13:15			90		105		195	
01:30			4		3		7		13:30			82		105		187	
01:45			4	24	6	17	10	41	13:45			88	354	79	374	167	728
02:00			3		11		14		14:00			78		66		144	
02:15			3		12		15		14:15			66		75		141	
02:30			0		9		9		14:30			77		70		147	
02:45			4	10	4	36	8	46	14:45			90	311	95	306	185	617
03:00			3		2		5		15:00			67		77		144	
03:15			2		3		5		15:15			73		87		160	
03:30			2		2		4		15:30			107		77		184	
03:45			1	8	4	11	5	19	15:45			80	327	70	311	150	638
04:00			5		10		15		16:00			112		66		178	
04:15			3		5		8		16:15			105		78		183	
04:30			4		8		12		16:30			115		75		190	
04:45			7	19	4	27	11	46	16:45			136	468	85	304	221	772
05:00			6		10		16		17:00			124		70		194	
05:15			4		10		14		17:15			111		90		201	
05:30			7		19		26		17:30			116		67		183	
05:45			14	31	26	65	40	96	17:45			102	453	70	297	172	750
06:00			15		21		36		18:00			93		58		151	
06:15			19		48		67		18:15			72		60		132	
06:30			24		66		90		18:30			73		76		149	
06:45			31	89	88	223	119	312	18:45			46	284	55	249	101	533
07:00			32		118		150		19:00			65		62		127	
07:15			36		143		179		19:15			49		62		111	
07:30			24		187		211		19:30			58		39		97	
07:45			43	135	227	675	270	810	19:45			58	230	41	204	99	434
08:00			48		186		234		20:00			46		37		83	
08:15			52		170		222		20:15			46		39		85	
08:30			47		119		166		20:30			47		37		84	
08:45			57	204	100	575	157	779	20:45			27	166	23	136	50	302
09:00			52		80		132		21:00			31		22		53	
09:15			43		70		113		21:15			37		29		66	
09:30			47		87		134		21:30			29		21		50	
09:45			60	202	64	301	124	503	21:45			19	116	25	97	44	213
10:00			56		73		129		22:00			21		24		45	
10:15			48		61		109		22:15			23		14		37	
10:30			55		72		127		22:30			17		21		38	
10:45			59	218	75	281	134	499	22:45			14	75	12	71	26	146
11:00			75		73		148		23:00			21		11		32	
11:15			58		76		134		23:15			14		9		23	
11:30			70		68		138		23:30			11		4		15	
11:45			68	271	86	303	154	574	23:45			12	58	10	34	22	92
TOTALS				1243		2540		3783	TOTALS				3167		2759		5926
SPLIT %				32.9%		67.1%		39.0%	SPLIT %				53.4%		46.6%		61.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,410	5,299	9,709

AM Peak Hour			11:45	07:30	07:30	PM Peak Hour			16:45	12:45	16:30
AM Pk Volume			300	770	937	PM Pk Volume			487	393	806
Pk Hr Factor			0.949	0.848	0.868	Pk Hr Factor			0.895	0.936	0.912
7 - 9 Volume	0	0	339	1250	1589	4 - 6 Volume	0	0	921	601	1522
7 - 9 Peak Hour			08:00	07:30	07:30	4 - 6 Peak Hour			16:45	16:30	16:30
7 - 9 Pk Volume	0	0	204	770	937	4 - 6 Pk Volume	0	0	487	320	806
Pk Hr Factor	0.000	0.000	0.895	0.848	0.868	Pk Hr Factor	0.000	0.000	0.895	0.889	0.912

Prepared by NDS/ATD

Volumes for: STATION#2752 on Wednesday, November 09, 2011 City: San Diego Project #: 11-4286-069

Location: Market St between 30 St & 31 St File No. MC1150-11

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	9	68			7	88				
12:15	8	78			6	83				
12:30	5	96			5	111				
12:45	8	90	30	332	6	96	24	378	54	710
1:00	7	88			3	110				
1:15	4	87			2	99				
1:30	2	82			7	98				
1:45	4	80	17	337	3	81	15	388	32	725
2:00	2	81			1	76				
2:15	4	86			2	64				
2:30	4	93			4	85				
2:45	2	112	12	372	3	99	10	324	22	696
3:00	8	96			5	76				
3:15	4	107			1	95				
3:30	7	94			2	79				
3:45	5	122	24	419	2	77	10	327	34	746
4:00	2	128			3	103				
4:15	5	129			7	86				
4:30	4	136			9	95				
4:45	6	147	17	540	7	97	26	381	43	921
5:00	10	155			8	96				
5:15	11	119			14	111				
5:30	14	126			24	91				
5:45	15	122	50	522	35	84	81	382	131	904
6:00	20	96			55	64				
6:15	36	71			58	83				
6:30	47	80			93	73				
6:45	46	60	149	307	96	62	302	282	451	589
7:00	49	44			131	61				
7:15	42	57			153	47				
7:30	58	48			204	49				
7:45	70	42	219	191	236	47	724	204	943	395
8:00	68	40			185	41				
8:15	48	37			159	30				
8:30	74	32			128	26				
8:45	60	37	250	146	102	30	574	127	824	273
9:00	52	38			90	21				
9:15	59	30			93	26				
9:30	55	21			83	20				
9:45	67	31	233	120	68	25	334	92	567	212
10:00	70	27			55	22				
10:15	74	30			70	29				
10:30	67	31			73	14				
10:45	68	23	279	111	78	11	276	76	555	187
11:00	77	13			89	10				
11:15	73	12			78	13				
11:30	72	24			76	11				
11:45	78	12	300	61	84	7	327	41	627	102
Total	1580	3458	1580	3458	2703	3002	2703	3002	4283	6460
Combined Total	5038		5038		5705		5705		10743	
AM Peak	11:45 AM				7:30 AM					
Vol.	320				784					
P.H.F.	0.833				0.831					
PM Peak		4:15 PM				12:30 PM				
Vol.		567				416				
P.H.F.		0.915				0.937				
Percentage	31.4%	68.6%			47.4%	52.6%				

Volumes for: STATION#2753 on Wednesday, November 09, 2011 City: San Diego Project #: 11-4286-070
Location: Market St between 33 St (E) & SD-015 File No. MC1151-11

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	8	127			13	133				
12:15	7	140			7	140				
12:30	11	177			13	154				
12:45	12	162	38	606	7	141	40	568	78	1174
1:00	10	156			9	150				
1:15	7	133			4	141				
1:30	5	122			10	140				
1:45	6	129	28	540	9	125	32	556	60	1096
2:00	2	145			0	126				
2:15	4	141			5	113				
2:30	8	160			5	145				
2:45	3	177	17	623	14	179	24	563	41	1186
3:00	6	186			2	151				
3:15	6	181			3	134				
3:30	10	239			9	128				
3:45	4	229	26	835	8	141	22	554	48	1389
4:00	11	221			12	126				
4:15	10	242			12	140				
4:30	11	232			9	140				
4:45	13	264	45	959	15	127	48	533	93	1492
5:00	21	268			24	128				
5:15	26	248			38	141				
5:30	32	207			54	130				
5:45	39	169	118	892	66	121	182	520	300	1412
6:00	51	162			91	91				
6:15	72	123			127	109				
6:30	107	113			165	90				
6:45	85	89	315	487	183	103	566	393	881	880
7:00	78	92			183	85				
7:15	77	74			221	72				
7:30	102	70			274	64				
7:45	130	57	387	293	324	55	1002	276	1389	569
8:00	116	77			229	65				
8:15	112	60			209	55				
8:30	98	52			164	50				
8:45	89	57	415	246	174	51	776	221	1191	467
9:00	94	51			128	37				
9:15	95	31			138	48				
9:30	104	45			116	30				
9:45	110	28	403	155	100	38	482	153	885	308
10:00	107	26			107	32				
10:15	105	31			105	35				
10:30	113	33			98	18				
10:45	117	22	442	112	123	20	433	105	875	217
11:00	137	26			129	19				
11:15	116	22			115	18				
11:30	110	29			112	14				
11:45	140	20	503	97	133	11	489	62	992	159
Total	2737	5845	2737	5845	4096	4504	4096	4504	6833	10349
Combined Total	8582		8582		8600		8600		17182	
AM Peak	11:45 AM				7:15 AM					
Vol.	584				1048					
P.H.F.	0.825				0.809					
PM Peak		4:30 PM				2:30 PM				
Vol.		1012				609				
P.H.F.		0.944				0.851				
Percentage	31.9%	68.1%			47.6%	52.4%				

Prepared by NDS/ATD

VOLUME

Market St between I-15 SB Ramps & I-15 NB Ramps

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_009

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	12,640	9,410	22,050

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			17		12		29		12:00			185		157		342	
00:15			13		3		16		12:15			180		144		324	
00:30			16		8		24		12:30			199		162		361	
00:45			14	60	6	29	20	89	12:45			204	768	184	647	388	1415
01:00			16		7		23		13:00			188		125		313	
01:15			11		8		19		13:15			192		172		364	
01:30			11		5		16		13:30			204		143		347	
01:45			11	49	9	29	20	78	13:45			209	793	154	594	363	1387
02:00			12		2		14		14:00			181		144		325	
02:15			8		7		15		14:15			220		149		369	
02:30			3		4		7		14:30			236		174		410	
02:45			7	30	6	19	13	49	14:45			241	878	172	639	413	1517
03:00			9		9		18		15:00			278		187		465	
03:15			7		7		14		15:15			253		162		415	
03:30			9		7		16		15:30			318		128		446	
03:45			7	32	8	31	15	63	15:45			280	1129	150	627	430	1756
04:00			7		14		21		16:00			347		156		503	
04:15			17		17		34		16:15			380		137		517	
04:30			13		21		34		16:30			341		161		502	
04:45			37	74	25	77	62	151	16:45			351	1419	134	588	485	2007
05:00			9		34		43		17:00			378		177		555	
05:15			32		64		96		17:15			344		150		494	
05:30			44		61		105		17:30			344		129		473	
05:45			53	138	67	226	120	364	17:45			325	1391	149	605	474	1996
06:00			66		80		146		18:00			297		136		433	
06:15			90		105		195		18:15			236		134		370	
06:30			118		143		261		18:30			211		121		332	
06:45			124	398	160	488	284	886	18:45			172	916	137	528	309	1444
07:00			119		190		309		19:00			179		116		295	
07:15			122		247		369		19:15			135		92		227	
07:30			157		292		449		19:30			110		110		220	
07:45			191	589	325	1054	516	1643	19:45			115	539	86	404	201	943
08:00			170		224		394		20:00			105		89		194	
08:15			183		197		380		20:15			83		74		157	
08:30			139		155		294		20:30			75		61		136	
08:45			126	618	130	706	256	1324	20:45			87	350	56	280	143	630
09:00			157		148		305		21:00			76		39		115	
09:15			136		107		243		21:15			69		40		109	
09:30			159		112		271		21:30			59		37		96	
09:45			148	600	108	475	256	1075	21:45			60	264	37	153	97	417
10:00			140		116		256		22:00			39		24		63	
10:15			149		117		266		22:15			49		32		81	
10:30			155		123		278		22:30			57		20		77	
10:45			183	627	141	497	324	1124	22:45			44	189	18	94	62	283
11:00			179		140		319		23:00			26		17		43	
11:15			177		138		315		23:15			25		24		49	
11:30			157		133		290		23:30			26		9		35	
11:45			163	676	143	554	306	1230	23:45			36	113	16	66	52	179
TOTALS				3891		4185		8076	TOTALS				8749		5225		13974
SPLIT %				48.2%		51.8%		36.6%	SPLIT %				62.6%		37.4%		63.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	12,640	9,410	22,050

AM Peak Hour			11:45	07:15	07:30	PM Peak Hour			16:15	14:30	16:15
AM Pk Volume			727	1088	1739	PM Pk Volume			1450	695	2059
Pk Hr Factor			0.913	0.837	0.843	Pk Hr Factor			0.954	0.929	0.927
7 - 9 Volume	0	0	1207	1760	2967	4 - 6 Volume	0	0	2810	1193	4003
7 - 9 Peak Hour			07:30	07:15	07:30	4 - 6 Peak Hour			16:15	16:30	16:15
7 - 9 Pk Volume	0	0	701	1088	1739	4 - 6 Pk Volume	0	0	1450	622	2059
Pk Hr Factor	0.000	0.000	0.918	0.837	0.843	Pk Hr Factor	0.000	0.000	0.954	0.879	0.927

Prepared by NDS/ATD

VOLUME

Market St between I-15 SB Ramps & I-15 NB Ramps

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_009

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	13,072	9,518	22,590

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			18		9		27		12:00			197		170		367	
00:15			8		7		15		12:15			168		188		356	
00:30			11		13		24		12:30			195		173		368	
00:45			10	47	16	45	26	92	12:45			224	784	154	685	378	1469
01:00			9		8		17		13:00			229		159		388	
01:15			9		12		21		13:15			236		191		427	
01:30			9		6		15		13:30			247		169		416	
01:45			6	33	11	37	17	70	13:45			242	954	188	707	430	1661
02:00			9		10		19		14:00			215		131		346	
02:15			9		3		12		14:15			196		143		339	
02:30			12		7		19		14:30			212		167		379	
02:45			10	40	8	28	18	68	14:45			240	863	188	629	428	1492
03:00			12		6		18		15:00			276		157		433	
03:15			10		9		19		15:15			251		152		403	
03:30			8		8		16		15:30			278		151		429	
03:45			14	44	9	32	23	76	15:45			313	1118	147	607	460	1725
04:00			9		11		20		16:00			350		150		500	
04:15			21		19		40		16:15			362		143		505	
04:30			12		25		37		16:30			357		147		504	
04:45			25	67	21	76	46	143	16:45			349	1418	149	589	498	2007
05:00			20		28		48		17:00			369		176		545	
05:15			29		52		81		17:15			333		142		475	
05:30			50		56		106		17:30			353		131		484	
05:45			57	156	68	204	125	360	17:45			311	1366	131	580	442	1946
06:00			64		77		141		18:00			306		144		450	
06:15			102		99		201		18:15			278		112		390	
06:30			113		136		249		18:30			199		145		344	
06:45			116	395	167	479	283	874	18:45			173	956	119	520	292	1476
07:00			144		188		332		19:00			163		109		272	
07:15			159		244		403		19:15			125		115		240	
07:30			166		288		454		19:30			117		88		205	
07:45			212	681	341	1061	553	1742	19:45			118	523	73	385	191	908
08:00			190		218		408		20:00			98		62		160	
08:15			198		200		398		20:15			96		73		169	
08:30			170		160		330		20:30			67		59		126	
08:45			144	702	143	721	287	1423	20:45			79	340	52	246	131	586
09:00			146		135		281		21:00			79		42		121	
09:15			133		125		258		21:15			78		49		127	
09:30			140		116		256		21:30			77		52		129	
09:45			171	590	90	466	261	1056	21:45			51	285	34	177	85	462
10:00			151		115		266		22:00			59		32		91	
10:15			143		126		269		22:15			64		24		88	
10:30			181		121		302		22:30			55		22		77	
10:45			188	663	124	486	312	1149	22:45			37	215	29	107	66	322
11:00			177		129		306		23:00			37		24		61	
11:15			189		154		343		23:15			34		15		49	
11:30			182		133		315		23:30			28		12		40	
11:45			166	714	168	584	334	1298	23:45			19	118	16	67	35	185
TOTALS				4132		4219		8351	TOTALS				8940		5299		14239
SPLIT %				49.5%		50.5%		37.0%	SPLIT %				62.8%		37.2%		63.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	13,072	9,518	22,590

AM Peak Hour			07:45	07:15	07:15	PM Peak Hour			16:15	13:00	16:15
AM Pk Volume			770	1091	1818	PM Pk Volume			1437	707	2052
Pk Hr Factor			0.908	0.800	0.822	Pk Hr Factor			0.974	0.925	0.941
7 - 9 Volume	0	0	1383	1782	3165	4 - 6 Volume	0	0	2784	1169	3953
7 - 9 Peak Hour			07:45	07:15	07:15	4 - 6 Peak Hour			16:15	16:15	16:15
7 - 9 Pk Volume	0	0	770	1091	1818	4 - 6 Pk Volume	0	0	1437	615	2052
Pk Hr Factor	0.000	0.000	0.908	0.800	0.822	Pk Hr Factor	0.000	0.000	0.974	0.874	0.941

Volumes for: STATION#2755 on Tuesday, January 31, 2012

City: San Diego

Project #: 12-4009-036

Location: Market St btwn 36th St & Gateway Ctr Dr

File No. MC0036-12

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	15	227			12	202				
12:15	11	233			9	180				
12:30	9	215			7	185				
12:45	7	220	42	895	7	179	35	746	77	1641
1:00	7	205			9	162				
1:15	12	192			6	158				
1:30	10	179			3	169				
1:45	11	186	40	762	7	184	25	673	65	1435
2:00	7	221			1	159				
2:15	6	205			4	163				
2:30	2	227			1	171				
2:45	3	244	18	897	7	188	13	681	31	1578
3:00	5	261			6	194				
3:15	5	289			7	224				
3:30	7	280			6	208				
3:45	10	265	27	1095	6	196	25	822	52	1917
4:00	9	289			16	222				
4:15	15	329			15	236				
4:30	18	303			20	225				
4:45	33	283	75	1204	33	222	84	905	159	2109
5:00	31	290			40	256				
5:15	37	275			41	240				
5:30	48	223			55	218				
5:45	67	244	183	1032	82	191	218	905	401	1937
6:00	55	208			116	177				
6:15	62	192			120	156				
6:30	96	156			159	143				
6:45	102	129	315	685	172	117	567	593	882	1278
7:00	91	133			162	110				
7:15	113	114			189	87				
7:30	140	100			215	82				
7:45	156	102	500	449	222	89	788	368	1288	817
8:00	159	91			184	77				
8:15	150	84			177	69				
8:30	107	75			169	71				
8:45	124	66	540	316	155	60	685	277	1225	593
9:00	96	60			141	58				
9:15	118	51			136	63				
9:30	142	40			140	55				
9:45	143	44	499	195	143	50	560	226	1059	421
10:00	160	36			131	47				
10:15	198	43			137	44				
10:30	190	48			164	33				
10:45	174	34	722	161	175	25	607	149	1329	310
11:00	221	19			180	16				
11:15	204	30			189	20				
11:30	197	26			168	19				
11:45	191	21	813	96	194	11	731	66	1544	162
Total	3774	7787	3774	7787	4338	6411	4338	6411	8112	14198
Combined Total	11561		11561		10749		10749		22310	
AM Peak	11:45 AM				7:15 AM					
Vol.	866				810					
P.H.F.	0.929				0.912					
PM Peak		4:15 PM				4:30 PM				
Vol.		1205				943				
P.H.F.		0.916				0.921				
Percentage	32.6%	67.4%			40.4%	59.6%				

Prepared by NDS/ATD

VOLUME

Market St between I-805 SB Ramps & I-805 NB Ramps

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_010

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,235	9,255	17,490

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			15		13		28		12:00			115		143		258	
00:15			14		6		20		12:15			126		121		247	
00:30			11		6		17		12:30			135		125		260	
00:45			21	61	6	31	27	92	12:45			150	526	139	528	289	1054
01:00			6		5		11		13:00			133		190		323	
01:15			9		7		16		13:15			129		180		309	
01:30			9		5		14		13:30			116		138		254	
01:45			15	39	5	22	20	61	13:45			154	532	106	614	260	1146
02:00			9		5		14		14:00			153		130		283	
02:15			7		6		13		14:15			146		124		270	
02:30			3		7		10		14:30			156		171		327	
02:45			5	24	3	21	8	45	14:45			177	632	168	593	345	1225
03:00			7		8		15		15:00			168		157		325	
03:15			7		4		11		15:15			164		149		313	
03:30			8		12		20		15:30			186		155		341	
03:45			7	29	20	44	27	73	15:45			139	657	138	599	277	1256
04:00			10		14		24		16:00			172		139		311	
04:15			15		14		29		16:15			192		143		335	
04:30			13		26		39		16:30			215		174		389	
04:45			18	56	44	98	62	154	16:45			192	771	135	591	327	1362
05:00			17		35		52		17:00			241		163		404	
05:15			23		37		60		17:15			235		169		404	
05:30			33		55		88		17:30			213		135		348	
05:45			30	103	66	193	96	296	17:45			204	893	160	627	364	1520
06:00			42		87		129		18:00			193		143		336	
06:15			63		102		165		18:15			151		135		286	
06:30			79		149		228		18:30			131		125		256	
06:45			81	265	163	501	244	766	18:45			115	590	124	527	239	1117
07:00			80		160		240		19:00			97		127		224	
07:15			92		225		317		19:15			99		95		194	
07:30			95		253		348		19:30			85		92		177	
07:45			109	376	258	896	367	1272	19:45			94	375	85	399	179	774
08:00			118		196		314		20:00			72		83		155	
08:15			117		188		305		20:15			67		75		142	
08:30			123		177		300		20:30			70		58		128	
08:45			103	461	176	737	279	1198	20:45			63	272	55	271	118	543
09:00			90		138		228		21:00			53		70		123	
09:15			98		115		213		21:15			62		50		112	
09:30			95		134		229		21:30			52		52		104	
09:45			81	364	127	514	208	878	21:45			39	206	42	214	81	420
10:00			76		139		215		22:00			45		38		83	
10:15			83		118		201		22:15			41		35		76	
10:30			104		121		225		22:30			37		26		63	
10:45			98	361	126	504	224	865	22:45			32	155	28	127	60	282
11:00			107		123		230		23:00			32		31		63	
11:15			84		130		214		23:15			23		20		43	
11:30			108		120		228		23:30			16		11		27	
11:45			110	409	154	527	264	936	23:45			7	78	15	77	22	155
TOTALS				2548		4088		6636	TOTALS				5687		5167		10854
SPLIT %				38.4%		61.6%		37.9%	SPLIT %				52.4%		47.6%		62.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,235	9,255	17,490

AM Peak Hour			11:45	07:15	07:15	PM Peak Hour			17:00	12:45	16:30
AM Pk Volume			486	932	1346	PM Pk Volume			893	647	1524
Pk Hr Factor			0.900	0.903	0.917	Pk Hr Factor			0.926	0.851	0.943
7 - 9 Volume	0	0	837	1633	2470	4 - 6 Volume	0	0	1664	1218	2882
7 - 9 Peak Hour			07:45	07:15	07:15	4 - 6 Peak Hour			17:00	16:30	16:30
7 - 9 Pk Volume	0	0	467	932	1346	4 - 6 Pk Volume	0	0	893	641	1524
Pk Hr Factor	0.000	0.000	0.949	0.903	0.917	Pk Hr Factor	0.000	0.000	0.926	0.921	0.943

Prepared by NDS/ATD

VOLUME

Market St between I-805 SB Ramps & I-805 NB Ramps

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_010

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,339	9,257	17,596

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			21		16		37		12:00			92		130		222	
00:15			11		10		21		12:15			124		122		246	
00:30			13		4		17		12:30			132		147		279	
00:45			13	58	6	36	19	94	12:45			129	477	140	539	269	1016
01:00			11		7		18		13:00			124		178		302	
01:15			10		8		18		13:15			114		159		273	
01:30			9		3		12		13:30			143		213		356	
01:45			10	40	5	23	15	63	13:45			116	497	156	706	272	1203
02:00			10		8		18		14:00			150		144		294	
02:15			8		9		17		14:15			160		159		319	
02:30			6		3		9		14:30			168		151		319	
02:45			5	29	5	25	10	54	14:45			188	666	164	618	352	1284
03:00			7		10		17		15:00			180		145		325	
03:15			11		9		20		15:15			200		203		403	
03:30			10		15		25		15:30			194		195		389	
03:45			8	36	11	45	19	81	15:45			193	767	143	686	336	1453
04:00			10		8		18		16:00			213		148		361	
04:15			11		14		25		16:15			207		157		364	
04:30			20		23		43		16:30			221		160		381	
04:45			13	54	44	89	57	143	16:45			188	829	168	633	356	1462
05:00			17		30		47		17:00			184		170		354	
05:15			19		42		61		17:15			202		145		347	
05:30			27		47		74		17:30			205		120		325	
05:45			34	97	79	198	113	295	17:45			200	791	127	562	327	1353
06:00			37		74		111		18:00			175		132		307	
06:15			75		95		170		18:15			155		143		298	
06:30			85		135		220		18:30			152		126		278	
06:45			90	287	160	464	250	751	18:45			129	611	143	544	272	1155
07:00			103		171		274		19:00			123		109		232	
07:15			99		228		327		19:15			93		100		193	
07:30			85		262		347		19:30			83		77		160	
07:45			93	380	252	913	345	1293	19:45			88	387	62	348	150	735
08:00			121		202		323		20:00			70		85		155	
08:15			129		173		302		20:15			61		73		134	
08:30			140		175		315		20:30			70		73		143	
08:45			89	479	180	730	269	1209	20:45			60	261	74	305	134	566
09:00			102		148		250		21:00			67		69		136	
09:15			91		118		209		21:15			63		45		108	
09:30			107		122		229		21:30			49		46		95	
09:45			86	386	122	510	208	896	21:45			50	229	35	195	85	424
10:00			90		113		203		22:00			51		39		90	
10:15			101		109		210		22:15			37		38		75	
10:30			81		111		192		22:30			37		36		73	
10:45			99	371	97	430	196	801	22:45			20	145	21	134	41	279
11:00			78		110		188		23:00			23		18		41	
11:15			92		100		192		23:15			24		12		36	
11:30			89		126		215		23:30			25		11		36	
11:45			112	371	132	468	244	839	23:45			19	91	15	56	34	147
TOTALS				2588		3931		6519	TOTALS				5751		5326		11077
SPLIT %				39.7%		60.3%		37.0%	SPLIT %				51.9%		48.1%		63.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,339	9,257	17,596

AM Peak Hour			07:45	07:15	07:15	PM Peak Hour			15:45	14:45	15:15
AM Pk Volume			483	944	1342	PM Pk Volume			834	707	1489
Pk Hr Factor			0.863	0.901	0.967	Pk Hr Factor			0.943	0.871	0.924
7 - 9 Volume	0	0	859	1643	2502	4 - 6 Volume	0	0	1620	1195	2815
7 - 9 Peak Hour			07:45	07:15	07:15	4 - 6 Peak Hour			16:00	16:15	16:00
7 - 9 Pk Volume	0	0	483	944	1342	4 - 6 Pk Volume	0	0	829	655	1462
Pk Hr Factor	0.000	0.000	0.863	0.901	0.967	Pk Hr Factor	0.000	0.000	0.938	0.963	0.959

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

24-HOUR ADT COUNT SUMMARY

CLIENT: NELSON \ NYGAARD CONSULTING SERVICES
PROJECT: SAN DIEGO TRAFFIC COUNTS
LOCATION: MARKET STREET WEST OF 47th STREET
(MIDWAY BETWEEN I-805 AND 47th STREET)
DATE: TUESDAY MAY 24, 2011

DIRECTION:		EB			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	14	12	11	9	46
1:00	5	11	9	12	37
2:00	8	6	10	8	32
3:00	10	13	14	26	63
4:00	22	10	31	23	86
5:00	22	22	34	52	130
6:00	57	58	92	98	305
7:00	100	106	80	90	376
8:00	102	92	132	112	438
9:00	84	79	76	70	309
10:00	78	80	94	108	360
11:00	84	109	90	87	370
12:00	100	122	122	107	451
13:00	144	149	135	146	574
14:00	116	146	138	146	546
15:00	183	186	178	194	741
16:00	172	211	210	189	782
17:00	195	177	187	170	729
18:00	156	134	115	103	508
19:00	82	85	78	80	325
20:00	70	72	81	85	308
21:00	57	64	41	41	203
22:00	43	43	32	31	149
23:00	31	23	13	23	90
				TOTAL	7958

AM PEAK HOUR	0800-0900
VOLUME	438
PM PEAK HOUR	1615-1715
VOLUME	805

DIRECTION:		WB			
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	4	10	4	1	19
1:00	4	7	4	4	19
2:00	8	3	8	6	25
3:00	4	7	13	7	31
4:00	18	14	20	18	70
5:00	30	32	46	50	158
6:00	66	110	165	142	483
7:00	174	200	235	234	843
8:00	160	158	164	118	600
9:00	69	82	88	92	331
10:00	80	94	68	84	326
11:00	68	82	90	92	332
12:00	91	108	96	122	417
13:00	134	125	124	100	483
14:00	101	123	124	118	466
15:00	111	83	123	108	425
16:00	110	119	100	108	437
17:00	98	118	97	76	389
18:00	77	96	76	70	319
19:00	68	58	64	58	248
20:00	61	52	37	46	196
21:00	44	41	39	26	150
22:00	22	29	18	20	89
23:00	18	15	4	9	46
				TOTAL	6902

AM PEAK HOUR	0700-0800
VOLUME	843
PM PEAK HOUR	1245-1345
VOLUME	505

TOTAL BI-DIRECTIONAL VOLUME	14860

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

24-HOUR ADT COUNT SUMMARY

CLIENT: NELSON \ NYGAARD CONSULTING SERVICES
PROJECT: SAN DIEGO TRAFFIC COUNTS
LOCATION: MARKET STREET BETWEEN 47th STREET & EUCLID AVENUE
(MIDWAY BETWEEN 47th STREET AND MARKET STREET)
DATE: TUESDAY MAY 24, 2011

DIRECTION:	EB				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	7	7	6	6	26
1:00	2	6	4	4	16
2:00	1	3	1	1	6
3:00	3	5	1	2	11
4:00	4	1	5	6	16
5:00	11	7	14	18	50
6:00	25	26	50	47	148
7:00	46	56	60	60	222
8:00	59	50	64	68	241
9:00	59	58	57	60	234
10:00	54	52	65	65	236
11:00	62	76	63	60	261
12:00	74	73	82	72	301
13:00	69	79	82	84	314
14:00	84	93	90	104	371
15:00	105	112	115	117	449
16:00	128	118	140	142	528
17:00	140	109	140	108	497
18:00	111	104	78	76	369
19:00	57	62	61	50	230
20:00	59	48	58	51	216
21:00	35	54	37	31	157
22:00	32	20	22	20	94
23:00	18	13	8	5	44
				TOTAL	5037

AM PEAK HOUR	1030-1130
VOLUME	268
PM PEAK HOUR	1615-1715
VOLUME	540

DIRECTION:	WB				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	5	5	3	0	13
1:00	1	4	3	2	10
2:00	8	2	2	6	18
3:00	1	4	2	5	12
4:00	8	7	8	10	33
5:00	12	23	26	36	97
6:00	38	76	103	89	306
7:00	95	134	164	172	565
8:00	104	102	88	64	358
9:00	46	74	66	61	247
10:00	58	72	60	57	247
11:00	56	61	74	63	254
12:00	64	72	76	82	294
13:00	82	79	78	73	312
14:00	58	86	90	78	312
15:00	89	84	88	89	350
16:00	68	98	80	81	327
17:00	94	92	90	70	346
18:00	80	73	47	55	255
19:00	44	44	52	50	190
20:00	44	40	35	51	170
21:00	47	41	38	30	156
22:00	23	23	16	16	78
23:00	13	10	4	8	35
				TOTAL	4985

AM PEAK HOUR	0715-0815
VOLUME	574
PM PEAK HOUR	1645-1745
VOLUME	357

TOTAL BI-DIRECTIONAL VOLUME	10022

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

24-HOUR ADT COUNT SUMMARY

CLIENT: NELSON \ NYGAARD CONSULTING SERVICES
PROJECT: SAN DIEGO TRAFFIC COUNTS
LOCATION: MARKET STREET EAST OF EUCLID AVENUE
BETWEEN EUCLID AVENUE AND 54th STREET
DATE: TUESDAY MAY 24, 2011

DIRECTION:	EB				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	16	19	12	15	62
1:00	9	7	6	11	33
2:00	11	6	7	9	33
3:00	6	2	5	5	18
4:00	3	6	4	11	24
5:00	7	25	14	17	63
6:00	37	48	61	57	203
7:00	64	60	52	61	237
8:00	60	54	60	60	234
9:00	48	56	65	58	227
10:00	50	48	58	62	218
11:00	48	63	60	60	231
12:00	84	90	64	80	318
13:00	76	82	86	98	342
14:00	102	100	100	120	422
15:00	130	110	144	144	528
16:00	138	126	146	133	543
17:00	158	114	126	120	518
18:00	114	103	103	77	397
19:00	93	78	84	86	341
20:00	74	75	65	75	289
21:00	55	55	65	54	229
22:00	50	46	32	38	166
23:00	15	16	32	25	88
				TOTAL	5764

AM PEAK HOUR	0630-0730
VOLUME	242
PM PEAK HOUR	1615-1715
VOLUME	563

DIRECTION:	WB				
TIME	00-15	15-30	30-45	45-60	HOUR TOTALS
0:00	5	4	8	2	19
1:00	4	2	4	3	13
2:00	6	2	1	6	15
3:00	8	6	5	9	28
4:00	11	16	15	23	65
5:00	35	55	75	88	253
6:00	96	103	151	130	480
7:00	145	156	155	148	604
8:00	109	110	107	106	432
9:00	60	76	84	58	278
10:00	68	58	48	56	230
11:00	62	63	41	68	234
12:00	58	80	68	70	276
13:00	82	72	74	56	284
14:00	54	73	101	79	307
15:00	68	82	86	82	318
16:00	72	91	86	86	335
17:00	92	83	81	70	326
18:00	72	74	55	58	259
19:00	52	41	41	50	184
20:00	44	35	42	46	167
21:00	32	47	39	30	148
22:00	26	26	12	15	79
23:00	12	6	14	6	38
				TOTAL	5372

AM PEAK HOUR	0700-0800
VOLUME	604
PM PEAK HOUR	1615-1715
VOLUME	355

TOTAL BI-DIRECTIONAL VOLUME	11136

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-051 0

DATE: 5/25/11-WED LOCATION: IMPERIAL AVE. BTWN. 17th ST. & 19th ST.

EASTBOUND

TIME	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00 AM	0	64	3	0	1	0	0	0	0	0	0	0	0	68
01:00	0	52	4	2	0	2	0	0	0	0	0	0	0	60
02:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
03:00	0	23	5	0	2	0	0	0	0	0	0	0	0	30
04:00	0	20	5	1	1	0	0	1	0	0	0	0	0	28
05:00	0	45	8	5	9	3	1	4	1	1	0	0	0	77
06:00	0	102	13	4	7	1	3	2	1	0	0	0	0	133
07:00	0	190	32	7	10	6	1	2	1	1	0	2	0	252
08:00	2	186	27	2	12	12	2	0	1	0	0	1	1	246
09:00	2	204	41	2	8	16	5	1	0	0	0	0	2	281
10:00	2	202	35	2	12	15	7	3	0	1	0	2	2	283
11:00	3	260	36	4	15	13	5	2	2	0	0	0	1	341
12:00 PM	6	313	49	6	12	6	9	1	0	0	0	0	0	402
13:00	0	272	43	3	14	7	6	3	2	3	0	0	1	354
14:00	5	291	46	8	20	8	6	2	0	0	0	2	0	388
15:00	2	306	39	4	15	14	18	1	2	0	0	0	0	401
16:00	3	377	48	7	8	6	10	0	3	0	0	0	2	464
17:00	4	361	35	0	6	8	14	0	3	1	0	1	0	433
18:00	3	277	38	2	6	1	4	1	1	0	0	1	0	334
19:00	0	224	13	2	5	6	3	0	0	0	0	0	0	253
20:00	2	153	16	3	3	3	4	0	0	0	0	0	0	184
21:00	0	151	8	1	1	1	4	0	0	0	0	0	0	166
22:00	1	102	6	2	2	2	0	0	0	0	0	0	0	115
23:00	0	73	3	1	1	0	0	0	0	0	0	1	1	80
TOTAL	**35**	**4267**	**555**	**68**	**170**	**130**	**102**	**23**	**17**	**7**		**10**	**10**	**5394**
% OF TOTAL	1%	79%	10%	1%	3%	2%	2%	0%	0%	0%		0%	0%	100%
% AM	0%	25%	4%	1%	1%	1%	0%	0%	0%	0%		0%	0%	34%
AM PEAK HOUR	11:00	11:00	09:00	07:00	11:00	09:00	10:00	05:00	11:00	05:00		07:00	09:00	11:00
VOLUME	3	260	41	7	15	16	7	4	2	1		2	2	341
% PM	0%	54%	6%	1%	2%	1%	1%	0%	0%	0%		0%	0%	66%
PM PEAK HOUR	12:00	16:00	12:00	14:00	14:00	15:00	15:00	13:00	16:00	13:00		14:00	16:00	16:00
VOLUME	6	377	49	8	20	14	18	3	3	3		2	2	464

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**5394**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	35	0.6%	0.2%	0.5%	100.0%	25.7%	74.3%
	CLASS #2	4267	79.1%	25.3%	53.8%	100.0%	32.0%	68.0%
	CLASS #3	555	10.3%	3.9%	6.4%	100.0%	38.0%	62.0%
	CLASS #4 THRU #13	537	10.0%	4.3%	5.6%	100.0%	43.4%	56.6%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-051 0

DATE: 5/25/11-WED LOCATION: IMPERIAL AVE. BTWN. 17th ST. & 19th ST.

WESTBOUND

TIME	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00 AM	0	11	0	1	0	0	0	0	0	0	0	0	0	12
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
03:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
04:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
05:00	0	23	2	2	2	0	0	1	0	0	0	0	0	30
06:00	0	42	7	2	7	0	0	0	1	0	0	0	1	60
07:00	0	71	11	2	4	1	0	0	0	0	0	0	0	89
08:00	0	46	9	3	4	4	0	0	0	0	0	0	0	66
09:00	0	61	7	3	3	0	0	0	1	0	0	0	0	75
10:00	1	56	10	1	8	1	0	1	0	0	1	0	0	79
11:00	0	61	13	3	5	1	0	0	0	0	0	0	0	83
12:00 PM	0	80	8	2	5	0	0	1	0	0	0	0	0	96
13:00	0	71	6	3	7	0	0	0	0	0	0	0	0	87
14:00	0	65	12	2	5	1	0	0	1	0	0	0	0	86
15:00	0	60	15	2	5	1	0	0	0	0	0	0	0	83
16:00	0	67	8	3	0	1	0	1	1	0	0	0	0	81
17:00	0	40	4	2	0	1	0	0	0	0	0	0	0	47
18:00	0	39	5	2	1	1	0	0	0	0	0	0	0	48
19:00	0	27	5	2	0	0	0	0	0	0	0	0	0	34
20:00	0	33	3	2	0	0	0	0	0	0	0	0	0	38
21:00	0	32	4	1	0	0	0	0	0	0	0	0	0	37
22:00	0	13	3	1	0	0	0	0	0	0	0	0	0	17
23:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
TOTAL	**1**	**936**	**134**	**39**	**56**	**12**		**4**	**4**		**1**		**1**	**1188**
% OF TOTAL	0%	79%	11%	3%	5%	1%		0%	0%		0%		0%	100%
% AM	0%	34%	5%	1%	3%	1%		0%	0%		0%		0%	44%
AM PEAK HOUR	10:00	07:00	11:00	08:00	10:00	08:00		05:00	06:00		10:00		06:00	07:00
VOLUME	1	71	13	3	8	4		1	1		1		1	89
% PM		45%	6%	2%	2%	0%		0%	0%					56%
PM PEAK HOUR		12:00	15:00	13:00	13:00	14:00		12:00	14:00					12:00
VOLUME		80	15	3	7	1		1	1					96

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**1188**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	1	0.1%	0.1%	0.0%	100.0%	100.0%	0.0%
	CLASS #2	936	78.8%	33.6%	45.2%	100.0%	42.6%	57.4%
	CLASS #3	134	11.3%	5.1%	6.1%	100.0%	45.5%	54.5%
	CLASS #4 THRU #13	117	9.8%	5.3%	4.5%	100.0%	53.8%	46.2%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-052 0

DATE: 5/25/11-WED LOCATION: IMPERIAL AVE. BTWN. 19th ST. & 25th ST.

EASTBOUND

TIME	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00 AM	0	17	0	1	0	0	0	0	0	0	0	0	0	18
01:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
02:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10
03:00	0	6	0	0	1	0	0	0	0	0	0	0	0	7
04:00	0	13	2	0	1	0	0	0	0	0	0	0	0	16
05:00	0	43	12	2	2	0	0	1	0	0	0	0	0	60
06:00	0	129	18	8	6	0	1	0	0	0	0	0	0	162
07:00	2	195	31	3	5	3	0	0	1	0	0	0	0	240
08:00	2	162	42	4	7	1	0	0	0	0	0	0	0	218
09:00	0	138	41	0	5	0	0	0	1	0	0	0	0	185
10:00	0	136	29	2	6	2	0	1	0	0	0	0	0	176
11:00	0	155	21	4	5	3	1	0	0	0	0	0	0	189
12:00 PM	1	136	13	1	2	3	0	2	0	0	0	0	0	158
13:00	1	120	19	1	5	3	0	0	0	0	0	0	0	149
14:00	1	94	12	1	7	1	0	0	0	0	0	1	0	117
15:00	0	96	16	0	5	0	0	0	2	0	0	0	0	119
16:00	3	120	20	2	3	1	0	0	0	0	0	0	0	149
17:00	1	70	4	0	4	0	0	0	0	0	0	0	0	79
18:00	0	74	11	2	2	0	0	0	0	0	0	1	0	90
19:00	1	56	9	2	1	1	0	0	0	0	0	1	0	71
20:00	0	71	5	1	0	0	0	0	0	0	0	0	0	77
21:00	0	48	7	1	0	0	0	0	0	0	0	0	0	56
22:00	0	20	7	1	0	0	0	0	0	0	0	0	0	28
23:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15
TOTAL	**12**	**1928**	**320**	**36**	**68**	**18**	**2**	**4**	**4**			**3**		**2395**
% OF TOTAL	1%	81%	13%	2%	3%	1%	0%	0%	0%			0%		100%
% AM	0%	42%	8%	1%	2%	0%	0%	0%	0%					54%
AM PEAK HOUR	07:00	07:00	08:00	06:00	08:00	07:00	06:00	05:00	07:00					07:00
VOLUME	2	195	42	8	7	3	1	1	1					240
% PM	0%	38%	5%	1%	1%	0%		0%	0%			0%		46%
PM PEAK HOUR	16:00	12:00	16:00	16:00	14:00	12:00		12:00	15:00			14:00		12:00
VOLUME	3	136	20	2	7	3		2	2			1		158

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**2395**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	12	0.5%	0.2%	0.3%	100.0%	33.3%	66.7%
	CLASS #2	1928	80.5%	42.1%	38.4%	100.0%	52.3%	47.7%
	CLASS #3	320	13.4%	8.2%	5.2%	100.0%	61.3%	38.8%
	CLASS #4 THRU #13	135	5.6%	3.3%	2.4%	100.0%	57.8%	42.2%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-052 0

DATE: 5/25/11-WED LOCATION: IMPERIAL AVE. BTWN. 19th ST. & 25th ST.

WESTBOUND

TIME	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00 AM	0	37	0	0	0	0	0	0	0	0	0	0	0	37
01:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18
02:00	0	13	2	0	2	0	0	0	0	0	0	0	0	17
03:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8
04:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
05:00	0	13	6	1	2	0	0	0	0	0	0	0	0	22
06:00	1	44	4	3	3	0	0	0	0	0	0	0	0	55
07:00	1	71	20	1	2	3	0	1	3	0	0	0	1	103
08:00	1	92	13	1	5	2	0	0	0	0	0	0	0	114
09:00	1	112	27	4	5	4	2	1	0	0	0	0	0	156
10:00	2	118	31	2	8	3	1	2	0	0	0	0	0	167
11:00	5	134	26	2	7	3	2	0	0	0	0	1	0	180
12:00 PM	2	145	23	2	7	5	4	0	1	0	0	0	0	189
13:00	1	156	17	2	3	3	1	0	0	0	0	1	0	184
14:00	1	145	23	4	9	2	0	0	0	0	0	1	0	185
15:00	3	189	36	2	4	5	1	2	2	0	0	1	0	245
16:00	2	234	34	5	8	2	0	0	1	0	0	1	0	287
17:00	1	176	30	2	3	0	1	0	0	0	0	0	0	213
18:00	3	170	31	2	4	3	1	0	0	0	0	0	0	214
19:00	0	119	14	2	5	0	3	1	0	0	0	0	0	144
20:00	0	91	8	2	1	1	0	0	0	0	0	0	0	103
21:00	0	67	7	2	0	0	0	0	0	0	0	0	0	76
22:00	1	39	5	1	0	0	0	0	0	0	0	0	0	46
23:00	0	27	5	1	0	0	0	0	0	0	0	0	0	33
TOTAL	**25**	**2220**	**364**	**41**	**79**	**36**	**16**	**7**	**7**			**5**	**1**	**2801**
% OF TOTAL	1%	79%	13%	1%	3%	1%	1%	0%	0%			0%	0%	100%
% AM	0%	24%	5%	0%	1%	1%	0%	0%	0%			0%	0%	31%
AM PEAK HOUR	11:00	11:00	10:00	09:00	10:00	09:00	09:00	10:00	07:00			11:00	07:00	11:00
VOLUME	5	134	31	4	8	4	2	2	3			1	1	180
% PM	0%	56%	8%	1%	2%	1%	0%	0%	0%			0%		69%
PM PEAK HOUR	15:00	16:00	15:00	16:00	14:00	12:00	12:00	15:00	15:00			13:00		16:00
VOLUME	3	234	36	5	9	5	4	2	2			1		287

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**2801**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	25	0.9%	0.4%	0.5%	100.0%	44.0%	56.0%
	CLASS #2	2220	79.3%	23.6%	55.6%	100.0%	29.8%	70.2%
	CLASS #3	364	13.0%	4.7%	8.3%	100.0%	36.0%	64.0%
	CLASS #4 THRU #13	192	6.9%	2.8%	4.1%	100.0%	40.6%	59.4%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-053 0

DATE: 5/25/11-WED LOCATION: IMPERIAL AVE. BTWN. 25th ST. & 28th ST.

EASTBOUND

TIME	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00 AM	0	20	1	1	0	0	0	0	0	0	0	0	0	22
01:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
02:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15
03:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
04:00	0	20	2	0	0	0	0	0	0	0	0	0	0	22
05:00	0	53	10	2	1	0	0	0	0	0	0	0	0	66
06:00	0	121	27	5	4	3	0	0	0	0	0	0	0	160
07:00	3	180	23	3	8	1	0	0	3	0	0	0	0	221
08:00	3	135	30	4	9	1	0	0	0	0	0	0	0	182
09:00	0	101	21	1	2	1	0	1	0	0	0	0	0	127
10:00	1	107	17	2	14	0	1	1	1	0	0	1	0	145
11:00	0	110	10	3	7	1	2	1	0	0	0	0	0	134
12:00 PM	2	128	17	3	8	1	0	1	0	0	0	1	0	161
13:00	2	122	16	4	11	2	1	0	1	0	0	2	0	161
14:00	0	105	14	3	6	0	0	0	0	0	0	0	0	128
15:00	2	120	14	2	7	0	0	0	0	0	0	0	1	146
16:00	0	126	13	2	3	1	0	0	0	0	0	0	1	146
17:00	0	98	9	2	2	0	0	0	0	0	0	0	0	111
18:00	1	92	18	2	2	0	1	0	0	0	0	0	0	116
19:00	0	101	12	2	0	1	0	0	0	0	0	0	0	116
20:00	1	108	8	2	2	0	0	0	0	0	0	0	0	121
21:00	0	74	8	1	0	0	0	0	0	0	0	0	0	83
22:00	0	31	10	1	0	0	0	0	0	0	0	0	0	42
23:00	0	32	2	0	0	0	0	0	0	0	0	0	0	34
TOTAL	**15**	**2019**	**282**	**45**	**86**	**12**	**5**	**4**	**5**			**4**	**2**	**2479**
% OF TOTAL	1%	81%	11%	2%	3%	0%	0%	0%	0%			0%	0%	100%
% AM	0%	36%	6%	1%	2%	0%	0%	0%	0%			0%		45%
AM PEAK HOUR	07:00	07:00	08:00	06:00	10:00	06:00	11:00	09:00	07:00			10:00		07:00
VOLUME	3	180	30	5	14	3	2	1	3			1		221
% PM	0%	46%	6%	1%	2%	0%	0%	0%	0%			0%	0%	55%
PM PEAK HOUR	12:00	12:00	18:00	13:00	13:00	13:00	13:00	12:00	13:00			13:00	15:00	12:00
VOLUME	2	128	18	4	11	2	1	1	1			2	1	161

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**2479**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	15	0.6%	0.3%	0.3%	100.0%	46.7%	53.3%
	CLASS #2	2019	81.4%	35.6%	45.9%	100.0%	43.7%	56.3%
	CLASS #3	282	11.4%	5.7%	5.7%	100.0%	50.0%	50.0%
	CLASS #4 THRU #13	163	6.6%	3.4%	3.2%	100.0%	51.5%	48.5%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-053 0

DATE: 5/25/11-WED LOCATION: IMPERIAL AVE. BTWN. 25th ST. & 28th ST.

WESTBOUND

TIME	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00 AM	0	24	4	0	0	1	0	0	0	0	0	0	0	29
01:00	0	20	0	0	0	0	0	0	0	0	0	0	0	20
02:00	0	14	0	0	1	0	0	0	0	0	0	0	0	15
03:00	1	6	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
05:00	0	11	2	1	2	0	0	0	0	0	0	0	0	16
06:00	3	48	7	4	4	2	0	0	0	0	0	0	0	68
07:00	3	66	19	2	3	1	2	1	2	0	0	0	0	99
08:00	1	84	19	3	8	4	2	0	0	0	0	0	0	121
09:00	4	105	31	2	8	5	0	1	0	0	0	0	0	156
10:00	1	107	34	3	11	1	0	0	0	0	0	1	0	158
11:00	0	138	27	3	8	3	0	0	0	0	0	0	1	180
12:00 PM	8	115	27	2	5	4	2	1	1	0	0	0	0	165
13:00	0	140	32	4	5	3	0	0	0	0	0	2	0	186
14:00	4	140	34	5	15	3	2	1	0	0	0	0	0	204
15:00	8	181	31	2	9	4	2	2	0	0	0	0	0	239
16:00	2	218	31	4	8	2	3	0	1	1	0	0	0	270
17:00	0	183	26	2	9	8	2	0	0	0	0	0	0	230
18:00	1	168	28	3	7	4	0	0	0	0	0	1	0	212
19:00	2	116	20	2	4	0	0	0	0	0	0	0	0	144
20:00	0	87	7	2	3	0	0	0	0	0	0	0	0	99
21:00	0	54	13	1	1	0	1	0	0	0	0	0	0	70
22:00	1	44	4	1	1	0	0	0	0	0	0	0	0	51
23:00	0	30	5	1	0	0	0	0	0	0	0	0	0	36
TOTAL	**39**	**2102**	**401**	**47**	**112**	**45**	**16**	**6**	**4**	**1**		**4**	**1**	**2778**
% OF TOTAL	1%	76%	14%	2%	4%	2%	1%	0%	0%	0%		0%	0%	100%
% AM	0%	23%	5%	1%	2%	1%	0%	0%	0%			0%	0%	31%
AM PEAK HOUR	09:00	11:00	10:00	06:00	10:00	09:00	07:00	07:00	07:00			10:00	11:00	11:00
VOLUME	4	138	34	4	11	5	2	1	2			1	1	180
% PM	1%	53%	9%	1%	2%	1%	0%	0%	0%	0%		0%		69%
PM PEAK HOUR	12:00	16:00	14:00	14:00	14:00	17:00	16:00	15:00	12:00	16:00		13:00		16:00
VOLUME	8	218	34	5	15	8	3	2	1	1		2		270

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**2778**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	39	1.4%	0.5%	0.9%	100.0%	33.3%	66.7%
	CLASS #2	2102	75.7%	22.5%	53.1%	100.0%	29.8%	70.2%
	CLASS #3	401	14.4%	5.1%	9.3%	100.0%	35.7%	64.3%
	CLASS #4 THRU #13	236	8.5%	3.2%	5.3%	100.0%	38.1%	61.9%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-054 0

DATE: 5/25/11-WED LOCATION: IMPERIAL AVE. BTWN. 28th ST. & 30th ST.

EASTBOUND

TIME	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00 AM	0	21	1	0	0	0	0	0	0	0	0	0	0	22
01:00	0	12	0	0	1	0	0	0	0	0	0	0	0	13
02:00	0	13	0	0	1	0	0	0	0	0	0	0	0	14
03:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
04:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19
05:00	0	38	8	2	2	0	0	0	0	0	0	0	0	50
06:00	0	83	20	4	8	1	0	0	0	0	0	0	0	116
07:00	0	162	22	3	14	0	0	0	3	0	0	0	0	204
08:00	0	138	15	5	8	0	0	0	1	0	0	0	0	167
09:00	0	124	12	4	8	2	0	0	0	0	0	0	0	150
10:00	2	97	15	2	5	4	0	1	1	0	0	0	0	127
11:00	3	111	19	2	3	1	0	1	0	0	0	0	0	140
12:00 PM	1	124	23	3	17	0	0	1	3	0	0	0	0	172
13:00	2	112	21	2	8	1	0	0	0	0	0	0	0	146
14:00	0	118	13	3	4	1	0	0	0	0	0	0	0	139
15:00	0	123	27	2	4	0	0	0	0	0	0	0	1	157
16:00	2	108	20	1	6	0	0	0	0	0	0	0	1	138
17:00	3	111	22	3	4	0	0	0	0	0	0	0	0	143
18:00	0	94	16	2	2	0	0	0	0	0	0	0	1	115
19:00	0	99	16	2	3	0	1	0	0	0	0	0	0	121
20:00	0	97	13	2	4	0	1	0	0	0	0	0	0	117
21:00	0	70	9	1	1	0	0	0	0	0	0	0	0	81
22:00	0	40	8	1	2	0	0	0	0	0	0	0	0	51
23:00	0	24	1	0	0	0	0	0	0	0	0	0	0	25
TOTAL	**13**	**1942**	**302**	**44**	**105**	**10**	**2**	**3**	**8**				**3**	**2432**
% OF TOTAL	1%	80%	12%	2%	4%	0%	0%	0%	0%				0%	100%
% AM	0%	34%	5%	1%	2%	0%		0%	0%					42%
AM PEAK HOUR	11:00	07:00	07:00	08:00	07:00	10:00		10:00	07:00					07:00
VOLUME	3	162	22	5	14	4		1	3					204
% PM	0%	46%	8%	1%	2%	0%	0%	0%	0%				0%	58%
PM PEAK HOUR	17:00	12:00	15:00	12:00	12:00	13:00	19:00	12:00	12:00				15:00	12:00
VOLUME	3	124	27	3	17	1	1	1	3				1	172

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**2432**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	13	0.5%	0.2%	0.3%	100.0%	38.5%	61.5%
	CLASS #2	1942	79.9%	33.8%	46.1%	100.0%	42.3%	57.7%
	CLASS #3	302	12.4%	4.6%	7.8%	100.0%	37.4%	62.6%
	CLASS #4 THRU #13	175	7.2%	3.6%	3.6%	100.0%	49.7%	50.3%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-054 0

DATE: 5/25/11-WED LOCATION: IMPERIAL AVE. BTWN. 28th ST. & 30th ST.

WESTBOUND

TIME	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00 AM	0	22	4	0	0	0	0	0	0	0	0	0	0	26
01:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17
02:00	0	15	0	0	1	0	0	0	0	0	0	0	0	16
03:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
05:00	0	19	2	1	0	0	0	0	0	0	0	0	0	22
06:00	2	45	10	4	3	0	0	0	0	0	0	0	0	64
07:00	1	66	17	2	7	0	0	1	1	0	0	0	0	95
08:00	0	111	8	1	0	1	0	0	0	0	0	0	0	121
09:00	0	124	16	2	1	0	0	0	0	0	0	0	0	143
10:00	1	116	28	2	2	2	0	1	0	0	0	0	0	152
11:00	1	133	20	3	6	1	0	1	0	0	0	0	0	165
12:00 PM	0	127	15	2	6	1	0	0	0	0	0	0	1	152
13:00	2	163	20	4	3	0	0	0	0	0	0	0	0	192
14:00	1	137	24	4	6	2	0	1	0	0	0	0	0	175
15:00	4	176	21	1	4	0	0	0	1	0	0	0	0	207
16:00	3	192	26	2	6	1	0	0	1	0	0	0	0	231
17:00	0	158	27	2	2	1	1	0	0	0	0	0	0	191
18:00	1	143	27	2	4	0	0	0	0	0	0	1	0	178
19:00	0	143	20	2	0	0	0	0	0	0	0	0	0	165
20:00	1	93	8	2	2	0	0	0	0	0	0	0	0	106
21:00	0	68	8	1	1	0	0	0	0	0	0	0	0	78
22:00	1	43	6	1	0	0	1	0	0	0	0	0	0	52
23:00	1	25	3	1	0	0	0	0	0	0	0	0	0	30
TOTAL	**19**	**2151**	**312**	**39**	**54**	**9**	**2**	**4**	**3**			**1**	**1**	**2595**
% OF TOTAL	1%	83%	12%	2%	2%	0%	0%	0%	0%			0%	0%	100%
% AM	0%	26%	4%	1%	1%	0%		0%	0%					32%
AM PEAK HOUR	06:00	11:00	10:00	06:00	07:00	10:00		07:00	07:00					11:00
VOLUME	2	133	28	4	7	2		1	1					165
% PM	1%	57%	8%	1%	1%	0%	0%	0%	0%			0%	0%	68%
PM PEAK HOUR	15:00	16:00	17:00	13:00	12:00	14:00	17:00	14:00	15:00			18:00	12:00	16:00
VOLUME	4	192	27	4	6	2	1	1	1			1	1	231

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**2595**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	19	0.7%	0.2%	0.5%	100.0%	26.3%	73.7%
	CLASS #2	2151	82.9%	26.3%	56.6%	100.0%	31.8%	68.2%
	CLASS #3	312	12.0%	4.1%	7.9%	100.0%	34.3%	65.7%
	CLASS #4 THRU #13	113	4.4%	1.7%	2.7%	100.0%	38.1%	61.9%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-055 0

DATE: 5/25/11-WED LOCATION: IMPERIAL AVE. BTWN. 30th ST. & 32nd ST.

EASTBOUND

TIME	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
01:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
06:00	0	11	1	0	1	0	0	0	0	0	0	0	0	13
07:00	1	9	4	0	0	0	0	0	0	0	0	0	0	14
08:00	0	16	2	1	1	0	0	0	0	0	0	0	0	20
09:00	0	107	32	2	5	0	0	0	1	0	0	0	1	148
10:00	0	138	41	2	10	1	0	0	0	0	0	0	0	192
11:00	1	142	38	2	6	0	0	0	0	0	0	0	0	189
12:00 PM	1	165	42	1	5	0	0	0	0	0	0	0	0	214
13:00	1	140	41	3	6	0	0	0	1	0	0	0	0	192
14:00	0	150	30	2	4	0	0	0	0	0	0	0	0	186
15:00	0	158	24	2	4	0	1	0	0	0	0	0	0	189
16:00	0	119	12	0	1	0	0	0	0	0	0	0	0	132
17:00	5	124	16	2	2	1	0	0	0	0	0	0	0	150
18:00	0	81	15	1	1	0	1	0	0	0	0	0	0	99
19:00	0	59	6	1	2	0	0	0	0	0	0	0	0	68
20:00	0	61	4	1	2	0	0	0	0	0	0	0	0	68
21:00	0	25	5	1	0	0	0	0	0	0	0	0	0	31
22:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6
23:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7
TOTAL	**9**	**1527**	**317**	**21**	**52**	**2**	**2**		**2**				**1**	**1933**
% OF TOTAL	0%	79%	16%	1%	3%	0%	0%		0%				0%	100%
% AM	0%	23%	6%	0%	1%	0%			0%				0%	31%
AM PEAK HOUR	07:00	11:00	10:00	09:00	10:00	10:00			09:00				09:00	10:00
VOLUME	1	142	41	2	10	1			1				1	192
% PM	0%	56%	10%	1%	1%	0%	0%		0%					69%
PM PEAK HOUR	17:00	12:00	12:00	13:00	13:00	17:00	15:00		13:00					12:00
VOLUME	5	165	42	3	6	1	1		1					214

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**1933**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	9	0.5%	0.1%	0.4%	100.0%	22.2%	77.8%
	CLASS #2	1527	79.0%	22.5%	56.5%	100.0%	28.5%	71.5%
	CLASS #3	317	16.4%	6.2%	10.2%	100.0%	37.9%	62.1%
	CLASS #4 THRU #13	80	4.1%	1.8%	2.4%	100.0%	42.5%	57.5%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-055 0

DATE: 5/25/11-WED LOCATION: IMPERIAL AVE. BTWN. 30th ST. & 32nd ST.

WESTBOUND

TIME		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00	AM	0	24	4	0	0	0	0	0	0	0	0	0	0	28
01:00		0	21	1	0	1	0	0	0	0	0	0	0	0	23
02:00		0	17	0	0	1	0	0	0	0	0	0	0	0	18
03:00		0	6	0	0	0	0	0	0	0	0	0	0	0	6
04:00		0	7	3	0	0	0	0	1	0	0	0	0	0	11
05:00		0	18	4	1	0	0	0	0	0	0	0	0	0	23
06:00		3	43	17	3	2	0	0	1	0	1	0	0	0	70
07:00		6	42	18	2	5	1	0	3	1	0	0	0	0	78
08:00		4	54	13	2	4	0	1	0	0	0	0	0	0	78
09:00		3	35	25	2	4	1	0	0	1	0	0	0	0	71
10:00		0	67	16	1	4	1	0	0	0	0	0	0	0	89
11:00		3	69	14	3	3	2	0	1	0	0	0	0	0	95
12:00	PM	1	95	18	6	6	0	0	0	1	0	0	0	1	128
13:00		2	117	11	3	8	0	1	1	0	0	0	0	0	143
14:00		2	110	14	2	5	0	0	1	0	0	0	0	0	134
15:00		2	172	12	2	6	0	0	1	1	0	0	0	0	196
16:00		2	152	13	1	1	0	0	0	0	0	0	0	0	169
17:00		3	183	15	3	1	0	0	0	0	0	0	0	0	205
18:00		3	152	9	2	5	1	0	0	0	0	0	0	0	172
19:00		5	143	16	2	2	0	0	0	0	0	0	0	0	168
20:00		3	112	8	2	1	0	0	0	0	0	0	0	0	126
21:00		4	71	15	1	2	1	0	0	0	0	0	0	0	94
22:00		0	48	9	1	0	0	0	1	0	0	0	0	0	59
23:00		1	31	2	1	0	0	0	0	0	0	0	0	0	35
TOTAL		**47**	**1789**	**257**	**40**	**61**	**7**	**2**	**10**	**4**	**1**			**1**	**2219**
% OF TOTAL		2%	81%	12%	2%	3%	0%	0%	0%	0%	0%			0%	100%
% AM		1%	18%	5%	1%	1%	0%	0%	0%	0%	0%				27%
AM PEAK HOUR		07:00	11:00	09:00	06:00	07:00	11:00	08:00	07:00	07:00	06:00				11:00
VOLUME		6	69	25	3	5	2	1	3	1	1				95
% PM		1%	62%	6%	1%	2%	0%	0%	0%	0%				0%	73%
PM PEAK HOUR		19:00	17:00	12:00	12:00	13:00	18:00	13:00	13:00	12:00				12:00	17:00
VOLUME		5	183	18	6	8	1	1	1	1				1	205

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**2219**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	47	2.1%	0.9%	1.3%	100.0%	40.4%	59.6%
	CLASS #2	1789	80.6%	18.2%	62.5%	100.0%	22.5%	77.5%
	CLASS #3	257	11.6%	5.2%	6.4%	100.0%	44.7%	55.3%
	CLASS #4 THRU #13	126	5.7%	2.4%	3.3%	100.0%	42.1%	57.9%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

Volumes for: STATION# on Wednesday, May 04, 2011 City: San Diego Project #: 11-4100-001
Location: Imperial Av between 32nd St & 33rd St File No. MC0262-11

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	14	49			3	47				
12:15	4	48			5	51				
12:30	6	47			2	44				
12:45	5	47	29	191	6	44	16	186	45	377
1:00	1	41			2	39				
1:15	7	60			7	29				
1:30	2	43			1	48				
1:45	2	53	12	197	0	53	10	169	22	366
2:00	2	59			1	54				
2:15	1	66			0	49				
2:30	2	53			1	60				
2:45	2	72	7	250	0	72	2	235	9	485
3:00	1	90			1	54				
3:15	2	87			0	60				
3:30	1	65			0	57				
3:45	1	79	5	321	1	46	2	217	7	538
4:00	3	98			2	54				
4:15	1	79			5	57				
4:30	1	87			6	57				
4:45	2	89	7	353	6	54	19	222	26	575
5:00	6	106			11	46				
5:15	5	87			8	54				
5:30	2	69			13	49				
5:45	9	71	22	333	15	61	47	210	69	543
6:00	10	53			32	48				
6:15	12	69			39	45				
6:30	29	47			46	41				
6:45	35	49	86	218	51	42	168	176	254	394
7:00	18	46			56	41				
7:15	25	54			70	53				
7:30	27	51			95	41				
7:45	60	53	130	204	149	39	370	174	500	378
8:00	50	39			68	36				
8:15	39	46			54	42				
8:30	34	41			34	35				
8:45	43	30	166	156	39	29	195	142	361	298
9:00	28	23			40	33				
9:15	27	27			32	23				
9:30	35	26			29	19				
9:45	33	24	123	100	41	22	142	97	265	197
10:00	34	21			24	15				
10:15	50	18			39	9				
10:30	35	15			24	7				
10:45	52	7	171	61	54	5	141	36	312	97
11:00	58	9			37	7				
11:15	35	10			41	11				
11:30	59	6			50	5				
11:45	43	10	195	35	51	5	179	28	374	63
Total	953	2419	953	2419	1291	1892	1291	1892	2244	4311
Combined Total	3372		3372		3183		3183		6555	
AM Peak	10:45 AM				7:15 AM					
Vol.	204				382					
P.H.F.	0.864				0.641					
PM Peak		4:30 PM				2:30 PM				
Vol.		369				246				
P.H.F.		0.870				0.854				
Percentage	28.3%	71.7%			40.6%	59.4%				

Prepared by NDS/ATD

VOLUME

Imperial Ave between 36th St & 40th St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_011

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,857	4,002	7,859

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			7		4		11		12:00			51		62		113	
00:15			4		1		5		12:15			55		64		119	
00:30			3		2		5		12:30			64		54		118	
00:45			6	20	2	9	8	29	12:45			42	212	58	238	100	450
01:00			4		3		7		13:00			54		57		111	
01:15			3		2		5		13:15			64		59		123	
01:30			1		1		2		13:30			55		50		105	
01:45			0	8	2	8	2	16	13:45			64	237	64	230	128	467
02:00			2		1		3		14:00			58		61		119	
02:15			3		1		4		14:15			69		54		123	
02:30			1		0		1		14:30			68		77		145	
02:45			2	8	2	4	4	12	14:45			71	266	69	261	140	527
03:00			4		5		9		15:00			74		63		137	
03:15			0		0		0		15:15			68		47		115	
03:30			2		2		4		15:30			79		60		139	
03:45			1	7	2	9	3	16	15:45			89	310	58	228	147	538
04:00			3		1		4		16:00			108		62		170	
04:15			2		5		7		16:15			115		80		195	
04:30			4		10		14		16:30			92		62		154	
04:45			8	17	8	24	16	41	16:45			128	443	47	251	175	694
05:00			5		11		16		17:00			115		78		193	
05:15			2		17		19		17:15			128		67		195	
05:30			12		18		30		17:30			107		78		185	
05:45			7	26	25	71	32	97	17:45			113	463	63	286	176	749
06:00			20		23		43		18:00			82		71		153	
06:15			16		32		48		18:15			93		64		157	
06:30			15		47		62		18:30			80		82		162	
06:45			20	71	55	157	75	228	18:45			59	314	69	286	128	600
07:00			32		71		103		19:00			69		63		132	
07:15			35		96		131		19:15			39		61		100	
07:30			45		112		157		19:30			49		40		89	
07:45			48	160	117	396	165	556	19:45			40	197	45	209	85	406
08:00			58		76		134		20:00			34		43		77	
08:15			42		79		121		20:15			34		29		63	
08:30			53		56		109		20:30			36		37		73	
08:45			45	198	60	271	105	469	20:45			38	142	34	143	72	285
09:00			49		63		112		21:00			33		40		73	
09:15			50		49		99		21:15			18		27		45	
09:30			44		55		99		21:30			33		16		49	
09:45			37	180	56	223	93	403	21:45			25	109	20	103	45	212
10:00			40		72		112		22:00			16		18		34	
10:15			50		57		107		22:15			10		5		15	
10:30			35		60		95		22:30			11		18		29	
10:45			43	168	75	264	118	432	22:45			11	48	8	49	19	97
11:00			55		62		117		23:00			10		8		18	
11:15			59		70		129		23:15			6		6		12	
11:30			64		65		129		23:30			7		9		16	
11:45			46	224	58	255	104	479	23:45			6	29	4	27	10	56
TOTALS				1087		1691		2778	TOTALS				2770		2311		5081
SPLIT %				39.1%		60.9%		35.3%	SPLIT %				54.5%		45.5%		64.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,857	4,002	7,859

AM Peak Hour			11:00	07:15	07:15	PM Peak Hour			16:45	17:00	17:00
AM Pk Volume			224	401	587	PM Pk Volume			478	286	749
Pk Hr Factor			0.875	0.857	0.889	Pk Hr Factor			0.934	0.917	0.960
7 - 9 Volume	0	0	358	667	1025	4 - 6 Volume	0	0	906	537	1443
7 - 9 Peak Hour			07:45	07:15	07:15	4 - 6 Peak Hour			16:45	17:00	17:00
7 - 9 Pk Volume	0	0	201	401	587	4 - 6 Pk Volume	0	0	478	286	749
Pk Hr Factor	0.000	0.000	0.866	0.857	0.889	Pk Hr Factor	0.000	0.000	0.934	0.917	0.960

Prepared by NDS/ATD

VOLUME

Imperial Ave between 36th St & 40th St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_011

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,891	4,067	7,958

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			3		5		8		12:00			60		69		129	
00:15			2		4		6		12:15			56		72		128	
00:30			3		4		7		12:30			62		62		124	
00:45			1	9	6	19	7	28	12:45			63	241	63	266	126	507
01:00			4		2		6		13:00			59		55		114	
01:15			3		5		8		13:15			66		86		152	
01:30			1		3		4		13:30			54		93		147	
01:45			1	9	4	14	5	23	13:45			80	259	89	323	169	582
02:00			2		6		8		14:00			63		61		124	
02:15			2		1		3		14:15			54		55		109	
02:30			4		0		4		14:30			67		56		123	
02:45			3	11	1	8	4	19	14:45			50	234	63	235	113	469
03:00			0		1		1		15:00			60		50		110	
03:15			2		1		3		15:15			60		60		120	
03:30			1		0		1		15:30			79		71		150	
03:45			5	8	3	5	8	13	15:45			67	266	61	242	128	508
04:00			1		1		2		16:00			99		50		149	
04:15			3		2		5		16:15			97		59		156	
04:30			5		10		15		16:30			120		77		197	
04:45			3	12	9	22	12	34	16:45			116	432	69	255	185	687
05:00			1		9		10		17:00			133		77		210	
05:15			8		15		23		17:15			142		53		195	
05:30			16		17		33		17:30			125		68		193	
05:45			11	36	19	60	30	96	17:45			106	506	67	265	173	771
06:00			15		24		39		18:00			93		56		149	
06:15			23		41		64		18:15			103		54		157	
06:30			32		56		88		18:30			67		72		139	
06:45			28	98	57	178	85	276	18:45			59	322	67	249	126	571
07:00			32		86		118		19:00			55		66		121	
07:15			39		96		135		19:15			33		48		81	
07:30			37		107		144		19:30			47		50		97	
07:45			45	153	101	390	146	543	19:45			56	191	24	188	80	379
08:00			56		91		147		20:00			52		32		84	
08:15			52		77		129		20:15			38		41		79	
08:30			48		73		121		20:30			34		32		66	
08:45			49	205	60	301	109	506	20:45			31	155	25	130	56	285
09:00			43		40		83		21:00			27		47		74	
09:15			44		55		99		21:15			30		30		60	
09:30			30		59		89		21:30			24		23		47	
09:45			34	151	54	208	88	359	21:45			19	100	26	126	45	226
10:00			45		62		107		22:00			17		15		32	
10:15			51		64		115		22:15			14		11		25	
10:30			53		51		104		22:30			11		22		33	
10:45			41	190	63	240	104	430	22:45			13	55	17	65	30	120
11:00			35		52		87		23:00			11		8		19	
11:15			65		55		120		23:15			14		10		24	
11:30			42		67		109		23:30			10		7		17	
11:45			59	201	66	240	125	441	23:45			12	47	13	38	25	85
TOTALS				1083		1685		2768	TOTALS				2808		2382		5190
SPLIT %				39.1%		60.9%		34.8%	SPLIT %				54.1%		45.9%		65.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,891	4,067	7,958

AM Peak Hour			11:45	07:15	07:15	PM Peak Hour			16:45	13:15	16:30
AM Pk Volume			237	395	572	PM Pk Volume			516	329	787
Pk Hr Factor			0.956	0.923	0.973	Pk Hr Factor			0.908	0.884	0.937
7 - 9 Volume	0	0	358	691	1049	4 - 6 Volume	0	0	938	520	1458
7 - 9 Peak Hour			08:00	07:15	07:15	4 - 6 Peak Hour			16:45	16:15	16:30
7 - 9 Pk Volume	0	0	205	395	572	4 - 6 Pk Volume	0	0	516	282	787
Pk Hr Factor	0.000	0.000	0.915	0.923	0.973	Pk Hr Factor	0.000	0.000	0.908	0.916	0.937

Prepared by NDS/ATD

VOLUME

Imperial Ave between 40th St & I-805 SB Ramps

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_012

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,405	5,844	10,249

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			5		11		16		12:00			78		103		181	
00:15			6		10		16		12:15			71		103		174	
00:30			6		5		11		12:30			84		82		166	
00:45			5	22	7	33	12	55	12:45			69	302	99	387	168	689
01:00			5		5		10		13:00			62		98		160	
01:15			2		6		8		13:15			74		110		184	
01:30			4		7		11		13:30			80		95		175	
01:45			1	12	5	23	6	35	13:45			85	301	112	415	197	716
02:00			4		3		7		14:00			56		94		150	
02:15			4		4		8		14:15			82		76		158	
02:30			0		3		3		14:30			76		104		180	
02:45			2	10	4	14	6	24	14:45			74	288	86	360	160	648
03:00			2		1		3		15:00			78		116		194	
03:15			0		4		4		15:15			68		80		148	
03:30			3		4		7		15:30			87		88		175	
03:45			0	5	3	12	3	17	15:45			82	315	94	378	176	693
04:00			2		5		7		16:00			98		90		188	
04:15			2		9		11		16:15			91		113		204	
04:30			8		16		24		16:30			99		92		191	
04:45			14	26	11	41	25	67	16:45			114	402	99	394	213	796
05:00			4		16		20		17:00			110		102		212	
05:15			8		19		27		17:15			121		119		240	
05:30			20		29		49		17:30			97		105		202	
05:45			19	51	34	98	53	149	17:45			86	414	78	404	164	818
06:00			18		25		43		18:00			76		96		172	
06:15			31		49		80		18:15			105		105		210	
06:30			22		51		73		18:30			101		115		216	
06:45			38	109	52	177	90	286	18:45			75	357	101	417	176	774
07:00			46		73		119		19:00			70		102		172	
07:15			50		106		156		19:15			49		82		131	
07:30			50		112		162		19:30			61		70		131	
07:45			56	202	141	432	197	634	19:45			42	222	59	313	101	535
08:00			46		94		140		20:00			43		55		98	
08:15			55		90		145		20:15			40		63		103	
08:30			69		83		152		20:30			34		66		100	
08:45			57	227	83	350	140	577	20:45			44	161	54	238	98	399
09:00			68		74		142		21:00			39		58		97	
09:15			56		79		135		21:15			22		34		56	
09:30			50		60		110		21:30			38		38		76	
09:45			56	230	93	306	149	536	21:45			22	121	29	159	51	280
10:00			54		104		158		22:00			27		48		75	
10:15			57		80		137		22:15			17		28		45	
10:30			71		95		166		22:30			13		32		45	
10:45			65	247	108	387	173	634	22:45			20	77	16	124	36	201
11:00			70		80		150		23:00			9		19		28	
11:15			63		91		154		23:15			8		10		18	
11:30			73		78		151		23:30			11		9		20	
11:45			65	271	81	330	146	601	23:45			5	33	14	52	19	85
TOTALS				1412		2203		3615	TOTALS				2993		3641		6634
SPLIT %				39.1%		60.9%		35.3%	SPLIT %				45.1%		54.9%		64.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,405	5,844	10,249

AM Peak Hour			11:45	07:15	11:45	PM Peak Hour			16:30	16:45	16:45
AM Pk Volume			298	453	667	PM Pk Volume			444	425	867
Pk Hr Factor			0.887	0.803	0.921	Pk Hr Factor			0.917	0.893	0.903
7 - 9 Volume	0	0	429	782	1211	4 - 6 Volume	0	0	816	798	1614
7 - 9 Peak Hour			08:00	07:15	07:15	4 - 6 Peak Hour			16:30	16:45	16:45
7 - 9 Pk Volume	0	0	227	453	655	4 - 6 Pk Volume	0	0	444	425	867
Pk Hr Factor	0.000	0.000	0.822	0.803	0.831	Pk Hr Factor	0.000	0.000	0.917	0.893	0.903

Prepared by NDS/ATD

VOLUME

Imperial Ave between 40th St & I-805 SB Ramps

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_012

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,406	5,947	10,353

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			5		11		16		12:00			78		110		188	
00:15			1		8		9		12:15			70		101		171	
00:30			8		7		15		12:30			68		93		161	
00:45			0	14	11	37	11	51	12:45			63	279	93	397	156	676
01:00			7		8		15		13:00			74		83		157	
01:15			6		7		13		13:15			86		133		219	
01:30			1		7		8		13:30			88		142		230	
01:45			2	16	5	27	7	43	13:45			77	325	118	476	195	801
02:00			2		7		9		14:00			85		87		172	
02:15			1		7		8		14:15			67		104		171	
02:30			5		3		8		14:30			76		90		166	
02:45			1	9	1	18	2	27	14:45			71	299	98	379	169	678
03:00			0		1		1		15:00			72		82		154	
03:15			1		4		5		15:15			84		106		190	
03:30			8		1		9		15:30			70		106		176	
03:45			9	18	2	8	11	26	15:45			86	312	105	399	191	711
04:00			1		3		4		16:00			92		104		196	
04:15			3		5		8		16:15			99		83		182	
04:30			8		12		20		16:30			113		85		198	
04:45			7	19	19	39	26	58	16:45			108	412	102	374	210	786
05:00			7		11		18		17:00			121		130		251	
05:15			15		11		26		17:15			126		92		218	
05:30			17		31		48		17:30			119		102		221	
05:45			15	54	24	77	39	131	17:45			97	463	101	425	198	888
06:00			15		30		45		18:00			95		104		199	
06:15			26		46		72		18:15			91		90		181	
06:30			37		69		106		18:30			76		105		181	
06:45			42	120	63	208	105	328	18:45			81	343	116	415	197	758
07:00			48		78		126		19:00			55		105		160	
07:15			51		106		157		19:15			49		100		149	
07:30			49		104		153		19:30			47		74		121	
07:45			55	203	114	402	169	605	19:45			53	204	40	319	93	523
08:00			45		115		160		20:00			59		59		118	
08:15			46		77		123		20:15			50		54		104	
08:30			57		85		142		20:30			53		49		102	
08:45			56	204	80	357	136	561	20:45			27	189	44	206	71	395
09:00			56		67		123		21:00			36		69		105	
09:15			49		80		129		21:15			35		50		85	
09:30			41		72		113		21:30			30		45		75	
09:45			46	192	71	290	117	482	21:45			30	131	43	207	73	338
10:00			58		104		162		22:00			21		33		54	
10:15			56		91		147		22:15			20		24		44	
10:30			61		75		136		22:30			25		30		55	
10:45			68	243	95	365	163	608	22:45			15	81	26	113	41	194
11:00			50		79		129		23:00			15		16		31	
11:15			64		82		146		23:15			10		16		26	
11:30			53		94		147		23:30			7		13		20	
11:45			74	241	89	344	163	585	23:45			3	35	20	65	23	100
TOTALS				1333		2172		3505	TOTALS				3073		3775		6848
SPLIT %				38.0%		62.0%		33.9%	SPLIT %				44.9%		55.1%		66.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,406	5,947	10,353

AM Peak Hour			11:45	07:15	11:45	PM Peak Hour			16:45	13:15	16:45
AM Pk Volume			290	439	683	PM Pk Volume			474	480	900
Pk Hr Factor			0.929	0.954	0.908	Pk Hr Factor			0.940	0.845	0.896
7 - 9 Volume	0	0	407	759	1166	4 - 6 Volume	0	0	875	799	1674
7 - 9 Peak Hour			08:00	07:15	07:15	4 - 6 Peak Hour			16:45	16:45	16:45
7 - 9 Pk Volume	0	0	204	439	639	4 - 6 Pk Volume	0	0	474	426	900
Pk Hr Factor	0.000	0.000	0.895	0.954	0.945	Pk Hr Factor	0.000	0.000	0.940	0.819	0.896

Prepared by NDS/ATD

VOLUME

Imperial Ave between I-805 SB Ramps & I-805 NB Ramps

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_013

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,423	10,294	25,717

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			88		17		105		12:00			242		155		397	
00:15			78		11		89		12:15			232		159		391	
00:30			69		5		74		12:30			224		162		386	
00:45			73	308	8	41	81	349	12:45			199	897	170	646	369	1543
01:00			59		8		67		13:00			234		151		385	
01:15			60		12		72		13:15			220		161		381	
01:30			38		10		48		13:30			228		141		369	
01:45			42	199	4	34	46	233	13:45			240	922	164	617	404	1539
02:00			42		8		50		14:00			247		123		370	
02:15			38		6		44		14:15			275		145		420	
02:30			29		10		39		14:30			244		177		421	
02:45			28	137	14	38	42	175	14:45			295	1061	187	632	482	1693
03:00			16		5		21		15:00			310		186		496	
03:15			15		7		22		15:15			255		161		416	
03:30			18		10		28		15:30			295		159		454	
03:45			18	67	15	37	33	104	15:45			268	1128	176	682	444	1810
04:00			10		17		27		16:00			272		149		421	
04:15			17		20		37		16:15			245		177		422	
04:30			20		17		37		16:30			271		173		444	
04:45			18	65	42	96	60	161	16:45			294	1082	145	644	439	1726
05:00			30		25		55		17:00			296		199		495	
05:15			43		37		80		17:15			286		201		487	
05:30			67		62		129		17:30			257		213		470	
05:45			61	201	69	193	130	394	17:45			240	1079	206	819	446	1898
06:00			80		69		149		18:00			287		237		524	
06:15			104		85		189		18:15			265		207		472	
06:30			159		106		265		18:30			256		188		444	
06:45			139	482	117	377	256	859	18:45			243	1051	165	797	408	1848
07:00			150		137		287		19:00			212		155		367	
07:15			174		171		345		19:15			197		143		340	
07:30			165		192		357		19:30			228		97		325	
07:45			181	670	201	701	382	1371	19:45			177	814	124	519	301	1333
08:00			181		175		356		20:00			173		125		298	
08:15			184		163		347		20:15			202		107		309	
08:30			203		166		369		20:30			188		83		271	
08:45			195	763	147	651	342	1414	20:45			159	722	99	414	258	1136
09:00			200		141		341		21:00			186		89		275	
09:15			198		170		368		21:15			157		75		232	
09:30			184		155		339		21:30			153		80		233	
09:45			183	765	158	624	341	1389	21:45			175	671	68	312	243	983
10:00			179		149		328		22:00			129		49		178	
10:15			207		132		339		22:15			111		44		155	
10:30			200		141		341		22:30			86		41		127	
10:45			191	777	139	561	330	1338	22:45			81	407	61	195	142	602
11:00			205		118		323		23:00			88		39		127	
11:15			210		146		356		23:15			90		25		115	
11:30			206		129		335		23:30			81		29		110	
11:45			221	842	143	536	364	1378	23:45			54	313	35	128	89	441
TOTALS				5276		3889		9165	TOTALS				10147		6405		16552
SPLIT %				57.6%		42.4%		35.6%	SPLIT %				61.3%		38.7%		64.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,423	10,294	25,717

AM Peak Hour			11:45	07:15	11:45	PM Peak Hour			14:45	17:30	17:15
AM Pk Volume			919	739	1538	PM Pk Volume			1155	863	1927
Pk Hr Factor			0.949	0.919	0.969	Pk Hr Factor			0.931	0.910	0.919
7 - 9 Volume	0	0	1433	1352	2785	4 - 6 Volume	0	0	2161	1463	3624
7 - 9 Peak Hour			08:00	07:15	07:45	4 - 6 Peak Hour			16:30	17:00	17:00
7 - 9 Pk Volume	0	0	763	739	1454	4 - 6 Pk Volume	0	0	1147	819	1898
Pk Hr Factor	0.000	0.000	0.940	0.919	0.952	Pk Hr Factor	0.000	0.000	0.969	0.961	0.959

Prepared by NDS/ATD

VOLUME

Imperial Ave between I-805 SB Ramps & I-805 NB Ramps

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_013

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,356	10,408	25,764

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			53		19		72		12:00			261		160		421	
00:15			44		19		63		12:15			209		152		361	
00:30			52		8		60		12:30			217		171		388	
00:45			43	192	18	64	61	256	12:45			226	913	166	649	392	1562
01:00			44		22		66		13:00			279		157		436	
01:15			39		13		52		13:15			253		152		405	
01:30			20		6		26		13:30			248		155		403	
01:45			24	127	4	45	28	172	13:45			281	1061	154	618	435	1679
02:00			33		16		49		14:00			280		133		413	
02:15			19		22		41		14:15			276		138		414	
02:30			22		6		28		14:30			317		175		492	
02:45			24	98	8	52	32	150	14:45			269	1142	171	617	440	1759
03:00			22		6		28		15:00			282		190		472	
03:15			15		7		22		15:15			284		164		448	
03:30			22		15		37		15:30			292		149		441	
03:45			17	76	22	50	39	126	15:45			277	1135	166	669	443	1804
04:00			9		15		24		16:00			280		155		435	
04:15			15		18		33		16:15			252		150		402	
04:30			26		29		55		16:30			250		167		417	
04:45			22	72	47	109	69	181	16:45			282	1064	153	625	435	1689
05:00			23		25		48		17:00			303		188		491	
05:15			40		51		91		17:15			236		195		431	
05:30			52		64		116		17:30			241		202		443	
05:45			66	181	69	209	135	390	17:45			218	998	207	792	425	1790
06:00			72		74		146		18:00			278		216		494	
06:15			105		97		202		18:15			244		235		479	
06:30			139		113		252		18:30			279		191		470	
06:45			163	479	119	403	282	882	18:45			252	1053	174	816	426	1869
07:00			170		125		295		19:00			240		163		403	
07:15			179		162		341		19:15			202		138		340	
07:30			172		185		357		19:30			182		133		315	
07:45			196	717	205	677	401	1394	19:45			206	830	134	568	340	1398
08:00			161		173		334		20:00			198		122		320	
08:15			160		183		343		20:15			177		122		299	
08:30			171		171		342		20:30			176		116		292	
08:45			187	679	155	682	342	1361	20:45			178	729	81	441	259	1170
09:00			172		159		331		21:00			207		66		273	
09:15			189		166		355		21:15			171		59		230	
09:30			154		147		301		21:30			142		63		205	
09:45			175	690	167	639	342	1329	21:45			175	695	71	259	246	954
10:00			200		145		345		22:00			138		46		184	
10:15			175		146		321		22:15			117		48		165	
10:30			182		134		316		22:30			125		35		160	
10:45			166	723	144	569	310	1292	22:45			96	476	42	171	138	647
11:00			196		125		321		23:00			98		32		130	
11:15			219		154		373		23:15			77		21		98	
11:30			231		141		372		23:30			113		26		139	
11:45			209	855	156	576	365	1431	23:45			83	371	29	108	112	479
TOTALS				4889		4075		8964	TOTALS				10467		6333		16800
SPLIT %				54.5%		45.5%		34.8%	SPLIT %				62.3%		37.7%		65.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	15,356	10,408	25,764

AM Peak Hour			11:15	07:30	11:45	PM Peak Hour			13:45	17:30	18:00
AM Pk Volume			920	746	1535	PM Pk Volume			1154	860	1869
Pk Hr Factor			0.881	0.910	0.912	Pk Hr Factor			0.910	0.915	0.946
7 - 9 Volume	0	0	1396	1359	2755	4 - 6 Volume	0	0	2062	1417	3479
7 - 9 Peak Hour			07:00	07:30	07:30	4 - 6 Peak Hour			16:15	17:00	16:45
7 - 9 Pk Volume	0	0	717	746	1435	4 - 6 Pk Volume	0	0	1087	792	1800
Pk Hr Factor	0.000	0.000	0.915	0.910	0.895	Pk Hr Factor	0.000	0.000	0.897	0.957	0.916

Prepared by NDS/ATD

VOLUME

Imperial Ave between I-805 NB Ramps & 47th St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_014

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	14,174	18,947	33,121

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			66		38		104		12:00			177		250		427	
00:15			50		23		73		12:15			165		249		414	
00:30			41		18		59		12:30			185		264		449	
00:45			40	197	24	103	64	300	12:45			234	761	279	1042	513	1803
01:00			22		16		38		13:00			205		264		469	
01:15			27		30		57		13:15			198		313		511	
01:30			30		18		48		13:30			205		272		477	
01:45			26	105	18	82	44	187	13:45			264	872	263	1112	527	1984
02:00			27		13		40		14:00			226		237		463	
02:15			11		12		23		14:15			250		251		501	
02:30			23		20		43		14:30			238		317		555	
02:45			23	84	18	63	41	147	14:45			269	983	307	1112	576	2095
03:00			21		17		38		15:00			225		324		549	
03:15			15		24		39		15:15			249		268		517	
03:30			7		35		42		15:30			240		326		566	
03:45			22	65	48	124	70	189	15:45			253	967	270	1188	523	2155
04:00			18		58		76		16:00			248		280		528	
04:15			26		54		80		16:15			245		256		501	
04:30			34		109		143		16:30			258		291		549	
04:45			31	109	122	343	153	452	16:45			255	1006	259	1086	514	2092
05:00			22		120		142		17:00			247		315		562	
05:15			51		175		226		17:15			273		242		515	
05:30			44		257		301		17:30			207		313		520	
05:45			65	182	244	796	309	978	17:45			288	1015	259	1129	547	2144
06:00			91		246		337		18:00			235		286		521	
06:15			111		296		407		18:15			264		254		518	
06:30			120		400		520		18:30			265		275		540	
06:45			155	477	356	1298	511	1775	18:45			251	1015	235	1050	486	2065
07:00			166		369		535		19:00			226		246		472	
07:15			212		382		594		19:15			249		185		434	
07:30			122		502		624		19:30			180		165		345	
07:45			131	631	405	1658	536	2289	19:45			193	848	184	780	377	1628
08:00			144		339		483		20:00			186		186		372	
08:15			174		305		479		20:15			187		139		326	
08:30			171		310		481		20:30			164		133		297	
08:45			184	673	310	1264	494	1937	20:45			169	706	159	617	328	1323
09:00			187		314		501		21:00			194		138		332	
09:15			151		277		428		21:15			155		118		273	
09:30			158		243		401		21:30			137		158		295	
09:45			189	685	240	1074	429	1759	21:45			162	648	112	526	274	1174
10:00			146		263		409		22:00			136		103		239	
10:15			178		233		411		22:15			122		80		202	
10:30			178		268		446		22:30			98		77		175	
10:45			166	668	256	1020	422	1688	22:45			102	458	88	348	190	806
11:00			170		205		375		23:00			65		69		134	
11:15			190		246		436		23:15			89		51		140	
11:30			186		222		408		23:30			57		53		110	
11:45			202	748	247	920	449	1668	23:45			60	271	39	212	99	483
TOTALS				4624		8745		13369	TOTALS				9550		10202		19752
SPLIT %				34.6%		65.4%		40.4%	SPLIT %				48.3%		51.7%		59.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	14,174	18,947	33,121

AM Peak Hour			11:15	07:00	07:00	PM Peak Hour			17:45	14:45	14:45
AM Pk Volume			755	1658	2289	PM Pk Volume			1052	1225	2208
Pk Hr Factor			0.934	0.826	0.917	Pk Hr Factor			0.913	0.939	0.958
7 - 9 Volume	0	0	1304	2922	4226	4 - 6 Volume	0	0	2021	2215	4236
7 - 9 Peak Hour			08:00	07:00	07:00	4 - 6 Peak Hour			16:30	16:45	17:00
7 - 9 Pk Volume	0	0	673	1658	2289	4 - 6 Pk Volume	0	0	1033	1129	2144
Pk Hr Factor	0.000	0.000	0.914	0.826	0.917	Pk Hr Factor	0.000	0.000	0.946	0.896	0.954

Prepared by NDS/ATD

VOLUME

Imperial Ave between I-805 NB Ramps & 47th St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_014

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	14,872	18,747	33,619

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			54		42		96		12:00			181		276		457	
00:15			52		25		77		12:15			213		232		445	
00:30			45		11		56		12:30			190		259		449	
00:45			34	185	20	98	54	283	12:45			227	811	277	1044	504	1855
01:00			33		19		52		13:00			209		246		455	
01:15			31		16		47		13:15			217		256		473	
01:30			24		15		39		13:30			204		270		474	
01:45			24	112	12	62	36	174	13:45			268	898	307	1079	575	1977
02:00			25		25		50		14:00			230		263		493	
02:15			28		20		48		14:15			247		262		509	
02:30			17		19		36		14:30			253		286		539	
02:45			29	99	14	78	43	177	14:45			270	1000	246	1057	516	2057
03:00			23		20		43		15:00			279		297		576	
03:15			19		29		48		15:15			250		284		534	
03:30			15		47		62		15:30			248		285		533	
03:45			26	83	38	134	64	217	15:45			252	1029	256	1122	508	2151
04:00			15		50		65		16:00			261		276		537	
04:15			20		80		100		16:15			263		254		517	
04:30			26		102		128		16:30			262		253		515	
04:45			42	103	118	350	160	453	16:45			256	1042	277	1060	533	2102
05:00			31		128		159		17:00			258		296		554	
05:15			44		190		234		17:15			283		270		553	
05:30			54		256		310		17:30			258		288		546	
05:45			72	201	212	786	284	987	17:45			269	1068	291	1145	560	2213
06:00			90		265		355		18:00			271		271		542	
06:15			111		286		397		18:15			253		282		535	
06:30			122		374		496		18:30			259		286		545	
06:45			149	472	347	1272	496	1744	18:45			272	1055	253	1092	525	2147
07:00			184		347		531		19:00			225		218		443	
07:15			196		441		637		19:15			235		235		470	
07:30			129		457		586		19:30			206		175		381	
07:45			156	665	386	1631	542	2296	19:45			221	887	162	790	383	1677
08:00			162		321		483		20:00			185		154		339	
08:15			155		320		475		20:15			207		173		380	
08:30			175		315		490		20:30			159		138		297	
08:45			193	685	327	1283	520	1968	20:45			177	728	127	592	304	1320
09:00			173		277		450		21:00			189		142		331	
09:15			194		266		460		21:15			196		114		310	
09:30			157		280		437		21:30			155		123		278	
09:45			202	726	289	1112	491	1838	21:45			162	702	120	499	282	1201
10:00			184		234		418		22:00			139		99		238	
10:15			206		244		450		22:15			133		97		230	
10:30			183		233		416		22:30			113		93		206	
10:45			163	736	227	938	390	1674	22:45			102	487	75	364	177	851
11:00			175		225		400		23:00			77		47		124	
11:15			196		207		403		23:15			94		51		145	
11:30			209		277		486		23:30			72		52		124	
11:45			207	787	260	969	467	1756	23:45			68	311	40	190	108	501
TOTALS				4854		8713		13567	TOTALS				10018		10034		20052
SPLIT %				35.8%		64.2%		40.4%	SPLIT %				50.0%		50.0%		59.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	14,872	18,747	33,619

AM Peak Hour			11:30	07:00	07:00	PM Peak Hour			17:15	17:00	17:00
AM Pk Volume			810	1631	2296	PM Pk Volume			1081	1145	2213
Pk Hr Factor			0.951	0.892	0.901	Pk Hr Factor			0.955	0.967	0.988
7 - 9 Volume	0	0	1350	2914	4264	4 - 6 Volume	0	0	2110	2205	4315
7 - 9 Peak Hour			08:00	07:00	07:00	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	685	1631	2296	4 - 6 Pk Volume	0	0	1068	1145	2213
Pk Hr Factor	0.000	0.000	0.887	0.892	0.901	Pk Hr Factor	0.000	0.000	0.943	0.967	0.988

Volumes for: STATION#3610 on Thursday, March 10, 2011

City: San Diego

Project #: 11-4066-043

Location: Imperial Ave between W J Jones Av & 50 St

File No. MC0221-11

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	49	195			17	224				
12:15	55	200			19	208				
12:30	45	206			25	218				
12:45	43	237	192	838	17	224	78	874	270	1712
1:00	34	217			22	209				
1:15	25	198			22	203				
1:30	26	237			17	215				
1:45	36	213	121	865	19	204	80	831	201	1696
2:00	28	223			10	210				
2:15	28	234			15	234				
2:30	28	279			19	252				
2:45	16	311	100	1047	21	236	65	932	165	1979
3:00	17	318			14	223				
3:15	16	276			15	241				
3:30	7	254			28	245				
3:45	7	302	47	1150	32	224	89	933	136	2083
4:00	8	305			36	243				
4:15	8	295			40	218				
4:30	14	340			73	238				
4:45	19	278	49	1218	60	211	209	910	258	2128
5:00	30	336			96	228				
5:15	23	324			121	239				
5:30	28	304			166	253				
5:45	51	285	132	1249	145	219	528	939	660	2188
6:00	74	309			163	254				
6:15	97	281			222	246				
6:30	125	273			305	215				
6:45	185	282	481	1145	282	215	972	930	1453	2075
7:00	203	247			312	191				
7:15	289	253			323	180				
7:30	156	205			333	153				
7:45	170	195	818	900	305	147	1273	671	2091	1571
8:00	180	207			270	139				
8:15	159	222			244	115				
8:30	134	275			231	136				
8:45	191	224	664	928	243	114	988	504	1652	1432
9:00	161	228			222	110				
9:15	148	173			213	108				
9:30	178	162			215	106				
9:45	164	110	651	673	218	85	868	409	1519	1082
10:00	156	132			227	99				
10:15	163	129			194	88				
10:30	190	116			203	74				
10:45	166	101	675	478	173	57	797	318	1472	796
11:00	185	66			179	50				
11:15	191	61			197	50				
11:30	178	67			220	41				
11:45	199	51	753	245	212	35	808	176	1561	421
Total	4683	10736	4683	10736	6755	8427	6755	8427	11438	19163
Combined Total	15419		15419		15182		15182		30601	
AM Peak	6:45 AM				7:00 AM					
Vol.	833				1273					
P.H.F.	0.721				0.956					
PM Peak		4:30 PM				5:30 PM				
Vol.		1278				972				
P.H.F.		0.940				0.957				
Percentage	30.4%	69.6%			44.5%	55.5%				

Volumes for: STATION#3112 on Wednesday, January 25, 2012 City: San Diego Project #: 12-4009-026
Location: Imperial Av btwn Euclid Av & San Jacinto Dr File No. MC0026-12

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	47	151			25	156				
12:15	44	125			23	154				
12:30	22	168			18	173				
12:45	29	164	142	608	9	178	75	661	217	1269
1:00	26	177			14	183				
1:15	17	184			8	176				
1:30	18	178			14	172				
1:45	27	186	88	725	9	182	45	713	133	1438
2:00	11	178			10	170				
2:15	17	167			10	172				
2:30	11	226			11	187				
2:45	9	218	48	789	10	203	41	732	89	1521
3:00	20	263			12	214				
3:15	14	224			13	197				
3:30	5	219			20	185				
3:45	11	223	50	929	25	196	70	792	120	1721
4:00	7	251			24	171				
4:15	7	230			45	190				
4:30	9	231			84	176				
4:45	17	242	40	954	82	173	235	710	275	1664
5:00	14	256			80	206				
5:15	21	242			101	203				
5:30	21	281			149	181				
5:45	32	274	88	1053	112	183	442	773	530	1826
6:00	52	241			164	183				
6:15	53	217			233	195				
6:30	85	223			259	159				
6:45	123	160	313	841	228	138	884	675	1197	1516
7:00	106	174			323	118				
7:15	185	185			322	114				
7:30	115	148			330	106				
7:45	139	142	545	649	273	111	1248	449	1793	1098
8:00	140	148			257	103				
8:15	114	143			229	89				
8:30	124	124			203	78				
8:45	111	111	489	526	203	82	892	352	1381	878
9:00	111	165			171	72				
9:15	102	122			167	68				
9:30	102	135			172	99				
9:45	113	109	428	531	158	85	668	324	1096	855
10:00	99	101			148	51				
10:15	123	86			153	54				
10:30	119	56			154	40				
10:45	131	72	472	315	140	51	595	196	1067	511
11:00	124	70			146	34				
11:15	148	63			147	34				
11:30	138	39			142	24				
11:45	145	51	555	223	158	27	593	119	1148	342
Total	3258	8143	3258	8143	5788	6496	5788	6496	9046	14639
Combined Total	11401		11401		12284		12284		23685	
AM Peak	11:45 AM				7:00 AM					
Vol.	589				1248					
P.H.F.	0.876				0.945					
PM Peak		5:00 PM				2:30 PM				
Vol.		1053				801				
P.H.F.		0.937				0.936				
Percentage	28.6%	71.4%			47.1%	52.9%				

Volumes for: STATION#3114 on Tuesday, January 24, 2012

City: San Diego

Project #: 12-4009-027

Location: Imperial Av btwn 65th St & 66th St (W)

File No. MC0027-12

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	18	110			12	109				
12:15	19	110			10	100				
12:30	19	107			11	99				
12:45	20	116	76	443	8	101	41	409	117	852
1:00	14	141			8	103				
1:15	15	126			8	123				
1:30	15	124			7	115				
1:45	11	135	55	526	4	114	27	455	82	981
2:00	13	162			9	122				
2:15	11	146			9	149				
2:30	9	160			7	175				
2:45	5	163	38	631	5	149	30	595	68	1226
3:00	7	201			6	166				
3:15	8	221			10	130				
3:30	4	204			11	133				
3:45	8	202	27	828	11	139	38	568	65	1396
4:00	6	205			16	147				
4:15	6	220			17	143				
4:30	11	187			36	128				
4:45	11	225	34	837	40	135	109	553	143	1390
5:00	8	219			40	146				
5:15	14	238			49	143				
5:30	20	233			79	161				
5:45	35	232	77	922	63	147	231	597	308	1519
6:00	34	174			119	122				
6:15	50	147			154	118				
6:30	65	163			172	112				
6:45	114	148	263	632	184	114	629	466	892	1098
7:00	139	106			238	96				
7:15	128	115			281	100				
7:30	108	111			241	79				
7:45	122	99	497	431	221	72	981	347	1478	778
8:00	104	91			187	69				
8:15	88	103			161	81				
8:30	87	90			135	59				
8:45	93	94	372	378	149	58	632	267	1004	645
9:00	99	120			116	62				
9:15	110	113			97	62				
9:30	84	76			102	75				
9:45	89	87	382	396	113	49	428	248	810	644
10:00	90	65			94	36				
10:15	96	70			95	38				
10:30	80	44			112	39				
10:45	123	33	389	212	114	27	415	140	804	352
11:00	94	49			98	23				
11:15	105	34			108	23				
11:30	104	27			120	17				
11:45	124	32	427	142	112	25	438	88	865	230
Total	2637	6378	2637	6378	3999	4733	3999	4733	6636	11111
Combined Total	9015		9015		8732		8732		17747	
AM Peak	7:00 AM				7:00 AM					
Vol.	497				981					
P.H.F.	0.894				0.873					
PM Peak		5:00 PM				2:15 PM				
Vol.		922				639				
P.H.F.		0.968				0.913				
Percentage	29.3%	70.7%			45.8%	54.2%				

Prepared by NDS/ATD

VOLUME

Imperial Ave between Woodman St & 69th St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_015

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,240	8,209	16,449

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			18		14		32		12:00			95		91		186	
00:15			19		16		35		12:15			93		114		207	
00:30			18		7		25		12:30			94		145		239	
00:45			9	64	15	52	24	116	12:45			108	390	109	459	217	849
01:00			18		11		29		13:00			106		109		215	
01:15			17		15		32		13:15			126		110		236	
01:30			9		6		15		13:30			125		116		241	
01:45			11	55	7	39	18	94	13:45			120	477	105	440	225	917
02:00			4		4		8		14:00			128		122		250	
02:15			10		2		12		14:15			136		111		247	
02:30			14		6		20		14:30			136		134		270	
02:45			8	36	8	20	16	56	14:45			155	555	149	516	304	1071
03:00			11		5		16		15:00			159		151		310	
03:15			10		8		18		15:15			165		150		315	
03:30			9		13		22		15:30			172		140		312	
03:45			8	38	12	38	20	76	15:45			170	666	151	592	321	1258
04:00			4		9		13		16:00			193		124		317	
04:15			10		19		29		16:15			194		123		317	
04:30			9		27		36		16:30			176		156		332	
04:45			11	34	27	82	38	116	16:45			169	732	136	539	305	1271
05:00			15		31		46		17:00			192		136		328	
05:15			29		53		82		17:15			169		155		324	
05:30			28		58		86		17:30			172		154		326	
05:45			31	103	55	197	86	300	17:45			195	728	108	553	303	1281
06:00			42		88		130		18:00			172		130		302	
06:15			60		113		173		18:15			159		125		284	
06:30			83		151		234		18:30			144		114		258	
06:45			115	300	143	495	258	795	18:45			143	618	113	482	256	1100
07:00			145		225		370		19:00			93		122		215	
07:15			148		232		380		19:15			129		96		225	
07:30			137		192		329		19:30			104		96		200	
07:45			116	546	164	813	280	1359	19:45			106	432	93	407	199	839
08:00			116		144		260		20:00			78		59		137	
08:15			85		142		227		20:15			90		56		146	
08:30			85		123		208		20:30			90		74		164	
08:45			81	367	98	507	179	874	20:45			73	331	77	266	150	597
09:00			88		102		190		21:00			99		63		162	
09:15			78		87		165		21:15			88		59		147	
09:30			97		99		196		21:30			83		43		126	
09:45			87	350	91	379	178	729	21:45			72	342	33	198	105	540
10:00			83		103		186		22:00			55		44		99	
10:15			97		98		195		22:15			52		36		88	
10:30			92		114		206		22:30			41		32		73	
10:45			102	374	108	423	210	797	22:45			43	191	36	148	79	339
11:00			99		94		193		23:00			29		37		66	
11:15			84		100		184		23:15			35		27		62	
11:30			109		133		242		23:30			32		24		56	
11:45			99	391	127	454	226	845	23:45			24	120	22	110	46	230
TOTALS				2658		3499		6157	TOTALS				5582		4710		10292
SPLIT %				43.2%		56.8%		37.4%	SPLIT %				54.2%		45.8%		62.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,240	8,209	16,449

AM Peak Hour			07:00	07:00	07:00	PM Peak Hour			15:45	15:00	16:30
AM Pk Volume			546	813	1359	PM Pk Volume			733	592	1289
Pk Hr Factor			0.922	0.876	0.894	Pk Hr Factor			0.945	0.980	0.971
7 - 9 Volume	0	0	913	1320	2233	4 - 6 Volume	0	0	1460	1092	2552
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:00	16:30	16:30
7 - 9 Pk Volume	0	0	546	813	1359	4 - 6 Pk Volume	0	0	732	583	1289
Pk Hr Factor	0.000	0.000	0.922	0.876	0.894	Pk Hr Factor	0.000	0.000	0.943	0.934	0.971

Prepared by NDS/ATD

VOLUME

Imperial Ave between Woodman St & 69th St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_015

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,427	8,600	17,027

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			28		17		45		12:00			104		117		221	
00:15			17		23		40		12:15			116		95		211	
00:30			21		16		37		12:30			101		118		219	
00:45			12	78	8	64	20	142	12:45			128	449	112	442	240	891
01:00			12		10		22		13:00			111		150		261	
01:15			10		6		16		13:15			138		130		268	
01:30			15		12		27		13:30			118		109		227	
01:45			13	50	8	36	21	86	13:45			126	493	102	491	228	984
02:00			7		7		14		14:00			134		124		258	
02:15			5		6		11		14:15			141		126		267	
02:30			12		5		17		14:30			152		130		282	
02:45			5	29	9	27	14	56	14:45			145	572	173	553	318	1125
03:00			14		4		18		15:00			180		157		337	
03:15			7		10		17		15:15			172		153		325	
03:30			3		13		16		15:30			166		156		322	
03:45			9	33	17	44	26	77	15:45			179	697	158	624	337	1321
04:00			10		9		19		16:00			208		135		343	
04:15			6		24		30		16:15			174		143		317	
04:30			14		29		43		16:30			185		146		331	
04:45			9	39	34	96	43	135	16:45			172	739	171	595	343	1334
05:00			11		42		53		17:00			180		156		336	
05:15			30		42		72		17:15			194		153		347	
05:30			31		75		106		17:30			165		146		311	
05:45			42	114	83	242	125	356	17:45			186	725	120	575	306	1300
06:00			40		94		134		18:00			168		117		285	
06:15			65		122		187		18:15			177		128		305	
06:30			71		141		212		18:30			158		120		278	
06:45			116	292	164	521	280	813	18:45			139	642	102	467	241	1109
07:00			125		210		335		19:00			104		108		212	
07:15			141		209		350		19:15			136		110		246	
07:30			134		170		304		19:30			98		104		202	
07:45			122	522	174	763	296	1285	19:45			123	461	90	412	213	873
08:00			104		123		227		20:00			82		70		152	
08:15			114		161		275		20:15			87		75		162	
08:30			79		129		208		20:30			96		82		178	
08:45			92	389	106	519	198	908	20:45			82	347	66	293	148	640
09:00			96		104		200		21:00			88		55		143	
09:15			86		95		181		21:15			93		63		156	
09:30			90		112		202		21:30			80		50		130	
09:45			87	359	121	432	208	791	21:45			75	336	42	210	117	546
10:00			101		110		211		22:00			61		52		113	
10:15			79		105		184		22:15			55		40		95	
10:30			94		111		205		22:30			40		41		81	
10:45			93	367	124	450	217	817	22:45			35	191	34	167	69	358
11:00			96		109		205		23:00			40		41		81	
11:15			88		102		190		23:15			32		32		64	
11:30			91		109		200		23:30			24		33		57	
11:45			107	382	123	443	230	825	23:45			25	121	28	134	53	255
TOTALS				2654		3637		6291	TOTALS				5773		4963		10736
SPLIT %				42.2%		57.8%		36.9%	SPLIT %				53.8%		46.2%		63.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,427	8,600	17,027

AM Peak Hour			07:00	07:00	07:00	PM Peak Hour			15:45	14:45	16:30
AM Pk Volume			522	763	1285	PM Pk Volume			746	639	1357
Pk Hr Factor			0.926	0.908	0.918	Pk Hr Factor			0.897	0.923	0.978
7 - 9 Volume	0	0	911	1282	2193	4 - 6 Volume	0	0	1464	1170	2634
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:00	16:30	16:30
7 - 9 Pk Volume	0	0	522	763	1285	4 - 6 Pk Volume	0	0	739	626	1357
Pk Hr Factor	0.000	0.000	0.926	0.908	0.918	Pk Hr Factor	0.000	0.000	0.888	0.915	0.978

Volumes for: STATION#3111 on Tuesday, January 24, 2012

City: San Diego

Project #: 12-4009-025

Location: Imperial Av btwn Rainbow St & Flicker St

File No. MC0025-12

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	8	53			12	47				
12:15	8	54			7	51				
12:30	10	55			14	49				
12:45	4	55	30	217	3	62	36	209	66	426
1:00	2	62			7	78				
1:15	1	66			3	63				
1:30	2	64			2	46				
1:45	0	48	5	240	0	61	12	248	17	488
2:00	0	69			3	55				
2:15	3	71			4	83				
2:30	6	76			5	93				
2:45	2	77	11	293	6	80	18	311	29	604
3:00	3	71			3	69				
3:15	6	94			3	87				
3:30	4	75			2	75				
3:45	6	80	19	320	3	86	11	317	30	637
4:00	6	76			3	89				
4:15	4	80			7	73				
4:30	8	78			7	88				
4:45	7	86	25	320	9	79	26	329	51	649
5:00	7	88			3	92				
5:15	15	80			14	91				
5:30	18	68			14	78				
5:45	19	82	59	318	21	99	52	360	111	678
6:00	20	71			29	68				
6:15	42	67			26	65				
6:30	52	83			55	65				
6:45	49	60	163	281	68	77	178	275	341	556
7:00	57	42			56	45				
7:15	89	47			88	47				
7:30	75	47			65	49				
7:45	87	48	308	184	75	42	284	183	592	367
8:00	72	33			58	42				
8:15	58	37			65	55				
8:30	56	40			47	40				
8:45	48	39	234	149	54	42	224	179	458	328
9:00	58	41			39	28				
9:15	48	39			40	40				
9:30	48	31			44	32				
9:45	57	26	211	137	43	28	166	128	377	265
10:00	57	31			45	29				
10:15	51	22			39	22				
10:30	46	18			69	20				
10:45	56	21	210	92	55	21	208	92	418	184
11:00	51	11			49	17				
11:15	59	12			52	18				
11:30	65	11			50	11				
11:45	52	9	227	43	53	16	204	62	431	105
Total	1502	2594	1502	2594	1419	2693	1419	2693	2921	5287
Combined Total	4096		4096		4112		4112		8208	
AM Peak	7:15 AM				7:15 AM					
Vol.	323				286					
P.H.F.	0.907				0.813					
PM Peak		4:15 PM				5:00 PM				
Vol.		332				360				
P.H.F.		0.943				0.909				
Percentage	36.7%	63.3%			34.5%	65.5%				

Prepared by NDS/ATD

VOLUME

Commercial St between 17th St & 19th St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_017

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	648	507	1,155

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		0		1		12:00			11		15		26	
00:15			3		2		5		12:15			6		7		13	
00:30			1		1		2		12:30			17		8		25	
00:45			3	8	3	6	6	14	12:45			12	46	12	42	24	88
01:00			2		1		3		13:00			11		8		19	
01:15			2		1		3		13:15			15		6		21	
01:30			6		1		7		13:30			11		11		22	
01:45			0	10	0	3	0	13	13:45			15	52	11	36	26	88
02:00			1		0		1		14:00			10		7		17	
02:15			1		0		1		14:15			7		14		21	
02:30			0		0		0		14:30			7		7		14	
02:45			0	2	1	1	1	3	14:45			20	44	13	41	33	85
03:00			0		1		1		15:00			14		9		23	
03:15			0		1		1		15:15			16		10		26	
03:30			0		1		1		15:30			20		8		28	
03:45			0		1	4	1	4	15:45			18	68	13	40	31	108
04:00			1		1		2		16:00			25		10		35	
04:15			2		3		5		16:15			11		7		18	
04:30			0		0		0		16:30			14		6		20	
04:45			0	3	6	10	6	13	16:45			16	66	7	30	23	96
05:00			0		4		4		17:00			16		9		25	
05:15			0		4		4		17:15			17		12		29	
05:30			1		7		8		17:30			10		5		15	
05:45			1	2	6	21	7	23	17:45			7	50	9	35	16	85
06:00			5		2		7		18:00			5		7		12	
06:15			3		5		8		18:15			14		3		17	
06:30			4		7		11		18:30			10		3		13	
06:45			7	19	8	22	15	41	18:45			9	38	6	19	15	57
07:00			2		9		11		19:00			4		3		7	
07:15			7		11		18		19:15			3		7		10	
07:30			5		13		18		19:30			6		3		9	
07:45			9	23	7	40	16	63	19:45			2	15	4	17	6	32
08:00			9		12		21		20:00			7		7		14	
08:15			10		10		20		20:15			7		3		10	
08:30			12		6		18		20:30			1		5		6	
08:45			9	40	10	38	19	78	20:45			3	18	3	18	6	36
09:00			9		7		16		21:00			10		1		11	
09:15			11		2		13		21:15			3		6		9	
09:30			2		5		7		21:30			0		1		1	
09:45			4	26	6	20	10	46	21:45			2	15	2	10	4	25
10:00			8		5		13		22:00			7		1		8	
10:15			9		5		14		22:15			2		4		6	
10:30			5		4		9		22:30			1		4		5	
10:45			16	38	4	18	20	56	22:45			2	12	0	9	2	21
11:00			10		4		14		23:00			0		1		1	
11:15			14		2		16		23:15			3		1		4	
11:30			7		8		15		23:30			5		2		7	
11:45			11	42	6	20	17	62	23:45			3	11	3	7	6	18
TOTALS				213		203		416	TOTALS				435		304		739
SPLIT %				51.2%		48.8%		36.0%	SPLIT %				58.9%		41.1%		64.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	648	507	1,155

AM Peak Hour			10:45	07:15	11:45	PM Peak Hour			15:15	13:30	15:15
AM Pk Volume			47	43	81	PM Pk Volume			79	43	120
Pk Hr Factor			0.734	0.827	0.779	Pk Hr Factor			0.790	0.768	0.857
7 - 9 Volume	0	0	63	78	141	4 - 6 Volume	0	0	116	65	181
7 - 9 Peak Hour			07:45	07:15	08:00	4 - 6 Peak Hour			16:00	17:00	16:30
7 - 9 Pk Volume	0	0	40	43	78	4 - 6 Pk Volume	0	0	66	35	97
Pk Hr Factor	0.000	0.000	0.833	0.827	0.929	Pk Hr Factor	0.000	0.000	0.660	0.729	0.836

Prepared by NDS/ATD

VOLUME

Commercial St between 17th St & 19th St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_017

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	612	617	1,229

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		3		4		12:00			10		12		22	
00:15			2		0		2		12:15			15		5		20	
00:30			1		2		3		12:30			15		13		28	
00:45			2	6	0	5	2	11	12:45			8	48	6	36	14	84
01:00			2		3		5		13:00			13		6		19	
01:15			1		1		2		13:15			15		6		21	
01:30			1		0		1		13:30			10		7		17	
01:45			1	5	4	8	5	13	13:45			14	52	11	30	25	82
02:00			1		0		1		14:00			6		8		14	
02:15			1		1		2		14:15			6		3		9	
02:30			0		0		0		14:30			8		17		25	
02:45			0	2	0	1	0	3	14:45			9	29	12	40	21	69
03:00			1		1		2		15:00			21		8		29	
03:15			0		1		1		15:15			18		10		28	
03:30			1		3		4		15:30			15		12		27	
03:45			0	2	0	5	0	7	15:45			6	60	12	42	18	102
04:00			1		0		1		16:00			14		11		25	
04:15			1		3		4		16:15			8		7		15	
04:30			0		2		2		16:30			21		9		30	
04:45			1	3	4	9	5	12	16:45			14	57	15	42	29	99
05:00			1		1		2		17:00			22		8		30	
05:15			2		6		8		17:15			11		7		18	
05:30			2		5		7		17:30			16		11		27	
05:45			2	7	3	15	5	22	17:45			11	60	9	35	20	95
06:00			2		2		4		18:00			10		8		18	
06:15			3		4		7		18:15			12		13		25	
06:30			5		2		7		18:30			8		9		17	
06:45			3	13	11	19	14	32	18:45			7	37	8	38	15	75
07:00			2		10		12		19:00			10		5		15	
07:15			3		12		15		19:15			3		2		5	
07:30			7		11		18		19:30			3		6		9	
07:45			5	17	14	47	19	64	19:45			9	25	7	20	16	45
08:00			8		14		22		20:00			6		14		20	
08:15			12		17		29		20:15			6		4		10	
08:30			8		13		21		20:30			4		10		14	
08:45			5	33	15	59	20	92	20:45			7	23	3	31	10	54
09:00			6		6		12		21:00			8		5		13	
09:15			4		9		13		21:15			4		8		12	
09:30			4		6		10		21:30			1		3		4	
09:45			8	22	6	27	14	49	21:45			2	15	3	19	5	34
10:00			10		12		22		22:00			0		2		2	
10:15			11		11		22		22:15			2		0		2	
10:30			10		11		21		22:30			5		2		7	
10:45			16	47	13	47	29	94	22:45			0	7	2	6	2	13
11:00			8		6		14		23:00			0		2		2	
11:15			8		8		16		23:15			3		1		4	
11:30			7		8		15		23:30			3		2		5	
11:45			12	35	7	29	19	64	23:45			1	7	2	7	3	14
TOTALS				192		271		463	TOTALS				420		346		766
SPLIT %				41.5%		58.5%		37.7%	SPLIT %				54.8%		45.2%		62.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	612	617	1,229

AM Peak Hour			11:45	08:00	10:00	PM Peak Hour			16:30	14:30	16:30
AM Pk Volume			52	59	94	PM Pk Volume			68	47	107
Pk Hr Factor			0.867	0.868	0.810	Pk Hr Factor			0.773	0.691	0.892
7 - 9 Volume	0	0	50	106	156	4 - 6 Volume	0	0	117	77	194
7 - 9 Peak Hour			07:45	08:00	08:00	4 - 6 Peak Hour			16:30	16:00	16:30
7 - 9 Pk Volume	0	0	33	59	92	4 - 6 Pk Volume	0	0	68	42	107
Pk Hr Factor	0.000	0.000	0.688	0.868	0.793	Pk Hr Factor	0.000	0.000	0.773	0.700	0.892

Prepared by NDS/ATD

VOLUME

Commercial St between 19th St & 25th St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_018

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	245	1,007	1,252

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		2		3		12:00			5		19		24	
00:15			0		1		1		12:15			4		18		22	
00:30			0		1		1		12:30			8		18		26	
00:45			0	1	1	5	1	6	12:45			6	23	9	64	15	87
01:00			0		1		1		13:00			4		10		14	
01:15			1		0		1		13:15			4		18		22	
01:30			0		0		0		13:30			8		16		24	
01:45			2	3	4	5	6	8	13:45			4	20	22	66	26	86
02:00			0		0		0		14:00			1		10		11	
02:15			1		4		5		14:15			3		16		19	
02:30			1		0		1		14:30			2		13		15	
02:45			1	3	1	5	2	8	14:45			6	12	10	49	16	61
03:00			6		2		8		15:00			6		27		33	
03:15			5		5		10		15:15			7		19		26	
03:30			0		2		2		15:30			3		13		16	
03:45			0	11	4	13	4	24	15:45			4	20	26	85	30	105
04:00			0		2		2		16:00			4		16		20	
04:15			0		2		2		16:15			9		12		21	
04:30			1		1		2		16:30			8		15		23	
04:45			0	1	4	9	4	10	16:45			4	25	15	58	19	83
05:00			1		7		8		17:00			3		14		17	
05:15			0		7		7		17:15			3		15		18	
05:30			0		9		9		17:30			5		17		22	
05:45			2	3	10	33	12	36	17:45			1	12	13	59	14	71
06:00			1		4		5		18:00			1		13		14	
06:15			2		11		13		18:15			9		12		21	
06:30			0		17		17		18:30			1		5		6	
06:45			3	6	25	57	28	63	18:45			1	12	11	41	12	53
07:00			2		25		27		19:00			4		11		15	
07:15			0		30		30		19:15			3		13		16	
07:30			1		23		24		19:30			0		6		6	
07:45			2	5	17	95	19	100	19:45			1	8	6	36	7	44
08:00			4		26		30		20:00			1		6		7	
08:15			6		13		19		20:15			1		2		3	
08:30			2		23		25		20:30			2		6		8	
08:45			2	14	29	91	31	105	20:45			3	7	3	17	6	24
09:00			5		25		30		21:00			1		3		4	
09:15			4		14		18		21:15			2		9		11	
09:30			1		13		14		21:30			1		6		7	
09:45			5	15	14	66	19	81	21:45			1	5	3	21	4	26
10:00			4		11		15		22:00			0		4		4	
10:15			1		10		11		22:15			0		3		3	
10:30			4		21		25		22:30			2		2		4	
10:45			2	11	11	53	13	64	22:45			0	2	3	12	3	14
11:00			8		12		20		23:00			0		1		1	
11:15			4		17		21		23:15			0		3		3	
11:30			5		18		23		23:30			1		2		3	
11:45			7	24	12	59	19	83	23:45			1	2	2	8	3	10
TOTALS				97		491		588	TOTALS				148		516		664
SPLIT %				16.5%		83.5%		47.0%	SPLIT %				22.3%		77.7%		53.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	245	1,007	1,252

AM Peak Hour			11:00	06:45	06:45	PM Peak Hour			15:45	15:00	15:00
AM Pk Volume			24	103	109	PM Pk Volume			25	85	105
Pk Hr Factor			0.750	0.858	0.908	Pk Hr Factor			0.694	0.787	0.795
7 - 9 Volume	0	0	19	186	205	4 - 6 Volume	0	0	37	117	154
7 - 9 Peak Hour			07:45	07:15	08:00	4 - 6 Peak Hour			16:00	16:45	16:00
7 - 9 Pk Volume	0	0	14	96	105	4 - 6 Pk Volume	0	0	25	61	83
Pk Hr Factor	0.000	0.000	0.583	0.800	0.847	Pk Hr Factor	0.000	0.000	0.694	0.897	0.902

Prepared by NDS/ATD

VOLUME

Commercial St between 19th St & 25th St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_018

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	204	960	1,164

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		2		2		12:00			3		16		19	
00:15			0		0		0		12:15			4		21		25	
00:30			0		1		1		12:30			3		21		24	
00:45			2	2	0	3	2	5	12:45			7	17	10	68	17	85
01:00			1		0		1		13:00			2		15		17	
01:15			0		0		0		13:15			5		17		22	
01:30			1		0		1		13:30			2		16		18	
01:45			0	2	1	1	1	3	13:45			3	12	14	62	17	74
02:00			1		0		1		14:00			4		20		24	
02:15			0		1		1		14:15			3		12		15	
02:30			0		0		0		14:30			1		18		19	
02:45			0	1	0	1	0	2	14:45			1	9	22	72	23	81
03:00			0		3		3		15:00			5		9		14	
03:15			2		3		5		15:15			1		11		12	
03:30			2		3		5		15:30			6		13		19	
03:45			0	4	1	10	1	14	15:45			7	19	17	50	24	69
04:00			0		2		2		16:00			2		17		19	
04:15			0		1		1		16:15			2		13		15	
04:30			0		4		4		16:30			3		20		23	
04:45			2	2	6	13	8	15	16:45			1	8	14	64	15	72
05:00			1		4		5		17:00			3		17		20	
05:15			0		4		4		17:15			8		14		22	
05:30			1		7		8		17:30			4		16		20	
05:45			0	2	9	24	9	26	17:45			1	16	21	68	22	84
06:00			0		4		4		18:00			1		11		12	
06:15			0		10		10		18:15			0		8		8	
06:30			4		17		21		18:30			1		11		12	
06:45			0	4	22	53	22	57	18:45			1	3	12	42	13	45
07:00			3		26		29		19:00			2		10		12	
07:15			2		31		33		19:15			3		6		9	
07:30			2		20		22		19:30			1		7		8	
07:45			1	8	28	105	29	113	19:45			1	7	6	29	7	36
08:00			5		20		25		20:00			7		5		12	
08:15			4		18		22		20:15			3		6		9	
08:30			6		15		21		20:30			1		1		2	
08:45			2	17	20	73	22	90	20:45			2	13	6	18	8	31
09:00			4		21		25		21:00			2		6		8	
09:15			3		12		15		21:15			0		8		8	
09:30			5		17		22		21:30			0		4		4	
09:45			1	13	11	61	12	74	21:45			0	2	7	25	7	27
10:00			1		11		12		22:00			3		3		6	
10:15			6		18		24		22:15			1		1		2	
10:30			6		11		17		22:30			0		2		2	
10:45			7	20	9	49	16	69	22:45			2	6	3	9	5	15
11:00			0		11		11		23:00			1		3		4	
11:15			5		10		15		23:15			0		1		1	
11:30			0		16		16		23:30			0		3		3	
11:45			9	14	14	51	23	65	23:45			2	3	2	9	4	12
TOTALS				89		444		533	TOTALS				115		516		631
SPLIT %				16.7%		83.3%		45.8%	SPLIT %				18.2%		81.8%		54.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	204	960	1,164

AM Peak Hour			10:00	07:00	07:00	PM Peak Hour			15:00	14:00	12:00
AM Pk Volume			20	105	113	PM Pk Volume			19	72	85
Pk Hr Factor			0.714	0.847	0.856	Pk Hr Factor			0.679	0.818	0.850
7 - 9 Volume	0	0	25	178	203	4 - 6 Volume	0	0	24	132	156
7 - 9 Peak Hour			08:00	07:00	07:00	4 - 6 Peak Hour			16:45	17:00	17:00
7 - 9 Pk Volume	0	0	17	105	113	4 - 6 Pk Volume	0	0	16	68	84
Pk Hr Factor	0.000	0.000	0.708	0.847	0.856	Pk Hr Factor	0.000	0.000	0.500	0.810	0.955

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-057 0

DATE: 5/25/11-WED LOCATION: COMMERCIAL ST. BTWN. 25th ST. & 28th ST.

EASTBOUND

TIME	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
01:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
04:00	0	4	1	0	0	1	0	0	0	0	0	0	0	6
05:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
06:00	1	8	6	0	1	0	0	0	0	0	0	0	0	16
07:00	0	27	13	1	1	0	0	0	0	0	0	0	0	42
08:00	0	21	12	0	0	1	0	0	0	0	0	0	0	34
09:00	0	46	14	1	1	0	0	0	1	0	0	0	0	63
10:00	0	29	7	0	1	0	0	0	0	0	0	0	0	37
11:00	0	16	16	0	4	0	0	0	0	0	0	0	0	36
12:00 PM	0	24	8	1	1	0	0	0	0	0	0	0	0	34
13:00	0	42	12	0	1	0	0	0	0	0	0	0	0	55
14:00	0	36	11	1	0	1	0	0	0	0	0	0	0	49
15:00	0	27	12	0	1	0	0	0	0	0	0	0	0	40
16:00	0	14	10	1	0	0	0	0	0	0	0	0	0	25
17:00	0	14	8	0	1	0	0	0	0	0	0	0	0	23
18:00	0	8	4	0	1	0	0	0	0	0	0	0	0	13
19:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
20:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
21:00	0	3	1	1	0	0	0	0	0	0	0	0	0	5
22:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	**1**	**330**	**146**	**7**	**15**	**4**			**1**					**504**
% OF TOTAL	0%	65%	29%	1%	3%	1%			0%					100%
% AM	0%	31%	14%	1%	2%	1%			0%					49%
AM PEAK HOUR	06:00	09:00	11:00	01:00	11:00				09:00					09:00
VOLUME	1	46	16	1	4	1			1					63
% PM		35%	15%	1%	1%	0%								51%
PM PEAK HOUR		13:00	13:00	12:00	12:00	14:00								13:00
VOLUME		42	12	1	1	1								55

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**504**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	1	0.2%	0.2%	0.0%	100.0%	100.0%	0.0%
	CLASS #2	330	65.5%	31.0%	34.5%	100.0%	47.3%	52.7%
	CLASS #3	146	29.0%	14.3%	14.7%	100.0%	49.3%	50.7%
	CLASS #4 THRU #13	27	5.4%	3.2%	2.2%	100.0%	59.3%	40.7%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-057 0

DATE: 5/25/11-WED LOCATION: COMMERCIAL ST. BTWN. 25th ST. & 28th ST.

WESTBOUND

TIME	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
04:00	0	4	0	0	0	1	0	0	0	0	0	0	0	5
05:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8
06:00	0	16	6	0	0	0	0	0	0	0	0	0	0	22
07:00	0	21	7	0	2	0	0	0	0	0	0	0	0	30
08:00	0	29	7	0	5	0	1	0	0	0	0	0	0	42
09:00	0	20	11	0	2	0	0	0	0	0	0	0	0	33
10:00	0	28	5	0	4	1	0	0	0	0	0	0	0	38
11:00	0	39	5	1	9	0	0	0	0	0	0	0	0	54
12:00 PM	0	29	8	0	1	0	0	0	0	0	0	0	0	38
13:00	0	32	4	0	0	0	0	0	0	0	0	0	0	36
14:00	0	49	4	0	1	0	0	0	0	0	0	0	0	54
15:00	0	32	8	1	2	0	0	0	0	0	0	0	0	43
16:00	0	31	5	0	3	0	0	0	0	0	0	0	0	39
17:00	0	23	6	0	0	0	0	0	0	0	0	0	0	29
18:00	0	25	3	1	0	0	0	0	0	0	0	0	0	29
19:00	0	14	3	0	1	0	0	0	0	0	0	0	0	18
20:00	0	14	1	0	1	0	0	0	0	0	0	0	0	16
21:00	0	8	5	0	1	0	0	0	0	0	0	0	0	14
22:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
23:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
TOTAL		**429**	**93**	**3**	**33**	**2**	**1**							**561**
% OF TOTAL		76%	17%	1%	6%	0%	0%							100%
% AM		30%	7%	0%	4%	0%	0%							42%
AM PEAK HOUR		11:00	09:00	11:00	11:00	04:00	08:00							11:00
VOLUME		39	11	1	9	1	1							54
% PM		47%	9%	0%	2%									58%
PM PEAK HOUR		14:00	12:00	15:00	16:00									14:00
VOLUME		49	8	1	3									54

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**561**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	0	0.0%	0.0%	0.0%	#DIV/0!	#DIV/0!	#DIV/0!
	CLASS #2	429	76.5%	29.8%	46.7%	100.0%	38.9%	61.1%
	CLASS #3	93	16.6%	7.5%	9.1%	100.0%	45.2%	54.8%
	CLASS #4 THRU #13	39	7.0%	4.8%	2.1%	100.0%	69.2%	30.8%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-058 0

DATE: 5/25/11-WED LOCATION: COMMERCIAL ST. BTWN. 28th ST. & 30th ST.

EASTBOUND

TIME	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	1
04:00	1	2	1	0	0	0	0	0	0	0	0	0	0	4
05:00	0	4	12	0	0	1	0	1	0	0	0	0	0	18
06:00	0	8	12	1	1	0	0	0	0	0	0	0	0	22
07:00	1	22	4	0	2	0	0	0	0	0	0	0	0	29
08:00	1	16	8	0	4	0	0	0	0	0	0	0	0	29
09:00	1	29	11	0	6	1	0	0	0	0	0	0	0	48
10:00	1	26	11	0	4	0	0	0	0	0	0	0	0	42
11:00	0	22	6	0	6	0	0	0	0	0	0	0	0	34
12:00 PM	0	27	8	1	4	0	0	0	0	0	0	0	0	40
13:00	0	30	8	0	2	0	0	0	0	0	0	0	0	40
14:00	1	23	4	0	2	1	0	0	0	0	0	0	0	31
15:00	0	27	10	0	4	0	1	0	0	0	0	0	0	42
16:00	0	35	2	0	1	0	0	0	0	0	0	0	0	38
17:00	0	28	3	0	0	0	0	0	0	0	0	0	0	31
18:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
19:00	0	6	2	0	0	1	0	0	0	0	0	0	0	9
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	**6**	**321**	**107**	**2**	**39**	**4**	**1**	**1**						**481**
% OF TOTAL	1%	67%	22%	0%	8%	1%	0%	0%						100%
% AM	1%	27%	14%	0%	5%	0%		0%						48%
AM PEAK HOUR	04:00	09:00	05:00	06:00	09:00	05:00		05:00						09:00
VOLUME	1	29	12	1	6	1		1						48
% PM	0%	40%	8%	0%	3%	0%	0%							52%
PM PEAK HOUR	14:00	16:00	15:00	12:00	12:00	14:00	15:00							15:00
VOLUME	1	35	10	1	4	1	1							42

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**481**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	6	1.2%	1.0%	0.2%	100.0%	83.3%	16.7%
	CLASS #2	321	66.7%	27.0%	39.7%	100.0%	40.5%	59.5%
	CLASS #3	107	22.2%	13.9%	8.3%	100.0%	62.6%	37.4%
	CLASS #4 THRU #13	47	9.8%	6.0%	3.7%	100.0%	61.7%	38.3%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-058 0

DATE: 5/25/11-WED LOCATION: COMMERCIAL ST. BTWN. 28th ST. & 30th ST.

WESTBOUND

TIME	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
04:00	1	2	0	0	0	0	0	0	0	0	0	0	0	3
05:00	1	4	2	0	0	0	0	1	0	0	0	0	0	8
06:00	1	10	7	0	0	0	0	0	0	0	0	0	0	18
07:00	1	30	5	0	1	0	0	0	0	0	0	0	0	37
08:00	0	22	6	0	8	0	0	0	0	0	0	0	0	36
09:00	0	31	6	0	3	0	0	0	1	0	0	0	0	41
10:00	0	26	11	0	5	1	0	1	0	0	0	0	0	44
11:00	0	17	7	0	8	0	0	0	0	0	0	0	0	32
12:00 PM	0	24	8	0	2	0	0	0	1	0	0	0	0	35
13:00	0	14	4	0	0	0	0	0	0	0	0	0	0	18
14:00	0	14	3	0	2	0	0	0	0	0	0	0	0	19
15:00	0	26	4	0	4	1	0	0	0	0	0	0	0	35
16:00	0	27	8	1	1	0	0	0	0	0	0	0	0	37
17:00	0	18	2	0	3	0	0	0	0	0	0	0	0	23
18:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
19:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14
20:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
21:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
22:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL	**4**	**320**	**80**	**1**	**37**	**2**		**2**	**2**					**448**
% OF TOTAL	1%	71%	18%	0%	8%	0%		0%	0%					100%
% AM	1%	32%	10%		6%	0%		0%	0%					50%
AM PEAK HOUR	04:00	09:00	10:00		08:00	10:00		05:00	09:00					10:00
VOLUME	1	31	11		8	1		1	1					44
% PM		39%	8%	0%	3%	0%			0%					50%
PM PEAK HOUR		16:00	12:00	16:00	15:00	15:00			12:00					16:00
VOLUME		27	8	1	4	1			1					37

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**448**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	4	0.9%	0.9%	0.0%	100.0%	100.0%	0.0%
	CLASS #2	320	71.4%	32.4%	39.1%	100.0%	45.3%	54.7%
	CLASS #3	80	17.9%	9.8%	8.0%	100.0%	55.0%	45.0%
	CLASS #4 THRU #13	44	9.8%	6.5%	3.3%	100.0%	65.9%	34.1%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-059 0

DATE: 5/25/11-WED LOCATION: COMMERCIAL ST. BTWN. 30th ST. & 32nd ST.

EASTBOUND

TIME	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	2
01:00	0	0	0	0	0	0	0	0	0	1	0	0	0	1
02:00	0	0	0	0	1	1	0	0	0	0	0	0	0	2
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:00	1	1	0	0	0	0	1	0	0	0	0	0	0	3
05:00	0	4	3	0	1	1	1	0	0	0	0	0	0	10
06:00	1	10	4	0	1	1	1	0	0	0	0	0	0	18
07:00	0	7	9	1	1	1	0	0	1	0	0	0	0	20
08:00	0	10	11	0	8	0	0	0	0	0	0	0	0	29
09:00	1	12	8	0	3	1	0	0	0	0	0	0	0	25
10:00	0	18	8	0	1	0	1	0	1	0	0	0	0	29
11:00	1	13	4	0	2	1	0	0	0	0	0	0	0	21
12:00 PM	1	11	1	1	4	0	0	0	0	0	0	0	0	18
13:00	0	8	4	0	1	2	1	0	0	0	0	0	0	16
14:00	0	11	1	0	2	2	0	0	0	0	0	0	0	16
15:00	0	12	4	0	1	0	0	0	0	0	0	0	0	17
16:00	0	6	4	0	1	1	0	0	0	0	0	0	0	12
17:00	0	4	1	0	2	0	0	0	0	0	0	0	0	7
18:00	0	5	0	1	0	0	0	0	0	0	0	0	0	6
19:00	0	6	1	0	0	1	0	0	0	0	0	0	0	8
20:00	0	8	0	0	1	0	0	0	0	0	0	0	0	9
21:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	**5**	**155**	**65**	**3**	**30**	**12**	**6**		**2**	**1**				**279**
% OF TOTAL	2%	56%	23%	1%	11%	4%	2%		1%	0%				100%
% AM	1%	27%	18%	0%	6%	2%	2%		1%	0%				58%
AM PEAK HOUR	04:00	10:00	08:00	07:00	08:00	02:00			07:00	01:00				08:00
VOLUME	1	18	11	1	8	1	1		1	1				29
% PM	0%	28%	6%	1%	4%	2%	0%							42%
PM PEAK HOUR	12:00	15:00	13:00	12:00	12:00	13:00	13:00							12:00
VOLUME	1	12	4	1	4	2	1							18

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**279**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	5	1.8%	1.4%	0.4%	100.0%	80.0%	20.0%
	CLASS #2	155	55.6%	27.2%	28.3%	100.0%	49.0%	51.0%
	CLASS #3	65	23.3%	17.6%	5.7%	100.0%	75.4%	24.6%
	CLASS #4 THRU #13	54	19.4%	11.8%	7.5%	100.0%	61.1%	38.9%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-059 0

DATE: 5/25/11-WED LOCATION: COMMERCIAL ST. BTWN. 30th ST. & 32nd ST.

WESTBOUND

TIME	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	1	0	0	1	1	0	0	0	0	0	0	4
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	1	4	3	0	1	0	1	0	1	0	0	0	0	11
06:00	0	7	9	0	1	0	1	0	0	0	0	0	0	18
07:00	1	20	7	0	2	3	0	0	0	0	0	0	0	33
08:00	1	14	5	0	7	4	0	0	0	0	0	0	0	31
09:00	0	11	4	0	0	3	0	0	0	0	0	0	0	18
10:00	0	10	5	1	3	1	0	1	1	0	0	0	0	22
11:00	0	10	10	0	0	0	0	0	0	0	0	0	0	20
12:00 PM	0	8	4	0	0	0	0	0	0	0	0	0	0	12
13:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
14:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
15:00	0	11	8	0	0	2	1	0	0	0	0	0	0	22
16:00	0	13	4	1	2	3	0	0	0	0	0	0	0	23
17:00	0	7	0	0	0	0	0	0	0	0	0	1	0	8
18:00	0	6	1	0	1	0	1	0	0	0	0	0	0	9
19:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14
20:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
21:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	**4**	**170**	**69**	**2**	**17**	**17**	**5**	**1**	**2**			**1**		**288**
% OF TOTAL	1%	59%	24%	1%	6%	6%	2%	0%	1%			0%		100%
% AM	1%	28%	15%	0%	5%	4%	1%	0%	1%					56%
AM PEAK HOUR	04:00	07:00	11:00	10:00	08:00	08:00	01:00	10:00	05:00					07:00
VOLUME	1	20	10	1	7	4	1	1	1					33
% PM		31%	9%	0%	1%	2%	1%					0%		44%
PM PEAK HOUR		16:00	15:00	16:00	16:00	16:00	15:00					17:00		16:00
VOLUME		13	8	1	2	3	1					1		23

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**288**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	4	1.4%	1.4%	0.0%	100.0%	100.0%	0.0%
	CLASS #2	170	59.0%	27.8%	31.3%	100.0%	47.1%	52.9%
	CLASS #3	69	24.0%	15.3%	8.7%	100.0%	63.8%	36.2%
	CLASS #4 THRU #13	45	15.6%	11.5%	4.2%	100.0%	73.3%	26.7%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

Prepared by NDS/ATD

VOLUME

Ocean View Blvd between 25th St & 28th St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_020

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,131	1,016	2,147

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			4		1		5		12:00			17		7		24	
00:15			2		3		5		12:15			14		22		36	
00:30			2		7		9		12:30			15		26		41	
00:45			3	11	3	14	6	25	12:45			18	64	14	69	32	133
01:00			0		0		0		13:00			14		8		22	
01:15			0		4		4		13:15			15		25		40	
01:30			2		1		3		13:30			15		12		27	
01:45			0	2	1	6	1	8	13:45			20	64	15	60	35	124
02:00			3		2		5		14:00			18		19		37	
02:15			0		1		1		14:15			20		14		34	
02:30			1		0		1		14:30			24		11		35	
02:45			1	5	0	3	1	8	14:45			27	89	20	64	47	153
03:00			0		0		0		15:00			34		18		52	
03:15			1		0		1		15:15			16		18		34	
03:30			1		3		4		15:30			33		9		42	
03:45			0	2	1	4	1	6	15:45			31	114	19	64	50	178
04:00			0		0		0		16:00			25		22		47	
04:15			0		3		3		16:15			32		23		55	
04:30			2		1		3		16:30			30		23		53	
04:45			1	3	0	4	1	7	16:45			40	127	19	87	59	214
05:00			3		2		5		17:00			24		12		36	
05:15			2		3		5		17:15			30		20		50	
05:30			1		4		5		17:30			17		16		33	
05:45			3	9	9	18	12	27	17:45			20	91	11	59	31	150
06:00			3		7		10		18:00			27		11		38	
06:15			6		12		18		18:15			14		8		22	
06:30			6		9		15		18:30			13		14		27	
06:45			9	24	10	38	19	62	18:45			15	69	15	48	30	117
07:00			10		13		23		19:00			19		19		38	
07:15			12		23		35		19:15			12		2		14	
07:30			14		26		40		19:30			9		11		20	
07:45			15	51	18	80	33	131	19:45			8	48	10	42	18	90
08:00			14		20		34		20:00			8		5		13	
08:15			4		12		16		20:15			6		8		14	
08:30			13		20		33		20:30			13		8		21	
08:45			13	44	15	67	28	111	20:45			10	37	7	28	17	65
09:00			15		17		32		21:00			15		7		22	
09:15			15		17		32		21:15			13		17		30	
09:30			16		10		26		21:30			17		15		32	
09:45			10	56	11	55	21	111	21:45			11	56	8	47	19	103
10:00			11		15		26		22:00			11		6		17	
10:15			12		14		26		22:15			7		12		19	
10:30			16		10		26		22:30			6		9		15	
10:45			10	49	17	56	27	105	22:45			3	27	5	32	8	59
11:00			15		11		26		23:00			6		5		11	
11:15			16		11		27		23:15			8		6		14	
11:30			14		11		25		23:30			10		7		17	
11:45			19	64	15	48	34	112	23:45			1	25	5	23	6	48
TOTALS				320		393		713	TOTALS				811		623		1434
SPLIT %				44.9%		55.1%		33.2%	SPLIT %				56.6%		43.4%		66.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,131	1,016	2,147

AM Peak Hour			11:15	07:15	07:15	PM Peak Hour			16:00	15:45	16:00
AM Pk Volume			66	87	142	PM Pk Volume			127	87	214
Pk Hr Factor			0.868	0.837	0.888	Pk Hr Factor			0.794	0.946	0.907
7 - 9 Volume	0	0	95	147	242	4 - 6 Volume	0	0	218	146	364
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	55	87	142	4 - 6 Pk Volume	0	0	127	87	214
Pk Hr Factor	0.000	0.000	0.917	0.837	0.888	Pk Hr Factor	0.000	0.000	0.794	0.946	0.907

Prepared by NDS/ATD

VOLUME

Ocean View Blvd between 25th St & 28th St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_020

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,188	1,078	2,266

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			3		3		6		12:00			14		13		27	
00:15			3		3		6		12:15			28		12		40	
00:30			4		8		12		12:30			16		17		33	
00:45			1	11	1	15	2	26	12:45			13	71	15	57	28	128
01:00			2		7		9		13:00			18		26		44	
01:15			1		1		2		13:15			22		22		44	
01:30			1		9		10		13:30			20		21		41	
01:45			2	6	2	19	4	25	13:45			16	76	9	78	25	154
02:00			2		2		4		14:00			18		15		33	
02:15			2		0		2		14:15			21		23		44	
02:30			2		1		3		14:30			20		27		47	
02:45			2	8	3	6	5	14	14:45			17	76	9	74	26	150
03:00			0		0		0		15:00			25		13		38	
03:15			0		0		0		15:15			24		12		36	
03:30			1		3		4		15:30			30		21		51	
03:45			1	2	3	6	4	8	15:45			30	109	13	59	43	168
04:00			2		2		4		16:00			23		13		36	
04:15			2		2		4		16:15			37		18		55	
04:30			0		5		5		16:30			30		17		47	
04:45			0	4	4	13	4	17	16:45			39	129	26	74	65	203
05:00			1		5		6		17:00			21		12		33	
05:15			5		7		12		17:15			42		21		63	
05:30			7		5		12		17:30			24		20		44	
05:45			3	16	6	23	9	39	17:45			40	127	15	68	55	195
06:00			4		6		10		18:00			26		18		44	
06:15			8		9		17		18:15			19		26		45	
06:30			12		21		33		18:30			15		19		34	
06:45			8	32	8	44	16	76	18:45			19	79	8	71	27	150
07:00			8		13		21		19:00			19		14		33	
07:15			9		20		29		19:15			17		11		28	
07:30			20		15		35		19:30			15		9		24	
07:45			13	50	16	64	29	114	19:45			12	63	9	43	21	106
08:00			6		27		33		20:00			13		8		21	
08:15			15		29		44		20:15			13		4		17	
08:30			11		20		31		20:30			8		13		21	
08:45			13	45	19	95	32	140	20:45			18	52	4	29	22	81
09:00			18		19		37		21:00			3		13		16	
09:15			14		18		32		21:15			13		6		19	
09:30			13		16		29		21:30			8		11		19	
09:45			7	52	11	64	18	116	21:45			6	30	11	41	17	71
10:00			8		12		20		22:00			8		9		17	
10:15			17		13		30		22:15			8		4		12	
10:30			10		15		25		22:30			6		9		15	
10:45			13	48	21	61	34	109	22:45			8	30	7	29	15	59
11:00			9		10		19		23:00			9		0		9	
11:15			9		10		19		23:15			8		0		8	
11:30			11		4		15		23:30			6		4		10	
11:45			15	44	13	37	28	81	23:45			5	28	4	8	9	36
TOTALS				318		447		765	TOTALS				870		631		1501
SPLIT %				41.6%		58.4%		33.8%	SPLIT %				58.0%		42.0%		66.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,188	1,078	2,266

AM Peak Hour			11:45	08:00	08:15	PM Peak Hour			16:30	12:45	16:30
AM Pk Volume			73	95	144	PM Pk Volume			132	84	208
Pk Hr Factor			0.652	0.819	0.818	Pk Hr Factor			0.786	0.808	0.800
7 - 9 Volume	0	0	95	159	254	4 - 6 Volume	0	0	256	142	398
7 - 9 Peak Hour			07:30	08:00	07:30	4 - 6 Peak Hour			16:30	16:45	16:30
7 - 9 Pk Volume	0	0	54	95	141	4 - 6 Pk Volume	0	0	132	79	208
Pk Hr Factor	0.000	0.000	0.675	0.819	0.801	Pk Hr Factor	0.000	0.000	0.786	0.760	0.800

Prepared by NDS/ATD

VOLUME

Ocean View Blvd between 28th St & 30th St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_021

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,814	2,700	5,514

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			7		1		8		12:00			35		33		68	
00:15			4		4		8		12:15			42		31		73	
00:30			3		3		6		12:30			29		32		61	
00:45			3	17	3	11	6	28	12:45			41	147	41	137	82	284
01:00			5		4		9		13:00			29		38		67	
01:15			0		5		5		13:15			36		37		73	
01:30			3		1		4		13:30			45		24		69	
01:45			2	10	1	11	3	21	13:45			41	151	42	141	83	292
02:00			1		2		3		14:00			58		35		93	
02:15			2		2		4		14:15			40		47		87	
02:30			1		2		3		14:30			49		45		94	
02:45			0	4	5	11	5	15	14:45			72	219	50	177	122	396
03:00			1		2		3		15:00			67		52		119	
03:15			1		3		4		15:15			73		54		127	
03:30			0		0		0		15:30			71		41		112	
03:45			2	4	2	7	4	11	15:45			79	290	52	199	131	489
04:00			0		0		0		16:00			73		59		132	
04:15			2		4		6		16:15			77		56		133	
04:30			3		6		9		16:30			61		42		103	
04:45			1	6	17	27	18	33	16:45			51	262	53	210	104	472
05:00			3		15		18		17:00			93		45		138	
05:15			4		16		20		17:15			58		52		110	
05:30			10		24		34		17:30			57		36		93	
05:45			11	28	29	84	40	112	17:45			57	265	57	190	114	455
06:00			14		18		32		18:00			58		48		106	
06:15			34		42		76		18:15			55		33		88	
06:30			53		47		100		18:30			35		36		71	
06:45			24	125	39	146	63	271	18:45			38	186	42	159	80	345
07:00			42		48		90		19:00			44		58		102	
07:15			51		43		94		19:15			36		42		78	
07:30			68		59		127		19:30			33		30		63	
07:45			83	244	75	225	158	469	19:45			37	150	22	152	59	302
08:00			42		69		111		20:00			33		25		58	
08:15			25		39		64		20:15			25		21		46	
08:30			20		39		59		20:30			15		19		34	
08:45			22	109	40	187	62	296	20:45			30	103	15	80	45	183
09:00			32		39		71		21:00			17		24		41	
09:15			34		26		60		21:15			13		15		28	
09:30			24		29		53		21:30			23		10		33	
09:45			32	122	32	126	64	248	21:45			11	64	18	67	29	131
10:00			23		40		63		22:00			14		19		33	
10:15			33		30		63		22:15			12		12		24	
10:30			30		37		67		22:30			10		10		20	
10:45			25	111	26	133	51	244	22:45			10	46	10	51	20	97
11:00			30		32		62		23:00			3		7		10	
11:15			34		37		71		23:15			9		7		16	
11:30			33		39		72		23:30			10		8		18	
11:45			29	126	34	142	63	268	23:45			3	25	5	27	8	52
TOTALS				906		1110		2016	TOTALS				1908		1590		3498
SPLIT %				44.9%		55.1%		36.6%	SPLIT %				54.5%		45.5%		63.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,814	2,700	5,514

AM Peak Hour			07:00	07:15	07:15	PM Peak Hour			15:30	16:00	15:30
AM Pk Volume			244	246	490	PM Pk Volume			300	210	508
Pk Hr Factor			0.735	0.820	0.775	Pk Hr Factor			0.949	0.890	0.955
7 - 9 Volume	0	0	353	412	765	4 - 6 Volume	0	0	527	400	927
7 - 9 Peak Hour			07:00	07:15	07:15	4 - 6 Peak Hour			16:15	16:00	16:15
7 - 9 Pk Volume	0	0	244	246	490	4 - 6 Pk Volume	0	0	282	210	478
Pk Hr Factor	0.000	0.000	0.735	0.820	0.775	Pk Hr Factor	0.000	0.000	0.758	0.890	0.866

Prepared by NDS/ATD

VOLUME

Ocean View Blvd between 28th St & 30th St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_021

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,738	2,795	5,533

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			6		4		10		12:00			29		25		54	
00:15			0		2		2		12:15			38		45		83	
00:30			3		1		4		12:30			68		46		114	
00:45			1	10	2	9	3	19	12:45			72	207	76	192	148	399
01:00			2		4		6		13:00			41		58		99	
01:15			2		1		3		13:15			38		37		75	
01:30			2		2		4		13:30			32		38		70	
01:45			0	6	2	9	2	15	13:45			32	143	36	169	68	312
02:00			3		3		6		14:00			44		28		72	
02:15			0		1		1		14:15			36		55		91	
02:30			0		2		2		14:30			43		41		84	
02:45			4	7	3	9	7	16	14:45			70	193	61	185	131	378
03:00			1		2		3		15:00			55		60		115	
03:15			2		0		2		15:15			51		47		98	
03:30			1		2		3		15:30			68		48		116	
03:45			3	7	5	9	8	16	15:45			69	243	46	201	115	444
04:00			2		1		3		16:00			76		54		130	
04:15			1		3		4		16:15			82		59		141	
04:30			3		4		7		16:30			55		53		108	
04:45			1	7	17	25	18	32	16:45			53	266	39	205	92	471
05:00			1		9		10		17:00			70		48		118	
05:15			9		14		23		17:15			67		34		101	
05:30			4		28		32		17:30			66		52		118	
05:45			10	24	22	73	32	97	17:45			59	262	46	180	105	442
06:00			10		22		32		18:00			56		49		105	
06:15			28		42		70		18:15			44		48		92	
06:30			53		47		100		18:30			42		50		92	
06:45			38	129	34	145	72	274	18:45			37	179	30	177	67	356
07:00			44		39		83		19:00			43		35		78	
07:15			48		57		105		19:15			34		37		71	
07:30			64		73		137		19:30			29		31		60	
07:45			73	229	84	253	157	482	19:45			29	135	17	120	46	255
08:00			36		60		96		20:00			30		35		65	
08:15			25		40		65		20:15			32		24		56	
08:30			24		39		63		20:30			17		20		37	
08:45			28	113	34	173	62	286	20:45			26	105	21	100	47	205
09:00			33		36		69		21:00			23		30		53	
09:15			25		35		60		21:15			16		17		33	
09:30			26		45		71		21:30			19		18		37	
09:45			30	114	35	151	65	265	21:45			16	74	31	96	47	170
10:00			27		28		55		22:00			13		16		29	
10:15			23		18		41		22:15			11		11		22	
10:30			27		28		55		22:30			12		13		25	
10:45			28	105	36	110	64	215	22:45			6	42	13	53	19	95
11:00			26		26		52		23:00			8		13		21	
11:15			31		32		63		23:15			6		10		16	
11:30			28		30		58		23:30			5		6		11	
11:45			29	114	31	119	60	233	23:45			5	24	3	32	8	56
TOTALS				865		1085		1950	TOTALS				1873		1710		3583
SPLIT %				44.4%		55.6%		35.2%	SPLIT %				52.3%		47.7%		64.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,738	2,795	5,533

AM Peak Hour			07:00	07:15	07:15	PM Peak Hour			15:30	12:15	15:30
AM Pk Volume			229	274	495	PM Pk Volume			295	225	502
Pk Hr Factor			0.784	0.815	0.788	Pk Hr Factor			0.899	0.740	0.890
7 - 9 Volume	0	0	342	426	768	4 - 6 Volume	0	0	528	385	913
7 - 9 Peak Hour			07:00	07:15	07:15	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	229	274	495	4 - 6 Pk Volume	0	0	266	205	471
Pk Hr Factor	0.000	0.000	0.784	0.815	0.788	Pk Hr Factor	0.000	0.000	0.811	0.869	0.835

Volumes for: STATION#2082 on Wednesday, November 09, 2011 City: San Diego Project #: 11-4286-081
Location: Ocean Vw Bl between 30 St & 31 St File No. MC1162-11

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	2	56			4	69				
12:15	4	63			5	55				
12:30	3	72			2	78				
12:45	3	79	12	270	1	66	12	268	24	538
1:00	1	71			3	70				
1:15	0	50			0	65				
1:30	1	66			1	57				
1:45	3	55	5	242	2	65	6	257	11	499
2:00	2	64			1	61				
2:15	6	57			0	67				
2:30	2	71			4	70				
2:45	3	96	13	288	0	73	5	271	18	559
3:00	2	88			1	71				
3:15	1	119			2	76				
3:30	4	109			2	70				
3:45	2	96	9	412	1	65	6	282	15	694
4:00	4	85			1	77				
4:15	5	102			2	81				
4:30	2	115			7	88				
4:45	5	97	16	399	5	79	15	325	31	724
5:00	3	107			11	74				
5:15	7	89			14	67				
5:30	16	77			23	62				
5:45	15	80	41	353	30	53	78	256	119	609
6:00	26	66			36	48				
6:15	41	74			49	44				
6:30	65	58			59	51				
6:45	46	50	178	248	63	46	207	189	385	437
7:00	50	50			66	48				
7:15	53	38			77	43				
7:30	62	42			86	35				
7:45	105	37	270	167	98	37	327	163	597	330
8:00	96	41			89	29				
8:15	70	42			72	26				
8:30	57	45			59	31				
8:45	50	25	273	153	47	26	267	112	540	265
9:00	51	31			51	30				
9:15	44	29			40	23				
9:30	54	33			47	25				
9:45	55	22	204	115	42	24	180	102	384	217
10:00	49	19			51	15				
10:15	53	16			57	12				
10:30	59	18			46	19				
10:45	50	8	211	61	49	13	203	59	414	120
11:00	57	15			43	11				
11:15	50	11			51	8				
11:30	51	9			44	4				
11:45	42	13	200	48	41	5	179	28	379	76
Total	1432	2756	1432	2756	1485	2312	1485	2312	2917	5068
Combined Total	4188		4188		3797		3797		7985	
AM Peak	7:30 AM				7:15 AM					
Vol.	333				350					
P.H.F.	0.793				0.893					
PM Peak		4:15 PM				4:00 PM				
Vol.		421				325				
P.H.F.		0.915				0.923				
Percentage	34.2%	65.8%			39.1%	60.9%				

Volumes for: STATION#7564 on Wednesday, February 08, 2012

City: San Diego

Project #: 12-4036-004

Location: Oceanview Blvd between 33 St & Bancroft St

File No. MC0070-12

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	14	89			13	104				
12:15	5	111			5	101				
12:30	11	91			9	98				
12:45	9	107	39	398	6	92	33	395	72	793
1:00	8	113			6	122				
1:15	3	90			4	128				
1:30	4	104			6	91				
1:45	9	96	24	403	8	101	24	442	48	845
2:00	2	109			3	111				
2:15	6	112			3	122				
2:30	3	122			4	146				
2:45	8	154	19	497	3	153	13	532	32	1029
3:00	3	144			3	180				
3:15	6	126			5	153				
3:30	8	119			2	164				
3:45	6	149	23	538	6	152	16	649	39	1187
4:00	8	129			11	166				
4:15	3	123			3	204				
4:30	13	119			14	157				
4:45	15	142	39	513	10	151	38	678	77	1191
5:00	31	103			10	173				
5:15	45	133			28	144				
5:30	55	126			22	174				
5:45	88	114	219	476	37	139	97	630	316	1106
6:00	81	118			44	120				
6:15	127	111			64	107				
6:30	108	89			102	106				
6:45	112	83	428	401	65	102	275	435	703	836
7:00	88	85			87	69				
7:15	109	85			105	72				
7:30	138	63			98	60				
7:45	134	62	469	295	143	78	433	279	902	574
8:00	121	62			121	70				
8:15	108	57			113	68				
8:30	89	58			122	57				
8:45	90	62	408	239	90	55	446	250	854	489
9:00	85	53			76	46				
9:15	93	61			87	41				
9:30	82	59			83	46				
9:45	92	39	352	212	89	26	335	159	687	371
10:00	72	49			98	36				
10:15	78	38			94	32				
10:30	89	26			80	23				
10:45	76	30	315	143	102	16	374	107	689	250
11:00	95	22			83	12				
11:15	68	16			86	19				
11:30	90	17			86	15				
11:45	81	22	334	77	92	13	347	59	681	136
Total	2669	4192	2669	4192	2431	4615	2431	4615	5100	8807
Combined Total	6861		6861		7046		7046		13907	
AM Peak	7:15 AM				7:45 AM					
Vol.	502				499					
P.H.F.	0.909				0.872					
PM Peak		2:30 PM				3:30 PM				
Vol.		546				686				
P.H.F.		0.886				0.841				
Percentage	38.9%	61.1%			34.5%	65.5%				

Prepared by NDS/ATD

VOLUME

Ocean View Blvd between I-15 SB Ramps & I-15 NB Ramps

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_022

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	11,143	5,668	16,811

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			27		15		42		12:00			147		74		221	
00:15			28		9		37		12:15			136		88		224	
00:30			28		4		32		12:30			155		78		233	
00:45			23	106	2	30	25	136	12:45			132	570	89	329	221	899
01:00			15		5		20		13:00			125		89		214	
01:15			14		4		18		13:15			165		96		261	
01:30			17		8		25		13:30			132		85		217	
01:45			13	59	10	27	23	86	13:45			165	587	90	360	255	947
02:00			15		3		18		14:00			170		87		257	
02:15			11		7		18		14:15			198		83		281	
02:30			9		6		15		14:30			209		92		301	
02:45			15	50	5	21	20	71	14:45			226	803	105	367	331	1170
03:00			10		7		17		15:00			228		107		335	
03:15			11		1		12		15:15			282		87		369	
03:30			11		3		14		15:30			280		83		363	
03:45			14	46	7	18	21	64	15:45			252	1042	102	379	354	1421
04:00			13		6		19		16:00			253		98		351	
04:15			16		12		28		16:15			267		91		358	
04:30			22		19		41		16:30			235		88		323	
04:45			25	76	26	63	51	139	16:45			258	1013	61	338	319	1351
05:00			24		27		51		17:00			270		96		366	
05:15			39		35		74		17:15			250		100		350	
05:30			49		41		90		17:30			247		87		334	
05:45			62	174	30	133	92	307	17:45			254	1021	80	363	334	1384
06:00			67		48		115		18:00			216		94		310	
06:15			78		67		145		18:15			201		86		287	
06:30			126		63		189		18:30			204		105		309	
06:45			84	355	84	262	168	617	18:45			169	790	102	387	271	1177
07:00			107		92		199		19:00			197		85		282	
07:15			113		79		192		19:15			146		67		213	
07:30			148		118		266		19:30			144		59		203	
07:45			151	519	134	423	285	942	19:45			130	617	42	253	172	870
08:00			152		91		243		20:00			114		61		175	
08:15			145		105		250		20:15			123		57		180	
08:30			148		75		223		20:30			113		50		163	
08:45			115	560	74	345	189	905	20:45			97	447	52	220	149	667
09:00			129		90		219		21:00			111		61		172	
09:15			86		62		148		21:15			113		62		175	
09:30			104		69		173		21:30			109		64		173	
09:45			99	418	68	289	167	707	21:45			91	424	50	237	141	661
10:00			121		59		180		22:00			89		55		144	
10:15			121		72		193		22:15			79		52		131	
10:30			127		53		180		22:30			71		34		105	
10:45			123	492	70	254	193	746	22:45			47	286	36	177	83	463
11:00			136		67		203		23:00			57		25		82	
11:15			116		72		188		23:15			32		23		55	
11:30			149		82		231		23:30			42		24		66	
11:45			114	515	84	305	198	820	23:45			42	173	16	88	58	261
TOTALS				3370		2170		5540	TOTALS				7773		3498		11271
SPLIT %				60.8%		39.2%		33.0%	SPLIT %				69.0%		31.0%		67.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	11,143	5,668	16,811

AM Peak Hour			07:30	07:30	07:30	PM Peak Hour			15:15	14:30	15:15
AM Pk Volume			596	448	1044	PM Pk Volume			1067	391	1437
Pk Hr Factor			0.980	0.836	0.916	Pk Hr Factor			0.946	0.914	0.974
7 - 9 Volume	0	0	1079	768	1847	4 - 6 Volume	0	0	2034	701	2735
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			16:15	17:00	17:00
7 - 9 Pk Volume	0	0	596	448	1044	4 - 6 Pk Volume	0	0	1030	363	1384
Pk Hr Factor	0.000	0.000	0.980	0.836	0.916	Pk Hr Factor	0.000	0.000	0.954	0.908	0.945

Prepared by NDS/ATD

VOLUME

Ocean View Blvd between I-15 SB Ramps & I-15 NB Ramps

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_022

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	11,651	5,726	17,377

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			35		14		49		12:00			147		73		220	
00:15			45		13		58		12:15			129		84		213	
00:30			31		10		41		12:30			149		95		244	
00:45			35	146	7	44	42	190	12:45			173	598	69	321	242	919
01:00			19		4		23		13:00			165		95		260	
01:15			24		8		32		13:15			182		80		262	
01:30			37		8		45		13:30			160		92		252	
01:45			29	109	4	24	33	133	13:45			176	683	87	354	263	1037
02:00			15		11		26		14:00			179		81		260	
02:15			17		5		22		14:15			163		93		256	
02:30			15		5		20		14:30			200		102		302	
02:45			7	54	6	27	13	81	14:45			248	790	115	391	363	1181
03:00			17		7		24		15:00			251		89		340	
03:15			12		5		17		15:15			259		90		349	
03:30			8		8		16		15:30			279		84		363	
03:45			8	45	4	24	12	69	15:45			244	1033	88	351	332	1384
04:00			8		11		19		16:00			261		74		335	
04:15			14		9		23		16:15			280		84		364	
04:30			20		16		36		16:30			263		95		358	
04:45			27	69	26	62	53	131	16:45			255	1059	92	345	347	1404
05:00			30		30		60		17:00			274		84		358	
05:15			43		25		68		17:15			251		86		337	
05:30			41		35		76		17:30			239		112		351	
05:45			67	181	43	133	110	314	17:45			252	1016	117	399	369	1415
06:00			83		58		141		18:00			244		66		310	
06:15			86		57		143		18:15			192		90		282	
06:30			139		64		203		18:30			188		101		289	
06:45			126	434	86	265	212	699	18:45			158	782	76	333	234	1115
07:00			142		107		249		19:00			149		84		233	
07:15			171		93		264		19:15			133		78		211	
07:30			168		121		289		19:30			129		68		197	
07:45			182	663	113	434	295	1097	19:45			110	521	79	309	189	830
08:00			163		97		260		20:00			108		66		174	
08:15			168		80		248		20:15			123		44		167	
08:30			152		87		239		20:30			110		67		177	
08:45			141	624	92	356	233	980	20:45			100	441	54	231	154	672
09:00			142		91		233		21:00			109		71		180	
09:15			124		83		207		21:15			92		49		141	
09:30			114		66		180		21:30			95		49		144	
09:45			125	505	71	311	196	816	21:45			87	383	44	213	131	596
10:00			125		71		196		22:00			84		40		124	
10:15			121		76		197		22:15			65		34		99	
10:30			127		68		195		22:30			73		26		99	
10:45			149	522	75	290	224	812	22:45			62	284	30	130	92	414
11:00			127		67		194		23:00			45		17		62	
11:15			121		70		191		23:15			48		18		66	
11:30			153		77		230		23:30			24		23		47	
11:45			151	552	89	303	240	855	23:45			40	157	18	76	58	233
TOTALS				3904		2273		6177	TOTALS				7747		3453		11200
SPLIT %				63.2%		36.8%		35.5%	SPLIT %				69.2%		30.8%		64.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	11,651	5,726	17,377

AM Peak Hour			07:15	07:00	07:15	PM Peak Hour			16:15	14:15	16:15
AM Pk Volume			684	434	1108	PM Pk Volume			1072	399	1427
Pk Hr Factor			0.940	0.897	0.939	Pk Hr Factor			0.957	0.867	0.980
7 - 9 Volume	0	0	1287	790	2077	4 - 6 Volume	0	0	2075	744	2819
7 - 9 Peak Hour			07:15	07:00	07:15	4 - 6 Peak Hour			16:15	17:00	16:15
7 - 9 Pk Volume	0	0	684	434	1108	4 - 6 Pk Volume	0	0	1072	399	1427
Pk Hr Factor	0.000	0.000	0.940	0.897	0.939	Pk Hr Factor	0.000	0.000	0.957	0.853	0.980

Volumes for: STATION#3021 on Thursday, May 26, 2011 City: San Diego Project #: 11-4109-032
Location: Ocean Vw Bl between 35 St & 36 St File No. MC0301-11

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	18	99			6	94				
12:15	23	98			15	89				
12:30	12	83			4	86				
12:45	14	94	67	374	9	79	34	348	101	722
1:00	16	92			8	94				
1:15	12	106			7	116				
1:30	12	93			12	90				
1:45	9	88	49	379	6	106	33	406	82	785
2:00	10	100			5	93				
2:15	16	99			8	99				
2:30	9	129			13	116				
2:45	10	136	45	464	8	111	34	419	79	883
3:00	10	135			8	127				
3:15	9	154			9	110				
3:30	4	135			9	92				
3:45	3	149	26	573	8	108	34	437	60	1010
4:00	8	169			13	96				
4:15	5	183			20	103				
4:30	11	145			21	113				
4:45	6	156	30	653	25	110	79	422	109	1075
5:00	16	166			21	103				
5:15	9	199			56	109				
5:30	20	181			76	127				
5:45	18	162	63	708	71	102	224	441	287	1149
6:00	32	127			80	90				
6:15	36	140			88	90				
6:30	45	107			129	90				
6:45	41	110	154	484	141	111	438	381	592	865
7:00	49	92			130	78				
7:15	60	102			128	70				
7:30	71	97			162	84				
7:45	83	94	263	385	139	65	559	297	822	682
8:00	100	74			121	74				
8:15	106	86			110	72				
8:30	90	83			101	79				
8:45	66	64	362	307	112	72	444	297	806	604
9:00	60	83			100	81				
9:15	74	70			82	55				
9:30	62	73			78	54				
9:45	64	61	260	287	95	37	355	227	615	514
10:00	67	65			65	47				
10:15	66	48			67	32				
10:30	71	45			58	28				
10:45	90	41	294	199	83	26	273	133	567	332
11:00	78	37			87	29				
11:15	152	34			82	16				
11:30	115	25			83	17				
11:45	97	27	442	123	100	13	352	75	794	198
Total	2055	4936	2055	4936	2859	3883	2859	3883	4914	8819
Combined Total	6991		6991		6742		6742		13733	
AM Peak	11:15 AM				6:45 AM					
Vol.	463				561					
P.H.F.	0.762				0.866					
PM Peak		5:00 PM				2:30 PM				
Vol.		708				464				
P.H.F.		0.889				0.913				
Percentage	29.4%	70.6%			42.4%	57.6%				

Prepared by NDS/ATD

VOLUME

Ocean View Blvd between 36th St & 40th St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_023

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,939	5,922	11,861

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			23		10		33		12:00			71		89		160	
00:15			13		10		23		12:15			75		83		158	
00:30			6		10		16		12:30			82		86		168	
00:45			9	51	11	41	20	92	12:45			74	302	81	339	155	641
01:00			9		12		21		13:00			72		77		149	
01:15			13		5		18		13:15			76		87		163	
01:30			11		11		22		13:30			94		85		179	
01:45			15	48	5	33	20	81	13:45			90	332	90	339	180	671
02:00			13		4		17		14:00			66		80		146	
02:15			4		4		8		14:15			111		98		209	
02:30			6		4		10		14:30			130		112		242	
02:45			11	34	4	16	15	50	14:45			96	403	89	379	185	782
03:00			5		6		11		15:00			92		83		175	
03:15			8		5		13		15:15			118		96		214	
03:30			5		6		11		15:30			138		99		237	
03:45			2	20	6	23	8	43	15:45			115	463	108	386	223	849
04:00			6		7		13		16:00			134		94		228	
04:15			6		7		13		16:15			155		92		247	
04:30			6		20		26		16:30			141		80		221	
04:45			7	25	32	66	39	91	16:45			131	561	87	353	218	914
05:00			15		28		43		17:00			162		84		246	
05:15			15		31		46		17:15			143		109		252	
05:30			10		57		67		17:30			141		88		229	
05:45			19	59	54	170	73	229	17:45			153	599	85	366	238	965
06:00			24		74		98		18:00			122		79		201	
06:15			23		71		94		18:15			121		90		211	
06:30			53		114		167		18:30			111		79		190	
06:45			41	141	96	355	137	496	18:45			95	449	85	333	180	782
07:00			43		105		148		19:00			87		87		174	
07:15			45		145		190		19:15			82		69		151	
07:30			62		144		206		19:30			85		68		153	
07:45			84	234	133	527	217	761	19:45			69	323	63	287	132	610
08:00			83		128		211		20:00			72		68		140	
08:15			72		108		180		20:15			76		65		141	
08:30			68		94		162		20:30			72		60		132	
08:45			77	300	97	427	174	727	20:45			64	284	48	241	112	525
09:00			70		107		177		21:00			65		52		117	
09:15			72		88		160		21:15			62		46		108	
09:30			62		70		132		21:30			47		36		83	
09:45			74	278	88	353	162	631	21:45			36	210	40	174	76	384
10:00			71		72		143		22:00			31		31		62	
10:15			89		58		147		22:15			37		28		65	
10:30			63		74		137		22:30			32		18		50	
10:45			75	298	75	279	150	577	22:45			35	135	25	102	60	237
11:00			69		70		139		23:00			37		15		52	
11:15			80		63		143		23:15			18		14		32	
11:30			71		73		144		23:30			25		16		41	
11:45			67	287	77	283	144	570	23:45			23	103	5	50	28	153
TOTALS				1775		2573		4348	TOTALS				4164		3349		7513
SPLIT %				40.8%		59.2%		36.7%	SPLIT %				55.4%		44.6%		63.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,939	5,922	11,861

AM Peak Hour			07:45	07:15	07:15	PM Peak Hour			17:00	15:15	17:00
AM Pk Volume			307	550	824	PM Pk Volume			599	397	965
Pk Hr Factor			0.914	0.948	0.949	Pk Hr Factor			0.924	0.919	0.957
7 - 9 Volume	0	0	534	954	1488	4 - 6 Volume	0	0	1160	719	1879
7 - 9 Peak Hour			07:45	07:15	07:15	4 - 6 Peak Hour			17:00	16:45	17:00
7 - 9 Pk Volume	0	0	307	550	824	4 - 6 Pk Volume	0	0	599	368	965
Pk Hr Factor	0.000	0.000	0.914	0.948	0.949	Pk Hr Factor	0.000	0.000	0.924	0.844	0.957

Prepared by NDS/ATD

VOLUME

Ocean View Blvd between 36th St & 40th St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_023

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,088	6,068	12,156

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			17		8		25		12:00			81		84		165	
00:15			23		7		30		12:15			71		86		157	
00:30			13		8		21		12:30			59		74		133	
00:45			14	67	12	35	26	102	12:45			85	296	102	346	187	642
01:00			14		9		23		13:00			88		82		170	
01:15			12		10		22		13:15			92		117		209	
01:30			11		4		15		13:30			86		85		171	
01:45			14	51	7	30	21	81	13:45			98	364	83	367	181	731
02:00			8		2		10		14:00			74		85		159	
02:15			4		3		7		14:15			91		83		174	
02:30			9		6		15		14:30			96		103		199	
02:45			9	30	10	21	19	51	14:45			130	391	85	356	215	747
03:00			9		6		15		15:00			113		85		198	
03:15			4		8		12		15:15			116		77		193	
03:30			7		7		14		15:30			127		101		228	
03:45			1	21	5	26	6	47	15:45			126	482	77	340	203	822
04:00			7		9		16		16:00			146		79		225	
04:15			6		12		18		16:15			148		91		239	
04:30			10		25		35		16:30			157		86		243	
04:45			7	30	27	73	34	103	16:45			162	613	87	343	249	956
05:00			14		25		39		17:00			158		107		265	
05:15			10		29		39		17:15			146		88		234	
05:30			11		69		80		17:30			149		87		236	
05:45			19	54	54	177	73	231	17:45			136	589	89	371	225	960
06:00			32		72		104		18:00			126		69		195	
06:15			34		76		110		18:15			142		90		232	
06:30			63		116		179		18:30			106		112		218	
06:45			53	182	113	377	166	559	18:45			106	480	103	374	209	854
07:00			56		124		180		19:00			94		83		177	
07:15			58		134		192		19:15			74		61		135	
07:30			72		132		204		19:30			77		79		156	
07:45			94	280	127	517	221	797	19:45			68	313	73	296	141	609
08:00			68		140		208		20:00			60		57		117	
08:15			69		140		209		20:15			57		70		127	
08:30			74		103		177		20:30			66		75		141	
08:45			73	284	107	490	180	774	20:45			64	247	46	248	110	495
09:00			79		82		161		21:00			47		71		118	
09:15			68		83		151		21:15			55		74		129	
09:30			57		87		144		21:30			65		44		109	
09:45			76	280	49	301	125	581	21:45			52	219	53	242	105	461
10:00			69		72		141		22:00			44		29		73	
10:15			60		69		129		22:15			44		26		70	
10:30			62		69		131		22:30			39		26		65	
10:45			71	262	71	281	142	543	22:45			32	159	19	100	51	259
11:00			76		82		158		23:00			28		13		41	
11:15			60		64		124		23:15			33		16		49	
11:30			83		75		158		23:30			20		11		31	
11:45			67	286	83	304	150	590	23:45			27	108	13	53	40	161
TOTALS				1827		2632		4459	TOTALS				4261		3436		7697
SPLIT %				41.0%		59.0%		36.7%	SPLIT %				55.4%		44.6%		63.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,088	6,068	12,156

AM Peak Hour			07:45	07:30	07:30	PM Peak Hour			16:15	18:15	16:15
AM Pk Volume			305	539	842	PM Pk Volume			625	388	996
Pk Hr Factor			0.811	0.963	0.952	Pk Hr Factor			0.965	0.866	0.940
7 - 9 Volume	0	0	564	1007	1571	4 - 6 Volume	0	0	1202	714	1916
7 - 9 Peak Hour			07:45	07:30	07:30	4 - 6 Peak Hour			16:15	16:15	16:15
7 - 9 Pk Volume	0	0	305	539	842	4 - 6 Pk Volume	0	0	625	371	996
Pk Hr Factor	0.000	0.000	0.811	0.963	0.952	Pk Hr Factor	0.000	0.000	0.965	0.867	0.940

Volumes for: STATION#3684 on Thursday, July 28, 2011 City: San Diego Project #: 11-4178-067
Location: Ocean View Blvd between 47th St & I-805 File No. MC0638-11

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	4	51			4	26				
12:15	5	60			3	23				
12:30	6	48			6	30				
12:45	6	42	21	201	1	26	14	105	35	306
1:00	2	44			0	31				
1:15	4	41			3	21				
1:30	1	43			1	26				
1:45	0	42	7	170	6	24	10	102	17	272
2:00	5	51			2	19				
2:15	0	57			0	26				
2:30	4	56			0	38				
2:45	5	61	14	225	2	37	4	120	18	345
3:00	3	55			0	37				
3:15	1	43			0	24				
3:30	4	50			0	31				
3:45	4	58	12	206	0	30	0	122	12	328
4:00	2	69			1	27				
4:15	2	63			2	33				
4:30	4	67			2	37				
4:45	8	88	16	287	3	38	8	135	24	422
5:00	2	86			2	37				
5:15	4	88			5	40				
5:30	14	72			2	41				
5:45	12	72	32	318	6	38	15	156	47	474
6:00	25	68			10	31				
6:15	29	60			13	28				
6:30	29	62			10	28				
6:45	34	51	117	241	17	41	50	128	167	369
7:00	26	49			12	24				
7:15	33	52			24	21				
7:30	46	34			40	22				
7:45	39	53	144	188	27	26	103	93	247	281
8:00	22	40			23	21				
8:15	38	43			15	36				
8:30	28	31			18	20				
8:45	30	42	118	156	23	23	79	100	197	256
9:00	34	41			22	22				
9:15	41	27			25	23				
9:30	45	27			22	24				
9:45	35	31	155	126	20	12	89	81	244	207
10:00	35	22			30	11				
10:15	30	12			21	9				
10:30	31	20			23	13				
10:45	29	19	125	73	20	11	94	44	219	117
11:00	39	11			26	7				
11:15	48	18			20	6				
11:30	46	8			35	8				
11:45	44	13	177	50	24	9	105	30	282	80
Total	938	2241	938	2241	571	1216	571	1216	1509	3457
Combined Total	3179		3179		1787		1787		4966	
AM Peak	11:45 AM				7:15 AM					
Vol.	203				114					
P.H.F.	0.846				0.713					
PM Peak		4:45 PM				4:45 PM				
Vol.		334				156				
P.H.F.		0.949				0.951				
Percentage	29.5%	70.5%			32.0%	68.0%				

Prepared by NDS/ATD

VOLUME

National Ave between Commercial St & Beardsley St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_028

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,343	1,165	2,508

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			2		1		3		12:00			23		32		55	
00:15			7		2		9		12:15			23		27		50	
00:30			7		5		12		12:30			37		26		63	
00:45			1	17	2	10	3	27	12:45			15	98	32	117	47	215
01:00			0		2		2		13:00			28		19		47	
01:15			0		0		0		13:15			25		27		52	
01:30			5		2		7		13:30			19		31		50	
01:45			1	6	2	6	3	12	13:45			27	99	23	100	50	199
02:00			2		2		4		14:00			20		26		46	
02:15			2		3		5		14:15			22		22		44	
02:30			3		2		5		14:30			32		40		72	
02:45			4	11	3	10	7	21	14:45			31	105	26	114	57	219
03:00			1		0		1		15:00			33		25		58	
03:15			1		0		1		15:15			19		24		43	
03:30			0		0		0		15:30			21		23		44	
03:45			5	7	0		5	7	15:45			32	105	23	95	55	200
04:00			0		1		1		16:00			31		19		50	
04:15			1		0		1		16:15			19		16		35	
04:30			3		0		3		16:30			37		30		67	
04:45			4	8	0	1	4	9	16:45			30	117	21	86	51	203
05:00			7		0		7		17:00			37		22		59	
05:15			4		1		5		17:15			30		22		52	
05:30			5		1		6		17:30			19		24		43	
05:45			12	28	1	3	13	31	17:45			20	106	15	83	35	189
06:00			9		2		11		18:00			16		13		29	
06:15			9		1		10		18:15			11		10		21	
06:30			12		1		13		18:30			14		10		24	
06:45			13	43	5	9	18	52	18:45			10	51	11	44	21	95
07:00			16		3		19		19:00			14		14		28	
07:15			9		1		10		19:15			7		6		13	
07:30			15		5		20		19:30			12		10		22	
07:45			18	58	1	10	19	68	19:45			10	43	7	37	17	80
08:00			13		6		19		20:00			4		3		7	
08:15			15		20		35		20:15			8		5		13	
08:30			20		26		46		20:30			6		2		8	
08:45			31	79	40	92	71	171	20:45			7	25	2	12	9	37
09:00			23		31		54		21:00			3		3		6	
09:15			19		12		31		21:15			3		4		7	
09:30			22		19		41		21:30			7		6		13	
09:45			30	94	27	89	57	183	21:45			6	19	3	16	9	35
10:00			29		31		60		22:00			7		2		9	
10:15			19		24		43		22:15			9		7		16	
10:30			18		34		52		22:30			10		10		20	
10:45			22	88	23	112	45	200	22:45			4	30	5	24	9	54
11:00			27		19		46		23:00			9		1		10	
11:15			14		19		33		23:15			5		3		8	
11:30			19		28		47		23:30			5		4		9	
11:45			26	86	17	83	43	169	23:45			1	20	4	12	5	32
TOTALS				525		425		950	TOTALS				818		740		1558
SPLIT %				55.3%		44.7%		37.9%	SPLIT %				52.5%		47.5%		62.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,343	1,165	2,508

AM Peak Hour			11:45	08:15	09:45	PM Peak Hour			16:30	12:00	14:15
AM Pk Volume			109	117	212	PM Pk Volume			134	117	231
Pk Hr Factor			0.736	0.731	0.883	Pk Hr Factor			0.905	0.914	0.802
7 - 9 Volume	0	0	137	102	239	4 - 6 Volume	0	0	223	169	392
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:30	16:30	16:30
7 - 9 Pk Volume	0	0	79	92	171	4 - 6 Pk Volume	0	0	134	95	229
Pk Hr Factor	0.000	0.000	0.637	0.575	0.602	Pk Hr Factor	0.000	0.000	0.905	0.792	0.854

Prepared by NDS/ATD

VOLUME

National Ave between Commercial St & Beardsley St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_028

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,428	1,185	2,613

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			4		2		6		12:00			18		31		49	
00:15			2		1		3		12:15			27		32		59	
00:30			3		3		6		12:30			34		30		64	
00:45			1	10	0	6	1	16	12:45			21	100	32	125	53	225
01:00			1		1		2		13:00			26		22		48	
01:15			4		0		4		13:15			20		31		51	
01:30			3		2		5		13:30			18		34		52	
01:45			3	11	1	4	4	15	13:45			21	85	27	114	48	199
02:00			3		1		4		14:00			23		31		54	
02:15			5		0		5		14:15			28		26		54	
02:30			0		1		1		14:30			48		41		89	
02:45			3	11	0	2	3	13	14:45			31	130	30	128	61	258
03:00			2		1		3		15:00			34		25		59	
03:15			1		1		2		15:15			29		23		52	
03:30			0		1		1		15:30			33		26		59	
03:45			3	6	7	10	10	16	15:45			22	118	22	96	44	214
04:00			0		3		3		16:00			30		21		51	
04:15			2		1		3		16:15			27		20		47	
04:30			2		0		2		16:30			33		29		62	
04:45			4	8	1	5	5	13	16:45			32	122	19	89	51	211
05:00			9		1		10		17:00			39		26		65	
05:15			7		2		9		17:15			23		19		42	
05:30			4		2		6		17:30			29		17		46	
05:45			10	30	2	7	12	37	17:45			12	103	10	72	22	175
06:00			10		1		11		18:00			17		15		32	
06:15			7		0		7		18:15			12		9		21	
06:30			9		1		10		18:30			11		8		19	
06:45			12	38	2	4	14	42	18:45			21	61	12	44	33	105
07:00			18		4		22		19:00			12		10		22	
07:15			11		2		13		19:15			7		7		14	
07:30			13		3		16		19:30			17		8		25	
07:45			20	62	4	13	24	75	19:45			12	48	6	31	18	79
08:00			14		7		21		20:00			11		3		14	
08:15			14		17		31		20:15			9		2		11	
08:30			22		22		44		20:30			12		1		13	
08:45			28	78	38	84	66	162	20:45			14	46	4	10	18	56
09:00			25		34		59		21:00			6		3		9	
09:15			17		19		36		21:15			9		5		14	
09:30			26		15		41		21:30			9		2		11	
09:45			25	93	25	93	50	186	21:45			12	36	2	12	14	48
10:00			32		30		62		22:00			5		4		9	
10:15			18		27		45		22:15			7		5		12	
10:30			15		32		47		22:30			15		7		22	
10:45			19	84	26	115	45	199	22:45			10	37	3	19	13	56
11:00			25		17		42		23:00			7		2		9	
11:15			20		20		40		23:15			7		4		11	
11:30			21		34		55		23:30			4		2		6	
11:45			26	92	21	92	47	184	23:45			1	19	2	10	3	29
TOTALS				523		435		958	TOTALS				905		750		1655
SPLIT %				54.6%		45.4%		36.7%	SPLIT %				54.7%		45.3%		63.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,428	1,185	2,613

AM Peak Hour			11:45	11:30	11:45	PM Peak Hour			14:30	14:00	14:15
AM Pk Volume			105	118	219	PM Pk Volume			142	128	263
Pk Hr Factor			0.772	0.868	0.855	Pk Hr Factor			0.740	0.780	0.739
7 - 9 Volume	0	0	140	97	237	4 - 6 Volume	0	0	225	161	386
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			16:15	16:15	16:15
7 - 9 Pk Volume	0	0	78	84	162	4 - 6 Pk Volume	0	0	131	94	225
Pk Hr Factor	0.000	0.000	0.696	0.553	0.614	Pk Hr Factor	0.000	0.000	0.840	0.810	0.865

Volumes for: STATION#2721 on Wednesday, November 09, 2011

City: San Diego

Project #: 11-4286-078

Location: National Av between Beardsley St & C Chavez Py

File No. MC1159-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	4	40			8	39				
12:15	2	37			4	31				
12:30	2	37			5	46				
12:45	2	42	10	156	1	35	18	151	28	307
1:00	4	50			6	35				
1:15	4	48			4	36				
1:30	0	40			7	41				
1:45	1	33	9	171	2	33	19	145	28	316
2:00	3	35			4	32				
2:15	2	32			2	30				
2:30	2	43			4	64				
2:45	0	48	7	158	3	56	13	182	20	340
3:00	1	37			2	48				
3:15	2	33			0	39				
3:30	7	32			0	55				
3:45	6	30	16	132	2	40	4	182	20	314
4:00	3	32			0	36				
4:15	3	24			1	52				
4:30	3	23			3	39				
4:45	8	28	17	107	1	26	5	153	22	260
5:00	9	21			4	51				
5:15	3	32			5	33				
5:30	18	29			5	29				
5:45	14	16	44	98	5	20	19	133	63	231
6:00	9	15			8	21				
6:15	13	13			6	17				
6:30	15	15			16	25				
6:45	25	10	62	53	12	11	42	74	104	127
7:00	13	16			14	12				
7:15	24	9			9	9				
7:30	19	20			17	11				
7:45	42	14	98	59	16	11	56	43	154	102
8:00	22	9			21	14				
8:15	31	15			22	10				
8:30	23	10			23	8				
8:45	25	16	101	50	25	10	91	42	192	92
9:00	28	5			26	12				
9:15	25	11			23	10				
9:30	31	9			23	11	0			
9:45	35	8	119	33	39	5	111	38	230	71
10:00	39	4			27	13				
10:15	38	10			30	15				
10:30	29	5			38	16				
10:45	44	9	150	28	34	6	129	50	279	78
11:00	37	7			37	13				
11:15	31	4			27	8				
11:30	35	2			52	12				
11:45	38	5	141	18	36	4	152	37	293	55
Total	774	1063	774	1063	659	1230	659	1230	1433	2293
Combined Total	1837		1837		1889		1889		3726	
AM Peak	11:45 AM				11:30 AM					
Vol.	152				158					
P.H.F.	0.950				0.760					
PM Peak		12:45 PM				2:30 PM				
Vol.		180				207				
P.H.F.		0.940				0.809				
Percentage	42.1%	57.9%			34.9%	65.1%				

Volumes for: STATION#2060 on Wednesday, November 09, 2011 City: San Diego Project #: 11-4286-079
Location: National Av between Evans St & Sampson St File No. MC1160-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	4	37			2	37				
12:15	1	41			1	32				
12:30	2	35			1	39				
12:45	0	30	7	143	2	40	6	148	13	291
1:00	1	29			0	33				
1:15	2	37			1	31				
1:30	0	31			1	28				
1:45	0	26	3	123	0	37	2	129	5	252
2:00	1	34			1	34				
2:15	1	25			0	30				
2:30	1	37			1	39				
2:45	0	41	3	137	0	44	2	147	5	284
3:00	0	35			2	50				
3:15	1	34			1	65				
3:30	0	28			1	70				
3:45	1	26	2	123	0	79	4	264	6	387
4:00	0	25			1	68				
4:15	0	35			1	60				
4:30	1	29			0	48				
4:45	2	30	3	119	1	50	3	226	6	345
5:00	4	27			4	44				
5:15	5	23			5	37				
5:30	7	24			7	42				
5:45	14	20	30	94	6	31	22	154	52	248
6:00	10	22			4	22				
6:15	15	12			9	14				
6:30	16	15			11	15				
6:45	19	9	60	58	8	12	32	63	92	121
7:00	23	12			13	9				
7:15	16	18			18	13				
7:30	21	15			15	11				
7:45	29	10	89	55	22	6	68	39	157	94
8:00	36	11			17	10				
8:15	28	7			13	5				
8:30	25	5			19	5				
8:45	32	10	121	33	22	9	71	29	192	62
9:00	24	7			18	7				
9:15	20	8			23	11				
9:30	23	12			22	10	0			
9:45	27	7	94	34	18	3	81	31	175	65
10:00	22	4			30	5				
10:15	30	5			27	7				
10:30	24	7			31	4				
10:45	32	5	108	21	28	2	116	18	224	39
11:00	26	2			33	4				
11:15	30	2			29	4				
11:30	28	2			36	5				
11:45	33	1	117	7	42	3	140	16	257	23
Total	637	947	637	947	547	1264	547	1264	1184	2211
Combined Total	1584		1584		1811		1811		3395	
AM Peak	11:45 AM				11:45 AM					
Vol.	146				150					
P.H.F.	0.890				0.893					
PM Peak		2:30 PM				3:15 PM				
Vol.		147				282				
P.H.F.		0.902				0.892				
Percentage	40.2%	59.8%			30.2%	69.8%				

Prepared by NDS/ATD

VOLUME

National Ave between 26th St & 27th St/I-5 SB Off-Ramp

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_029

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,303	5,105	11,408

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			7		7		14		12:00			105		70		175	
00:15			10		4		14		12:15			107		59		166	
00:30			19		4		23		12:30			92		86		178	
00:45			11	47	7	22	18	69	12:45			101	405	87	302	188	707
01:00			7		8		15		13:00			99		81		180	
01:15			12		7		19		13:15			97		106		203	
01:30			9		3		12		13:30			108		110		218	
01:45			4	32	5	23	9	55	13:45			109	413	102	399	211	812
02:00			3		5		8		14:00			123		80		203	
02:15			5		10		15		14:15			125		73		198	
02:30			7		8		15		14:30			162		106		268	
02:45			8	23	15	38	23	61	14:45			246	656	80	339	326	995
03:00			6		12		18		15:00			151		66		217	
03:15			3		15		18		15:15			174		76		250	
03:30			6		24		30		15:30			154		67		221	
03:45			3	18	21	72	24	90	15:45			125	604	84	293	209	897
04:00			3		41		44		16:00			144		44		188	
04:15			9		58		67		16:15			138		55		193	
04:30			7		102		109		16:30			170		66		236	
04:45			8	27	140	341	148	368	16:45			182	634	62	227	244	861
05:00			13		153		166		17:00			172		53		225	
05:15			20		153		173		17:15			153		57		210	
05:30			20		180		200		17:30			161		60		221	
05:45			35	88	156	642	191	730	17:45			106	592	58	228	164	820
06:00			32		94		126		18:00			108		47		155	
06:15			26		75		101		18:15			79		54		133	
06:30			47		66		113		18:30			69		34		103	
06:45			38	143	64	299	102	442	18:45			65	321	37	172	102	493
07:00			56		55		111		19:00			69		32		101	
07:15			90		48		138		19:15			44		29		73	
07:30			85		63		148		19:30			53		35		88	
07:45			88	319	67	233	155	552	19:45			42	208	29	125	71	333
08:00			72		92		164		20:00			47		23		70	
08:15			58		66		124		20:15			36		32		68	
08:30			76		76		152		20:30			35		15		50	
08:45			66	272	80	314	146	586	20:45			55	173	27	97	82	270
09:00			64		69		133		21:00			44		15		59	
09:15			69		62		131		21:15			39		19		58	
09:30			71		62		133		21:30			31		29		60	
09:45			63	267	59	252	122	519	21:45			42	156	34	97	76	253
10:00			72		59		131		22:00			44		23		67	
10:15			72		71		143		22:15			32		19		51	
10:30			66		51		117		22:30			41		12		53	
10:45			78	288	49	230	127	518	22:45			23	140	10	64	33	204
11:00			93		59		152		23:00			23		9		32	
11:15			104		62		166		23:15			28		14		42	
11:30			76		62		138		23:30			27		12		39	
11:45			98	371	70	253	168	624	23:45			28	106	8	43	36	149
TOTALS				1895		2719		4614	TOTALS				4408		2386		6794
SPLIT %				41.1%		58.9%		40.4%	SPLIT %				64.9%		35.1%		59.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,303	5,105	11,408

AM Peak Hour			11:45	05:00	05:00	PM Peak Hour			14:30	13:00	14:30
AM Pk Volume			402	642	730	PM Pk Volume			733	399	1061
Pk Hr Factor			0.939	0.892	0.913	Pk Hr Factor			0.745	0.907	0.814
7 - 9 Volume	0	0	591	547	1138	4 - 6 Volume	0	0	1226	455	1681
7 - 9 Peak Hour			07:15	08:00	07:15	4 - 6 Peak Hour			16:30	16:30	16:30
7 - 9 Pk Volume	0	0	335	314	605	4 - 6 Pk Volume	0	0	677	238	915
Pk Hr Factor	0.000	0.000	0.931	0.853	0.922	Pk Hr Factor	0.000	0.000	0.930	0.902	0.938

Prepared by NDS/ATD

VOLUME

National Ave between 26th St & 27th St/I-5 SB Off-Ramp

Day: Thursday
Date: 10/11/2012

City: San Diego
Project #: CA12_4352_029

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,320	5,172	11,492

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			12		8		20		12:00			89		82		171	
00:15			9		9		18		12:15			108		69		177	
00:30			14		3		17		12:30			122		70		192	
00:45			10	45	4	24	14	69	12:45			109	428	95	316	204	744
01:00			7		4		11		13:00			95		77		172	
01:15			9		6		15		13:15			96		86		182	
01:30			8		2		10		13:30			82		95		177	
01:45			8	32	3	15	11	47	13:45			103	376	98	356	201	732
02:00			3		8		11		14:00			92		87		179	
02:15			4		7		11		14:15			101		96		197	
02:30			6		6		12		14:30			188		78		266	
02:45			7	20	17	38	24	58	14:45			222	603	81	342	303	945
03:00			8		14		22		15:00			171		62		233	
03:15			3		14		17		15:15			146		82		228	
03:30			9		19		28		15:30			157		67		224	
03:45			2	22	24	71	26	93	15:45			144	618	75	286	219	904
04:00			4		35		39		16:00			161		64		225	
04:15			6		67		73		16:15			156		64		220	
04:30			8		108		116		16:30			163		68		231	
04:45			9	27	132	342	141	369	16:45			181	661	67	263	248	924
05:00			15		156		171		17:00			138		44		182	
05:15			26		179		205		17:15			147		48		195	
05:30			12		195		207		17:30			110		49		159	
05:45			24	77	147	677	171	754	17:45			97	492	54	195	151	687
06:00			39		89		128		18:00			89		47		136	
06:15			31		78		109		18:15			79		37		116	
06:30			39		69		108		18:30			76		37		113	
06:45			48	157	58	294	106	451	18:45			79	323	45	166	124	489
07:00			67		65		132		19:00			67		26		93	
07:15			84		51		135		19:15			59		30		89	
07:30			83		60		143		19:30			52		33		85	
07:45			81	315	68	244	149	559	19:45			49	227	37	126	86	353
08:00			74		77		151		20:00			50		25		75	
08:15			62		67		129		20:15			52		23		75	
08:30			77		86		163		20:30			56		33		89	
08:45			84	297	81	311	165	608	20:45			46	204	23	104	69	308
09:00			76		76		152		21:00			40		31		71	
09:15			48		61		109		21:15			45		29		74	
09:30			83		53		136		21:30			33		20		53	
09:45			81	288	65	255	146	543	21:45			37	155	21	101	58	256
10:00			81		63		144		22:00			26		17		43	
10:15			87		54		141		22:15			40		31		71	
10:30			69		76		145		22:30			34		23		57	
10:45			103	340	71	264	174	604	22:45			26	126	14	85	40	211
11:00			93		61		154		23:00			26		16		42	
11:15			109		66		175		23:15			25		10		35	
11:30			100		65		165		23:30			23		7		30	
11:45			95	397	61	253	156	650	23:45			16	90	11	44	27	134
TOTALS				2017		2788		4805	TOTALS				4303		2384		6687
SPLIT %				42.0%		58.0%		41.8%	SPLIT %				64.3%		35.7%		58.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,320	5,172	11,492

AM Peak Hour			11:45	05:00	05:00	PM Peak Hour			14:30	13:30	14:30
AM Pk Volume			414	677	754	PM Pk Volume			727	376	1030
Pk Hr Factor			0.848	0.868	0.911	Pk Hr Factor			0.819	0.959	0.850
7 - 9 Volume	0	0	612	555	1167	4 - 6 Volume	0	0	1153	458	1611
7 - 9 Peak Hour			07:15	08:00	08:00	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	322	311	608	4 - 6 Pk Volume	0	0	661	263	924
Pk Hr Factor	0.000	0.000	0.958	0.904	0.921	Pk Hr Factor	0.000	0.000	0.913	0.967	0.931

Prepared by NDS/ATD

VOLUME

National Ave between 27th St/I-5 SB Off-Ramp & 28th St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_030

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,298	9,461	15,759

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			14		9		23		12:00			113		126		239	
00:15			8		6		14		12:15			98		120		218	
00:30			20		8		28		12:30			119		133		252	
00:45			7	49	11	34	18	83	12:45			89	419	138	517	227	936
01:00			9		10		19		13:00			98		151		249	
01:15			9		14		23		13:15			90		143		233	
01:30			7		13		20		13:30			144		166		310	
01:45			7	32	4	41	11	73	13:45			95	427	152	612	247	1039
02:00			3		12		15		14:00			132		145		277	
02:15			1		14		15		14:15			112		121		233	
02:30			5		11		16		14:30			182		140		322	
02:45			5	14	11	48	16	62	14:45			192	618	143	549	335	1167
03:00			3		20		23		15:00			150		127		277	
03:15			3		22		25		15:15			154		137		291	
03:30			4		35		39		15:30			127		155		282	
03:45			6	16	38	115	44	131	15:45			139	570	152	571	291	1141
04:00			3		57		60		16:00			162		116		278	
04:15			5		84		89		16:15			160		117		277	
04:30			4		135		139		16:30			155		126		281	
04:45			3	15	185	461	188	476	16:45			161	638	92	451	253	1089
05:00			20		197		217		17:00			140		119		259	
05:15			18		222		240		17:15			139		107		246	
05:30			22		242		264		17:30			124		104		228	
05:45			33	93	182	843	215	936	17:45			111	514	102	432	213	946
06:00			43		142		185		18:00			102		99		201	
06:15			30		164		194		18:15			79		81		160	
06:30			44		183		227		18:30			81		98		179	
06:45			51	168	203	692	254	860	18:45			86	348	84	362	170	710
07:00			75		205		280		19:00			80		88		168	
07:15			86		201		287		19:15			51		56		107	
07:30			89		200		289		19:30			47		73		120	
07:45			68	318	198	804	266	1122	19:45			58	236	62	279	120	515
08:00			61		190		251		20:00			41		54		95	
08:15			56		173		229		20:15			41		49		90	
08:30			60		149		209		20:30			50		51		101	
08:45			69	246	134	646	203	892	20:45			38	170	41	195	79	365
09:00			73		124		197		21:00			51		47		98	
09:15			66		126		192		21:15			53		47		100	
09:30			87		132		219		21:30			37		52		89	
09:45			72	298	120	502	192	800	21:45			39	180	38	184	77	364
10:00			68		122		190		22:00			30		30		60	
10:15			88		135		223		22:15			29		47		76	
10:30			82		125		207		22:30			36		23		59	
10:45			92	330	104	486	196	816	22:45			29	124	23	123	52	247
11:00			85		119		204		23:00			24		16		40	
11:15			98		106		204		23:15			22		19		41	
11:30			101		133		234		23:30			23		6		29	
11:45			96	380	103	461	199	841	23:45			26	95	12	53	38	148
TOTALS				1959		5133		7092	TOTALS				4339		4328		8667
SPLIT %				27.6%		72.4%		45.0%	SPLIT %				50.1%		49.9%		55.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,298	9,461	15,759

AM Peak Hour			11:45	04:45	07:00	PM Peak Hour			14:30	13:00	14:30
AM Pk Volume			426	846	1122	PM Pk Volume			678	612	1225
Pk Hr Factor			0.895	0.874	0.971	Pk Hr Factor			0.883	0.922	0.914
7 - 9 Volume	0	0	564	1450	2014	4 - 6 Volume	0	0	1152	883	2035
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:00	16:15	16:00
7 - 9 Pk Volume	0	0	318	804	1122	4 - 6 Pk Volume	0	0	638	454	1089
Pk Hr Factor	0.000	0.000	0.893	0.980	0.971	Pk Hr Factor	0.000	0.000	0.985	0.901	0.969

Prepared by NDS/ATD

VOLUME

National Ave between 27th St/I-5 SB Off-Ramp & 28th St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_030

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,517	9,578	16,095

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			12		15		27		12:00			101		108		209	
00:15			6		8		14		12:15			108		141		249	
00:30			11		5		16		12:30			115		139		254	
00:45			15	44	9	37	24	81	12:45			113	437	164	552	277	989
01:00			9		11		20		13:00			106		139		245	
01:15			5		8		13		13:15			106		176		282	
01:30			9		14		23		13:30			106		154		260	
01:45			8	31	5	38	13	69	13:45			88	406	166	635	254	1041
02:00			2		12		14		14:00			90		133		223	
02:15			6		6		12		14:15			114		122		236	
02:30			7		18		25		14:30			194		152		346	
02:45			2	17	9	45	11	62	14:45			195	593	162	569	357	1162
03:00			5		20		25		15:00			196		124		320	
03:15			2		23		25		15:15			136		117		253	
03:30			6		33		39		15:30			169		138		307	
03:45			5	18	38	114	43	132	15:45			156	657	138	517	294	1174
04:00			1		54		55		16:00			183		129		312	
04:15			3		79		82		16:15			142		91		233	
04:30			9		145		154		16:30			180		121		301	
04:45			7	20	183	461	190	481	16:45			172	677	120	461	292	1138
05:00			17		190		207		17:00			177		118		295	
05:15			19		222		241		17:15			166		125		291	
05:30			19		265		284		17:30			138		93		231	
05:45			33	88	187	864	220	952	17:45			123	604	93	429	216	1033
06:00			36		159		195		18:00			99		106		205	
06:15			35		156		191		18:15			97		82		179	
06:30			33		180		213		18:30			66		80		146	
06:45			44	148	204	699	248	847	18:45			83	345	98	366	181	711
07:00			72		196		268		19:00			70		64		134	
07:15			81		198		279		19:15			54		66		120	
07:30			87		211		298		19:30			53		64		117	
07:45			81	321	199	804	280	1125	19:45			46	223	57	251	103	474
08:00			70		215		285		20:00			62		60		122	
08:15			69		194		263		20:15			42		52		94	
08:30			64		140		204		20:30			42		50		92	
08:45			68	271	167	716	235	987	20:45			28	174	58	220	86	394
09:00			71		132		203		21:00			44		42		86	
09:15			76		127		203		21:15			43		58		101	
09:30			85		132		217		21:30			42		44		86	
09:45			90	322	122	513	212	835	21:45			29	158	39	183	68	341
10:00			71		99		170		22:00			38		26		64	
10:15			75		117		192		22:15			28		31		59	
10:30			91		113		204		22:30			37		24		61	
10:45			70	307	131	460	201	767	22:45			27	130	25	106	52	236
11:00			113		97		210		23:00			38		25		63	
11:15			106		127		233		23:15			25		14		39	
11:30			112		130		242		23:30			26		14		40	
11:45			93	424	119	473	212	897	23:45			13	102	12	65	25	167
TOTALS				2011		5224		7235	TOTALS				4506		4354		8860
SPLIT %				27.8%		72.2%		45.0%	SPLIT %				50.9%		49.1%		55.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,517	9,578	16,095

AM Peak Hour			11:00	05:00	07:15	PM Peak Hour			14:30	13:00	14:30
AM Pk Volume			424	864	1142	PM Pk Volume			721	635	1276
Pk Hr Factor			0.938	0.815	0.958	Pk Hr Factor			0.920	0.902	0.894
7 - 9 Volume	0	0	592	1520	2112	4 - 6 Volume	0	0	1281	890	2171
7 - 9 Peak Hour			07:00	07:15	07:15	4 - 6 Peak Hour			16:30	16:30	16:30
7 - 9 Pk Volume	0	0	321	823	1142	4 - 6 Pk Volume	0	0	695	484	1179
Pk Hr Factor	0.000	0.000	0.922	0.957	0.958	Pk Hr Factor	0.000	0.000	0.965	0.968	0.979

WEDNESDAY - OCTOBER 24, 2012 CITY: SAN DIEGO PROJECT: CA12-1026-01

NATIONAL BTN 28TH & I-5 NB RAMPS

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			20		51			12:00			55		162		
00:15			16		44			12:15			70		151		
00:30			11		35			12:30			68		145		
00:45			6	53	41	171	224	12:45			54	247	135	593	840
01:00			9		35			13:00			77		121		
01:15			10		28			13:15			65		141		
01:30			11		22			13:30			55		135		
01:45			5	35	35	120	155	13:45			84	281	152	549	830
02:00			9		45			14:00			65		144		
02:15			8		32			14:15			70		141		
02:30			4		18			14:30			88		135		
02:45			5	26	20	115	141	14:45			90	313	162	582	895
03:00			3		16			15:00			101		144		
03:15			5		22			15:15			132		165		
03:30			4		26			15:30			126		151		
03:45			5	17	30	94	111	15:45			141	500	141	601	1101
04:00			10		32			16:00			131		166		
04:15			5		48			16:15			168		151		
04:30			9		35			16:30			141		138		
04:45			11	35	44	159	194	16:45			130	570	141	596	1166
05:00			15		51			17:00			121		162		
05:15			23		65			17:15			105		159		
05:30			18		77			17:30			93		141		
05:45			26	82	90	283	365	17:45			88	407	133	595	1002
06:00			22		88			18:00			99		151		
06:15			32		132			18:15			78		162		
06:30			48		141			18:30			84		141		
06:45			44	146	165	526	672	18:45			71	332	156	610	942
07:00			51		185			19:00			54		128		
07:15			59		217			19:15			59		150		
07:30			66		184			19:30			46		123		
07:45			70	246	188	774	1020	19:45			43	202	108	509	711
08:00			51		161			20:00			36		122		
08:15			68		169			20:15			46		129		
08:30			41		165			20:30			44		121		
08:45			49	209	151	646	855	20:45			40	166	93	465	631
09:00			62		161			21:00			36		103		
09:15			44		154			21:15			27		94		
09:30			51		151			21:30			40		103		
09:45			68	225	142	608	833	21:45			39	142	111	411	553
10:00			77		162			22:00			34		96		
10:15			54		135			22:15			21		72		
10:30			60		144			22:30			27		81		
10:45			59	250	165	606	856	22:45			34	116	71	320	436
11:00			55		144			23:00			21		48		
11:15			62		159			23:15			19		33		
11:30			48		155			23:30			10		41		
11:45			59	224	168	626	850	23:45			22	72	47	169	241
Total Vol.				1548		4728	**6276**					3348		6000	**9348**

Daily Totals

NB	SB	EB	WB	Combined
		4896	10728	**15624**

	AM			PM		
Split %	24.7%	75.3%	**40.2%**	35.8%	64.2%	**59.8%**
Peak Hour	09:45	07:00	**07:00**	15:45	15:15	**15:45**
Volume	259	774	**1020**	581	623	**1177**
P.H.F.	0.84	0.89	**0.92**	0.86	0.94	**0.92**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THURSDAY - OCTOBER 25, 2012 CITY: SAN DIEGO PROJECT: CA12-1026-01

NATIONAL BTN 28TH & I-5 NB RAMPS

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			16		44			12:00			79		211		
00:15			14		35			12:15			61		205		
00:30			10		26			12:30			77		218		
00:45			16	56	33	138	194	12:45			77	294	230	864	1158
01:00			5		28			13:00			78		246		
01:15			12		22			13:15			57		199		
01:30			4		26			13:30			68		236		
01:45			6	27	18	94	121	13:45			73	276	246	927	1203
02:00			5		26			14:00			72		235		
02:15			3		20			14:15			80		224		
02:30			4		18			14:30			90		243		
02:45			5	17	19	83	100	14:45			126	368	277	979	1347
03:00			4		22			15:00			166		285		
03:15			2		15			15:15			131		262		
03:30			5		12			15:30			132		262		
03:45			5	16	9	58	74	15:45			117	546	280	1089	1635
04:00			10		20			16:00			109		227		
04:15			2		22			16:15			135		218		
04:30			7		20			16:30			121		234		
04:45			7	26	39	101	127	16:45			119	484	195	874	1358
05:00			8		55			17:00			135		238		
05:15			15		40			17:15			134		240		
05:30			13		63			17:30			110		238		
05:45			13	49	67	225	274	17:45			103	482	179	895	1377
06:00			32		86			18:00			86		194		
06:15			19		88			18:15			82		182		
06:30			20		106			18:30			81		178		
06:45			31	102	151	431	533	18:45			90	339	177	731	1070
07:00			29		188			19:00			77		161		
07:15			50		205			19:15			68		151		
07:30			56		206			19:30			70		148		
07:45			58	193	208	807	1000	19:45			54	269	155	615	884
08:00			72		190			20:00			62		162		
08:15			51		182			20:15			35		135		
08:30			51		189			20:30			44		144		
08:45			47	221	160	721	942	20:45			41	182	121	562	744
09:00			45		186			21:00			35		118		
09:15			64		168			21:15			41		109		
09:30			50		188			21:30			40		121		
09:45			54	213	191	733	946	21:45			32	148	103	451	599
10:00			71		177			22:00			28		88		
10:15			51		165			22:15			20		95		
10:30			59		184			22:30			18		77		
10:45			60	241	177	703	944	22:45			11	77	98	358	435
11:00			67		161			23:00			19		84		
11:15			74		185			23:15			20		77		
11:30			89		177			23:30			16		65		
11:45			85	315	189	712	1027	23:45			10	65	48	274	339
Total Vol.				1476		4806	**6282**					3530		8619	**12149**

			Daily Totals		
	NB	SB	EB	WB	**Combined**
			5006	13425	**18431**
	AM		**PM**		
Split %	23.5%	76.5%	29.1%	70.9%	**65.9%**
Peak Hour	11:15	11:45	14:45	15:00	**14:45**
Volume	327	823	555	1089	**1641**
P.H.F.	0.92	0.94	0.84	0.96	**0.91**

WEDNESDAY - OCTOBER 24, 2012 CITY: SAN DIEGO PROJECT: CA12-1026-01

NATIONAL BTN I-5 NB RAMPS & 30TH

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		8			12:00			75		55		
00:15			8		4			12:15			103		40		
00:30			14		5			12:30			100		55		
00:45			7	30	3	20	50	12:45			62	340	55	205	545
01:00			9		2			13:00			61		54		
01:15			5		3			13:15			92		29		
01:30			8		1			13:30			85		45		
01:45			5	27	4	10	37	13:45			94	332	24	152	484
02:00			13		1			14:00			88		70		
02:15			11		7			14:15			94		37		
02:30			3		3			14:30			97		38		
02:45			6	33	3	14	47	14:45			133	412	70	215	627
03:00			7		3			15:00			168		48		
03:15			8		0			15:15			153		58		
03:30			1		3			15:30			161		30		
03:45			3	19	7	13	32	15:45			150	632	40	176	808
04:00			7		9			16:00			148		85		
04:15			1		8			16:15			143		68		
04:30			7		6			16:30			133		77		
04:45			9	24	24	47	71	16:45			146	570	75	305	875
05:00			9		30			17:00			165		88		
05:15			11		18			17:15			120		89		
05:30			15		31			17:30			101		66		
05:45			22	57	59	138	195	17:45			111	497	70	313	810
06:00			43		29			18:00			100		88		
06:15			34		41			18:15			94		65		
06:30			27		68			18:30			99		51		
06:45			31	135	80	218	353	18:45			85	378	40	244	622
07:00			65		130			19:00			72		35		
07:15			77		149			19:15			72		44		
07:30			84		120			19:30			65		41		
07:45			66	292	125	524	816	19:45			68	277	35	155	432
08:00			75		88			20:00			59		28		
08:15			54		70			20:15			63		20		
08:30			55		69			20:30			62		26		
08:45			54	238	60	287	525	20:45			65	249	31	105	354
09:00			55		56			21:00			63		28		
09:15			70		61			21:15			60		19		
09:30			53		54			21:30			53		25		
09:45			62	240	54	225	465	21:45			22	198	23	95	293
10:00			75		21			22:00			40		24		
10:15			63		46			22:15			50		18		
10:30			65		46			22:30			46		11		
10:45			58	261	28	141	402	22:45			47	183	13	66	249
11:00			80		31			23:00			25		14		
11:15			94		51			23:15			31		10		
11:30			90		38			23:30			18		17		
11:45			92	356	51	171	527	23:45			39	113	12	53	166
Total Vol.				1712		1808	**3520**					4181		2084	**6265**

Daily Totals

	NB	SB	EB	WB	Combined
			5893	3892	**9785**
			PM		
Split %			66.7%	33.3%	**64.0%**

	AM			**PM**		
Split %	48.6%	51.4%	**36.0%**	66.7%	33.3%	**64.0%**
Peak Hour	11:45	07:00	**07:00**	15:00	16:30	**16:15**
Volume	370	524	**816**	632	329	**895**
P.H.F.	0.90	0.88	**0.90**	0.94	0.92	**0.88**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THURSDAY - OCTOBER 25, 2012 CITY: SAN DIEGO PROJECT: CA12-1026-01

NATIONAL BTN I-5 NB RAMPS & 30TH

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			24		4			12:00			109		58		
00:15			16		9			12:15			107		30		
00:30			20		0			12:30			103		60		
00:45			17	77	2	15	92	12:45			94	413	46	194	607
01:00			9		3			13:00			38		106		
01:15			8		5			13:15			123		30		
01:30			7		5			13:30			92		27		
01:45			10	34	6	19	53	13:45			60	313	78	241	554
02:00			11		4			14:00			90		62		
02:15			7		3			14:15			99		73		
02:30			7		4			14:30			106		53		
02:45			9	34	5	16	50	14:45			120	415	50	238	653
03:00			9		2			15:00			147		76		
03:15			3		4			15:15			158		77		
03:30			4		1			15:30			141		60		
03:45			4	20	5	12	32	15:45			135	581	55	268	849
04:00			3		11			16:00			159		84		
04:15			5		6			16:15			162		88		
04:30			4		8			16:30			148		80		
04:45			10	22	14	39	61	16:45			144	613	70	322	935
05:00			9		23			17:00			175		65		
05:15			5		25			17:15			135		66		
05:30			24		43			17:30			126		75		
05:45			23	61	46	137	198	17:45			101	537	84	290	827
06:00			31		16			18:00			98		90		
06:15			35		46			18:15			99		65		
06:30			34		49			18:30			80		66		
06:45			24	124	103	214	338	18:45			78	355	70	291	646
07:00			49		60			19:00			98		54		
07:15			48		92			19:15			80		40		
07:30			60		121			19:30			75		35		
07:45			90	247	105	378	625	19:45			65	318	33	162	480
08:00			84		107			20:00			45		30		
08:15			68		84			20:15			50		28		
08:30			50		73			20:30			44		22		
08:45			82	284	59	323	607	20:45			48	187	26	106	293
09:00			60		50			21:00			51		21		
09:15			48		53			21:15			60		23		
09:30			75		45			21:30			48		25		
09:45			70	253	68	216	469	21:45			44	203	24	93	296
10:00			65		46			22:00			35		18		
10:15			81		27			22:15			28		11		
10:30			84		52			22:30			26		17		
10:45			87	317	44	169	486	22:45			33	122	9	55	177
11:00			56		64			23:00			35		12		
11:15			88		40			23:15			29		16		
11:30			103		37			23:30			20		11		
11:45			79	326	64	205	531	23:45			23	107	15	54	161
Total Vol.				1799		1743	**3542**					4164		2314	**6478**

Daily Totals

	NB	SB	EB	WB	Combined
			5963	4057	**10020**
			AM	**PM**	
Split %			50.8%	49.2% **35.3%**	64.3% 35.7% **64.7%**
Peak Hour			11:30	07:15 **07:30**	16:15 16:00 **16:00**
Volume			398	425 **719**	629 322 **935**
P.H.F.			0.91	0.88 **0.92**	0.90 0.91 **0.94**

TUESDAY - OCTOBER 30, 2012 CITY: SAN DIEGO PROJECT: CA12-1026-01

NATIONAL BTN 38TH & 40TH

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			10		15			12:00			66		65		
00:15			7		9			12:15			60		65		
00:30			7		5			12:30			82		51		
00:45			9	33	4	33	66	12:45			69	277	68	249	526
01:00			10		6			13:00			69		69		
01:15			5		4			13:15			73		75		
01:30			4		5			13:30			93		64		
01:45			6	25	4	19	44	13:45			78	313	75	283	596
02:00			4		3			14:00			86		66		
02:15			1		4			14:15			73		50		
02:30			3		2			14:30			88		78		
02:45			5	13	6	15	28	14:45			94	341	103	297	638
03:00			4		4			15:00			146		104		
03:15			2		2			15:15			124		89		
03:30			2		4			15:30			112		91		
03:45			4	12	1	11	23	15:45			116	498	73	357	855
04:00			4		3			16:00			131		66		
04:15			6		10			16:15			129		70		
04:30			4		9			16:30			115		68		
04:45			6	20	12	34	54	16:45			134	509	78	282	791
05:00			8		22			17:00			188		84		
05:15			9		30			17:15			140		85		
05:30			11		44			17:30			135		80		
05:45			15	43	51	147	190	17:45			131	594	70	319	913
06:00			17		55			18:00			97		80		
06:15			26		68			18:15			107		77		
06:30			22		66			18:30			125		92		
06:45			31	96	95	284	380	18:45			107	436	81	330	766
07:00			40		118			19:00			87		87		
07:15			44		141			19:15			80		82		
07:30			51		151			19:30			52		73		
07:45			60	195	126	536	731	19:45			56	275	65	307	582
08:00			48		106			20:00			46		45		
08:15			55		111			20:15			42		50		
08:30			60		84			20:30			44		41		
08:45			59	222	70	371	593	20:45			47	179	44	180	359
09:00			66		77			21:00			30		38		
09:15			51		74			21:15			35		51		
09:30			44		62			21:30			50		42		
09:45			62	223	68	281	504	21:45			28	143	38	169	312
10:00			60		54			22:00			27		35		
10:15			58		55			22:15			32		16		
10:30			51		66			22:30			20		33		
10:45			42	211	69	244	455	22:45			27	106	23	107	213
11:00			65		54			23:00			17		16		
11:15			66		55			23:15			19		18		
11:30			70		68			23:30			20		16		
11:45			54	255	72	249	504	23:45			7	63	10	60	123
Total Vol.				1348		2224	**3572**					3734		2940	**6674**

Daily Totals

NB	SB	EB	WB	Combined
		5082	5164	**10246**

	AM			PM		
Split %	37.7%	62.3%	**34.9%**	55.9%	44.1%	**65.1%**
Peak Hour	11:45	07:00	**07:00**	16:45	14:45	**16:45**
Volume	262	536	**731**	597	387	**924**
P.H.F.	0.80	0.89	**0.90**	0.79	0.93	**0.85**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

WEDNESDAY - OCTOBER 31, 2012 CITY: SAN DIEGO PROJECT: CA12-1026-01

NATIONAL BTN 38TH & 40TH

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			12		10			12:00			77		50		
00:15			18		11			12:15			51		66		
00:30			9		9			12:30			68		70		
00:45			10	49	7	37	86	12:45			77	273	62	248	521
01:00			5		6			13:00			59		51		
01:15			4		9			13:15			67		68		
01:30			9		5			13:30			62		70		
01:45			9	27	5	25	52	13:45			84	272	84	273	545
02:00			5		7			14:00			81		70		
02:15			4		9			14:15			88		65		
02:30			9		5			14:30			92		77		
02:45			5	23	4	25	48	14:45			103	364	108	320	684
03:00			4		4			15:00			121		84		
03:15			6		8			15:15			141		90		
03:30			6		8			15:30			136		99		
03:45			9	25	5	25	50	15:45			129	527	84	357	884
04:00			5		6			16:00			148		80		
04:15			4		2			16:15			136		70		
04:30			2		3			16:30			121		89		
04:45			3	14	5	16	30	16:45			151	556	62	301	857
05:00			5		18			17:00			177		78		
05:15			4		35			17:15			162		90		
05:30			12		41			17:30			115		66		
05:45			18	39	44	138	177	17:45			126	580	67	301	881
06:00			20		62			18:00			108		84		
06:15			22		74			18:15			121		82		
06:30			35		84			18:30			106		79		
06:45			44	121	90	310	431	18:45			114	449	89	334	783
07:00			51		121			19:00			90		70		
07:15			66		135			19:15			84		75		
07:30			60		168			19:30			74		78		
07:45			75	252	141	565	817	19:45			65	313	60	283	596
08:00			65		116			20:00			55		52		
08:15			54		108			20:15			58		55		
08:30			44		113			20:30			54		40		
08:45			60	223	84	421	644	20:45			40	207	35	182	389
09:00			54		77			21:00			35		31		
09:15			48		68			21:15			28		28		
09:30			59		59			21:30			44		26		
09:45			66	227	70	274	501	21:45			41	148	19	104	252
10:00			70		77			22:00			30		26		
10:15			62		65			22:15			28		20		
10:30			68		48			22:30			19		19		
10:45			70	270	70	260	530	22:45			20	97	22	87	184
11:00			55		54			23:00			18		23		
11:15			59		67			23:15			26		17		
11:30			62		59			23:30			22		25		
11:45			44	220	66	246	466	23:45			18	84	15	80	164
Total Vol.				1490		2342	**3832**					3870		2870	**6740**

	NB	SB	Daily Totals EB	WB	Combined
			5360	5212	**10572**

	AM			PM		
Split %	38.9%	61.1%	**36.2%**	57.4%	42.6%	**63.8%**
Peak Hour	10:00	07:00	**07:15**	16:30	14:45	**16:30**
Volume	270	565	**826**	611	381	**930**
P.H.F.	0.96	0.84	**0.91**	0.86	0.88	**0.91**

Prepared by NDS/ATD

VOLUME

Logan Ave between 43rd St & 45th St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_031

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,920	3,774	7,694

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			5		5		10		12:00			54		63		117	
00:15			5		8		13		12:15			54		52		106	
00:30			5		6		11		12:30			53		43		96	
00:45			3	18	4	23	7	41	12:45			58	219	49	207	107	426
01:00			3		1		4		13:00			55		49		104	
01:15			7		5		12		13:15			56		52		108	
01:30			1		1		2		13:30			52		72		124	
01:45			4	15	3	10	7	25	13:45			60	223	52	225	112	448
02:00			2		1		3		14:00			77		47		124	
02:15			0		0		0		14:15			86		46		132	
02:30			1		1		2		14:30			81		57		138	
02:45			3	6	3	5	6	11	14:45			94	338	61	211	155	549
03:00			5		1		6		15:00			89		53		142	
03:15			2		2		4		15:15			87		68		155	
03:30			2		4		6		15:30			66		86		152	
03:45			3	12	3	10	6	22	15:45			82	324	60	267	142	591
04:00			0		4		4		16:00			74		67		141	
04:15			4		8		12		16:15			89		48		137	
04:30			2		8		10		16:30			74		64		138	
04:45			8	14	21	41	29	55	16:45			81	318	78	257	159	575
05:00			10		15		25		17:00			81		69		150	
05:15			5		18		23		17:15			84		61		145	
05:30			10		17		27		17:30			85		79		164	
05:45			11	36	24	74	35	110	17:45			69	319	87	296	156	615
06:00			16		27		43		18:00			76		61		137	
06:15			31		29		60		18:15			76		94		170	
06:30			37		60		97		18:30			73		71		144	
06:45			28	112	49	165	77	277	18:45			65	290	72	298	137	588
07:00			58		51		109		19:00			61		60		121	
07:15			52		103		155		19:15			58		73		131	
07:30			69		88		157		19:30			54		44		98	
07:45			48	227	89	331	137	558	19:45			53	226	36	213	89	439
08:00			54		65		119		20:00			58		29		87	
08:15			49		65		114		20:15			47		34		81	
08:30			66		61		127		20:30			48		33		81	
08:45			53	222	63	254	116	476	20:45			47	200	41	137	88	337
09:00			49		48		97		21:00			47		26		73	
09:15			56		59		115		21:15			40		18		58	
09:30			38		48		86		21:30			29		18		47	
09:45			41	184	42	197	83	381	21:45			31	147	33	95	64	242
10:00			36		46		82		22:00			25		20		45	
10:15			50		53		103		22:15			22		12		34	
10:30			48		54		102		22:30			16		10		26	
10:45			36	170	49	202	85	372	22:45			12	75	11	53	23	128
11:00			48		45		93		23:00			7		9		16	
11:15			43		45		88		23:15			12		6		18	
11:30			42		41		83		23:30			14		6		20	
11:45			50	183	40	171	90	354	23:45			9	42	11	32	20	74
TOTALS				1199		1483		2682	TOTALS				2721		2291		5012
SPLIT %				44.7%		55.3%		34.9%	SPLIT %				54.3%		45.7%		65.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,920	3,774	7,694

AM Peak Hour			07:00	07:15	07:15	PM Peak Hour			14:30	17:30	17:30
AM Pk Volume			227	345	568	PM Pk Volume			351	321	627
Pk Hr Factor			0.822	0.837	0.904	Pk Hr Factor			0.934	0.854	0.922
7 - 9 Volume	0	0	449	585	1034	4 - 6 Volume	0	0	637	553	1190
7 - 9 Peak Hour			07:00	07:15	07:15	4 - 6 Peak Hour			16:45	17:00	16:45
7 - 9 Pk Volume	0	0	227	345	568	4 - 6 Pk Volume	0	0	331	296	618
Pk Hr Factor	0.000	0.000	0.822	0.837	0.904	Pk Hr Factor	0.000	0.000	0.974	0.851	0.942

Prepared by NDS/ATD

VOLUME

Logan Ave between 43rd St & 45th St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_031

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,932	3,755	7,687

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			12		10		22		12:00			48		60		108	
00:15			4		10		14		12:15			49		49		98	
00:30			2		6		8		12:30			49		55		104	
00:45			13	31	3	29	16	60	12:45			66	212	44	208	110	420
01:00			7		3		10		13:00			61		50		111	
01:15			2		2		4		13:15			69		48		117	
01:30			0		2		2		13:30			68		83		151	
01:45			5	14	5	12	10	26	13:45			61	259	52	233	113	492
02:00			3		1		4		14:00			53		57		110	
02:15			3		3		6		14:15			64		56		120	
02:30			4		1		5		14:30			79		53		132	
02:45			5	15	5	10	10	25	14:45			79	275	65	231	144	506
03:00			6		4		10		15:00			86		55		141	
03:15			1		4		5		15:15			92		62		154	
03:30			1		3		4		15:30			100		58		158	
03:45			2	10	1	12	3	22	15:45			97	375	77	252	174	627
04:00			0		2		2		16:00			81		47		128	
04:15			1		9		10		16:15			94		75		169	
04:30			3		7		10		16:30			92		55		147	
04:45			6	10	18	36	24	46	16:45			73	340	73	250	146	590
05:00			8		16		24		17:00			82		65		147	
05:15			14		28		42		17:15			82		58		140	
05:30			11		24		35		17:30			81		85		166	
05:45			14	47	27	95	41	142	17:45			87	332	77	285	164	617
06:00			18		33		51		18:00			61		60		121	
06:15			33		32		65		18:15			74		70		144	
06:30			31		54		85		18:30			70		72		142	
06:45			30	112	55	174	85	286	18:45			63	268	74	276	137	544
07:00			50		75		125		19:00			54		56		110	
07:15			50		103		153		19:15			71		48		119	
07:30			47		85		132		19:30			45		54		99	
07:45			52	199	85	348	137	547	19:45			46	216	26	184	72	400
08:00			71		68		139		20:00			53		43		96	
08:15			43		55		98		20:15			48		30		78	
08:30			57		56		113		20:30			57		33		90	
08:45			52	223	61	240	113	463	20:45			48	206	31	137	79	343
09:00			37		60		97		21:00			50		35		85	
09:15			37		40		77		21:15			51		30		81	
09:30			54		45		99		21:30			27		27		54	
09:45			37	165	51	196	88	361	21:45			21	149	22	114	43	263
10:00			29		35		64		22:00			29		24		53	
10:15			35		52		87		22:15			24		25		49	
10:30			40		42		82		22:30			16		9		25	
10:45			47	151	35	164	82	315	22:45			14	83	12	70	26	153
11:00			44		35		79		23:00			12		7		19	
11:15			48		41		89		23:15			10		6		16	
11:30			49		50		99		23:30			11		11		22	
11:45			61	202	45	171	106	373	23:45			5	38	4	28	9	66
TOTALS				1179		1487		2666	TOTALS				2753		2268		5021
SPLIT %				44.2%		55.8%		34.7%	SPLIT %				54.8%		45.2%		65.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,932	3,755	7,687

AM Peak Hour			07:45	07:00	07:15	PM Peak Hour			15:00	17:30	15:30
AM Pk Volume			223	348	561	PM Pk Volume			375	292	629
Pk Hr Factor			0.785	0.845	0.917	Pk Hr Factor			0.938	0.859	0.904
7 - 9 Volume	0	0	422	588	1010	4 - 6 Volume	0	0	672	535	1207
7 - 9 Peak Hour			07:45	07:00	07:15	4 - 6 Peak Hour			16:15	17:00	17:00
7 - 9 Pk Volume	0	0	223	348	561	4 - 6 Pk Volume	0	0	341	285	617
Pk Hr Factor	0.000	0.000	0.785	0.845	0.917	Pk Hr Factor	0.000	0.000	0.907	0.838	0.929

Volumes for: STATION#3639 on Thursday, July 28, 2011 City: San Diego Project #: 11-4178-033
Location: Logan Ave between 46th St & 47th St File No. MC0604-11

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	14	65			10	61				
12:15	13	51			11	47				
12:30	10	84			5	55				
12:45	16	72	53	272	6	54	32	217	85	489
1:00	7	73			6	57				
1:15	5	74			3	68				
1:30	7	64			1	61				
1:45	5	62	24	273	5	50	15	236	39	509
2:00	3	76			4	45				
2:15	3	72			3	53				
2:30	7	74			2	68				
2:45	4	76	17	298	6	60	15	226	32	524
3:00	1	78			2	68				
3:15	3	88			4	75				
3:30	2	97			5	60				
3:45	5	69	11	332	5	65	16	268	27	600
4:00	3	84			2	60				
4:15	3	81			2	69				
4:30	3	94			8	59				
4:45	7	80	16	339	16	67	28	255	44	594
5:00	9	100			15	60				
5:15	13	87			18	70				
5:30	22	92			16	81				
5:45	20	91	64	370	19	94	68	305	132	675
6:00	22	79			27	73				
6:15	26	93			33	90				
6:30	34	63			31	77				
6:45	28	67	110	302	29	85	120	325	230	627
7:00	29	85			37	61				
7:15	31	43			44	56				
7:30	41	58			46	45				
7:45	45	58	146	244	53	46	180	208	326	452
8:00	40	64			51	53				
8:15	48	83			40	53				
8:30	46	56			49	52				
8:45	52	70	186	273	45	50	185	208	371	481
9:00	37	55			44	41				
9:15	36	46			49	44				
9:30	51	44			42	34				
9:45	50	52	174	197	55	33	190	152	364	349
10:00	61	38			52	27				
10:15	48	29			46	30				
10:30	49	28			53	24				
10:45	45	27	203	122	49	33	200	114	403	236
11:00	53	22			46	20				
11:15	45	35			51	15				
11:30	68	24			47	12				
11:45	64	13	230	94	76	8	220	55	450	149
Total	1234	3116	1234	3116	1269	2569	1269	2569	2503	5685
Combined Total	4350		4350		3838		3838		8188	
AM Peak	11:45 AM				11:45 AM					
Vol.	264				239					
P.H.F.	0.786				0.786					
PM Peak		5:00 PM				5:30 PM				
Vol.		370				338				
P.H.F.		0.925				0.899				
Percentage	28.4%	71.6%			33.1%	66.9%				

Volumes for: STATION#3030 on Tuesday, January 31, 2012

City: San Diego

Project #: 12-4009-032

Location: Logan Av btwn 49th St & Euclid Av

File No. MC0032-12

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	9	77			6	75				
12:15	3	58			4	71				
12:30	7	53			3	82				
12:45	6	69	25	257	5	77	18	305	43	562
1:00	14	75			1	61				
1:15	7	78			4	76				
1:30	1	78			1	68				
1:45	4	62	26	293	2	65	8	270	34	563
2:00	2	54			1	64				
2:15	8	66			0	77				
2:30	2	70			2	75				
2:45	7	78	19	268	2	74	5	290	24	558
3:00	4	96			0	101				
3:15	1	87			1	103				
3:30	3	102			1	92				
3:45	7	74	15	359	1	85	3	381	18	740
4:00	3	72			1	99				
4:15	6	76			0	103				
4:30	7	102			1	114				
4:45	18	90	34	340	1	127	3	443	37	783
5:00	19	90			4	127				
5:15	21	120			5	98				
5:30	31	103			9	108				
5:45	24	112	95	425	10	103	28	436	123	861
6:00	34	78			9	82				
6:15	43	67			18	73				
6:30	66	74			19	66				
6:45	74	48	217	267	21	72	67	293	284	560
7:00	79	54			24	68				
7:15	117	64			43	60				
7:30	127	41			37	58				
7:45	110	66	433	225	40	56	144	242	577	467
8:00	103	49			44	49				
8:15	85	38			55	31				
8:30	69	35			42	41				
8:45	77	36	334	158	45	39	186	160	520	318
9:00	69	33			47	38				
9:15	53	24			40	41				
9:30	57	35			37	39				
9:45	48	21	227	113	34	24	158	142	385	255
10:00	34	24			44	28				
10:15	43	17			33	24				
10:30	64	22			42	19				
10:45	44	19	185	82	41	15	160	86	345	168
11:00	49	12			66	14				
11:15	53	8			62	13				
11:30	57	8			65	14				
11:45	56	8	215	36	64	9	257	50	472	86
Total	1825	2823	1825	2823	1037	3098	1037	3098	2862	5921
Combined Total	4648		4648		4135		4135		8783	
AM Peak	7:15 AM				11:45 AM					
Vol.	457				292					
P.H.F.	0.900				0.890					
PM Peak		5:00 PM				4:15 PM				
Vol.		425				471				
P.H.F.		0.885				0.927				
Percentage	39.3%	60.7%			25.1%	74.9%				

Prepared by NDS/ATD

VOLUME

Acacia St between 36th St & 38th St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_032

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	841	615	1,456

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		3		4		12:00			8		5		13	
00:15			1		0		1		12:15			10		7		17	
00:30			0		1		1		12:30			6		9		15	
00:45			2	4	0	4	2	8	12:45			7	31	8	29	15	60
01:00			1		0		1		13:00			10		6		16	
01:15			0		0		0		13:15			11		10		21	
01:30			0		0		0		13:30			15		8		23	
01:45			2	3	0		2	3	13:45			12	48	11	35	23	83
02:00			0		1		1		14:00			20		9		29	
02:15			1		0		1		14:15			14		14		28	
02:30			1		0		1		14:30			23		10		33	
02:45			0	2	0	1	0	3	14:45			15	72	15	48	30	120
03:00			0		1		1		15:00			18		11		29	
03:15			0		0		0		15:15			22		17		39	
03:30			0		0		0		15:30			19		12		31	
03:45			0		1	2	1	2	15:45			23	82	9	49	32	131
04:00			0		2		2		16:00			24		8		32	
04:15			2		0		2		16:15			22		5		27	
04:30			0		0		0		16:30			30		15		45	
04:45			1	3	2	4	3	7	16:45			23	99	9	37	32	136
05:00			0		1		1		17:00			25		13		38	
05:15			0		1		1		17:15			27		16		43	
05:30			1		1		2		17:30			16		6		22	
05:45			2	3	7	10	9	13	17:45			23	91	12	47	35	138
06:00			5		6		11		18:00			17		10		27	
06:15			3		6		9		18:15			19		11		30	
06:30			9		11		20		18:30			15		10		25	
06:45			6	23	5	28	11	51	18:45			15	66	8	39	23	105
07:00			5		7		12		19:00			12		12		24	
07:15			11		9		20		19:15			8		12		20	
07:30			16		11		27		19:30			11		6		17	
07:45			12	44	16	43	28	87	19:45			14	45	6	36	20	81
08:00			13		11		24		20:00			10		11		21	
08:15			8		4		12		20:15			11		10		21	
08:30			4		7		11		20:30			10		8		18	
08:45			9	34	11	33	20	67	20:45			5	36	7	36	12	72
09:00			13		6		19		21:00			10		6		16	
09:15			6		9		15		21:15			13		9		22	
09:30			6		8		14		21:30			8		5		13	
09:45			6	31	6	29	12	60	21:45			3	34	2	22	5	56
10:00			5		7		12		22:00			4		5		9	
10:15			8		9		17		22:15			2		4		6	
10:30			7		6		13		22:30			4		6		10	
10:45			11	31	7	29	18	60	22:45			2	12	3	18	5	30
11:00			9		7		16		23:00			4		2		6	
11:15			12		10		22		23:15			1		2		3	
11:30			7		7		14		23:30			1		1		2	
11:45			12	40	5	29	17	69	23:45			1	7	2	7	3	14
TOTALS				218		212		430	TOTALS				623		403		1026
SPLIT %				50.7%		49.3%		29.5%	SPLIT %				60.7%		39.3%		70.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	841	615	1,456

AM Peak Hour			07:15	07:15	07:15	PM Peak Hour			16:30	14:45	16:30
AM Pk Volume			52	47	99	PM Pk Volume			105	55	158
Pk Hr Factor			0.813	0.734	0.884	Pk Hr Factor			0.875	0.809	0.878
7 - 9 Volume	0	0	78	76	154	4 - 6 Volume	0	0	190	84	274
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			16:30	16:30	16:30
7 - 9 Pk Volume	0	0	52	47	99	4 - 6 Pk Volume	0	0	105	53	158
Pk Hr Factor	0.000	0.000	0.813	0.734	0.884	Pk Hr Factor	0.000	0.000	0.875	0.828	0.878

Prepared by NDS/ATD

VOLUME

Acacia St between 36th St & 38th St

Day: Thursday
Date: 10/11/2012

City: San Diego
Project #: CA12_4352_032

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	822	624	1,446

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			2		1		3		12:00			11		4		15	
00:15			0		0		0		12:15			8		7		15	
00:30			1		1		2		12:30			6		7		13	
00:45			0	3	1	3	1	6	12:45			4	29	7	25	11	54
01:00			0		0		0		13:00			13		7		20	
01:15			1		1		2		13:15			12		9		21	
01:30			0		2		2		13:30			12		6		18	
01:45			1	2	1	4	2	6	13:45			15	52	9	31	24	83
02:00			0		0		0		14:00			18		9		27	
02:15			0		1		1		14:15			15		11		26	
02:30			0		0		0		14:30			20		13		33	
02:45			1	1	0	1	1	2	14:45			12	65	13	46	25	111
03:00			0		0		0		15:00			20		14		34	
03:15			0		0		0		15:15			20		21		41	
03:30			0		0		0		15:30			20		9		29	
03:45			0		0		0		15:45			22	82	10	54	32	136
04:00			0		2		2		16:00			24		8		32	
04:15			2		0		2		16:15			21		11		32	
04:30			1		1		2		16:30			27		11		38	
04:45			4	7	1	4	5	11	16:45			21	93	10	40	31	133
05:00			0		1		1		17:00			16		13		29	
05:15			1		0		1		17:15			29		14		43	
05:30			2		1		3		17:30			27		12		39	
05:45			2	5	6	8	8	13	17:45			21	93	11	50	32	143
06:00			2		4		6		18:00			20		11		31	
06:15			5		7		12		18:15			16		11		27	
06:30			10		11		21		18:30			13		13		26	
06:45			2	19	3	25	5	44	18:45			18	67	15	50	33	117
07:00			12		9		21		19:00			16		12		28	
07:15			17		8		25		19:15			10		9		19	
07:30			24		15		39		19:30			10		12		22	
07:45			12	65	11	43	23	108	19:45			9	45	7	40	16	85
08:00			14		8		22		20:00			10		12		22	
08:15			5		7		12		20:15			3		11		14	
08:30			9		7		16		20:30			7		8		15	
08:45			8	36	15	37	23	73	20:45			9	29	8	39	17	68
09:00			8		10		18		21:00			5		10		15	
09:15			5		5		10		21:15			3		4		7	
09:30			2		6		8		21:30			3		5		8	
09:45			4	19	7	28	11	47	21:45			1	12	6	25	7	37
10:00			4		4		8		22:00			5		4		9	
10:15			8		10		18		22:15			5		6		11	
10:30			8		5		13		22:30			8		3		11	
10:45			10	30	4	23	14	53	22:45			4	22	1	14	5	36
11:00			12		9		21		23:00			2		1		3	
11:15			14		7		21		23:15			2		2		4	
11:30			5		6		11		23:30			1		1		2	
11:45			9	40	7	29	16	69	23:45			1	6	1	5	2	11
TOTALS				227		205		432	TOTALS				595		419		1014
SPLIT %				52.5%		47.5%		29.9%	SPLIT %				58.7%		41.3%		70.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	822	624	1,446

AM Peak Hour			07:15	07:00	07:15	PM Peak Hour			17:15	14:30	17:15
AM Pk Volume			67	43	109	PM Pk Volume			97	61	145
Pk Hr Factor			0.698	0.717	0.699	Pk Hr Factor			0.836	0.726	0.843
7 - 9 Volume	0	0	101	80	181	4 - 6 Volume	0	0	186	90	276
7 - 9 Peak Hour			07:15	07:00	07:15	4 - 6 Peak Hour			16:00	17:00	17:00
7 - 9 Pk Volume	0	0	67	43	109	4 - 6 Pk Volume	0	0	93	50	143
Pk Hr Factor	0.000	0.000	0.698	0.717	0.699	Pk Hr Factor	0.000	0.000	0.861	0.893	0.831

Prepared by NDS/ATD

VOLUME

Alpha St between 38th St & 43rd St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_033

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,908	2,598	5,506

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			13		1		14		12:00			38		37		75	
00:15			5		2		7		12:15			38		34		72	
00:30			4		2		6		12:30			44		33		77	
00:45			5	27	1	6	6	33	12:45			33	153	42	146	75	299
01:00			3		4		7		13:00			39		23		62	
01:15			4		4		8		13:15			44		29		73	
01:30			1		1		2		13:30			44		41		85	
01:45			5	13	2	11	7	24	13:45			54	181	36	129	90	310
02:00			2		1		3		14:00			52		35		87	
02:15			2		1		3		14:15			49		69		118	
02:30			4		0		4		14:30			55		54		109	
02:45			2	10	2	4	4	14	14:45			50	206	43	201	93	407
03:00			3		0		3		15:00			46		56		102	
03:15			5		1		6		15:15			66		50		116	
03:30			1		3		4		15:30			48		50		98	
03:45			2	11	2	6	4	17	15:45			41	201	44	200	85	401
04:00			2		1		3		16:00			49		46		95	
04:15			2		0		2		16:15			56		43		99	
04:30			1		7		8		16:30			48		55		103	
04:45			1	6	6	14	7	20	16:45			53	206	54	198	107	404
05:00			4		6		10		17:00			58		67		125	
05:15			4		11		15		17:15			68		63		131	
05:30			8		15		23		17:30			53		57		110	
05:45			9	25	10	42	19	67	17:45			62	241	56	243	118	484
06:00			12		15		27		18:00			54		51		105	
06:15			25		16		41		18:15			62		52		114	
06:30			32		30		62		18:30			54		52		106	
06:45			28	97	30	91	58	188	18:45			64	234	49	204	113	438
07:00			35		26		61		19:00			52		42		94	
07:15			60		40		100		19:15			54		33		87	
07:30			69		68		137		19:30			38		26		64	
07:45			53	217	73	207	126	424	19:45			40	184	38	139	78	323
08:00			41		29		70		20:00			47		37		84	
08:15			33		27		60		20:15			41		29		70	
08:30			30		42		72		20:30			50		32		82	
08:45			29	133	29	127	58	260	20:45			35	173	29	127	64	300
09:00			22		32		54		21:00			29		27		56	
09:15			29		27		56		21:15			28		21		49	
09:30			33		30		63		21:30			26		16		42	
09:45			27	111	17	106	44	217	21:45			29	112	21	85	50	197
10:00			21		19		40		22:00			26		19		45	
10:15			29		32		61		22:15			17		10		27	
10:30			26		39		65		22:30			15		10		25	
10:45			31	107	30	120	61	227	22:45			16	74	5	44	21	118
11:00			29		35		64		23:00			15		4		19	
11:15			41		34		75		23:15			8		8		16	
11:30			36		33		69		23:30			7		4		11	
11:45			39	145	27	129	66	274	23:45			11	41	3	19	14	60
TOTALS				902		863		1765	TOTALS				2006		1735		3741
SPLIT %				51.1%		48.9%		32.1%	SPLIT %				53.6%		46.4%		67.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,908	2,598	5,506

AM Peak Hour			07:15	07:15	07:15	PM Peak Hour			17:00	17:00	17:00
AM Pk Volume			223	210	433	PM Pk Volume			241	243	484
Pk Hr Factor			0.808	0.719	0.790	Pk Hr Factor			0.886	0.907	0.924
7 - 9 Volume	0	0	350	334	684	4 - 6 Volume	0	0	447	441	888
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	223	210	433	4 - 6 Pk Volume	0	0	241	243	484
Pk Hr Factor	0.000	0.000	0.808	0.719	0.790	Pk Hr Factor	0.000	0.000	0.886	0.907	0.924

Prepared by NDS/ATD

VOLUME

Alpha St between 38th St & 43rd St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_033

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,961	2,641	5,602

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			6		4		10		12:00			71		31		102	
00:15			7		4		11		12:15			46		75		121	
00:30			4		2		6		12:30			36		42		78	
00:45			4	21	3	13	7	34	12:45			36	189	40	188	76	377
01:00			1		0		1		13:00			53		37		90	
01:15			7		1		8		13:15			39		33		72	
01:30			5		3		8		13:30			35		48		83	
01:45			3	16	2	6	5	22	13:45			41	168	46	164	87	332
02:00			3		2		5		14:00			51		33		84	
02:15			2		2		4		14:15			31		40		71	
02:30			4		1		5		14:30			37		44		81	
02:45			1	10	2	7	3	17	14:45			44	163	44	161	88	324
03:00			3		2		5		15:00			43		34		77	
03:15			2		1		3		15:15			44		46		90	
03:30			2		1		3		15:30			42		46		88	
03:45			1	8	1	5	2	13	15:45			49	178	50	176	99	354
04:00			1		1		2		16:00			61		47		108	
04:15			2		1		3		16:15			47		52		99	
04:30			2		6		8		16:30			44		56		100	
04:45			5	10	7	15	12	25	16:45			57	209	58	213	115	422
05:00			7		5		12		17:00			59		49		108	
05:15			6		12		18		17:15			56		41		97	
05:30			4		13		17		17:30			57		60		117	
05:45			9	26	7	37	16	63	17:45			49	221	63	213	112	434
06:00			12		15		27		18:00			57		54		111	
06:15			23		13		36		18:15			66		53		119	
06:30			38		28		66		18:30			57		56		113	
06:45			24	97	30	86	54	183	18:45			71	251	59	222	130	473
07:00			36		31		67		19:00			70		45		115	
07:15			53		24		77		19:15			46		43		89	
07:30			75		77		152		19:30			52		36		88	
07:45			41	205	69	201	110	406	19:45			41	209	43	167	84	376
08:00			35		38		73		20:00			48		35		83	
08:15			26		39		65		20:15			47		21		68	
08:30			28		35		63		20:30			34		34		68	
08:45			32	121	26	138	58	259	20:45			42	171	36	126	78	297
09:00			33		34		67		21:00			51		32		83	
09:15			20		25		45		21:15			38		23		61	
09:30			19		22		41		21:30			29		19		48	
09:45			29	101	29	110	58	211	21:45			28	146	13	87	41	233
10:00			36		26		62		22:00			26		20		46	
10:15			37		23		60		22:15			23		14		37	
10:30			35		28		63		22:30			23		11		34	
10:45			34	142	29	106	63	248	22:45			9	81	6	51	15	132
11:00			35		38		73		23:00			12		6		18	
11:15			35		23		58		23:15			14		14		28	
11:30			46		32		78		23:30			8		6		14	
11:45			58	174	27	120	85	294	23:45			10	44	3	29	13	73
TOTALS				931		844		1775	TOTALS				2030		1797		3827
SPLIT %				52.5%		47.5%		31.7%	SPLIT %				53.0%		47.0%		68.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,961	2,641	5,602

AM Peak Hour			11:30	07:30	07:15	PM Peak Hour			18:15	17:30	18:15
AM Pk Volume			221	223	412	PM Pk Volume			264	230	477
Pk Hr Factor			0.778	0.724	0.678	Pk Hr Factor			0.930	0.913	0.917
7 - 9 Volume	0	0	326	339	665	4 - 6 Volume	0	0	430	426	856
7 - 9 Peak Hour			07:00	07:30	07:15	4 - 6 Peak Hour			16:45	16:15	16:45
7 - 9 Pk Volume	0	0	205	223	412	4 - 6 Pk Volume	0	0	229	215	437
Pk Hr Factor	0.000	0.000	0.683	0.724	0.678	Pk Hr Factor	0.000	0.000	0.970	0.927	0.934

Volumes for: STATION#2686 on Tuesday, June 21, 2011 City: San Diego Project #: 11-4169-040
Location: Division St between Main St & National City Blvd File No. MC0500-11

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	17	101			12	79				
12:15	12	100			6	81				
12:30	15	118			5	102				
12:45	12	99	56	418	4	93	27	355	83	773
1:00	12	128			7	77				
1:15	5	111			5	96				
1:30	9	112			2	109				
1:45	4	129	30	480	3	82	17	364	47	844
2:00	2	137			3	80				
2:15	4	134			5	116				
2:30	6	170			4	83				
2:45	5	207	17	648	5	95	17	374	34	1022
3:00	9	251			4	111				
3:15	4	329			6	115				
3:30	7	286			7	100				
3:45	6	212	26	1078	9	95	26	421	52	1499
4:00	2	215			15	87				
4:15	5	198			24	105				
4:30	5	233			43	100				
4:45	14	197	26	843	66	105	148	397	174	1240
5:00	22	193			70	93				
5:15	34	178			93	91				
5:30	38	195			102	115				
5:45	58	136	152	702	110	88	375	387	527	1089
6:00	72	108			129	105				
6:15	89	121			171	97				
6:30	77	112			226	106				
6:45	83	86	321	427	247	119	773	427	1094	854
7:00	86	74			255	92				
7:15	88	94			223	81				
7:30	93	82			231	67				
7:45	75	82	342	332	206	54	915	294	1257	626
8:00	94	80			203	70				
8:15	77	68			170	61				
8:30	85	80			172	49				
8:45	64	72	320	300	133	45	678	225	998	525
9:00	68	63			113	44				
9:15	64	72			105	58				
9:30	83	56			98	51				
9:45	77	56	292	247	79	36	395	189	687	436
10:00	97	37			90	39				
10:15	94	56			80	38				
10:30	95	46			82	32				
10:45	97	28	383	167	95	23	347	132	730	299
11:00	102	40			94	20				
11:15	145	41			88	18				
11:30	117	40			93	19				
11:45	94	25	458	146	83	13	358	70	816	216
Total	2423	5788	2423	5788	4076	3635	4076	3635	6499	9423
Combined Total	8211		8211		7711		7711		15922	
AM Peak	10:45 AM				6:45 AM					
Vol.	461				956					
P.H.F.	0.795				0.937					
PM Peak		3:00 PM				6:00 PM				
Vol.		1078				427				
P.H.F.		0.819				0.897				
Percentage	29.5%	70.5%			52.9%	47.1%				

Volumes for: STATION#3558 on Thursday, February 24, 2011

City: San Diego

Project #: 11-4043-033

Location: Division St between 40 St & 41 St

File No. MC0118-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	7	66			15	76				
12:15	10	71			9	56				
12:30	2	61			11	60				
12:45	7	61	26	259	7	54	42	246	68	505
1:00	5	44			9	35				
1:15	4	58			8	42				
1:30	7	65			10	70				
1:45	4	68	20	235	8	82	35	229	55	464
2:00	4	62			4	87				
2:15	3	58			6	100				
2:30	2	73			7	101				
2:45	4	64	13	257	7	110	24	398	37	655
3:00	2	87			3	108				
3:15	3	70			2	133				
3:30	12	76			4	115				
3:45	9	67	26	300	3	141	12	497	38	797
4:00	15	88			1	144				
4:15	22	76			3	140				
4:30	38	69			6	142				
4:45	56	75	131	308	9	129	19	555	150	863
5:00	59	60			8	169				
5:15	76	80			11	131				
5:30	101	82			10	134				
5:45	79	78	315	300	13	117	42	551	357	851
6:00	101	64			19	95				
6:15	117	64			21	106				
6:30	147	67			23	68				
6:45	158	57	523	252	37	64	100	333	623	585
7:00	161	49			31	62				
7:15	174	49			41	48				
7:30	180	34			48	56				
7:45	145	37	660	169	53	54	173	220	833	389
8:00	143	30			50	48				
8:15	92	46			46	50				
8:30	79	40			59	40				
8:45	92	19	406	135	48	52	203	190	609	325
9:00	65	38			53	38				
9:15	75	31			45	43				
9:30	60	34			47	33	0			
9:45	64	27	264	130	44	37	189	151	453	281
10:00	75	21			48	27				
10:15	77	18			55	26				
10:30	59	22			61	27				
10:45	81	16	292	77	59	32	223	112	515	189
11:00	62	15			47	27				
11:15	54	7			63	27				
11:30	75	10			78	19				
11:45	61	6	252	38	49	21	237	94	489	132
Total	2928	2460	2928	2460	1299	3576	1299	3576	4227	6036
Combined Total	5388		5388		4875		4875		10263	
AM Peak	6:45 AM				11:15 AM					
Vol.	673				266					
P.H.F.	0.935				0.853					
PM Peak		4:00 PM				4:15 PM				
Vol.		308				580				
P.H.F.		0.858				0.858				
Percentage	54.3%	45.7%			26.6%	73.4%				

Prepared by NDS/ATD

VOLUME

Division St from Highland Ave to Palm Ave

Day: Tuesday
Date: 3/15/2011

City: National City
Project #: CA11_4074_075

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,617	5,829	10,446

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			24		4		28		12:00			49		63		112	
00:15			8		8		16		12:15			62		78		140	
00:30			10		3		13		12:30			54		81		135	
00:45			7	49	3	18	10	67	12:45			65	230	68	290	133	520
01:00			5		5		10		13:00			60		63		123	
01:15			0		4		4		13:15			55		83		138	
01:30			9		3		12		13:30			47		92		139	
01:45			2	16	4	16	6	32	13:45			63	225	70	308	133	533
02:00			3		4		7		14:00			84		68		152	
02:15			1		6		7		14:15			91		78		169	
02:30			0		4		4		14:30			102		89		191	
02:45			1	5	4	18	5	23	14:45			131	408	82	317	213	725
03:00			2		8		10		15:00			117		89		206	
03:15			0		5		5		15:15			88		129		217	
03:30			4		8		12		15:30			105		92		197	
03:45			5	11	6	27	11	38	15:45			105	415	76	386	181	801
04:00			0		8		8		16:00			132		90		222	
04:15			4		10		14		16:15			129		93		222	
04:30			5		32		37		16:30			131		79		210	
04:45			5	14	38	88	43	102	16:45			118	510	64	326	182	836
05:00			5		50		55		17:00			125		82		207	
05:15			5		60		65		17:15			102		67		169	
05:30			9		81		90		17:30			110		93		203	
05:45			14	33	61	252	75	285	17:45			111	448	103	345	214	793
06:00			18		62		80		18:00			104		117		221	
06:15			18		103		121		18:15			80		95		175	
06:30			27		146		173		18:30			81		81		162	
06:45			26	89	148	459	174	548	18:45			65	330	95	388	160	718
07:00			46		151		197		19:00			66		80		146	
07:15			57		182		239		19:15			75		71		146	
07:30			59		137		196		19:30			59		65		124	
07:45			61	223	129	599	190	822	19:45			58	258	56	272	114	530
08:00			63		126		189		20:00			57		42		99	
08:15			64		116		180		20:15			49		64		113	
08:30			49		122		171		20:30			49		44		93	
08:45			36	212	93	457	129	669	20:45			44	199	39	189	83	388
09:00			30		66		96		21:00			51		32		83	
09:15			33		70		103		21:15			48		27		75	
09:30			45		73		118		21:30			61		34		95	
09:45			42	150	68	277	110	427	21:45			38	198	30	123	68	321
10:00			46		71		117		22:00			25		21		46	
10:15			63		57		120		22:15			21		28		49	
10:30			38		64		102		22:30			33		23		56	
10:45			46	193	70	262	116	455	22:45			17	96	21	93	38	189
11:00			47		73		120		23:00			23		13		36	
11:15			44		67		111		23:15			19		10		29	
11:30			58		72		130		23:30			24		15		39	
11:45			70	219	60	272	130	491	23:45			20	86	9	47	29	133
TOTALS				1214		2745		3959	TOTALS				3403		3084		6487
SPLIT %				30.7%		69.3%		37.9%	SPLIT %				52.5%		47.5%		62.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,617	5,829	10,446

AM Peak Hour			07:30	06:30	07:00	PM Peak Hour			16:00	17:30	16:00
AM Pk Volume			247	627	822	PM Pk Volume			510	408	836
Pk Hr Factor			0.965	0.861	0.860	Pk Hr Factor			0.966	0.872	0.941
7 - 9 Volume	0	0	435	1056	1491	4 - 6 Volume	0	0	958	671	1629
7 - 9 Peak Hour			07:30	07:00	07:00	4 - 6 Peak Hour			16:00	17:00	16:00
7 - 9 Pk Volume	0	0	247	599	822	4 - 6 Pk	0	0	510	345	836
Pk Hr Factor	0.000	0.000	0.965	0.823	0.860	Pk Hr Factor	0.000	0.000	0.966	0.837	0.941

Prepared by NDS/ATD

VOLUME

Division St from Highland Ave to Palm Ave

Day: Wednesday
Date: 3/16/2011

City: National City
Project #: CA11_4074_075

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,595	5,890	10,485

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			10		10		20		12:00			84		77		161	
00:15			11		11		22		12:15			48		74		122	
00:30			13		9		22		12:30			62		74		136	
00:45			4	38	8	38	12	76	12:45			72	266	66	291	138	557
01:00			7		3		10		13:00			59		73		132	
01:15			10		4		14		13:15			63		101		164	
01:30			8		8		16		13:30			69		69		138	
01:45			4	29	5	20	9	49	13:45			47	238	77	320	124	558
02:00			5		5		10		14:00			65		66		131	
02:15			7		6		13		14:15			71		72		143	
02:30			5		8		13		14:30			96		76		172	
02:45			3	20	5	24	8	44	14:45			138	370	110	324	248	694
03:00			2		5		7		15:00			127		97		224	
03:15			2		4		6		15:15			82		124		206	
03:30			0		9		9		15:30			98		90		188	
03:45			1	5	6	24	7	29	15:45			135	442	76	387	211	829
04:00			2		8		10		16:00			125		84		209	
04:15			1		22		23		16:15			131		74		205	
04:30			6		35		41		16:30			96		78		174	
04:45			9	18	36	101	45	119	16:45			112	464	90	326	202	790
05:00			5		42		47		17:00			112		107		219	
05:15			10		68		78		17:15			112		101		213	
05:30			14		64		78		17:30			116		92		208	
05:45			15	44	66	240	81	284	17:45			112	452	101	401	213	853
06:00			16		67		83		18:00			116		110		226	
06:15			14		85		99		18:15			110		87		197	
06:30			21		150		171		18:30			81		100		181	
06:45			39	90	145	447	184	537	18:45			71	378	89	386	160	764
07:00			39		164		203		19:00			81		72		153	
07:15			51		170		221		19:15			68		68		136	
07:30			60		138		198		19:30			72		60		132	
07:45			45	195	162	634	207	829	19:45			62	283	58	258	120	541
08:00			58		129		187		20:00			50		55		105	
08:15			47		93		140		20:15			44		34		78	
08:30			55		120		175		20:30			58		37		95	
08:45			28	188	90	432	118	620	20:45			44	196	46	172	90	368
09:00			36		88		124		21:00			56		39		95	
09:15			37		76		113		21:15			49		42		91	
09:30			39		56		95		21:30			38		26		64	
09:45			25	137	60	280	85	417	21:45			25	168	32	139	57	307
10:00			43		65		108		22:00			32		20		52	
10:15			43		55		98		22:15			31		22		53	
10:30			50		61		111		22:30			21		19		40	
10:45			51	187	71	252	122	439	22:45			25	109	21	82	46	191
11:00			51		67		118		23:00			18		10		28	
11:15			62		60		122		23:15			18		12		30	
11:30			57		66		123		23:30			12		12		24	
11:45			51	221	72	265	123	486	23:45			9	57	13	47	22	104
TOTALS				1172		2757		3929	TOTALS				3423		3133		6556
SPLIT %				29.8%		70.2%		37.5%	SPLIT %				52.2%		47.8%		62.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,595	5,890	10,485

AM Peak Hour			11:15	07:00	07:00	PM Peak Hour			15:30	14:45	14:45
AM Pk Volume			254	634	829	PM Pk Volume			489	421	866
Pk Hr Factor			0.756	0.932	0.938	Pk Hr Factor			0.906	0.849	0.873
7 - 9 Volume	0	0	383	1066	1449	4 - 6 Volume	0	0	916	727	1643
7 - 9 Peak Hour			07:15	07:00	07:00	4 - 6 Peak Hour			16:00	17:00	17:00
7 - 9 Pk Volume	0	0	214	634	829	4 - 6 Pk	0	0	464	401	853
Pk Hr Factor	0.000	0.000	0.892	0.932	0.938	Pk Hr Factor	0.000	0.000	0.885	0.937	0.974

Prepared by NDS/ATD

VOLUME

Division St from Palm Ave to Euclid Ave

Day: Tuesday
Date: 3/15/2011

City: National City
Project #: CA11_4074_076

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,098	9,120	17,218

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			46		11		57		12:00			85		116		201	
00:15			27		10		37		12:15			96		113		209	
00:30			17		11		28		12:30			95		122		217	
00:45			9	99	6	38	15	137	12:45			103	379	119	470	222	849
01:00			8		4		12		13:00			102		113		215	
01:15			10		10		20		13:15			82		148		230	
01:30			11		5		16		13:30			91		128		219	
01:45			9	38	5	24	14	62	13:45			90	365	108	497	198	862
02:00			8		6		14		14:00			120		105		225	
02:15			5		7		12		14:15			135		108		243	
02:30			6		8		14		14:30			178		137		315	
02:45			14	33	7	28	21	61	14:45			249	682	122	472	371	1154
03:00			4		13		17		15:00			288		184		472	
03:15			4		13		17		15:15			165		197		362	
03:30			6		20		26		15:30			195		145		340	
03:45			3	17	14	60	17	77	15:45			204	852	121	647	325	1499
04:00			7		29		36		16:00			196		114		310	
04:15			0		29		29		16:15			170		126		296	
04:30			4		55		59		16:30			195		129		324	
04:45			8	19	69	182	77	201	16:45			181	742	116	485	297	1227
05:00			6		82		88		17:00			189		113		302	
05:15			14		91		105		17:15			184		105		289	
05:30			14		136		150		17:30			205		142		347	
05:45			18	52	102	411	120	463	17:45			197	775	157	517	354	1292
06:00			22		116		138		18:00			190		152		342	
06:15			32		155		187		18:15			172		128		300	
06:30			37		225		262		18:30			148		115		263	
06:45			68	159	204	700	272	859	18:45			117	627	141	536	258	1163
07:00			76		234		310		19:00			126		102		228	
07:15			91		246		337		19:15			106		96		202	
07:30			107		207		314		19:30			117		101		218	
07:45			110	384	212	899	322	1283	19:45			107	456	77	376	184	832
08:00			125		177		302		20:00			101		76		177	
08:15			156		191		347		20:15			76		79		155	
08:30			128		193		321		20:30			91		69		160	
08:45			59	468	140	701	199	1169	20:45			84	352	59	283	143	635
09:00			58		102		160		21:00			85		61		146	
09:15			56		121		177		21:15			82		50		132	
09:30			78		114		192		21:30			85		67		152	
09:45			58	250	114	451	172	701	21:45			73	325	49	227	122	552
10:00			67		118		185		22:00			56		35		91	
10:15			67		118		185		22:15			45		39		84	
10:30			61		94		155		22:30			50		43		93	
10:45			87	282	96	426	183	708	22:45			38	189	37	154	75	343
11:00			92		107		199		23:00			47		23		70	
11:15			81		114		195		23:15			37		20		57	
11:30			98		117		215		23:30			40		26		66	
11:45			111	382	113	451	224	833	23:45			47	171	16	85	63	256
TOTALS				2183		4371		6554	TOTALS				5915		4749		10664
SPLIT %				33.3%		66.7%		38.1%	SPLIT %				55.5%		44.5%		61.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,098	9,120	17,218

AM Peak Hour			07:45	06:30	07:45	PM Peak Hour			14:45	14:45	14:45
AM Pk Volume			519	909	1292	PM Pk Volume			897	648	1545
Pk Hr Factor			0.832	0.924	0.931	Pk Hr Factor			0.779	0.822	0.818
7 - 9 Volume	0	0	852	1600	2452	4 - 6 Volume	0	0	1517	1002	2519
7 - 9 Peak Hour			07:45	07:00	07:45	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	519	899	1292	4 - 6 Pk	0	0	775	517	1292
Pk Hr Factor	0.000	0.000	0.832	0.914	0.931	Pk Hr Factor	0.000	0.000	0.945	0.823	0.912

Prepared by NDS/ATD

VOLUME

Division St from Palm Ave to Euclid Ave

Day: Wednesday
Date: 3/16/2011

City: National City
Project #: CA11_4074_076

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,236	9,285	17,521

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			26		10		36		12:00			115		104		219	
00:15			22		13		35		12:15			107		127		234	
00:30			22		11		33		12:30			88		119		207	
00:45			8	78	15	49	23	127	12:45			113	423	127	477	240	900
01:00			16		4		20		13:00			115		131		246	
01:15			16		9		25		13:15			114		114		228	
01:30			15		10		25		13:30			101		128		229	
01:45			15	62	5	28	20	90	13:45			103	433	112	485	215	918
02:00			10		5		15		14:00			127		110		237	
02:15			10		8		18		14:15			140		122		262	
02:30			9		8		17		14:30			169		131		300	
02:45			11	40	8	29	19	69	14:45			258	694	118	481	376	1175
03:00			4		11		15		15:00			262		205		467	
03:15			3		11		14		15:15			163		163		326	
03:30			2		15		17		15:30			170		172		342	
03:45			6	15	18	55	24	70	15:45			199	794	119	659	318	1453
04:00			4		28		32		16:00			200		121		321	
04:15			2		34		36		16:15			212		121		333	
04:30			7		60		67		16:30			159		140		299	
04:45			6	19	57	179	63	198	16:45			195	766	151	533	346	1299
05:00			6		75		81		17:00			160		151		311	
05:15			15		102		117		17:15			200		107		307	
05:30			16		135		151		17:30			196		153		349	
05:45			15	52	105	417	120	469	17:45			216	772	131	542	347	1314
06:00			25		113		138		18:00			200		163		363	
06:15			28		147		175		18:15			188		122		310	
06:30			31		199		230		18:30			155		141		296	
06:45			69	153	202	661	271	814	18:45			119	662	145	571	264	1233
07:00			85		252		337		19:00			127		110		237	
07:15			82		226		308		19:15			125		117		242	
07:30			108		235		343		19:30			129		109		238	
07:45			117	392	235	948	352	1340	19:45			108	489	102	438	210	927
08:00			124		175		299		20:00			102		82		184	
08:15			132		181		313		20:15			106		74		180	
08:30			128		200		328		20:30			101		85		186	
08:45			59	443	144	700	203	1143	20:45			79	388	64	305	143	693
09:00			60		122		182		21:00			76		70		146	
09:15			66		104		170		21:15			89		65		154	
09:30			50		102		152		21:30			78		58		136	
09:45			61	237	109	437	170	674	21:45			53	296	46	239	99	535
10:00			58		120		178		22:00			55		37		92	
10:15			80		92		172		22:15			61		34		95	
10:30			76		98		174		22:30			50		35		85	
10:45			94	308	108	418	202	726	22:45			48	214	34	140	82	354
11:00			93		108		201		23:00			38		19		57	
11:15			99		85		184		23:15			38		18		56	
11:30			83		112		195		23:30			23		21		44	
11:45			96	371	116	421	212	792	23:45			36	135	15	73	51	208
TOTALS				2170		4342		6512	TOTALS				6066		4943		11009
SPLIT %				33.3%		66.7%		37.2%	SPLIT %				55.1%		44.9%		62.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,236	9,285	17,521

AM Peak Hour			07:45	07:00	07:00	PM Peak Hour			14:45	15:00	14:45
AM Pk Volume			501	948	1340	PM Pk Volume			853	659	1511
Pk Hr Factor			0.949	0.940	0.952	Pk Hr Factor			0.814	0.804	0.809
7 - 9 Volume	0	0	835	1648	2483	4 - 6 Volume	0	0	1538	1075	2613
7 - 9 Peak Hour			07:45	07:00	07:00	4 - 6 Peak Hour			17:00	16:15	17:00
7 - 9 Pk Volume	0	0	501	948	1340	4 - 6 Pk	0	0	772	563	1314
Pk Hr Factor	0.000	0.000	0.949	0.940	0.952	Pk Hr Factor	0.000	0.000	0.894	0.932	0.941

Prepared by NDS/ATD

VOLUME

Division St from Euclid Ave to Harbison Ave

Day: Tuesday
Date: 3/15/2011

City: National City
Project #: CA11_4074_077

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,013	6,660	12,673

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			33		16		49		12:00			68		99		167	
00:15			26		8		34		12:15			79		89		168	
00:30			14		10		24		12:30			59		97		156	
00:45			6	79	3	37	9	116	12:45			66	272	74	359	140	631
01:00			10		2		12		13:00			86		95		181	
01:15			11		9		20		13:15			75		96		171	
01:30			8		7		15		13:30			78		92		170	
01:45			7	36	6	24	13	60	13:45			80	319	88	371	168	690
02:00			11		6		17		14:00			82		73		155	
02:15			7		6		13		14:15			89		88		177	
02:30			9		7		16		14:30			100		108		208	
02:45			9	36	3	22	12	58	14:45			135	406	95	364	230	770
03:00			5		12		17		15:00			129		94		223	
03:15			5		8		13		15:15			121		94		215	
03:30			3		13		16		15:30			147		88		235	
03:45			4	17	14	47	18	64	15:45			166	563	86	362	252	925
04:00			7		24		31		16:00			176		79		255	
04:15			2		23		25		16:15			156		87		243	
04:30			3		43		46		16:30			161		85		246	
04:45			6	18	52	142	58	160	16:45			154	647	75	326	229	973
05:00			7		71		78		17:00			152		87		239	
05:15			8		78		86		17:15			145		80		225	
05:30			9		107		116		17:30			153		94		247	
05:45			15	39	77	333	92	372	17:45			147	597	107	368	254	965
06:00			22		92		114		18:00			151		85		236	
06:15			23		126		149		18:15			144		95		239	
06:30			28		182		210		18:30			130		88		218	
06:45			45	118	166	566	211	684	18:45			110	535	83	351	193	886
07:00			56		199		255		19:00			102		81		183	
07:15			55		202		257		19:15			93		71		164	
07:30			62		192		254		19:30			95		67		162	
07:45			72	245	176	769	248	1014	19:45			87	377	51	270	138	647
08:00			52		141		193		20:00			89		41		130	
08:15			42		140		182		20:15			61		53		114	
08:30			48		97		145		20:30			73		36		109	
08:45			41	183	85	463	126	646	20:45			85	308	48	178	133	486
09:00			51		84		135		21:00			67		48		115	
09:15			39		86		125		21:15			69		42		111	
09:30			50		82		132		21:30			67		48		115	
09:45			28	168	93	345	121	513	21:45			54	257	40	178	94	435
10:00			48		98		146		22:00			56		26		82	
10:15			42		84		126		22:15			39		21		60	
10:30			43		71		114		22:30			39		33		72	
10:45			50	183	68	321	118	504	22:45			35	169	26	106	61	275
11:00			67		75		142		23:00			33		21		54	
11:15			53		63		116		23:15			37		16		53	
11:30			78		73		151		23:30			32		19		51	
11:45			93	291	80	291	173	582	23:45			48	150	11	67	59	217
TOTALS				1413		3360		4773	TOTALS				4600		3300		7900
SPLIT %				29.6%		70.4%		37.7%	SPLIT %				58.2%		41.8%		62.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,013	6,660	12,673

AM Peak Hour			11:30	07:00	07:00	PM Peak Hour			15:45	14:30	15:45
AM Pk Volume			318	769	1014	PM Pk Volume			659	391	996
Pk Hr Factor			0.855	0.952	0.986	Pk Hr Factor			0.936	0.905	0.976
7 - 9 Volume	0	0	428	1232	1660	4 - 6 Volume	0	0	1244	694	1938
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:00	17:00	16:00
7 - 9 Pk Volume	0	0	245	769	1014	4 - 6 Pk	0	0	647	368	973
Pk Hr Factor	0.000	0.000	0.851	0.952	0.986	Pk Hr Factor	0.000	0.000	0.919	0.860	0.954

Prepared by NDS/ATD

VOLUME

Division St from Euclid Ave to Harbison Ave

Day: Wednesday
Date: 3/16/2011

City: National City
Project #: CA11_4074_077

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,136	6,751	12,887

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			32		13		45		12:00			67		95		162	
00:15			19		5		24		12:15			73		84		157	
00:30			20		9		29		12:30			72		84		156	
00:45			7	78	8	35	15	113	12:45			80	292	87	350	167	642
01:00			20		4		24		13:00			77		89		166	
01:15			14		10		24		13:15			92		72		164	
01:30			8		5		13		13:30			73		86		159	
01:45			13	55	3	22	16	77	13:45			82	324	85	332	167	656
02:00			8		5		13		14:00			82		76		158	
02:15			9		4		13		14:15			98		93		191	
02:30			9		6		15		14:30			99		101		200	
02:45			8	34	8	23	16	57	14:45			136	415	100	370	236	785
03:00			9		10		19		15:00			143		99		242	
03:15			5		14		19		15:15			137		92		229	
03:30			1		7		8		15:30			144		118		262	
03:45			5	20	13	44	18	64	15:45			158	582	91	400	249	982
04:00			2		21		23		16:00			162		78		240	
04:15			4		29		33		16:15			181		89		270	
04:30			7		40		47		16:30			140		96		236	
04:45			5	18	43	133	48	151	16:45			151	634	103	366	254	1000
05:00			6		67		73		17:00			132		101		233	
05:15			11		87		98		17:15			140		86		226	
05:30			14		106		120		17:30			169		102		271	
05:45			16	47	68	328	84	375	17:45			139	580	109	398	248	978
06:00			19		92		111		18:00			142		97		239	
06:15			25		116		141		18:15			157		92		249	
06:30			26		174		200		18:30			131		100		231	
06:45			43	113	184	566	227	679	18:45			119	549	98	387	217	936
07:00			46		193		239		19:00			114		84		198	
07:15			60		174		234		19:15			118		74		192	
07:30			61		211		272		19:30			104		60		164	
07:45			60	227	184	762	244	989	19:45			101	437	48	266	149	703
08:00			71		144		215		20:00			90		47		137	
08:15			49		125		174		20:15			94		55		149	
08:30			39		111		150		20:30			70		56		126	
08:45			39	198	107	487	146	685	20:45			82	336	54	212	136	548
09:00			35		76		111		21:00			75		58		133	
09:15			54		84		138		21:15			84		49		133	
09:30			34		81		115		21:30			61		37		98	
09:45			39	162	85	326	124	488	21:45			38	258	42	186	80	444
10:00			40		79		119		22:00			48		23		71	
10:15			56		64		120		22:15			56		31		87	
10:30			55		70		125		22:30			48		36		84	
10:45			47	198	79	292	126	490	22:45			36	188	27	117	63	305
11:00			56		69		125		23:00			32		13		45	
11:15			68		69		137		23:15			39		23		62	
11:30			70		70		140		23:30			22		14		36	
11:45			72	266	76	284	148	550	23:45			32	125	15	65	47	190
TOTALS				1416		3302		4718	TOTALS				4720		3449		8169
SPLIT %				30.0%		70.0%		36.6%	SPLIT %				57.8%		42.2%		63.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	6,136	6,751	12,887

AM Peak Hour			11:45	06:45	07:00	PM Peak Hour			15:30	14:45	15:30
AM Pk Volume			284	762	989	PM Pk Volume			645	409	1021
Pk Hr Factor			0.973	0.903	0.909	Pk Hr Factor			0.891	0.867	0.945
7 - 9 Volume	0	0	425	1249	1674	4 - 6 Volume	0	0	1214	764	1978
7 - 9 Peak Hour			07:15	07:00	07:00	4 - 6 Peak Hour			16:00	17:00	16:00
7 - 9 Pk Volume	0	0	252	762	989	4 - 6 Pk	0	0	634	398	1000
Pk Hr Factor	0.000	0.000	0.887	0.903	0.909	Pk Hr Factor	0.000	0.000	0.876	0.913	0.926

Volumes for: STATION#3057 on Tuesday, March 22, 2011 City: San Diego Project #: 11-4066-013
Location: Division St between Paradise Rd & 58 St File No. MC0191-11

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	28	66			6	66				
12:15	15	64			10	67				
12:30	14	73			5	70				
12:45	15	74	72	277	7	58	28	261	100	538
1:00	10	57			1	83				
1:15	14	74			8	61				
1:30	6	78			5	74				
1:45	6	69	36	278	5	79	19	297	55	575
2:00	11	86			5	64				
2:15	9	101			2	101				
2:30	3	84			5	105				
2:45	5	135	28	406	5	86	17	356	45	762
3:00	3	142			4	92				
3:15	3	122			8	86				
3:30	1	133			11	86				
3:45	0	168	7	565	8	83	31	347	38	912
4:00	3	158			16	67				
4:15	1	150			24	90				
4:30	2	147			31	84				
4:45	11	156	17	611	43	86	114	327	131	938
5:00	5	136			53	91				
5:15	11	121			75	85				
5:30	13	144			94	84				
5:45	13	127	42	528	76	82	298	342	340	870
6:00	17	119			89	75				
6:15	28	148			106	75				
6:30	26	103			156	63				
6:45	44	89	115	459	156	88	507	301	622	760
7:00	52	99			172	72				
7:15	58	86			166	75				
7:30	53	91			153	70				
7:45	42	84	205	360	161	51	652	268	857	628
8:00	58	59			112	46				
8:15	42	74			111	47				
8:30	36	77			83	32				
8:45	36	75	172	285	72	25	378	150	550	435
9:00	43	69			76	45				
9:15	40	62			68	33				
9:30	35	49			73	36				
9:45	31	42	149	222	73	31	290	145	439	367
10:00	25	40			51	17				
10:15	39	41			64	19				
10:30	42	35			68	28				
10:45	45	34	151	150	60	27	243	91	394	241
11:00	51	26			54	23				
11:15	45	25			72	22				
11:30	48	30			64	13				
11:45	51	33	195	114	61	8	251	66	446	180
Total	1189	4255	1189	4255	2828	2951	2828	2951	4017	7206
Combined Total	5444		5444		5779		5779		11223	
AM Peak	11:45 AM				7:00 AM					
Vol.	254				652					
P.H.F.	0.870				0.948					
PM Peak		3:45 PM				2:15 PM				
Vol.		623				384				
P.H.F.		0.927				0.914				
Percentage	21.8%	78.2%			48.9%	51.1%				

Prepared by NDS/ATD

VOLUME

Division St between 58th St & Valencia Pkwy

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_034

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,216	5,384	10,600

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			20		13		33		12:00			63		55		118	
00:15			27		7		34		12:15			66		71		137	
00:30			16		4		20		12:30			62		60		122	
00:45			10	73	6	30	16	103	12:45			61	252	53	239	114	491
01:00			9		6		15		13:00			63		73		136	
01:15			17		6		23		13:15			69		43		112	
01:30			5		7		12		13:30			52		81		133	
01:45			10	41	4	23	14	64	13:45			80	264	50	247	130	511
02:00			5		5		10		14:00			90		69		159	
02:15			5		2		7		14:15			90		115		205	
02:30			7		2		9		14:30			78		114		192	
02:45			3	20	3	12	6	32	14:45			113	371	77	375	190	746
03:00			3		8		11		15:00			121		81		202	
03:15			3		14		17		15:15			122		63		185	
03:30			3		14		17		15:30			117		60		177	
03:45			0	9	5	41	5	50	15:45			106	466	60	264	166	730
04:00			1		15		16		16:00			123		81		204	
04:15			3		36		39		16:15			124		67		191	
04:30			3		32		35		16:30			139		71		210	
04:45			10	17	50	133	60	150	16:45			124	510	73	292	197	802
05:00			8		76		84		17:00			131		80		211	
05:15			10		74		84		17:15			145		79		224	
05:30			12		80		92		17:30			126		87		213	
05:45			7	37	93	323	100	360	17:45			106	508	90	336	196	844
06:00			23		107		130		18:00			111		62		173	
06:15			23		119		142		18:15			114		87		201	
06:30			41		132		173		18:30			102		70		172	
06:45			61	148	145	503	206	651	18:45			105	432	63	282	168	714
07:00			50		152		202		19:00			95		58		153	
07:15			65		153		218		19:15			101		60		161	
07:30			47		141		188		19:30			89		45		134	
07:45			51	213	147	593	198	806	19:45			93	378	38	201	131	579
08:00			43		111		154		20:00			74		36		110	
08:15			43		85		128		20:15			72		28		100	
08:30			32		83		115		20:30			56		30		86	
08:45			37	155	89	368	126	523	20:45			53	255	31	125	84	380
09:00			50		64		114		21:00			57		42		99	
09:15			55		55		110		21:15			56		44		100	
09:30			37		60		97		21:30			54		25		79	
09:45			31	173	78	257	109	430	21:45			43	210	26	137	69	347
10:00			42		61		103		22:00			43		37		80	
10:15			49		48		97		22:15			39		25		64	
10:30			47		57		104		22:30			36		25		61	
10:45			56	194	72	238	128	432	22:45			31	149	21	108	52	257
11:00			63		46		109		23:00			24		6		30	
11:15			55		55		110		23:15			28		14		42	
11:30			54		70		124		23:30			27		5		32	
11:45			61	233	53	224	114	457	23:45			29	108	8	33	37	141
TOTALS				1313		2745		4058	TOTALS				3903		2639		6542
SPLIT %				32.4%		67.6%		38.3%	SPLIT %				59.7%		40.3%		61.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,216	5,384	10,600

AM Peak Hour			11:45	07:00	06:45	PM Peak Hour			16:30	14:15	16:45
AM Pk Volume			252	593	814	PM Pk Volume			539	387	845
Pk Hr Factor			0.955	0.969	0.933	Pk Hr Factor			0.929	0.841	0.943
7 - 9 Volume	0	0	368	961	1329	4 - 6 Volume	0	0	1018	628	1646
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:30	17:00	16:45
7 - 9 Pk Volume	0	0	213	593	806	4 - 6 Pk Volume	0	0	539	336	845
Pk Hr Factor	0.000	0.000	0.819	0.969	0.924	Pk Hr Factor	0.000	0.000	0.929	0.933	0.943

Prepared by NDS/ATD

VOLUME

Division St between 58th St & Valencia Pkwy

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_034

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,345	5,411	10,756

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			23		6		29		12:00			87		66		153	
00:15			22		4		26		12:15			87		86		173	
00:30			12		3		15		12:30			69		93		162	
00:45			13	70	8	21	21	91	12:45			64	307	74	319	138	626
01:00			11		2		13		13:00			51		76		127	
01:15			13		3		16		13:15			60		64		124	
01:30			7		0		7		13:30			76		61		137	
01:45			7	38	8	13	15	51	13:45			61	248	57	258	118	506
02:00			4		4		8		14:00			69		69		138	
02:15			7		5		12		14:15			77		70		147	
02:30			3		3		6		14:30			80		67		147	
02:45			2	16	3	15	5	31	14:45			115	341	71	277	186	618
03:00			3		8		11		15:00			113		64		177	
03:15			9		17		26		15:15			114		55		169	
03:30			4		19		23		15:30			122		56		178	
03:45			1	17	7	51	8	68	15:45			126	475	64	239	190	714
04:00			1		11		12		16:00			121		73		194	
04:15			5		32		37		16:15			132		66		198	
04:30			3		34		37		16:30			126		81		207	
04:45			8	17	48	125	56	142	16:45			115	494	72	292	187	786
05:00			10		69		79		17:00			144		73		217	
05:15			7		79		86		17:15			120		76		196	
05:30			8		90		98		17:30			121		85		206	
05:45			12	37	80	318	92	355	17:45			114	499	69	303	183	802
06:00			26		98		124		18:00			129		98		227	
06:15			27		116		143		18:15			157		56		213	
06:30			46		132		178		18:30			134		70		204	
06:45			53	152	136	482	189	634	18:45			120	540	56	280	176	820
07:00			52		180		232		19:00			94		55		149	
07:15			56		154		210		19:15			118		61		179	
07:30			47		153		200		19:30			81		48		129	
07:45			59	214	139	626	198	840	19:45			73	366	45	209	118	575
08:00			49		122		171		20:00			70		49		119	
08:15			44		86		130		20:15			62		41		103	
08:30			36		100		136		20:30			73		33		106	
08:45			39	168	87	395	126	563	20:45			71	276	39	162	110	438
09:00			40		72		112		21:00			54		53		107	
09:15			39		70		109		21:15			59		35		94	
09:30			45		62		107		21:30			56		43		99	
09:45			38	162	53	257	91	419	21:45			43	212	23	154	66	366
10:00			25		78		103		22:00			49		27		76	
10:15			42		62		104		22:15			42		30		72	
10:30			41		55		96		22:30			38		25		63	
10:45			49	157	52	247	101	404	22:45			26	155	22	104	48	259
11:00			61		60		121		23:00			29		10		39	
11:15			61		48		109		23:15			28		13		41	
11:30			67		54		121		23:30			22		10		32	
11:45			82	271	59	221	141	492	23:45			34	113	10	43	44	156
TOTALS				1319		2771		4090	TOTALS				4026		2640		6666
SPLIT %				32.2%		67.8%		38.0%	SPLIT %				60.4%		39.6%		62.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,345	5,411	10,756

AM Peak Hour			11:45	07:00	07:00	PM Peak Hour			18:00	12:15	17:30
AM Pk Volume			325	626	840	PM Pk Volume			540	329	829
Pk Hr Factor			0.934	0.869	0.905	Pk Hr Factor			0.860	0.884	0.913
7 - 9 Volume	0	0	382	1021	1403	4 - 6 Volume	0	0	993	595	1588
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:15	16:45	16:15
7 - 9 Pk Volume	0	0	214	626	840	4 - 6 Pk Volume	0	0	517	306	809
Pk Hr Factor	0.000	0.000	0.907	0.869	0.905	Pk Hr Factor	0.000	0.000	0.898	0.900	0.932

Prepared by NDS/ATD

VOLUME

Division St between Valencia Pkwy & 61st St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_035

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,597	4,445	9,042

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			22		10		32		12:00			52		38		90	
00:15			24		8		32		12:15			57		52		109	
00:30			15		2		17		12:30			55		49		104	
00:45			6	67	4	24	10	91	12:45			53	217	49	188	102	405
01:00			9		6		15		13:00			55		65		120	
01:15			10		3		13		13:15			68		35		103	
01:30			6		6		12		13:30			47		74		121	
01:45			8	33	3	18	11	51	13:45			52	222	53	227	105	449
02:00			4		5		9		14:00			84		77		161	
02:15			4		1		5		14:15			87		100		187	
02:30			8		3		11		14:30			90		84		174	
02:45			5	21	4	13	9	34	14:45			97	358	61	322	158	680
03:00			3		10		13		15:00			100		70		170	
03:15			2		8		10		15:15			96		55		151	
03:30			4		12		16		15:30			102		48		150	
03:45			0	9	4	34	4	43	15:45			98	396	47	220	145	616
04:00			1		9		10		16:00			103		55		158	
04:15			1		23		24		16:15			116		43		159	
04:30			4		20		24		16:30			105		56		161	
04:45			6	12	33	85	39	97	16:45			119	443	65	219	184	662
05:00			10		59		69		17:00			107		61		168	
05:15			5		57		62		17:15			124		67		191	
05:30			12		62		74		17:30			113		78		191	
05:45			8	35	62	240	70	275	17:45			97	441	72	278	169	719
06:00			16		85		101		18:00			109		48		157	
06:15			19		98		117		18:15			95		62		157	
06:30			37		115		152		18:30			84		53		137	
06:45			64	136	129	427	193	563	18:45			108	396	45	208	153	604
07:00			55		147		202		19:00			66		47		113	
07:15			51		180		231		19:15			75		42		117	
07:30			37		134		171		19:30			75		31		106	
07:45			53	196	112	573	165	769	19:45			74	290	28	148	102	438
08:00			40		92		132		20:00			72		30		102	
08:15			43		75		118		20:15			69		22		91	
08:30			32		66		98		20:30			43		23		66	
08:45			30	145	71	304	101	449	20:45			44	228	28	103	72	331
09:00			49		49		98		21:00			49		35		84	
09:15			61		41		102		21:15			50		42		92	
09:30			27		44		71		21:30			41		25		66	
09:45			31	168	65	199	96	367	21:45			50	190	17	119	67	309
10:00			37		52		89		22:00			40		30		70	
10:15			50		51		101		22:15			36		24		60	
10:30			37		48		85		22:30			28		18		46	
10:45			50	174	46	197	96	371	22:45			19	123	16	88	35	211
11:00			60		36		96		23:00			20		8		28	
11:15			50		54		104		23:15			23		11		34	
11:30			44		44		88		23:30			25		8		33	
11:45			46	200	44	178	90	378	23:45			29	97	6	33	35	130
TOTALS				1196		2292		3488	TOTALS				3401		2153		5554
SPLIT %				34.3%		65.7%		38.6%	SPLIT %				61.2%		38.8%		61.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,597	4,445	9,042

AM Peak Hour			11:45	06:45	06:45	PM Peak Hour			16:45	14:00	16:45
AM Pk Volume			210	590	797	PM Pk Volume			463	322	734
Pk Hr Factor			0.921	0.819	0.863	Pk Hr Factor			0.933	0.805	0.961
7 - 9 Volume	0	0	341	877	1218	4 - 6 Volume	0	0	884	497	1381
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:45	17:00	16:45
7 - 9 Pk Volume	0	0	196	573	769	4 - 6 Pk Volume	0	0	463	278	734
Pk Hr Factor	0.000	0.000	0.891	0.796	0.832	Pk Hr Factor	0.000	0.000	0.933	0.891	0.961

Prepared by NDS/ATD

VOLUME

Division St between Valencia Pkwy & 61st St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_035

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,689	4,499	9,188

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			18		5		23		12:00			82		64		146	
00:15			17		4		21		12:15			94		60		154	
00:30			11		2		13		12:30			61		78		139	
00:45			10	56	5	16	15	72	12:45			49	286	62	264	111	550
01:00			13		3		16		13:00			45		55		100	
01:15			9		3		12		13:15			53		49		102	
01:30			5		2		7		13:30			69		59		128	
01:45			8	35	8	16	16	51	13:45			49	216	49	212	98	428
02:00			4		5		9		14:00			67		52		119	
02:15			5		1		6		14:15			73		65		138	
02:30			4		3		7		14:30			69		49		118	
02:45			3	16	2	11	5	27	14:45			100	309	68	234	168	543
03:00			4		6		10		15:00			107		48		155	
03:15			4		12		16		15:15			82		46		128	
03:30			3		12		15		15:30			118		40		158	
03:45			0	11	4	34	4	45	15:45			108	415	64	198	172	613
04:00			2		5		7		16:00			114		53		167	
04:15			4		22		26		16:15			122		48		170	
04:30			1		25		26		16:30			108		58		166	
04:45			6	13	31	83	37	96	16:45			105	449	67	226	172	675
05:00			10		57		67		17:00			131		59		190	
05:15			6		56		62		17:15			118		58		176	
05:30			5		73		78		17:30			116		61		177	
05:45			10	31	66	252	76	283	17:45			103	468	50	228	153	696
06:00			26		76		102		18:00			107		76		183	
06:15			18		104		122		18:15			126		56		182	
06:30			46		120		166		18:30			133		48		181	
06:45			59	149	122	422	181	571	18:45			98	464	46	226	144	690
07:00			49		174		223		19:00			72		37		109	
07:15			44		173		217		19:15			91		57		148	
07:30			44		136		180		19:30			76		38		114	
07:45			51	188	100	583	151	771	19:45			66	305	34	166	100	471
08:00			40		102		142		20:00			53		45		98	
08:15			42		70		112		20:15			52		36		88	
08:30			35		98		133		20:30			57		27		84	
08:45			25	142	62	332	87	474	20:45			61	223	30	138	91	361
09:00			42		56		98		21:00			48		40		88	
09:15			46		60		106		21:15			42		28		70	
09:30			31		48		79		21:30			42		38		80	
09:45			35	154	46	210	81	364	21:45			40	172	21	127	61	299
10:00			13		64		77		22:00			45		19		64	
10:15			41		44		85		22:15			31		27		58	
10:30			42		50		92		22:30			24		16		40	
10:45			44	140	40	198	84	338	22:45			25	125	15	77	40	202
11:00			55		45		100		23:00			24		8		32	
11:15			53		47		100		23:15			23		9		32	
11:30			51		55		106		23:30			20		10		30	
11:45			60	219	64	211	124	430	23:45			36	103	8	35	44	138
TOTALS				1154		2368		3522	TOTALS				3535		2131		5666
SPLIT %				32.8%		67.2%		38.3%	SPLIT %				62.4%		37.6%		61.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,689	4,499	9,188

AM Peak Hour			11:45	06:45	06:45	PM Peak Hour			16:45	12:00	16:45
AM Pk Volume			297	605	801	PM Pk Volume			470	264	715
Pk Hr Factor			0.790	0.869	0.898	Pk Hr Factor			0.897	0.846	0.941
7 - 9 Volume	0	0	330	915	1245	4 - 6 Volume	0	0	917	454	1371
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:45	16:45	16:45
7 - 9 Pk Volume	0	0	188	583	771	4 - 6 Pk Volume	0	0	470	245	715
Pk Hr Factor	0.000	0.000	0.922	0.838	0.864	Pk Hr Factor	0.000	0.000	0.897	0.914	0.941

Volumes for: STATION#9101 on Tuesday, March 22, 2011

City: San Diego

Project #: 11-4066-027

Location: Division St between 61 St & Vinca Wy

File No. MC0205-11

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	18	41			5	37				
12:15	13	33			9	38				
12:30	11	37			7	37				
12:45	8	40	50	151	5	33	26	145	76	296
1:00	7	35			2	43				
1:15	9	46			5	34				
1:30	4	45			6	41				
1:45	5	33	25	159	4	37	17	155	42	314
2:00	6	48			2	41				
2:15	3	80			1	70				
2:30	4	63			3	57				
2:45	2	65	15	256	4	46	10	214	25	470
3:00	0	97			6	46				
3:15	0	77			4	44				
3:30	2	69			3	43				
3:45	1	94	3	337	8	40	21	173	24	510
4:00	1	90			7	44				
4:15	1	86			16	39				
4:30	2	96			12	40				
4:45	4	90	8	362	26	37	61	160	69	522
5:00	1	91			23	45				
5:15	7	81			46	34				
5:30	7	92			48	40				
5:45	10	78	25	342	38	38	155	157	180	499
6:00	9	60			53	32				
6:15	14	90			57	40				
6:30	14	63			109	37				
6:45	37	69	74	282	99	36	318	145	392	427
7:00	53	54			122	32				
7:15	54	55			133	32				
7:30	36	47			110	33				
7:45	32	49	175	205	97	27	462	124	637	329
8:00	35	42			60	30				
8:15	31	28			50	28				
8:30	25	46			49	18				
8:45	21	39	112	155	39	25	198	101	310	256
9:00	30	33			42	29				
9:15	35	31			36	19				
9:30	22	29			44	19				
9:45	18	26	105	119	41	16	163	83	268	202
10:00	19	28			24	13				
10:15	26	22			37	12				
10:30	30	22			41	15				
10:45	22	26	97	98	38	12	140	52	237	150
11:00	32	13			28	11				
11:15	23	11			39	7				
11:30	27	12			32	6				
11:45	26	21	108	57	28	4	127	28	235	85
Total	797	2523	797	2523	1698	1537	1698	1537	2495	4060
Combined Total	3320		3320		3235		3235		6555	
AM Peak	6:45 AM				6:45 AM					
Vol.	180				464					
P.H.F.	0.833				0.872					
PM Peak		3:45 PM				2:15 PM				
Vol.		366				219				
P.H.F.		0.953				0.782				
Percentage	24.0%	76.0%			52.5%	47.5%				

Prepared by NDS/ATD

VOLUME

Cesar Chavez Pkwy between Commercial St & I-5 NB Ramps

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_036

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,107	2,642	5,749

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			6		5		11		12:00			58		39		97	
00:15			9		5		14		12:15			52		47		99	
00:30			7		3		10		12:30			70		36		106	
00:45			11	33	1	14	12	47	12:45			43	223	46	168	89	391
01:00			1		2		3		13:00			41		38		79	
01:15			2		1		3		13:15			54		37		91	
01:30			3		2		5		13:30			53		43		96	
01:45			5	11	5	10	10	21	13:45			44	192	33	151	77	343
02:00			5		3		8		14:00			55		43		98	
02:15			1		2		3		14:15			50		33		83	
02:30			3		2		5		14:30			70		38		108	
02:45			3	12	1	8	4	20	14:45			82	257	50	164	132	421
03:00			2		2		4		15:00			55		53		108	
03:15			6		4		10		15:15			55		38		93	
03:30			2		2		4		15:30			69		55		124	
03:45			3	13	3	11	6	24	15:45			60	239	36	182	96	421
04:00			3		5		8		16:00			68		45		113	
04:15			4		5		9		16:15			57		42		99	
04:30			4		11		15		16:30			66		32		98	
04:45			8	19	10	31	18	50	16:45			74	265	35	154	109	419
05:00			6		13		19		17:00			68		34		102	
05:15			10		22		32		17:15			57		49		106	
05:30			8		20		28		17:30			47		51		98	
05:45			25	49	27	82	52	131	17:45			61	233	49	183	110	416
06:00			24		16		40		18:00			58		44		102	
06:15			22		27		49		18:15			39		47		86	
06:30			22		32		54		18:30			42		34		76	
06:45			15	83	44	119	59	202	18:45			50	189	26	151	76	340
07:00			37		35		72		19:00			34		30		64	
07:15			38		38		76		19:15			37		27		64	
07:30			30		42		72		19:30			29		29		58	
07:45			43	148	69	184	112	332	19:45			40	140	28	114	68	254
08:00			28		67		95		20:00			37		24		61	
08:15			32		59		91		20:15			37		19		56	
08:30			41		48		89		20:30			24		22		46	
08:45			47	148	40	214	87	362	20:45			36	134	16	81	52	215
09:00			43		51		94		21:00			32		19		51	
09:15			53		40		93		21:15			23		17		40	
09:30			41		44		85		21:30			20		21		41	
09:45			37	174	34	169	71	343	21:45			19	94	12	69	31	163
10:00			34		41		75		22:00			26		24		50	
10:15			41		35		76		22:15			16		14		30	
10:30			53		38		91		22:30			17		9		26	
10:45			43	171	43	157	86	328	22:45			7	66	9	56	16	122
11:00			40		44		84		23:00			16		11		27	
11:15			43		35		78		23:15			5		3		8	
11:30			48		37		85		23:30			12		5		17	
11:45			46	177	33	149	79	326	23:45			4	37	2	21	6	58
TOTALS				1038		1148		2186	TOTALS				2069		1494		3563
SPLIT %				47.5%		52.5%		38.0%	SPLIT %				58.1%		41.9%		62.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,107	2,642	5,749

AM Peak Hour			11:45	07:45	07:45	PM Peak Hour			16:00	14:45	14:45
AM Pk Volume			226	243	387	PM Pk Volume			265	196	457
Pk Hr Factor			0.807	0.880	0.864	Pk Hr Factor			0.895	0.891	0.866
7 - 9 Volume	0	0	296	398	694	4 - 6 Volume	0	0	498	337	835
7 - 9 Peak Hour			07:00	07:45	07:45	4 - 6 Peak Hour			16:00	17:00	16:00
7 - 9 Pk Volume	0	0	148	243	387	4 - 6 Pk Volume	0	0	265	183	419
Pk Hr Factor	0.000	0.000	0.860	0.880	0.864	Pk Hr Factor	0.000	0.000	0.895	0.897	0.927

Prepared by NDS/ATD

VOLUME

Cesar Chavez Pkwy between Commercial St & I-5 NB Ramps

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_036

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,969	2,665	5,634

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			11		9		20		12:00			39		45		84	
00:15			12		1		13		12:15			63		46		109	
00:30			7		2		9		12:30			48		52		100	
00:45			5	35	3	15	8	50	12:45			46	196	31	174	77	370
01:00			4		3		7		13:00			46		33		79	
01:15			4		2		6		13:15			54		21		75	
01:30			5		0		5		13:30			55		35		90	
01:45			4	17	4	9	8	26	13:45			46	201	31	120	77	321
02:00			2		3		5		14:00			45		43		88	
02:15			0		2		2		14:15			34		31		65	
02:30			4		1		5		14:30			55		44		99	
02:45			1	7	2	8	3	15	14:45			83	217	42	160	125	377
03:00			4		0		4		15:00			70		40		110	
03:15			5		2		7		15:15			63		50		113	
03:30			1		2		3		15:30			82		47		129	
03:45			5	15	3	7	8	22	15:45			58	273	58	195	116	468
04:00			2		2		4		16:00			62		51		113	
04:15			4		4		8		16:15			43		40		83	
04:30			7		3		10		16:30			53		43		96	
04:45			9	22	6	15	15	37	16:45			63	221	52	186	115	407
05:00			12		15		27		17:00			65		49		114	
05:15			11		12		23		17:15			68		49		117	
05:30			12		25		37		17:30			52		60		112	
05:45			13	48	20	72	33	120	17:45			46	231	61	219	107	450
06:00			19		19		38		18:00			33		43		76	
06:15			23		28		51		18:15			41		36		77	
06:30			18		31		49		18:30			43		50		93	
06:45			28	88	29	107	57	195	18:45			40	157	46	175	86	332
07:00			34		42		76		19:00			41		47		88	
07:15			40		43		83		19:15			28		30		58	
07:30			28		47		75		19:30			16		32		48	
07:45			27	129	66	198	93	327	19:45			35	120	21	130	56	250
08:00			40		69		109		20:00			46		24		70	
08:15			43		57		100		20:15			33		23		56	
08:30			44		51		95		20:30			24		22		46	
08:45			43	170	30	207	73	377	20:45			32	135	31	100	63	235
09:00			30		29		59		21:00			17		9		26	
09:15			32		37		69		21:15			25		17		42	
09:30			46		39		85		21:30			17		14		31	
09:45			40	148	42	147	82	295	21:45			10	69	13	53	23	122
10:00			32		35		67		22:00			17		14		31	
10:15			47		38		85		22:15			15		16		31	
10:30			47		38		85		22:30			21		5		26	
10:45			45	171	43	154	88	325	22:45			15	68	9	44	24	112
11:00			51		32		83		23:00			10		11		21	
11:15			37		40		77		23:15			12		3		15	
11:30			45		36		81		23:30			24		4		28	
11:45			48	181	36	144	84	325	23:45			4	50	8	26	12	76
TOTALS				1031		1083		2114	TOTALS				1938		1582		3520
SPLIT %				48.8%		51.2%		37.5%	SPLIT %				55.1%		44.9%		62.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,969	2,665	5,634

AM Peak Hour			11:45	07:45	07:45	PM Peak Hour			14:45	17:00	14:45
AM Pk Volume			198	243	397	PM Pk Volume			298	219	477
Pk Hr Factor			0.786	0.880	0.911	Pk Hr Factor			0.898	0.898	0.924
7 - 9 Volume	0	0	299	405	704	4 - 6 Volume	0	0	452	405	857
7 - 9 Peak Hour			08:00	07:45	07:45	4 - 6 Peak Hour			16:30	17:00	16:45
7 - 9 Pk Volume	0	0	170	243	397	4 - 6 Pk Volume	0	0	249	219	458
Pk Hr Factor	0.000	0.000	0.966	0.880	0.911	Pk Hr Factor	0.000	0.000	0.915	0.898	0.979

Prepared by NDS/ATD

VOLUME

Cesar Chavez Pkwy between I-5 NB Ramps & SR-75 On-Ramp/Logan Ave

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_037

DAILY TOTALS	NB	SB	EB	WB	Total
	4,817	8,808	0	0	13,625

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	7		13						20		12:00	93		128						221	
00:15	19		9						28		12:15	86		142						228	
00:30	10		8						18		12:30	75		112						187	
00:45	8	44	11	41					19	85	12:45	66	320	138	520					204	840
01:00	5		5						10		13:00	86		112						198	
01:15	5		4						9		13:15	64		132						196	
01:30	3		3						6		13:30	70		140						210	
01:45	5	18	6	18					11	36	13:45	67	287	147	531					214	818
02:00	3		11						14		14:00	87		142						229	
02:15	0		6						6		14:15	90		147						237	
02:30	4		10						14		14:30	142		134						276	
02:45	3	10	9	36					12	46	14:45	169	488	125	548					294	1036
03:00	4		10						14		15:00	116		116						232	
03:15	1		22						23		15:15	108		123						231	
03:30	5		21						26		15:30	106		125						231	
03:45	2	12	32	85					34	97	15:45	106	436	126	490					232	926
04:00	1		22						23		16:00	96		129						225	
04:15	4		47						51		16:15	101		130						231	
04:30	6		74						80		16:30	111		108						219	
04:45	8	19	107	250					115	269	16:45	117	425	121	488					238	913
05:00	11		129						140		17:00	99		97						196	
05:15	14		164						178		17:15	77		110						187	
05:30	17		215						232		17:30	75		121						196	
05:45	23	65	177	685					200	750	17:45	95	346	111	439					206	785
06:00	38		123						161		18:00	70		97						167	
06:15	26		128						154		18:15	69		73						142	
06:30	48		146						194		18:30	61		87						148	
06:45	47	159	178	575					225	734	18:45	53	253	83	340					136	593
07:00	53		137						190		19:00	61		77						138	
07:15	51		163						214		19:15	34		60						94	
07:30	67		170						237		19:30	49		67						116	
07:45	66	237	181	651					247	888	19:45	47	191	55	259					102	450
08:00	69		179						248		20:00	39		46						85	
08:15	60		206						266		20:15	41		52						93	
08:30	62		200						262		20:30	31		51						82	
08:45	59	250	178	763					237	1013	20:45	55	166	47	196					102	362
09:00	62		134						196		21:00	36		59						95	
09:15	55		149						204		21:15	29		43						72	
09:30	62		117						179		21:30	31		75						106	
09:45	50	229	125	525					175	754	21:45	24	120	52	229					76	349
10:00	64		124						188		22:00	25		31						56	
10:15	84		99						183		22:15	14		46						60	
10:30	69		88						157		22:30	20		44						64	
10:45	67	284	102	413					169	697	22:45	16	75	32	153					48	228
11:00	61		122						183		23:00	19		20						39	
11:15	66		127						193		23:15	17		24						41	
11:30	83		110						193		23:30	20		17						37	
11:45	106	316	131	490					237	806	23:45	11	67	22	83					33	150
TOTALS		1643		4532						6175	TOTALS		3174		4276						7450
SPLIT %		26.6%		73.4%						45.3%	SPLIT %		42.6%		57.4%						54.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	4,817	8,808	0	0	13,625

AM Peak Hour	11:30	07:45			07:45	PM Peak Hour	14:30	13:30			14:15
AM Pk Volume	368	766			1023	PM Pk Volume	535	576			1039
Pk Hr Factor	0.868	0.930			0.961	Pk Hr Factor	0.791	0.980			0.884
7 - 9 Volume	487	1414	0	0	1901	4 - 6 Volume	771	927	0	0	1698
7 - 9 Peak Hour	07:30	07:45			07:45	4 - 6 Peak Hour	16:15	16:00			16:00
7 - 9 Pk Volume	262	766	0	0	1023	4 - 6 Pk Volume	428	488	0	0	913
Pk Hr Factor	0.949	0.930	0.000	0.000	0.961	Pk Hr Factor	0.915	0.938	0.000	0.000	0.959

Prepared by NDS/ATD

VOLUME

Cesar Chavez Pkwy between I-5 NB Ramps & SR-75 On-Ramp/Logan Ave

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_037

DAILY TOTALS	NB	SB	EB	WB	Total
	4,820	9,096	0	0	13,916

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	9		15						24		12:00	109		110						219	
00:15	12		12						24		12:15	72		129						201	
00:30	9		13						22		12:30	85		134						219	
00:45	11	41	12	52					23	93	12:45	77	343	133	506					210	849
01:00	3		7						10		13:00	66		129						195	
01:15	3		6						9		13:15	66		150						216	
01:30	4		8						12		13:30	72		162						234	
01:45	6	16	5	26					11	42	13:45	70	274	130	571					200	845
02:00	3		7						10		14:00	85		119						204	
02:15	2		10						12		14:15	102		126						228	
02:30	4		5						9		14:30	149		141						290	
02:45	3	12	11	33					14	45	14:45	132	468	164	550					296	1018
03:00	4		8						12		15:00	121		132						253	
03:15	7		22						29		15:15	92		123						215	
03:30	2		20						22		15:30	120		144						264	
03:45	3	16	22	72					25	88	15:45	99	432	122	521					221	953
04:00	4		42						46		16:00	104		132						236	
04:15	6		57						63		16:15	108		112						220	
04:30	4		80						84		16:30	113		114						227	
04:45	4	18	89	268					93	286	16:45	108	433	108	466					216	899
05:00	10		132						142		17:00	113		127						240	
05:15	21		172						193		17:15	73		108						181	
05:30	17		211						228		17:30	83		110						193	
05:45	39	87	178	693					217	780	17:45	83	352	113	458					196	810
06:00	31		142						173		18:00	86		94						180	
06:15	36		136						172		18:15	52		100						152	
06:30	41		132						173		18:30	41		101						142	
06:45	47	155	184	594					231	749	18:45	57	236	75	370					132	606
07:00	59		144						203		19:00	37		76						113	
07:15	60		150						210		19:15	43		77						120	
07:30	73		183						256		19:30	43		65						108	
07:45	77	269	184	661					261	930	19:45	43	166	49	267					92	433
08:00	50		206						256		20:00	40		76						116	
08:15	60		201						261		20:15	35		75						110	
08:30	62		159						221		20:30	28		54						82	
08:45	64	236	202	768					266	1004	20:45	50	153	53	258					103	411
09:00	68		137						205		21:00	36		46						82	
09:15	64		142						206		21:15	25		44						69	
09:30	67		133						200		21:30	28		62						90	
09:45	58	257	134	546					192	803	21:45	24	113	57	209					81	322
10:00	62		126						188		22:00	25		52						77	
10:15	68		115						183		22:15	24		39						63	
10:30	83		117						200		22:30	27		43						70	
10:45	68	281	119	477					187	758	22:45	12	88	38	172					50	260
11:00	83		101						184		23:00	22		25						47	
11:15	75		128						203		23:15	10		21						31	
11:30	89		117						206		23:30	18		22						40	
11:45	69	316	129	475					198	791	23:45	8	58	15	83					23	141
TOTALS		1704		4665						6369	TOTALS		3116		4431						7547
SPLIT %		26.8%		73.2%						45.8%	SPLIT %		41.3%		58.7%						54.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	4,820	9,096	0	0	13,916

AM Peak Hour	11:15	07:30			07:30	PM Peak Hour	14:15	12:45			14:15
AM Pk Volume	342	774			1034	PM Pk Volume	504	574			1067
Pk Hr Factor	0.784	0.939			0.990	Pk Hr Factor	0.846	0.886			0.901
7 - 9 Volume	505	1429	0	0	1934	4 - 6 Volume	785	924	0	0	1709
7 - 9 Peak Hour	07:00	07:30			07:30	4 - 6 Peak Hour	16:15	16:00			16:15
7 - 9 Pk Volume	269	774	0	0	1034	4 - 6 Pk Volume	442	466	0	0	903
Pk Hr Factor	0.873	0.939	0.000	0.000	0.990	Pk Hr Factor	0.978	0.883	0.000	0.000	0.941

Prepared by NDS/ATD

VOLUME

25th St between SR-94 WB Off-Ramp & SR-94 EB On-Ramp

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_038

DAILY TOTALS	NB	SB	EB	WB	Total
	4,045	9,010	0	0	13,055

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	10		25						35		12:00	51		109						160	
00:15	13		18						31		12:15	77		103						180	
00:30	10		21						31		12:30	56		153						209	
00:45	6	39	22	86					28	125	12:45	52	236	137	502					189	738
01:00	15		17						32		13:00	57		133						190	
01:15	7		6						13		13:15	55		130						185	
01:30	8		10						18		13:30	51		156						207	
01:45	6	36	16	49					22	85	13:45	56	219	152	571					208	790
02:00	4		18						22		14:00	49		137						186	
02:15	5		13						18		14:15	57		163						220	
02:30	4		6						10		14:30	70		157						227	
02:45	2	15	5	42					7	57	14:45	61	237	157	614					218	851
03:00	4		6						10		15:00	53		179						232	
03:15	4		4						8		15:15	57		150						207	
03:30	5		8						13		15:30	70		208						278	
03:45	3	16	3	21					6	37	15:45	76	256	185	722					261	978
04:00	4		10						14		16:00	55		187						242	
04:15	8		8						16		16:15	77		173						250	
04:30	5		12						17		16:30	74		184						258	
04:45	5	22	15	45					20	67	16:45	70	276	175	719					245	995
05:00	10		22						32		17:00	81		203						284	
05:15	20		37						57		17:15	75		234						309	
05:30	25		44						69		17:30	81		173						254	
05:45	29	84	49	152					78	236	17:45	67	304	161	771					228	1075
06:00	27		70						97		18:00	53		163						216	
06:15	37		61						98		18:15	65		170						235	
06:30	46		74						120		18:30	57		146						203	
06:45	76	186	77	282					153	468	18:45	44	219	135	614					179	833
07:00	72		91						163		19:00	53		118						171	
07:15	76		113						189		19:15	40		122						162	
07:30	100		136						236		19:30	37		107						144	
07:45	105	353	111	451					216	804	19:45	45	175	110	457					155	632
08:00	104		98						202		20:00	43		94						137	
08:15	83		113						196		20:15	37		98						135	
08:30	76		105						181		20:30	31		85						116	
08:45	68	331	124	440					192	771	20:45	33	144	81	358					114	502
09:00	61		110						171		21:00	25		91						116	
09:15	58		121						179		21:15	34		93						127	
09:30	52		130						182		21:30	28		88						116	
09:45	54	225	113	474					167	699	21:45	18	105	86	358					104	463
10:00	44		101						145		22:00	25		61						86	
10:15	45		105						150		22:15	18		69						87	
10:30	49		93						142		22:30	20		65						85	
10:45	45	183	98	397					143	580	22:45	26	89	51	246					77	335
11:00	53		123						176		23:00	22		46						68	
11:15	65		130						195		23:15	18		44						62	
11:30	44		102						146		23:30	22		51						73	
11:45	49	211	122	477					171	688	23:45	22	84	21	162					43	246
TOTALS		1701		2916						4617	TOTALS		2344		6094						8438
SPLIT %		36.8%		63.2%						35.4%	SPLIT %		27.8%		72.2%						64.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	4,045	9,010	0	0	13,055

AM Peak Hour	07:30	11:45			07:30	PM Peak Hour	16:45	16:30			16:30
AM Pk Volume	392	487			850	PM Pk Volume	307	796			1096
Pk Hr Factor	0.933	0.796			0.900	Pk Hr Factor	0.948	0.850			0.887
7 - 9 Volume	684	891	0	0	1575	4 - 6 Volume	580	1490	0	0	2070
7 - 9 Peak Hour	07:30	07:15			07:30	4 - 6 Peak Hour	16:45	16:30			16:30
7 - 9 Pk Volume	392	458	0	0	850	4 - 6 Pk Volume	307	796	0	0	1096
Pk Hr Factor	0.933	0.842	0.000	0.000	0.900	Pk Hr Factor	0.948	0.850	0.000	0.000	0.887

Prepared by NDS/ATD

VOLUME

25th St between SR-94 WB Off-Ramp & SR-94 EB On-Ramp

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_038

DAILY TOTALS	NB	SB	EB	WB	Total
	4,009	8,875	0	0	12,884

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	8		24						32		12:00	57		136						193	
00:15	10		23						33		12:15	60		122						182	
00:30	11		23						34		12:30	59		134						193	
00:45	8	37	20	90					28	127	12:45	39	215	162	554					201	769
01:00	6		19						25		13:00	62		135						197	
01:15	7		20						27		13:15	70		136						206	
01:30	3		12						15		13:30	67		138						205	
01:45	5	21	14	65					19	86	13:45	61	260	144	553					205	813
02:00	10		14						24		14:00	49		130						179	
02:15	6		12						18		14:15	59		136						195	
02:30	6		18						24		14:30	62		137						199	
02:45	3	25	5	49					8	74	14:45	67	237	149	552					216	789
03:00	5		14						19		15:00	52		204						256	
03:15	3		4						7		15:15	70		199						269	
03:30	4		7						11		15:30	52		195						247	
03:45	5	17	4	29					9	46	15:45	61	235	194	792					255	1027
04:00	8		11						19		16:00	54		199						253	
04:15	10		9						19		16:15	72		213						285	
04:30	5		12						17		16:30	70		189						259	
04:45	7	30	10	42					17	72	16:45	88	284	164	765					252	1049
05:00	7		24						31		17:00	65		193						258	
05:15	10		27						37		17:15	75		225						300	
05:30	22		36						58		17:30	70		196						266	
05:45	17	56	51	138					68	194	17:45	45	255	191	805					236	1060
06:00	30		64						94		18:00	62		173						235	
06:15	37		69						106		18:15	52		156						208	
06:30	56		60						116		18:30	57		136						193	
06:45	75	198	72	265					147	463	18:45	55	226	121	586					176	812
07:00	71		79						150		19:00	50		118						168	
07:15	95		105						200		19:15	49		112						161	
07:30	86		123						209		19:30	47		100						147	
07:45	109	361	99	406					208	767	19:45	32	178	100	430					132	608
08:00	92		110						202		20:00	50		71						121	
08:15	82		103						185		20:15	45		90						135	
08:30	79		101						180		20:30	36		92						128	
08:45	67	320	108	422					175	742	20:45	34	165	98	351					132	516
09:00	70		128						198		21:00	33		80						113	
09:15	53		117						170		21:15	40		68						108	
09:30	55		121						176		21:30	35		64						99	
09:45	44	222	122	488					166	710	21:45	28	136	69	281					97	417
10:00	41		100						141		22:00	15		78						93	
10:15	45		104						149		22:15	24		55						79	
10:30	57		95						152		22:30	19		38						57	
10:45	32	175	104	403					136	578	22:45	16	74	29	200					45	274
11:00	42		102						144		23:00	12		32						44	
11:15	48		135						183		23:15	18		36						54	
11:30	67		118						185		23:30	18		27						45	
11:45	56	213	139	494					195	707	23:45	21	69	20	115					41	184
TOTALS		1675		2891						4566	TOTALS		2334		5984						8318
SPLIT %		36.7%		63.3%						35.4%	SPLIT %		28.1%		71.9%						64.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	4,009	8,875	0	0	12,884

AM Peak Hour	07:15	11:45			07:15	PM Peak Hour	16:30	17:00			16:45
AM Pk Volume	382	531			819	PM Pk Volume	298	805			1076
Pk Hr Factor	0.876	0.955			0.980	Pk Hr Factor	0.847	0.894			0.897
7 - 9 Volume	681	828	0	0	1509	4 - 6 Volume	539	1570	0	0	2109
7 - 9 Peak Hour	07:15	07:15			07:15	4 - 6 Peak Hour	16:30	17:00			16:45
7 - 9 Pk Volume	382	437	0	0	819	4 - 6 Pk Volume	298	805	0	0	1076
Pk Hr Factor	0.876	0.888	0.000	0.000	0.980	Pk Hr Factor	0.847	0.894	0.000	0.000	0.897

Prepared by NDS/ATD

VOLUME

25th St between SR-94 EB On-Ramp & Market St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_039

DAILY TOTALS	NB	SB	EB	WB	Total
	4,973	6,045	0	0	11,018

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	20		16						36		12:00	79		73						152	
00:15	14		18						32		12:15	103		82						185	
00:30	10		17						27		12:30	74		87						161	
00:45	10	54	14	65					24	119	12:45	80	336	76	318					156	654
01:00	6		12						18		13:00	73		99						172	
01:15	3		6						9		13:15	75		101						176	
01:30	3		10						13		13:30	85		122						207	
01:45	9	21	14	42					23	63	13:45	99	332	99	421					198	753
02:00	4		12						16		14:00	86		85						171	
02:15	5		6						11		14:15	89		93						182	
02:30	4		4						8		14:30	105		104						209	
02:45	2	15	3	25					5	40	14:45	104	384	117	399					221	783
03:00	2		5						7		15:00	119		99						218	
03:15	4		4						8		15:15	94		92						186	
03:30	3		6						9		15:30	111		131						242	
03:45	2	11	2	17					4	28	15:45	104	428	114	436					218	864
04:00	4		5						9		16:00	106		131						237	
04:15	5		6						11		16:15	99		115						214	
04:30	10		9						19		16:30	110		114						224	
04:45	6	25	12	32					18	57	16:45	109	424	136	496					245	920
05:00	5		13						18		17:00	126		125						251	
05:15	6		22						28		17:15	125		159						284	
05:30	19		31						50		17:30	106		119						225	
05:45	29	59	40	106					69	165	17:45	106	463	115	518					221	981
06:00	16		50						66		18:00	72		119						191	
06:15	30		29						59		18:15	90		114						204	
06:30	38		42						80		18:30	62		90						152	
06:45	33	117	51	172					84	289	18:45	47	271	90	413					137	684
07:00	36		60						96		19:00	63		77						140	
07:15	54		62						116		19:15	39		93						132	
07:30	50		82						132		19:30	44		72						116	
07:45	69	209	67	271					136	480	19:45	36	182	69	311					105	493
08:00	59		73						132		20:00	49		64						113	
08:15	63		76						139		20:15	31		59						90	
08:30	95		71						166		20:30	29		58						87	
08:45	83	300	101	321					184	621	20:45	39	148	55	236					94	384
09:00	76		73						149		21:00	39		60						99	
09:15	83		81						164		21:15	29		54						83	
09:30	75		78						153		21:30	36		62						98	
09:45	77	311	83	315					160	626	21:45	24	128	50	226					74	354
10:00	83		74						157		22:00	16		29						45	
10:15	60		81						141		22:15	19		48						67	
10:30	70		60						130		22:30	21		38						59	
10:45	83	296	78	293					161	589	22:45	15	71	35	150					50	221
11:00	88		75						163		23:00	18		30						48	
11:15	84		97						181		23:15	16		33						49	
11:30	57		71						128		23:30	19		38						57	
11:45	84	313	97	340					181	653	23:45	22	75	21	122					43	197
TOTALS		1731		1999						3730	TOTALS		3242		4046						7288
SPLIT %		46.4%		53.6%						33.9%	SPLIT %		44.5%		55.5%						66.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	4,973	6,045	0	0	11,018

AM Peak Hour	11:45	11:00			11:45	PM Peak Hour	16:30	16:45			16:45
AM Pk Volume	340	340			679	PM Pk Volume	470	539			1005
Pk Hr Factor	0.825	0.876			0.918	Pk Hr Factor	0.933	0.847			0.885
7 - 9 Volume	509	592	0	0	1101	4 - 6 Volume	887	1014	0	0	1901
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:30	16:45			16:45
7 - 9 Pk Volume	300	321	0	0	621	4 - 6 Pk Volume	470	539	0	0	1005
Pk Hr Factor	0.789	0.795	0.000	0.000	0.844	Pk Hr Factor	0.933	0.847	0.000	0.000	0.885

Prepared by NDS/ATD

VOLUME

25th St between SR-94 EB On-Ramp & Market St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_039

DAILY TOTALS	NB	SB	EB	WB	Total
	5,056	5,753	0	0	10,809

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	12		20						32		12:00	84		91						175	
00:15	7		20						27		12:15	86		86						172	
00:30	13		14						27		12:30	92		93						185	
00:45	5	37	16	70					21	107	12:45	58	320	117	387					175	707
01:00	5		15						20		13:00	77		96						173	
01:15	4		10						14		13:15	91		92						183	
01:30	5		10						15		13:30	99		96						195	
01:45	1	15	8	43					9	58	13:45	95	362	88	372					183	734
02:00	4		5						9		14:00	84		82						166	
02:15	3		7						10		14:15	88		90						178	
02:30	6		12						18		14:30	105		85						190	
02:45	4	17	6	30					10	47	14:45	103	380	94	351					197	731
03:00	3		10						13		15:00	97		91						188	
03:15	1		4						5		15:15	98		112						210	
03:30	3		5						8		15:30	95		127						222	
03:45	2	9	2	21					4	30	15:45	102	392	119	449					221	841
04:00	6		8						14		16:00	108		137						245	
04:15	4		8						12		16:15	94		128						222	
04:30	8		4						12		16:30	102		125						227	
04:45	3	21	9	29					12	50	16:45	120	424	112	502					232	926
05:00	5		17						22		17:00	92		111						203	
05:15	9		22						31		17:15	102		135						237	
05:30	10		25						35		17:30	103		122						225	
05:45	12	36	41	105					53	141	17:45	71	368	113	481					184	849
06:00	18		41						59		18:00	66		102						168	
06:15	17		42						59		18:15	55		100						155	
06:30	26		37						63		18:30	70		81						151	
06:45	30	91	46	166					76	257	18:45	46	237	92	375					138	612
07:00	41		56						97		19:00	41		83						124	
07:15	65		62						127		19:15	53		70						123	
07:30	102		67						169		19:30	46		61						107	
07:45	103	311	70	255					173	566	19:45	35	175	69	283					104	458
08:00	116		72						188		20:00	38		48						86	
08:15	109		64						173		20:15	45		62						107	
08:30	100		70						170		20:30	32		60						92	
08:45	102	427	77	283					179	710	20:45	42	157	60	230					102	387
09:00	89		91						180		21:00	39		41						80	
09:15	79		79						158		21:15	45		39						84	
09:30	85		79						164		21:30	54		35						89	
09:45	75	328	81	330					156	658	21:45	35	173	39	154					74	327
10:00	70		75						145		22:00	28		47						75	
10:15	69		78						147		22:15	18		39						57	
10:30	86		65						151		22:30	17		32						49	
10:45	75	300	63	281					138	581	22:45	16	79	29	147					45	226
11:00	80		60						140		23:00	14		27						41	
11:15	75		76						151		23:15	12		35						47	
11:30	99		81						180		23:30	11		26						37	
11:45	86	340	86	303					172	643	23:45	20	57	18	106					38	163
TOTALS		1932		1916						3848	TOTALS		3124		3837						6961
SPLIT %		50.2%		49.8%						35.6%	SPLIT %		44.9%		55.1%						64.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	5,056	5,753	0	0	10,809

AM Peak Hour	07:30	11:45			08:00	PM Peak Hour	16:00	15:30			16:00
AM Pk Volume	430	356			710	PM Pk Volume	424	511			926
Pk Hr Factor	0.927	0.957			0.944	Pk Hr Factor	0.883	0.932			0.945
7 - 9 Volume	738	538	0	0	1276	4 - 6 Volume	792	983	0	0	1775
7 - 9 Peak Hour	07:30	08:00			08:00	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	430	283	0	0	710	4 - 6 Pk Volume	424	502	0	0	926
Pk Hr Factor	0.927	0.919	0.000	0.000	0.944	Pk Hr Factor	0.883	0.916	0.000	0.000	0.945

Volumes for: STATION#2171 on Tuesday, November 08, 2011

City: San Diego

Project #: 11-4286-014

Location: 25 St between K St & J St

File No. MC1095-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	11	52			9	65				
12:15	4	63			11	74				
12:30	8	60			6	63				
12:45	8	60	31	235	7	69	33	271	64	506
1:00	9	68			5	81				
1:15	7	72			10	66				
1:30	13	59			6	63				
1:45	8	68	37	267	5	75	26	285	63	552
2:00	4	66			7	84				
2:15	2	77			5	73				
2:30	4	87			3	80				
2:45	3	83	13	313	3	91	18	328	31	641
3:00	3	93			2	124				
3:15	1	83			7	89				
3:30	2	106			5	91				
3:45	1	121	7	403	5	98	19	402	26	805
4:00	2	112			3	101				
4:15	5	123			6	99				
4:30	6	99			10	109				
4:45	13	126	26	460	8	100	27	409	53	869
5:00	15	147			7	120				
5:15	28	144			18	101				
5:30	27	105			19	91				
5:45	28	113	98	509	27	89	71	401	169	910
6:00	25	97			35	79				
6:15	23	94			34	59				
6:30	28	59			50	58				
6:45	43	90	119	340	49	54	168	250	287	590
7:00	45	73			41	50				
7:15	39	58			55	32				
7:30	48	41			57	35				
7:45	47	52	179	224	60	44	213	161	392	385
8:00	51	44			63	30				
8:15	48	42			71	35				
8:30	53	34			62	26				
8:45	44	45	196	165	75	34	271	125	467	290
9:00	47	43			56	33				
9:15	51	40			60	25				
9:30	52	35			59	22	0			
9:45	42	41	192	159	64	28	239	108	431	267
10:00	54	38			70	27				
10:15	44	33			52	25				
10:30	55	27			66	23				
10:45	62	28	215	126	65	25	253	100	468	226
11:00	56	31			57	17				
11:15	61	23			62	14				
11:30	58	15			67	17				
11:45	64	11	239	80	83	19	269	67	508	147
Total	1352	3281	1352	3281	1607	2907	1607	2907	2959	6188
Combined Total	4633		4633		4514		4514		9147	
AM Peak	11:00 AM				11:30 AM					
Vol.	239				289					
P.H.F.	0.934				0.870					
PM Peak		4:45 PM				4:30 PM				
Vol.		522				430				
P.H.F.		0.954				0.896				
Percentage	29.2%	70.8%			35.6%	64.4%				

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-060 0

DATE: 5/25/11-WED LOCATION: 25th ST. BTWN. IMPERIAL AVE. & COMMERCIAL ST.

NORTHBOUND

TIME	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00 AM	1	20	1	0	0	1	0	0	0	0	0	0	0	23
01:00	0	9	1	0	1	0	0	0	0	0	0	0	0	11
02:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10
03:00	0	9	3	0	1	1	0	0	0	0	0	0	0	14
04:00	0	15	5	0	0	1	1	0	0	0	0	0	0	22
05:00	1	37	9	3	1	1	0	0	0	0	0	0	0	52
06:00	0	67	18	11	11	1	2	0	0	0	0	0	0	110
07:00	1	101	18	7	5	1	2	0	0	0	0	0	0	135
08:00	1	123	25	9	6	5	1	0	0	0	0	0	1	171
09:00	0	126	31	5	5	0	2	1	1	0	0	0	0	171
10:00	1	142	22	6	13	2	1	0	0	0	0	0	0	187
11:00	0	121	30	5	4	0	0	0	0	0	0	0	1	161
12:00 PM	1	171	16	3	8	0	0	0	0	1	0	0	0	200
13:00	0	163	8	5	8	0	0	0	0	0	0	0	0	184
14:00	5	184	33	8	8	1	3	0	0	1	0	0	0	243
15:00	1	200	32	9	10	1	2	0	0	0	0	0	0	255
16:00	1	201	32	9	10	0	2	1	1	0	0	0	0	257
17:00	1	161	22	5	4	0	4	0	0	0	0	0	0	197
18:00	1	125	15	5	2	0	0	0	0	0	0	0	0	148
19:00	0	85	18	2	2	0	0	0	0	0	0	0	0	107
20:00	0	88	22	3	3	1	0	0	1	0	0	0	0	118
21:00	0	73	8	3	5	1	0	0	0	0	0	0	0	90
22:00	0	75	7	2	2	2	0	0	0	0	0	0	0	88
23:00	0	41	3	2	1	0	0	0	0	0	0	0	0	47
TOTAL	**15**	**2344**	**382**	**102**	**110**	**19**	**20**	**2**	**3**	**2**			**2**	**3001**
% OF TOTAL	0%	78%	13%	3%	4%	1%	1%	0%	0%	0%			0%	100%
% AM	0%	26%	6%	2%	2%	0%	0%	0%	0%				0%	36%
AM PEAK HOUR		10:00	09:00	06:00	10:00	08:00	06:00	09:00	09:00				08:00	10:00
VOLUME	1	142	31	11	13	5	2	1	1				1	187
% PM	0%	52%	7%	2%	2%	0%	0%	0%	0%	0%				64%
PM PEAK HOUR	14:00	16:00	14:00	15:00	15:00	22:00	17:00	16:00	16:00	12:00				16:00
VOLUME	5	201	33	9	10	2	4	1	1	1				257

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**3001**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	15	0.5%	0.2%	0.3%	100.0%	33.3%	66.7%
	CLASS #2	2344	78.1%	25.9%	52.2%	100.0%	33.1%	66.9%
	CLASS #3	382	12.7%	5.5%	7.2%	100.0%	43.5%	56.5%
	CLASS #4 THRU #13	260	8.7%	4.0%	4.7%	100.0%	45.8%	54.2%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-060 0

DATE: 5/25/11-WED LOCATION: 25th ST. BTWN. IMPERIAL AVE. & COMMERCIAL ST.

SOUTHBOUND

TIME	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00 AM	0	23	0	0	1	0	1	0	0	0	0	0	0	25
01:00	0	22	2	0	4	1	0	0	0	0	0	0	0	29
02:00	0	11	0	0	1	0	0	0	0	0	0	0	0	12
03:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18
04:00	0	19	6	0	1	0	0	0	0	0	0	0	0	26
05:00	0	45	9	2	6	0	0	0	0	0	0	0	0	62
06:00	0	78	16	2	12	1	1	0	0	0	0	0	0	110
07:00	0	79	30	7	18	1	0	0	1	0	0	0	0	136
08:00	1	121	32	4	12	2	2	0	0	0	0	0	0	174
09:00	0	115	23	3	9	1	1	1	3	0	0	0	1	157
10:00	0	120	29	5	12	1	2	0	0	0	0	1	0	170
11:00	0	96	17	4	5	2	1	0	0	0	0	0	0	125
12:00 PM	0	123	12	5	4	2	3	0	0	0	0	1	0	150
13:00	0	103	12	4	4	4	1	0	0	0	0	0	0	128
14:00	0	108	23	8	5	4	6	1	0	0	0	0	0	155
15:00	0	141	23	8	14	4	1	0	0	0	1	2	0	194
16:00	2	147	27	2	12	3	0	2	0	1	0	1	0	197
17:00	0	144	23	4	10	2	0	1	0	0	0	0	0	184
18:00	0	124	19	4	10	2	0	0	0	0	0	1	0	160
19:00	1	110	16	3	9	3	1	0	0	0	0	0	0	143
20:00	0	106	12	2	5	3	2	0	1	0	0	0	0	131
21:00	0	63	8	3	3	1	0	0	0	0	0	0	0	78
22:00	0	80	2	2	4	2	0	0	0	0	0	0	0	90
23:00	0	43	3	1	0	1	0	0	0	0	0	0	0	48
TOTAL	**4**	**2038**	**345**	**73**	**161**	**40**	**22**	**5**	**5**	**1**	**1**	**6**	**1**	**2702**
% OF TOTAL	0%	75%	13%	3%	6%	1%	1%	0%	0%	0%	0%	0%	0%	100%
% AM	0%	28%	6%	1%	3%	0%	0%	0%	0%			0%	0%	39%
AM PEAK HOUR	08:00	08:00	08:00	07:00	07:00	08:00	08:00	09:00	09:00			10:00	09:00	08:00
VOLUME	1	121	32	7	18	2	2	1	3			1	1	174
% PM	0%	48%	7%	2%	3%	1%	1%	0%	0%	0%	0%	0%		61%
PM PEAK HOUR	16:00	16:00	16:00	14:00	15:00	13:00	14:00	16:00	20:00	16:00	15:00	15:00		16:00
VOLUME	2	147	27	8	14	4	6	2	1	1	1	2		197

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**2702**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	4	0.1%	0.0%	0.1%	100.0%	25.0%	75.0%
	CLASS #2	2038	75.4%	27.6%	47.8%	100.0%	36.6%	63.4%
	CLASS #3	345	12.8%	6.1%	6.7%	100.0%	47.8%	52.2%
	CLASS #4 THRU #13	315	11.7%	4.9%	6.8%	100.0%	41.9%	58.1%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

Prepared by NDS/ATD

VOLUME

28th St between SR-94 WB Ramps & SR-94 EB Ramps

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_040

DAILY TOTALS	NB	SB	EB	WB	Total
	3,884	6,275	0	0	10,159

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	10		20						30		12:00	55		90						145	
00:15	8		18						26		12:15	52		82						134	
00:30	10		10						20		12:30	71		79						150	
00:45	16	44	16	64					32	108	12:45	65	243	74	325					139	568
01:00	9		5						14		13:00	50		85						135	
01:15	4		7						11		13:15	52		85						137	
01:30	5		10						15		13:30	47		107						154	
01:45	4	22	6	28					10	50	13:45	62	211	89	366					151	577
02:00	8		4						12		14:00	58		87						145	
02:15	1		8						9		14:15	77		118						195	
02:30	2		1						3		14:30	77		114						191	
02:45	2	13	3	16					5	29	14:45	76	288	150	469					226	757
03:00	3		2						5		15:00	78		166						244	
03:15	1		4						5		15:15	70		150						220	
03:30	4		9						13		15:30	87		178						265	
03:45	4	12	3	18					7	30	15:45	73	308	162	656					235	964
04:00	5		6						11		16:00	57		165						222	
04:15	7		13						20		16:15	67		148						215	
04:30	5		10						15		16:30	75		150						225	
04:45	7	24	9	38					16	62	16:45	85	284	109	572					194	856
05:00	17		32						49		17:00	75		134						209	
05:15	12		29						41		17:15	75		117						192	
05:30	17		37						54		17:30	69		126						195	
05:45	20	66	36	134					56	200	17:45	74	293	92	469					166	762
06:00	14		48						62		18:00	57		87						144	
06:15	30		76						106		18:15	60		91						151	
06:30	41		70						111		18:30	67		69						136	
06:45	36	121	69	263					105	384	18:45	55	239	83	330					138	569
07:00	34		74						108		19:00	59		73						132	
07:15	52		84						136		19:15	58		84						142	
07:30	62		117						179		19:30	42		65						107	
07:45	98	246	132	407					230	653	19:45	42	201	39	261					81	462
08:00	79		102						181		20:00	44		48						92	
08:15	39		109						148		20:15	38		42						80	
08:30	52		95						147		20:30	40		39						79	
08:45	58	228	107	413					165	641	20:45	54	176	37	166					91	342
09:00	39		92						131		21:00	39		39						78	
09:15	32		89						121		21:15	40		39						79	
09:30	46		87						133		21:30	37		42						79	
09:45	35	152	81	349					116	501	21:45	34	150	38	158					72	308
10:00	43		75						118		22:00	33		37						70	
10:15	44		74						118		22:15	36		27						63	
10:30	53		81						134		22:30	24		29						53	
10:45	33	173	72	302					105	475	22:45	33	126	19	112					52	238
11:00	38		60						98		23:00	23		14						37	
11:15	48		81						129		23:15	24		29						53	
11:30	42		77						119		23:30	27		19						46	
11:45	52	180	68	286					120	466	23:45	10	84	11	73					21	157
TOTALS		1281		2318						3599	TOTALS		2603		3957						6560
SPLIT %		35.6%		64.4%						35.4%	SPLIT %		39.7%		60.3%						64.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,884	6,275	0	0	10,159

AM Peak Hour	07:15	07:30			07:30	PM Peak Hour	14:45	15:00			15:00
AM Pk Volume	291	460			738	PM Pk Volume	311	656			964
Pk Hr Factor	0.742	0.871			0.802	Pk Hr Factor	0.894	0.921			0.909
7 - 9 Volume	474	820	0	0	1294	4 - 6 Volume	577	1041	0	0	1618
7 - 9 Peak Hour	07:15	07:30			07:30	4 - 6 Peak Hour	16:30	16:00			16:00
7 - 9 Pk Volume	291	460	0	0	738	4 - 6 Pk Volume	310	572	0	0	856
Pk Hr Factor	0.742	0.871	0.000	0.000	0.802	Pk Hr Factor	0.912	0.867	0.000	0.000	0.951

Prepared by NDS/ATD

VOLUME

28th St between SR-94 WB Ramps & SR-94 EB Ramps

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_040

DAILY TOTALS	NB	SB	EB	WB	Total
	3,864	6,343	0	0	10,207

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	22		8						30		12:00	75		103						178	
00:15	10		7						17		12:15	61		100						161	
00:30	8		8						16		12:30	81		109						190	
00:45	7	47	7	30					14	77	12:45	67	284	93	405					160	689
01:00	9		9						18		13:00	53		86						139	
01:15	9		1						10		13:15	69		109						178	
01:30	7		7						14		13:30	54		107						161	
01:45	5	30	7	24					12	54	13:45	59	235	76	378					135	613
02:00	4		3						7		14:00	49		93						142	
02:15	5		3						8		14:15	57		105						162	
02:30	5		1						6		14:30	72		118						190	
02:45	6	20	4	11					10	31	14:45	61	239	147	463					208	702
03:00	2		2						4		15:00	69		103						172	
03:15	1		5						6		15:15	78		128						206	
03:30	2		6						8		15:30	91		167						258	
03:45	4	9	4	17					8	26	15:45	87	325	161	559					248	884
04:00	7		7						14		16:00	75		160						235	
04:15	11		9						20		16:15	59		189						248	
04:30	4		9						13		16:30	89		171						260	
04:45	4	26	14	39					18	65	16:45	76	299	166	686					242	985
05:00	10		24						34		17:00	73		156						229	
05:15	13		27						40		17:15	76		158						234	
05:30	18		22						40		17:30	66		126						192	
05:45	18	59	36	109					54	168	17:45	73	288	131	571					204	859
06:00	21		37						58		18:00	68		112						180	
06:15	24		48						72		18:15	67		127						194	
06:30	32		54						86		18:30	66		117						183	
06:45	39	116	72	211					111	327	18:45	56	257	117	473					173	730
07:00	37		76						113		19:00	54		82						136	
07:15	42		76						118		19:15	56		57						113	
07:30	57		97						154		19:30	43		46						89	
07:45	83	219	81	330					164	549	19:45	35	188	46	231					81	419
08:00	77		72						149		20:00	44		36						80	
08:15	54		86						140		20:15	37		33						70	
08:30	49		101						150		20:30	53		40						93	
08:45	44	224	117	376					161	600	20:45	46	180	46	155					92	335
09:00	43		78						121		21:00	42		31						73	
09:15	33		76						109		21:15	41		40						81	
09:30	33		92						125		21:30	34		28						62	
09:45	30	139	56	302					86	441	21:45	40	157	33	132					73	289
10:00	26		75						101		22:00	28		26						54	
10:15	34		73						107		22:15	24		41						65	
10:30	35		60						95		22:30	33		35						68	
10:45	50	145	79	287					129	432	22:45	30	115	30	132					60	247
11:00	36		70						106		23:00	16		22						38	
11:15	37		92						129		23:15	16		23						39	
11:30	67		88						155		23:30	20		19						39	
11:45	58	198	92	342					150	540	23:45	13	65	16	80					29	145
TOTALS		1232		2078						3310	TOTALS		2632		4265						6897
SPLIT %		37.2%		62.8%						32.4%	SPLIT %		38.2%		61.8%						67.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,864	6,343	0	0	10,207

AM Peak Hour	11:45	11:45			11:45	PM Peak Hour	15:15	16:00			15:45
AM Pk Volume	275	404			679	PM Pk Volume	331	686			991
Pk Hr Factor	0.849	0.927			0.893	Pk Hr Factor	0.909	0.907			0.953
7 - 9 Volume	443	706	0	0	1149	4 - 6 Volume	587	1257	0	0	1844
7 - 9 Peak Hour	07:30	08:00			07:30	4 - 6 Peak Hour	16:30	16:00			16:00
7 - 9 Pk Volume	271	376	0	0	607	4 - 6 Pk Volume	314	686	0	0	985
Pk Hr Factor	0.816	0.803	0.000	0.000	0.925	Pk Hr Factor	0.882	0.907	0.000	0.000	0.947

Prepared by NDS/ATD

VOLUME

28th St between SR-94 EB Ramps & Market St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_041

DAILY TOTALS	NB	SB	EB	WB	Total
	5,000	4,998	0	0	9,998

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	5		10						15		12:00	51		54						105	
00:15	9		11						20		12:15	62		54						116	
00:30	8		10						18		12:30	63		61						124	
00:45	7	29	7	38					14	67	12:45	70	246	60	229					130	475
01:00	11		7						18		13:00	51		59						110	
01:15	9		10						19		13:15	68		80						148	
01:30	4		10						14		13:30	55		75						130	
01:45	4	28	7	34					11	62	13:45	56	230	85	299					141	529
02:00	2		0						2		14:00	68		82						150	
02:15	2		6						8		14:15	74		74						148	
02:30	5		6						11		14:30	122		87						209	
02:45	5	14	3	15					8	29	14:45	115	379	118	361					233	740
03:00	4		6						10		15:00	132		90						222	
03:15	3		3						6		15:15	108		105						213	
03:30	8		4						12		15:30	129		81						210	
03:45	5	20	8	21					13	41	15:45	105	474	102	378					207	852
04:00	6		6						12		16:00	102		97						199	
04:15	5		8						13		16:15	87		105						192	
04:30	13		14						27		16:30	125		116						241	
04:45	18	42	17	45					35	87	16:45	111	425	99	417					210	842
05:00	17		21						38		17:00	107		102						209	
05:15	18		25						43		17:15	94		116						210	
05:30	47		29						76		17:30	82		109						191	
05:45	43	125	29	104					72	229	17:45	84	367	97	424					181	791
06:00	34		44						78		18:00	67		74						141	
06:15	60		49						109		18:15	56		96						152	
06:30	86		41						127		18:30	78		84						162	
06:45	70	250	52	186					122	436	18:45	59	260	98	352					157	612
07:00	63		56						119		19:00	61		82						143	
07:15	84		63						147		19:15	58		46						104	
07:30	92		82						174		19:30	47		63						110	
07:45	111	350	89	290					200	640	19:45	51	217	55	246					106	463
08:00	107		63						170		20:00	42		61						103	
08:15	60		55						115		20:15	56		55						111	
08:30	65		57						122		20:30	29		43						72	
08:45	69	301	69	244					138	545	20:45	48	175	51	210					99	385
09:00	52		60						112		21:00	48		50						98	
09:15	61		61						122		21:15	53		56						109	
09:30	59		57						116		21:30	52		49						101	
09:45	54	226	56	234					110	460	21:45	34	187	46	201					80	388
10:00	66		44						110		22:00	27		44						71	
10:15	74		57						131		22:15	29		33						62	
10:30	47		64						111		22:30	23		38						61	
10:45	63	250	51	216					114	466	22:45	30	109	32	147					62	256
11:00	46		52						98		23:00	15		21						36	
11:15	64		47						111		23:15	15		21						36	
11:30	60		61						121		23:30	18		17						35	
11:45	67	237	67	227					134	464	23:45	11	59	21	80					32	139
TOTALS		1872		1654						3526	TOTALS		3128		3344						6472
SPLIT %		53.1%		46.9%						35.3%	SPLIT %		48.3%		51.7%						64.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	5,000	4,998	0	0	9,998

AM Peak Hour	07:15	07:15			07:15	PM Peak Hour	14:45	16:30			14:45
AM Pk Volume	394	297			691	PM Pk Volume	484	433			878
Pk Hr Factor	0.887	0.834			0.864	Pk Hr Factor	0.917	0.933			0.942
7 - 9 Volume	651	534	0	0	1185	4 - 6 Volume	792	841	0	0	1633
7 - 9 Peak Hour	07:15	07:15			07:15	4 - 6 Peak Hour	16:30	16:30			16:30
7 - 9 Pk Volume	394	297	0	0	691	4 - 6 Pk Volume	437	433	0	0	870
Pk Hr Factor	0.887	0.834	0.000	0.000	0.864	Pk Hr Factor	0.874	0.933	0.000	0.000	0.902

Prepared by NDS/ATD

VOLUME

28th St between SR-94 EB Ramps & Market St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_041

DAILY TOTALS	NB	SB	EB	WB	Total
	5,078	5,005	0	0	10,083

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	14		12						26		12:00	62		83						145	
00:15	10		17						27		12:15	58		82						140	
00:30	9		6						15		12:30	67		71						138	
00:45	12	45	12	47					24	92	12:45	59	246	60	296					119	542
01:00	10		14						24		13:00	66		80						146	
01:15	13		14						27		13:15	74		83						157	
01:30	6		10						16		13:30	51		66						117	
01:45	8	37	11	49					19	86	13:45	61	252	69	298					130	550
02:00	6		5						11		14:00	75		68						143	
02:15	4		4						8		14:15	90		75						165	
02:30	4		4						8		14:30	98		94						192	
02:45	5	19	7	20					12	39	14:45	106	369	89	326					195	695
03:00	5		3						8		15:00	115		100						215	
03:15	4		6						10		15:15	123		72						195	
03:30	5		8						13		15:30	114		92						206	
03:45	6	20	1	18					7	38	15:45	97	449	113	377					210	826
04:00	5		6						11		16:00	108		115						223	
04:15	9		11						20		16:15	96		101						197	
04:30	10		13						23		16:30	118		107						225	
04:45	16	40	13	43					29	83	16:45	104	426	108	431					212	857
05:00	26		25						51		17:00	122		84						206	
05:15	36		29						65		17:15	105		78						183	
05:30	38		37						75		17:30	79		93						172	
05:45	42	142	27	118					69	260	17:45	85	391	96	351					181	742
06:00	35		43						78		18:00	76		72						148	
06:15	52		58						110		18:15	63		83						146	
06:30	75		59						134		18:30	80		72						152	
06:45	86	248	43	203					129	451	18:45	69	288	86	313					155	601
07:00	61		47						108		19:00	72		90						162	
07:15	68		76						144		19:15	67		60						127	
07:30	87		85						172		19:30	43		65						108	
07:45	102	318	69	277					171	595	19:45	43	225	63	278					106	503
08:00	97		59						156		20:00	52		52						104	
08:15	74		53						127		20:15	51		36						87	
08:30	70		55						125		20:30	40		49						89	
08:45	65	306	66	233					131	539	20:45	50	193	55	192					105	385
09:00	59		59						118		21:00	51		34						85	
09:15	53		44						97		21:15	39		42						81	
09:30	67		57						124		21:30	33		40						73	
09:45	60	239	69	229					129	468	21:45	38	161	37	153					75	314
10:00	59		59						118		22:00	39		35						74	
10:15	70		59						129		22:15	32		32						64	
10:30	56		66						122		22:30	28		29						57	
10:45	61	246	57	241					118	487	22:45	22	121	46	142					68	263
11:00	55		59						114		23:00	21		26						47	
11:15	49		59						108		23:15	14		26						40	
11:30	58		78						136		23:30	13		23						36	
11:45	72	234	72	268					144	502	23:45	15	63	27	102					42	165
TOTALS		1894		1746						3640	TOTALS		3184		3259						6443
SPLIT %		52.0%		48.0%						36.1%	SPLIT %		49.4%		50.6%						63.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	5,078	5,005	0	0	10,083

AM Peak Hour	07:30	11:30			07:15	PM Peak Hour	14:45	15:45			16:00
AM Pk Volume	360	315			643	PM Pk Volume	458	436			857
Pk Hr Factor	0.882	0.949			0.935	Pk Hr Factor	0.931	0.948			0.952
7 - 9 Volume	624	510	0	0	1134	4 - 6 Volume	817	782	0	0	1599
7 - 9 Peak Hour	07:30	07:15			07:15	4 - 6 Peak Hour	16:30	16:00			16:00
7 - 9 Pk Volume	360	289	0	0	643	4 - 6 Pk Volume	449	431	0	0	857
Pk Hr Factor	0.882	0.850	0.000	0.000	0.935	Pk Hr Factor	0.920	0.937	0.000	0.000	0.952

Prepared by NDS/ATD

VOLUME

28th St between Market St & Imperial Ave

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_042

DAILY TOTALS	NB	SB	EB	WB	Total
	3,590	3,891	0	0	7,481

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	4		6						10		12:00	55		65						120	
00:15	2		4						6		12:15	50		62						112	
00:30	3		6						9		12:30	60		82						142	
00:45	3	12	8	24					11	36	12:45	48	213	59	268					107	481
01:00	5		8						13		13:00	60		63						123	
01:15	5		3						8		13:15	49		71						120	
01:30	2		6						8		13:30	51		55						106	
01:45	0	12	1	18					1	30	13:45	64	224	58	247					122	471
02:00	4		3						7		14:00	42		57						99	
02:15	2		1						3		14:15	64		56						120	
02:30	2		4						6		14:30	73		72						145	
02:45	2	10	3	11					5	21	14:45	95	274	67	252					162	526
03:00	1		1						2		15:00	80		62						142	
03:15	2		5						7		15:15	109		63						172	
03:30	3		4						7		15:30	69		74						143	
03:45	2	8	4	14					6	22	15:45	83	341	76	275					159	616
04:00	7		4						11		16:00	89		92						181	
04:15	4		6						10		16:15	69		88						157	
04:30	3		11						14		16:30	79		75						154	
04:45	4	18	8	29					12	47	16:45	83	320	83	338					166	658
05:00	13		28						41		17:00	72		75						147	
05:15	10		27						37		17:15	71		90						161	
05:30	17		34						51		17:30	77		96						173	
05:45	24	64	41	130					65	194	17:45	66	286	83	344					149	630
06:00	15		31						46		18:00	61		70						131	
06:15	22		32						54		18:15	51		68						119	
06:30	38		42						80		18:30	55		46						101	
06:45	42	117	46	151					88	268	18:45	51	218	67	251					118	469
07:00	55		44						99		19:00	54		57						111	
07:15	54		40						94		19:15	45		46						91	
07:30	52		45						97		19:30	34		51						85	
07:45	75	236	56	185					131	421	19:45	27	160	32	186					59	346
08:00	52		43						95		20:00	34		38						72	
08:15	31		46						77		20:15	35		31						66	
08:30	44		50						94		20:30	48		32						80	
08:45	45	172	57	196					102	368	20:45	48	165	27	128					75	293
09:00	48		49						97		21:00	31		34						65	
09:15	30		33						63		21:15	35		32						67	
09:30	36		54						90		21:30	40		28						68	
09:45	37	151	38	174					75	325	21:45	24	130	31	125					55	255
10:00	39		51						90		22:00	12		22						34	
10:15	50		40						90		22:15	12		25						37	
10:30	45		48						93		22:30	24		21						45	
10:45	48	182	58	197					106	379	22:45	17	65	14	82					31	147
11:00	40		44						84		23:00	9		9						18	
11:15	36		53						89		23:15	8		13						21	
11:30	53		61						114		23:30	10		15						25	
11:45	49	178	54	212					103	390	23:45	7	34	17	54					24	88
TOTALS		1160		1341						2501	TOTALS		2430		2550						4980
SPLIT %		46.4%		53.6%						33.4%	SPLIT %		48.8%		51.2%						66.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,590	3,891	0	0	7,481

AM Peak Hour	07:00	11:45			11:45	PM Peak Hour	14:30	16:45			16:00
AM Pk Volume	236	263			477	PM Pk Volume	357	344			658
Pk Hr Factor	0.787	0.802			0.840	Pk Hr Factor	0.819	0.896			0.909
7 - 9 Volume	408	381	0	0	789	4 - 6 Volume	606	682	0	0	1288
7 - 9 Peak Hour	07:00	08:00			07:00	4 - 6 Peak Hour	16:00	16:45			16:00
7 - 9 Pk Volume	236	196	0	0	421	4 - 6 Pk Volume	320	344	0	0	658
Pk Hr Factor	0.787	0.860	0.000	0.000	0.803	Pk Hr Factor	0.899	0.896	0.000	0.000	0.909

Prepared by NDS/ATD

VOLUME

28th St between Market St & Imperial Ave

Day: Thursday
Date: 10/11/2012

City: San Diego
Project #: CA12_4352_042

DAILY TOTALS	NB	SB	EB	WB	Total
	3,588	3,919	0	0	7,507

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	10		8						18		12:00	60		60						120	
00:15	6		11						17		12:15	47		52						99	
00:30	8		8						16		12:30	54		55						109	
00:45	4	28	3	30					7	58	12:45	51	212	49	216					100	428
01:00	3		3						6		13:00	63		60						123	
01:15	7		11						18		13:15	57		60						117	
01:30	5		7						12		13:30	48		49						97	
01:45	7	22	5	26					12	48	13:45	60	228	61	230					121	458
02:00	2		9						11		14:00	58		59						117	
02:15	0		5						5		14:15	61		80						141	
02:30	4		4						8		14:30	80		66						146	
02:45	3	9	3	21					6	30	14:45	91	290	94	299					185	589
03:00	4		2						6		15:00	102		82						184	
03:15	2		5						7		15:15	97		82						179	
03:30	3		2						5		15:30	85		84						169	
03:45	2	11	4	13					6	24	15:45	78	362	74	322					152	684
04:00	3		3						6		16:00	80		79						159	
04:15	2		4						6		16:15	61		76						137	
04:30	2		9						11		16:30	75		85						160	
04:45	11	18	9	25					20	43	16:45	72	288	97	337					169	625
05:00	8		18						26		17:00	80		72						152	
05:15	11		32						43		17:15	78		99						177	
05:30	22		31						53		17:30	75		92						167	
05:45	26	67	30	111					56	178	17:45	62	295	88	351					150	646
06:00	36		27						63		18:00	55		72						127	
06:15	33		35						68		18:15	48		63						111	
06:30	43		41						84		18:30	63		55						118	
06:45	54	166	40	143					94	309	18:45	54	220	54	244					108	464
07:00	42		45						87		19:00	51		69						120	
07:15	55		36						91		19:15	37		56						93	
07:30	47		37						84		19:30	29		37						66	
07:45	86	230	50	168					136	398	19:45	19	136	32	194					51	330
08:00	56		59						115		20:00	23		41						64	
08:15	46		52						98		20:15	17		45						62	
08:30	42		52						94		20:30	16		33						49	
08:45	41	185	40	203					81	388	20:45	22	78	25	144					47	222
09:00	35		45						80		21:00	25		29						54	
09:15	45		47						92		21:15	23		28						51	
09:30	33		46						79		21:30	21		28						49	
09:45	48	161	52	190					100	351	21:45	20	89	28	113					48	202
10:00	62		48						110		22:00	15		29						44	
10:15	47		56						103		22:15	15		23						38	
10:30	54		44						98		22:30	10		16						26	
10:45	41	204	47	195					88	399	22:45	8	48	13	81					21	129
11:00	48		55						103		23:00	5		12						17	
11:15	64		46						110		23:15	4		27						31	
11:30	56		62						118		23:30	8		16						24	
11:45	45	213	38	201					83	414	23:45	11	28	7	62					18	90
TOTALS		1314		1326						2640	TOTALS		2274		2593						4867
SPLIT %		49.8%		50.2%						35.2%	SPLIT %		46.7%		53.3%						64.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,588	3,919	0	0	7,507

AM Peak Hour	07:15	07:45			07:45	PM Peak Hour	14:45	16:45			14:45
AM Pk Volume	244	213			443	PM Pk Volume	375	360			717
Pk Hr Factor	0.709	0.903			0.814	Pk Hr Factor	0.919	0.909			0.969
7 - 9 Volume	415	371	0	0	786	4 - 6 Volume	583	688	0	0	1271
7 - 9 Peak Hour	07:15	07:45			07:45	4 - 6 Peak Hour	16:30	16:45			16:45
7 - 9 Pk Volume	244	213	0	0	443	4 - 6 Pk Volume	305	360	0	0	665
Pk Hr Factor	0.709	0.903	0.000	0.000	0.814	Pk Hr Factor	0.953	0.909	0.000	0.000	0.939

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-061 0

DATE: 5/25/11-WED LOCATION: 28th ST. BTWN. IMPERIAL AVE. & COMMERCIAL ST.

NORTHBOUND

TIME	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	1	11	1	0	0	0	0	0	0	0	0	0	0	13
08:00	0	9	3	0	1	0	0	0	0	0	0	0	0	13
09:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
10:00	0	12	2	0	0	0	0	0	0	0	0	0	0	14
11:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
12:00 PM	0	12	2	0	0	1	0	0	0	0	0	0	0	15
13:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
14:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
15:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9
16:00	0	4	4	0	0	0	0	0	1	0	0	0	0	9
17:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
18:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
19:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
20:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
21:00	0	0	0	0	0	1	0	0	0	0	0	0	0	1
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**1**	**122**	**19**		**1**	**2**			**1**					**146**
% OF TOTAL	1%	84%	13%		1%	1%			1%					100%
% AM	1%	38%	5%		1%									44%
AM PEAK HOUR	07:00	10:00	08:00		08:00									10:00
VOLUME	1	12	3		1									14
% PM		46%	8%			1%			1%					56%
PM PEAK HOUR		12:00	16:00			12:00			16:00					12:00
VOLUME		12	4			1			1					15

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**146**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	1	0.7%	0.7%	0.0%	100.0%	100.0%	0.0%
	CLASS #2	122	83.6%	37.7%	45.9%	100.0%	45.1%	54.9%
	CLASS #3	19	13.0%	4.8%	8.2%	100.0%	36.8%	63.2%
	CLASS #4 THRU #13	4	2.7%	0.7%	2.1%	100.0%	25.0%	75.0%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-061 0

DATE: 5/25/11-WED LOCATION: 28th ST. BTWN. IMPERIAL AVE. & COMMERCIAL ST.

SOUTHBOUND

TIME	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
06:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
07:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
08:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
09:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
10:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16
11:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
12:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
13:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
14:00	0	8	2	0	1	1	0	0	0	0	0	0	0	12
15:00	0	19	3	0	1	0	0	0	0	0	0	0	0	23
16:00	0	13	1	1	0	0	1	0	0	0	0	0	0	16
17:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
18:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
19:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
20:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
21:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL		**152**	**14**	**1**	**2**	**1**	**1**							**171**
% OF TOTAL		89%	8%	1%	1%	1%	1%							100%
% AM		35%												35%
AM PEAK HOUR		10:00												10:00
VOLUME		16												16
% PM		54%	8%	1%	1%	1%	1%							65%
PM PEAK HOUR		15:00	15:00	16:00	14:00	14:00	16:00							15:00
VOLUME		19	3	1	1	1	1							23

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**171**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	0	0.0%	0.0%	0.0%	#DIV/0!	#DIV/0!	#DIV/0!
	CLASS #2	152	88.9%	34.5%	54.4%	100.0%	38.8%	61.2%
	CLASS #3	14	8.2%	0.0%	8.2%	100.0%	0.0%	100.0%
	CLASS #4 THRU #13	5	2.9%	0.0%	2.9%	100.0%	0.0%	100.0%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

Volumes for: STATION#3733 on Tuesday, August 09, 2011 City: San Diego Project #: 11-4196-033
Location: 28th St from Clay St to Franklin St File No. MC0718-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	3	46			2	50				
12:15	2	39			2	67				
12:30	3	42			1	61				
12:45	3	35	11	162	1	53	6	231	17	393
1:00	7	45			0	43				
1:15	1	50			1	49				
1:30	3	43			0	44				
1:45	0	48	11	186	1	48	2	184	13	370
2:00	4	37			2	39				
2:15	3	50			2	44				
2:30	3	58			0	40				
2:45	1	52	11	197	1	44	5	167	16	364
3:00	2	67			2	52				
3:15	0	65			1	39				
3:30	1	45			1	36				
3:45	1	42	4	219	2	37	6	164	10	383
4:00	1	38			1	42				
4:15	0	67			3	49				
4:30	1	43			4	50				
4:45	3	58	5	206	8	42	16	183	21	389
5:00	3	60			12	33				
5:15	6	49			9	40				
5:30	9	38			19	41				
5:45	7	56	25	203	28	48	68	162	93	365
6:00	5	39			25	31				
6:15	14	43			30	37				
6:30	7	42			36	40				
6:45	9	42	35	166	28	29	119	137	154	303
7:00	16	36			43	32				
7:15	12	43			49	24				
7:30	14	28			44	33				
7:45	22	37	64	144	50	28	186	117	250	261
8:00	14	36			43	20				
8:15	24	19			31	17				
8:30	25	16			28	19				
8:45	30	36	93	107	33	16	135	72	228	179
9:00	23	28			25	22				
9:15	27	21			32	15				
9:30	34	26			27	17	0			
9:45	22	19	106	94	32	14	116	68	222	162
10:00	28	21			26	11				
10:15	31	14			36	13				
10:30	30	12			30	9				
10:45	32	8	121	55	42	10	134	43	255	98
11:00	38	15			44	5				
11:15	40	12			53	3				
11:30	44	12			47	4				
11:45	48	5	170	44	44	2	188	14	358	58
Total	656	1783	656	1783	981	1542	981	1542	1637	3325
Combined Total	2439		2439		2523		2523		4962	
AM Peak	11:15 AM				11:45 AM					
Vol.	178				222					
P.H.F.	0.927				0.828					
PM Peak		2:30 PM				12:00 PM				
Vol.		242				231				
P.H.F.		0.910				0.862				
Percentage	26.9%	73.1%			38.9%	61.1%				

Volumes for: STATION#2013 on Thursday, November 17, 2011 City: San Diego Project #: 11-4286-017
Location: 28 St between SD 005 R-A & National Av File No. MC1098-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	16	137			20	99				
12:15	9	144			15	135				
12:30	11	131			7	132				
12:45	8	114	44	526	9	134	51	500	95	1026
1:00	6	105			6	110				
1:15	2	119			9	122				
1:30	7	127			7	86				
1:45	4	118	19	469	10	117	32	435	51	904
2:00	2	131			5	142				
2:15	5	130			9	144				
2:30	2	147			4	164				
2:45	3	138	12	546	5	161	23	611	35	1157
3:00	7	144			8	131				
3:15	3	160			13	137				
3:30	2	175			5	147				
3:45	6	141	18	620	18	124	44	539	62	1159
4:00	4	126			14	154				
4:15	9	135			25	138				
4:30	13	139			33	119				
4:45	10	153	36	553	32	137	104	548	140	1101
5:00	17	140			59	148				
5:15	20	137			73	121				
5:30	33	122			79	151				
5:45	38	109	108	508	86	133	297	553	405	1061
6:00	44	103			93	95				
6:15	57	82			91	82				
6:30	66	75			70	89				
6:45	74	70	241	330	61	94	315	360	556	690
7:00	88	72			82	73				
7:15	90	61			58	76				
7:30	101	56			85	48				
7:45	116	44	395	233	56	56	281	253	676	486
8:00	107	47			104	66				
8:15	120	50			74	51				
8:30	116	35			71	74				
8:45	101	47	444	179	105	54	354	245	798	424
9:00	89	42			107	51				
9:15	81	33			102	60				
9:30	96	37			96	61	0			
9:45	101	26	367	138	89	45	394	217	761	355
10:00	109	28			100	36				
10:15	90	31			82	46				
10:30	106	27			117	37				
10:45	119	22	424	108	119	30	418	149	842	257
11:00	138	20			114	13				
11:15	144	17			106	26				
11:30	120	11			111	13				
11:45	130	15	532	63	135	10	466	62	998	125
Total	2640	4273	2640	4273	2779	4472	2779	4472	5419	8745
Combined Total	6913		6913		7251		7251		14164	
AM Peak	11:45 AM				11:45 AM					
Vol.	542				501					
P.H.F.	0.941				0.928					
PM Peak		3:00 PM				2:00 PM				
Vol.		620				611				
P.H.F.		0.934				0.931				
Percentage	38.2%	61.8%			38.3%	61.7%				

Volumes for: STATION#3734 on Tuesday, August 09, 2011 City: San Diego Project #: 11-4196-034
Location: 30th St from G St to Market St File No. MC0719-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	5	55			6	37				
12:15	8	55			10	39				
12:30	11	40			4	30				
12:45	9	42	33	192	8	38	28	144	61	336
1:00	8	48			7	41				
1:15	6	39			1	40				
1:30	3	33			3	36				
1:45	3	47	20	167	1	51	12	168	32	335
2:00	2	40			3	40				
2:15	4	49			0	44				
2:30	2	52			2	46				
2:45	7	34	15	175	2	35	7	165	22	340
3:00	4	52			3	41				
3:15	5	36			1	46				
3:30	2	55			3	53				
3:45	4	49	15	192	2	43	9	183	24	375
4:00	1	50			3	39				
4:15	5	51			5	46				
4:30	7	69			2	45				
4:45	1	44	14	214	5	46	15	176	29	390
5:00	4	46			2	43				
5:15	3	64			7	49				
5:30	8	39			9	40				
5:45	6	45	21	194	12	33	30	165	51	359
6:00	17	33			10	42				
6:15	14	50			11	36				
6:30	24	37			15	34				
6:45	18	34	73	154	19	39	55	151	128	305
7:00	25	45			20	32				
7:15	26	30			28	31				
7:30	30	28			24	30				
7:45	44	30	125	133	31	23	103	116	228	249
8:00	32	34			25	20				
8:15	51	28			40	41				
8:30	33	32			33	21				
8:45	39	20	155	114	20	33	118	115	273	229
9:00	33	36			29	22				
9:15	34	21			30	15				
9:30	41	24			29	11	0			
9:45	51	22	159	103	31	12	119	60	278	163
10:00	37	17			33	8				
10:15	30	12			32	12				
10:30	42	14			28	10				
10:45	36	7	145	50	32	8	125	38	270	88
11:00	36	6			34	11				
11:15	46	11			33	10				
11:30	46	7			41	6				
11:45	49	9	177	33	30	3	138	30	315	63
Total	952	1721	952	1721	759	1511	759	1511	1711	3232
Combined Total	2673		2673		2270		2270		4943	
AM Peak	11:30 AM				11:30 AM					
Vol.	205				147					
P.H.F.	0.932				0.896					
PM Peak		4:30 PM				3:00 PM				
Vol.		223				183				
P.H.F.		0.743				0.863				
Percentage	35.6%	64.4%			33.4%	66.6%				

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-062 0

DATE: 5/25/11-WED LOCATION: 30th ST. BTWN. IMPERIAL AVE. & COMMERCIAL ST.

NORTHBOUND

TIME	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4
02:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
03:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
04:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
05:00	0	23	1	0	3	0	0	0	0	0	0	0	0	27
06:00	0	55	6	0	3	0	0	0	0	0	0	0	0	64
07:00	0	95	10	0	8	0	0	0	0	0	0	0	0	113
08:00	0	87	8	0	3	0	0	0	0	0	0	0	0	98
09:00	0	105	12	0	4	0	0	0	0	0	0	0	0	121
10:00	0	123	11	0	5	0	0	0	0	0	0	0	0	139
11:00	0	92	9	0	2	0	0	0	0	0	0	0	0	103
12:00 PM	0	90	18	0	8	1	0	0	0	0	0	0	0	117
13:00	0	66	11	0	3	1	0	0	0	0	0	0	0	81
14:00	0	89	11	1	3	0	0	0	0	0	0	0	0	104
15:00	0	80	15	1	3	0	0	0	0	0	0	0	0	99
16:00	1	93	14	0	0	0	0	0	0	0	0	0	0	108
17:00	1	88	14	1	1	0	0	0	0	0	0	1	0	106
18:00	0	63	13	1	1	0	0	0	0	0	0	0	0	78
19:00	0	43	9	0	0	0	0	0	0	0	0	0	0	52
20:00	0	54	5	0	0	0	0	0	0	0	0	0	0	59
21:00	0	28	2	0	0	0	0	0	0	0	0	0	0	30
22:00	0	21	4	0	0	0	0	0	0	0	0	0	0	25
23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
TOTAL	**2**	**1340**	**177**	**4**	**48**	**2**						**1**		**1574**
% OF TOTAL	0%	85%	11%	0%	3%	0%						0%		100%
% AM		39%	4%		2%									45%
AM PEAK HOUR		10:00	09:00		07:00									10:00
VOLUME		123	12		8									139
% PM	0%	46%	7%	0%	1%	0%						0%		55%
PM PEAK HOUR	16:00	16:00	12:00	14:00	12:00	12:00						17:00		12:00
VOLUME	1	93	18	1	8	1						1		117

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**1574**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	2	0.1%	0.0%	0.1%	100.0%	0.0%	100.0%
	CLASS #2	1340	85.1%	39.3%	45.9%	100.0%	46.1%	53.9%
	CLASS #3	177	11.2%	3.8%	7.4%	100.0%	33.9%	66.1%
	CLASS #4 THRU #13	55	3.5%	1.8%	1.7%	100.0%	52.7%	47.3%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-062 0

DATE: 5/25/11-WED LOCATION: 30th ST. BTWN. IMPERIAL AVE. & COMMERCIAL ST.

SOUTHBOUND

TIME	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	2
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
04:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13
05:00	0	27	2	0	0	0	0	0	0	0	0	0	0	29
06:00	0	45	3	1	2	0	0	0	0	0	0	0	0	51
07:00	1	81	8	0	1	1	0	0	0	0	0	0	0	92
08:00	1	124	9	2	2	1	1	0	0	0	0	0	0	140
09:00	0	84	8	1	1	1	1	0	0	0	0	0	0	96
10:00	0	48	12	0	3	1	1	0	0	0	0	0	0	65
11:00	0	57	8	3	4	1	1	0	0	0	0	0	0	74
12:00 PM	0	58	9	1	5	1	1	0	0	0	0	0	0	75
13:00	2	58	13	2	8	0	1	0	0	0	0	1	0	85
14:00	0	68	19	0	9	0	1	2	0	0	0	0	0	99
15:00	2	70	15	0	8	3	2	0	0	0	0	1	0	101
16:00	1	55	17	1	10	0	1	0	0	0	0	0	1	86
17:00	2	64	18	0	4	1	0	1	1	0	0	0	0	91
18:00	1	64	18	0	7	0	2	0	0	0	0	0	0	92
19:00	2	63	10	1	6	0	2	0	0	0	0	0	0	84
20:00	2	37	9	0	4	2	0	0	0	0	0	0	0	54
21:00	0	23	12	0	1	0	0	0	0	0	0	0	0	36
22:00	0	25	4	0	2	0	0	0	0	0	0	0	0	31
23:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
TOTAL	**14**	**1081**	**201**	**12**	**77**	**13**	**14**	**3**	**1**			**2**	**1**	**1419**
% OF TOTAL	1%	76%	14%	1%	5%	1%	1%	0%	0%			0%	0%	100%
% AM	0%	35%	4%	0%	1%	0%	0%							41%
AM PEAK HOUR	07:00	08:00	10:00	11:00	11:00		08:00							08:00
VOLUME	1	124	12	3	4	1	1							140
% PM	1%	42%	10%	0%	5%	0%	1%	0%	0%			0%	0%	59%
PM PEAK HOUR	13:00	15:00	14:00	13:00	16:00	15:00	15:00	14:00	17:00			13:00	16:00	15:00
VOLUME	2	70	19	2	10	3	2	2	1			1	1	101

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**1419**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	14	1.0%	0.1%	0.8%	100.0%	14.3%	85.7%
	CLASS #2	1081	76.2%	34.6%	41.6%	100.0%	45.4%	54.6%
	CLASS #3	201	14.2%	3.9%	10.3%	100.0%	27.4%	72.6%
	CLASS #4 THRU #13	123	8.7%	2.1%	6.6%	100.0%	24.4%	75.6%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

TUESDAY - OCTOBER 30, 2012 CITY: SAN DIEGO PROJECT: CA12-1026-01

30TH BTN LOGAN & NATIONAL

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	20		14					12:00	22		27				
00:15	5		0					12:15	37		28				
00:30	4		1					12:30	49		31				
00:45	2	31	1	16			47	12:45	29	137	34	120			257
01:00	2		2					13:00	31		31				
01:15	2		2					13:15	54		38				
01:30	1		1					13:30	45		38				
01:45	4	9	2	7			16	13:45	50	180	45	152			332
02:00	4		0					14:00	55		46				
02:15	2		1					14:15	44		26				
02:30	4		1					14:30	50		34				
02:45	2	12	1	3			15	14:45	31	180	42	148			328
03:00	2		3					15:00	43		34				
03:15	0		0					15:15	49		41				
03:30	0		0					15:30	42		43				
03:45	1	3	3	6			9	15:45	54	188	38	156			344
04:00	3		1					16:00	44		44				
04:15	0		1					16:15	41		41				
04:30	1		0					16:30	48		50				
04:45	4	8	3	5			13	16:45	30	163	59	194			357
05:00	9		5					17:00	44		41				
05:15	2		4					17:15	51		48				
05:30	7		8					17:30	48		35				
05:45	4	22	16	33			55	17:45	55	198	30	154			352
06:00	6		10					18:00	35		35				
06:15	14		15					18:15	39		35				
06:30	19		25					18:30	46		34				
06:45	20	59	18	68			127	18:45	52	172	33	137			309
07:00	23		24					19:00	41		26				
07:15	33		35					19:15	43		32				
07:30	31		44					19:30	29		28				
07:45	38	125	31	134			259	19:45	36	149	17	103			252
08:00	20		30					20:00	30		26				
08:15	19		28					20:15	27		25				
08:30	29		33					20:30	25		15				
08:45	18	86	19	110			196	20:45	24	106	20	86			192
09:00	25		22					21:00	26		15				
09:15	34		39					21:15	17		15				
09:30	33		22					21:30	26		11				
09:45	32	124	33	116			240	21:45	21	90	27	68			158
10:00	26		29					22:00	24		14				
10:15	37		37					22:15	14		12				
10:30	41		26					22:30	18		18				
10:45	32	136	24	116			252	22:45	11	67	10	54			121
11:00	34		35					23:00	8		8				
11:15	49		26					23:15	5		1				
11:30	38		27					23:30	7		4				
11:45	42	163	28	116			279	23:45	6	26	8	21			47
Total Vol.		778		730			**1508**			1656		1393			**3049**

Daily Totals

NB	SB	EB	WB	Combined
2434	2123			**4557**

	AM			PM		
Split %	51.6%	48.4%	**33.1%**	54.3%	45.7%	**66.9%**
Peak Hour	11:00	07:15	**11:00**	13:15	16:30	**13:15**
Volume	163	140	**279**	204	198	**371**
P.H.F.	0.83	0.80	**0.93**	0.92	0.84	**0.92**

WEDNESDAY - OCTOBER 31, 2012 CITY: SAN DIEGO PROJECT: CA12-1026-01

30TH BTN LOGAN & NATIONAL

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	9		1					12:00	35		22				
00:15	6		4					12:15	58		39				
00:30	3		1					12:30	39		37				
00:45	8	26	2	8			34	12:45	45	177	31	129			306
01:00	3		1					13:00	37		42				
01:15	3		2					13:15	51		41				
01:30	1		1					13:30	47		33				
01:45	1	8	0	4			12	13:45	54	189	39	155			344
02:00	2		2					14:00	41		42				
02:15	1		0					14:15	45		46				
02:30	1		1					14:30	39		23				
02:45	2	6	0	3			9	14:45	39	164	41	152			316
03:00	2		0					15:00	54		37				
03:15	0		2					15:15	47		40				
03:30	2		1					15:30	55		38				
03:45	1	5	1	4			9	15:45	53	209	46	161			370
04:00	2		1					16:00	51		41				
04:15	2		0					16:15	39		40				
04:30	0		1					16:30	39		36				
04:45	4	8	3	5			13	16:45	55	184	51	168			352
05:00	4		4					17:00	50		41				
05:15	6		1					17:15	68		47				
05:30	6		9					17:30	48		55				
05:45	7	23	15	29			52	17:45	37	203	38	181			384
06:00	9		13					18:00	49		61				
06:15	12		10					18:15	45		41				
06:30	22		21					18:30	58		29				
06:45	22	65	27	71			136	18:45	40	192	41	172			364
07:00	26		34					19:00	37		25				
07:15	11		30					19:15	33		30				
07:30	44		29					19:30	28		21				
07:45	51	132	43	136			268	19:45	27	125	25	101			226
08:00	42		57					20:00	31		23				
08:15	31		36					20:15	34		22				
08:30	27		31					20:30	24		19				
08:45	28	128	23	147			275	20:45	33	122	12	76			198
09:00	33		20					21:00	36		22				
09:15	25		25					21:15	21		15				
09:30	33		42					21:30	37		20				
09:45	37	128	28	115			243	21:45	28	122	19	76			198
10:00	39		29					22:00	12		7				
10:15	30		26					22:15	31		20				
10:30	44		31					22:30	21		10				
10:45	35	148	36	122			270	22:45	18	82	3	40			122
11:00	32		21					23:00	20		7				
11:15	24		24					23:15	12		13				
11:30	44		44					23:30	9		7				
11:45	36	136	26	115			251	23:45	4	45	2	29			74
Total Vol.		813		759			**1572**			1814		1440			**3254**

Daily Totals

	NB	SB	EB	WB	Combined
	2627	2199			**4826**

	AM			PM		
Split %	51.7%	48.3%	**32.6%**	55.7%	44.3%	**67.4%**
Peak Hour	11:30	07:45	**07:30**	16:45	17:15	**16:45**
Volume	173	167	**333**	221	201	**415**
P.H.F.	0.75	0.73	**0.84**	0.89	0.82	**0.90**

Prepared by NDS/ATD

VOLUME

Broadway/32nd St between SR-94 WB Ramps & SR-94 EB On-Ramp/F St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_043

DAILY TOTALS	NB	SB	EB	WB	Total
	2,034	9,374	0	0	11,408

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	3		10						13		12:00	27		132						159	
00:15	1		14						15		12:15	24		117						141	
00:30	2		12						14		12:30	32		120						152	
00:45	2	8	15	51					17	59	12:45	38	121	142	511					180	632
01:00	3		11						14		13:00	31		137						168	
01:15	0		4						4		13:15	35		135						170	
01:30	0		9						9		13:30	37		146						183	
01:45	2	5	10	34					12	39	13:45	34	137	163	581					197	718
02:00	0		13						13		14:00	30		134						164	
02:15	3		6						9		14:15	32		124						156	
02:30	0		7						7		14:30	35		197						232	
02:45	1	4	5	31					6	35	14:45	33	130	189	644					222	774
03:00	1		6						7		15:00	38		190						228	
03:15	4		9						13		15:15	40		181						221	
03:30	1		9						10		15:30	37		166						203	
03:45	2	8	10	34					12	42	15:45	40	155	143	680					183	835
04:00	2		14						16		16:00	41		207						248	
04:15	4		14						18		16:15	44		185						229	
04:30	2		14						16		16:30	57		173						230	
04:45	6	14	35	77					41	91	16:45	35	177	192	757					227	934
05:00	2		39						41		17:00	29		181						210	
05:15	9		41						50		17:15	57		152						209	
05:30	7		43						50		17:30	31		153						184	
05:45	12	30	75	198					87	228	17:45	44	161	168	654					212	815
06:00	16		87						103		18:00	36		162						198	
06:15	24		114						138		18:15	28		154						182	
06:30	32		122						154		18:30	26		146						172	
06:45	31	103	139	462					170	565	18:45	26	116	132	594					158	710
07:00	40		146						186		19:00	17		119						136	
07:15	39		156						195		19:15	19		107						126	
07:30	35		172						207		19:30	18		86						104	
07:45	46	160	185	659					231	819	19:45	15	69	90	402					105	471
08:00	31		183						214		20:00	22		87						109	
08:15	32		220						252		20:15	14		87						101	
08:30	37		161						198		20:30	14		75						89	
08:45	36	136	166	730					202	866	20:45	18	68	74	323					92	391
09:00	29		119						148		21:00	20		66						86	
09:15	20		149						169		21:15	5		48						53	
09:30	29		125						154		21:30	7		67						74	
09:45	23	101	123	516					146	617	21:45	6	38	46	227					52	265
10:00	23		96						119		22:00	7		57						64	
10:15	29		102						131		22:15	12		36						48	
10:30	34		112						146		22:30	11		46						57	
10:45	30	116	134	444					164	560	22:45	7	37	41	180					48	217
11:00	31		115						146		23:00	5		40						45	
11:15	24		114						138		23:15	8		28						36	
11:30	39		114						153		23:30	0		42						42	
11:45	27	121	113	456					140	577	23:45	6	19	19	129					25	148
TOTALS		806		3692						4498	TOTALS		1228		5682						6910
SPLIT %		17.9%		82.1%						39.4%	SPLIT %		17.8%		82.2%						60.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,034	9,374	0	0	11,408

AM Peak Hour	07:00	07:30			07:30	PM Peak Hour	15:45	14:30			16:00
AM Pk Volume	160	760			904	PM Pk Volume	182	757			934
Pk Hr Factor	0.870	0.864			0.897	Pk Hr Factor	0.798	0.961			0.942
7 - 9 Volume	296	1389	0	0	1685	4 - 6 Volume	338	1411	0	0	1749
7 - 9 Peak Hour	07:00	07:30			07:30	4 - 6 Peak Hour	16:30	16:00			16:00
7 - 9 Pk Volume	160	760	0	0	904	4 - 6 Pk Volume	178	757	0	0	934
Pk Hr Factor	0.870	0.864	0.000	0.000	0.897	Pk Hr Factor	0.781	0.914	0.000	0.000	0.942

Prepared by NDS/ATD

VOLUME

Broadway/32nd St between SR-94 WB Ramps & SR-94 EB On-Ramp/F St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_043

DAILY TOTALS	NB	SB	EB	WB	Total
	1,907	9,621	0	0	11,528

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	8		16						24		12:00	27		134						161	
00:15	5		10						15		12:15	31		138						169	
00:30	3		11						14		12:30	34		161						195	
00:45	2	18	12	49					14	67	12:45	25	117	162	595					187	712
01:00	6		5						11		13:00	25		151						176	
01:15	2		4						6		13:15	32		158						190	
01:30	0		14						14		13:30	42		155						197	
01:45	1	9	18	41					19	50	13:45	40	139	156	620					196	759
02:00	1		9						10		14:00	40		161						201	
02:15	3		7						10		14:15	21		161						182	
02:30	2		8						10		14:30	30		176						206	
02:45	1	7	6	30					7	37	14:45	33	124	159	657					192	781
03:00	1		14						15		15:00	35		171						206	
03:15	2		9						11		15:15	39		149						188	
03:30	1		10						11		15:30	44		152						196	
03:45	2	6	6	39					8	45	15:45	43	161	191	663					234	824
04:00	1		10						11		16:00	38		196						234	
04:15	6		16						22		16:15	40		168						208	
04:30	0		20						20		16:30	36		176						212	
04:45	4	11	33	79					37	90	16:45	34	148	172	712					206	860
05:00	4		37						41		17:00	47		182						229	
05:15	7		47						54		17:15	31		210						241	
05:30	11		61						72		17:30	19		225						244	
05:45	12	34	61	206					73	240	17:45	30	127	197	814					227	941
06:00	19		84						103		18:00	29		182						211	
06:15	13		115						128		18:15	23		174						197	
06:30	37		123						160		18:30	26		152						178	
06:45	34	103	148	470					182	573	18:45	27	105	148	656					175	761
07:00	41		124						165		19:00	21		128						149	
07:15	38		157						195		19:15	15		103						118	
07:30	37		180						217		19:30	15		99						114	
07:45	31	147	161	622					192	769	19:45	13	64	91	421					104	485
08:00	25		184						209		20:00	11		74						85	
08:15	24		194						218		20:15	10		84						94	
08:30	33		171						204		20:30	14		64						78	
08:45	37	119	156	705					193	824	20:45	11	46	55	277					66	323
09:00	32		138						170		21:00	12		66						78	
09:15	32		135						167		21:15	10		59						69	
09:30	28		102						130		21:30	9		72						81	
09:45	26	118	135	510					161	628	21:45	6	37	41	238					47	275
10:00	22		116						138		22:00	9		54						63	
10:15	32		94						126		22:15	8		39						47	
10:30	32		111						143		22:30	5		47						52	
10:45	25	111	122	443					147	554	22:45	7	29	33	173					40	202
11:00	28		109						137		23:00	7		45						52	
11:15	25		110						135		23:15	2		34						36	
11:30	31		134						165		23:30	1		20						21	
11:45	27	111	126	479					153	590	23:45	6	16	23	122					29	138
TOTALS		794		3673						4467	TOTALS		1113		5948						7061
SPLIT %		17.8%		82.2%						38.7%	SPLIT %		15.8%		84.2%						61.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,907	9,621	0	0	11,528

AM Peak Hour	06:30	07:30			07:30	PM Peak Hour	15:30	17:00			17:00
AM Pk Volume	150	719			836	PM Pk Volume	165	814			941
Pk Hr Factor	0.915	0.927			0.959	Pk Hr Factor	0.938	0.904			0.964
7 - 9 Volume	266	1327	0	0	1593	4 - 6 Volume	275	1526	0	0	1801
7 - 9 Peak Hour	07:00	07:30			07:30	4 - 6 Peak Hour	16:15	17:00			17:00
7 - 9 Pk Volume	147	719	0	0	836	4 - 6 Pk Volume	157	814	0	0	941
Pk Hr Factor	0.896	0.927	0.000	0.000	0.959	Pk Hr Factor	0.835	0.904	0.000	0.000	0.964

Prepared by NDS/ATD

VOLUME

32nd St between SR-94 EB On-Ramp/F St & Market St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_044

DAILY TOTALS	NB	SB	EB	WB	Total
	2,537	3,420	0	0	5,957

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	7		5						12		12:00	29		52						81	
00:15	1		3						4		12:15	30		38						68	
00:30	3		3						6		12:30	37		34						71	
00:45	4	15	5	16					9	31	12:45	40	136	50	174					90	310
01:00	2		4						6		13:00	38		52						90	
01:15	1		2						3		13:15	53		49						102	
01:30	3		1						4		13:30	34		57						91	
01:45	5	11	4	11					9	22	13:45	47	172	47	205					94	377
02:00	2		1						3		14:00	42		47						89	
02:15	1		2						3		14:15	43		45						88	
02:30	1		0						1		14:30	49		77						126	
02:45	0	4	2	5					2	9	14:45	38	172	67	236					105	408
03:00	3		4						7		15:00	39		73						112	
03:15	5		4						9		15:15	46		80						126	
03:30	1		4						5		15:30	38		83						121	
03:45	3	12	3	15					6	27	15:45	45	168	60	296					105	464
04:00	2		4						6		16:00	46		101						147	
04:15	3		4						7		16:15	43		93						136	
04:30	5		4						9		16:30	46		89						135	
04:45	4	14	9	21					13	35	16:45	32	167	119	402					151	569
05:00	10		10						20		17:00	36		101						137	
05:15	16		20						36		17:15	45		81						126	
05:30	11		13						24		17:30	33		79						112	
05:45	17	54	22	65					39	119	17:45	42	156	70	331					112	487
06:00	21		29						50		18:00	41		77						118	
06:15	37		30						67		18:15	40		79						119	
06:30	45		26						71		18:30	35		55						90	
06:45	44	147	29	114					73	261	18:45	37	153	43	254					80	407
07:00	53		38						91		19:00	27		38						65	
07:15	59		39						98		19:15	26		39						65	
07:30	40		37						77		19:30	26		31						57	
07:45	51	203	50	164					101	367	19:45	28	107	30	138					58	245
08:00	41		71						112		20:00	28		29						57	
08:15	43		63						106		20:15	19		24						43	
08:30	43		49						92		20:30	20		20						40	
08:45	40	167	47	230					87	397	20:45	32	99	17	90					49	189
09:00	34		38						72		21:00	21		20						41	
09:15	32		36						68		21:15	16		11						27	
09:30	37		47						84		21:30	17		19						36	
09:45	17	120	32	153					49	273	21:45	14	68	11	61					25	129
10:00	39		33						72		22:00	12		16						28	
10:15	36		27						63		22:15	17		10						27	
10:30	40		42						82		22:30	22		20						42	
10:45	35	150	54	156					89	306	22:45	13	64	15	61					28	125
11:00	39		42						81		23:00	9		17						26	
11:15	37		51						88		23:15	12		10						22	
11:30	41		44						85		23:30	2		12						14	
11:45	31	148	41	178					72	326	23:45	7	30	5	44					12	74
TOTALS		1045		1128						2173	TOTALS		1492		2292						3784
SPLIT %		48.1%		51.9%						36.5%	SPLIT %		39.4%		60.6%						63.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,537	3,420	0	0	5,957

AM Peak Hour	07:00	07:45			07:45	PM Peak Hour	13:45	16:00			16:00
AM Pk Volume	203	233			411	PM Pk Volume	181	402			569
Pk Hr Factor	0.860	0.820			0.917	Pk Hr Factor	0.923	0.845			0.942
7 - 9 Volume	370	394	0	0	764	4 - 6 Volume	323	733	0	0	1056
7 - 9 Peak Hour	07:00	07:45			07:45	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	203	233	0	0	411	4 - 6 Pk Volume	167	402	0	0	569
Pk Hr Factor	0.860	0.820	0.000	0.000	0.917	Pk Hr Factor	0.908	0.845	0.000	0.000	0.942

Prepared by NDS/ATD

VOLUME

32nd St between SR-94 EB On-Ramp/F St & Market St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_044

DAILY TOTALS	NB	SB	EB	WB	Total
	2,441	3,754	0	0	6,195

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	8		6						14		12:00	31		56						87	
00:15	3		5						8		12:15	32		59						91	
00:30	3		3						6		12:30	44		53						97	
00:45	4	18	3	17					7	35	12:45	38	145	51	219					89	364
01:00	7		2						9		13:00	35		52						87	
01:15	2		0						2		13:15	38		61						99	
01:30	1		3						4		13:30	45		47						92	
01:45	5	15	4	9					9	24	13:45	47	165	64	224					111	389
02:00	1		2						3		14:00	36		53						89	
02:15	3		3						6		14:15	34		68						102	
02:30	3		2						5		14:30	39		72						111	
02:45	0	7	3	10					3	17	14:45	38	147	70	263					108	410
03:00	2		9						11		15:00	37		66						103	
03:15	3		6						9		15:15	52		75						127	
03:30	1		4						5		15:30	47		70						117	
03:45	1	7	2	21					3	28	15:45	56	192	103	314					159	506
04:00	2		2						4		16:00	39		95						134	
04:15	7		7						14		16:15	55		89						144	
04:30	3		6						9		16:30	38		76						114	
04:45	4	16	11	26					15	42	16:45	38	170	92	352					130	522
05:00	9		8						17		17:00	55		107						162	
05:15	10		23						33		17:15	45		124						169	
05:30	18		25						43		17:30	28		128						156	
05:45	18	55	24	80					42	135	17:45	35	163	100	459					135	622
06:00	22		26						48		18:00	46		92						138	
06:15	20		37						57		18:15	35		82						117	
06:30	57		29						86		18:30	40		51						91	
06:45	40	139	28	120					68	259	18:45	29	150	56	281					85	431
07:00	48		36						84		19:00	29		52						81	
07:15	49		43						92		19:15	18		45						63	
07:30	46		44						90		19:30	23		28						51	
07:45	45	188	51	174					96	362	19:45	26	96	41	166					67	262
08:00	31		57						88		20:00	18		22						40	
08:15	38		57						95		20:15	22		28						50	
08:30	36		60						96		20:30	15		20						35	
08:45	38	143	38	212					76	355	20:45	24	79	20	90					44	169
09:00	43		46						89		21:00	19		28						47	
09:15	31		48						79		21:15	20		25						45	
09:30	31		38						69		21:30	14		27						41	
09:45	27	132	38	170					65	302	21:45	14	67	9	89					23	156
10:00	31		43						74		22:00	13		19						32	
10:15	32		31						63		22:15	16		18						34	
10:30	41		39						80		22:30	13		13						26	
10:45	35	139	41	154					76	293	22:45	7	49	15	65					22	114
11:00	38		50						88		23:00	13		10						23	
11:15	33		50						83		23:15	5		15						20	
11:30	32		39						71		23:30	2		4						6	
11:45	29	132	61	200					90	332	23:45	7	27	10	39					17	66
TOTALS		991		1193						2184	TOTALS		1450		2561						4011
SPLIT %		45.4%		54.6%						35.3%	SPLIT %		36.2%		63.8%						64.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,441	3,754	0	0	6,195

AM Peak Hour	06:30	11:45			07:45	PM Peak Hour	15:30	17:00			17:00
AM Pk Volume	194	229			375	PM Pk Volume	197	459			622
Pk Hr Factor	0.851	0.939			0.977	Pk Hr Factor	0.879	0.896			0.920
7 - 9 Volume	331	386	0	0	717	4 - 6 Volume	333	811	0	0	1144
7 - 9 Peak Hour	07:00	07:45			07:45	4 - 6 Peak Hour	16:15	17:00			17:00
7 - 9 Pk Volume	188	225	0	0	375	4 - 6 Pk Volume	186	459	0	0	622
Pk Hr Factor	0.959	0.938	0.000	0.000	0.977	Pk Hr Factor	0.845	0.896	0.000	0.000	0.920

Prepared by NDS/ATD

VOLUME

32nd St between Market St & Imperial Ave

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_045

DAILY TOTALS	NB	SB	EB	WB	Total
	2,446	2,681	0	0	5,127

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	8		9						17		12:00	40		45						85	
00:15	2		8						10		12:15	35		39						74	
00:30	6		3						9		12:30	40		35						75	
00:45	5	21	2	22					7	43	12:45	27	142	36	155					63	297
01:00	4		5						9		13:00	38		36						74	
01:15	1		2						3		13:15	40		39						79	
01:30	3		1						4		13:30	30		36						66	
01:45	3	11	3	11					6	22	13:45	38	146	25	136					63	282
02:00	0		1						1		14:00	25		36						61	
02:15	3		1						4		14:15	30		29						59	
02:30	3		1						4		14:30	55		48						103	
02:45	1	7	2	5					3	12	14:45	49	159	51	164					100	323
03:00	2		3						5		15:00	56		47						103	
03:15	2		3						5		15:15	43		58						101	
03:30	2		2						4		15:30	53		46						99	
03:45	2	8	2	10					4	18	15:45	53	205	58	209					111	414
04:00	6		4						10		16:00	47		59						106	
04:15	4		3						7		16:15	60		66						126	
04:30	2		5						7		16:30	48		73						121	
04:45	3	15	9	21					12	36	16:45	45	200	89	287					134	487
05:00	9		7						16		17:00	40		68						108	
05:15	11		18						29		17:15	42		61						103	
05:30	11		18						29		17:30	41		62						103	
05:45	12	43	14	57					26	100	17:45	44	167	57	248					101	415
06:00	21		17						38		18:00	42		47						89	
06:15	28		24						52		18:15	29		42						71	
06:30	41		30						71		18:30	35		49						84	
06:45	32	122	15	86					47	208	18:45	36	142	49	187					85	329
07:00	23		37						60		19:00	30		39						69	
07:15	40		35						75		19:15	24		32						56	
07:30	45		37						82		19:30	29		29						58	
07:45	81	189	48	157					129	346	19:45	22	105	24	124					46	229
08:00	34		72						106		20:00	29		25						54	
08:15	41		41						82		20:15	22		15						37	
08:30	39		42						81		20:30	17		18						35	
08:45	42	156	41	196					83	352	20:45	33	101	8	66					41	167
09:00	28		22						50		21:00	23		11						34	
09:15	23		26						49		21:15	15		21						36	
09:30	31		32						63		21:30	23		23						46	
09:45	20	102	36	116					56	218	21:45	12	73	8	63					20	136
10:00	40		28						68		22:00	5		11						16	
10:15	20		35						55		22:15	16		15						31	
10:30	37		22						59		22:30	10		14						24	
10:45	34	131	27	112					61	243	22:45	2	33	6	46					8	79
11:00	36		44						80		23:00	4		15						19	
11:15	34		44						78		23:15	12		9						21	
11:30	39		39						78		23:30	5		9						14	
11:45	32	141	37	164					69	305	23:45	6	27	6	39					12	66
TOTALS		946		957						1903	TOTALS		1500		1724						3224
SPLIT %		49.7%		50.3%						37.1%	SPLIT %		46.5%		53.5%						62.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,446	2,681	0	0	5,127

AM Peak Hour	07:30	07:45			07:30	PM Peak Hour	15:30	16:15			16:15
AM Pk Volume	201	203			399	PM Pk Volume	213	296			489
Pk Hr Factor	0.620	0.705			0.773	Pk Hr Factor	0.888	0.831			0.912
7 - 9 Volume	345	353	0	0	698	4 - 6 Volume	367	535	0	0	902
7 - 9 Peak Hour	07:30	07:45			07:30	4 - 6 Peak Hour	16:00	16:15			16:15
7 - 9 Pk Volume	201	203	0	0	399	4 - 6 Pk Volume	200	296	0	0	489
Pk Hr Factor	0.620	0.705	0.000	0.000	0.773	Pk Hr Factor	0.833	0.831	0.000	0.000	0.912

Prepared by NDS/ATD

VOLUME

32nd St between Market St & Imperial Ave

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_045

DAILY TOTALS	NB	SB	EB	WB	Total
	2,419	2,685	0	0	5,104

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	10		7						17		12:00	39		41						80	
00:15	5		6						11		12:15	46		39						85	
00:30	7		2						9		12:30	35		68						103	
00:45	4	26	0	15					4	41	12:45	40	160	49	197					89	357
01:00	4		4						8		13:00	35		37						72	
01:15	11		3						14		13:15	41		42						83	
01:30	4		4						8		13:30	35		36						71	
01:45	7	26	5	16					12	42	13:45	33	144	53	168					86	312
02:00	2		4						6		14:00	36		33						69	
02:15	2		2						4		14:15	39		54						93	
02:30	3		1						4		14:30	37		40						77	
02:45	1	8	1	8					2	16	14:45	54	166	47	174					101	340
03:00	5		3						8		15:00	56		48						104	
03:15	3		4						7		15:15	46		48						94	
03:30	0		2						2		15:30	45		50						95	
03:45	1	9	2	11					3	20	15:45	58	205	64	210					122	415
04:00	4		3						7		16:00	50		56						106	
04:15	5		4						9		16:15	46		56						102	
04:30	4		7						11		16:30	45		66						111	
04:45	3	16	7	21					10	37	16:45	48	189	54	232					102	421
05:00	4		11						15		17:00	36		61						97	
05:15	12		22						34		17:15	52		87						139	
05:30	12		20						32		17:30	33		71						104	
05:45	13	41	20	73					33	114	17:45	34	155	75	294					109	449
06:00	13		18						31		18:00	34		53						87	
06:15	24		32						56		18:15	34		43						77	
06:30	38		30						68		18:30	38		51						89	
06:45	32	107	24	104					56	211	18:45	35	141	42	189					77	330
07:00	33		27						60		19:00	37		34						71	
07:15	35		36						71		19:15	32		33						65	
07:30	51		44						95		19:30	31		26						57	
07:45	72	191	65	172					137	363	19:45	26	126	32	125					58	251
08:00	34		52						86		20:00	27		18						45	
08:15	34		38						72		20:15	15		14						29	
08:30	42		28						70		20:30	18		28						46	
08:45	23	133	17	135					40	268	20:45	23	83	27	87					50	170
09:00	39		29						68		21:00	16		17						33	
09:15	27		24						51		21:15	22		20						42	
09:30	27		23						50		21:30	17		20						37	
09:45	25	118	33	109					58	227	21:45	12	67	10	67					22	134
10:00	24		27						51		22:00	13		7						20	
10:15	24		16						40		22:15	15		13						28	
10:30	34		21						55		22:30	7		7						14	
10:45	29	111	22	86					51	197	22:45	10	45	14	41					24	86
11:00	27		35						62		23:00	8		9						17	
11:15	36		27						63		23:15	9		8						17	
11:30	30		36						66		23:30	6		7						13	
11:45	33	126	24	122					57	248	23:45	3	26	5	29					8	55
TOTALS		912		872						1784	TOTALS		1507		1813						3320
SPLIT %		51.1%		48.9%						35.0%	SPLIT %		45.4%		54.6%						65.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,419	2,685	0	0	5,104

AM Peak Hour	07:15	07:30			07:30	PM Peak Hour	15:00	17:00			16:30
AM Pk Volume	192	199			390	PM Pk Volume	205	294			449
Pk Hr Factor	0.667	0.765			0.712	Pk Hr Factor	0.884	0.845			0.808
7 - 9 Volume	324	307	0	0	631	4 - 6 Volume	344	526	0	0	870
7 - 9 Peak Hour	07:15	07:30			07:30	4 - 6 Peak Hour	16:00	17:00			16:30
7 - 9 Pk Volume	192	199	0	0	390	4 - 6 Pk Volume	189	294	0	0	449
Pk Hr Factor	0.667	0.765	0.000	0.000	0.712	Pk Hr Factor	0.945	0.845	0.000	0.000	0.808

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-063 0

DATE: 5/25/11-WED LOCATION: 32nd ST. BTWN. IMPERIAL AVE. & COMMERCIAL ST.

NORTHBOUND

TIME	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
03:00	0	16	0	0	1	0	0	0	0	0	0	0	0	17
04:00	0	23	1	0	2	0	0	0	0	0	0	0	0	26
05:00	0	16	4	0	2	0	0	0	0	0	0	0	0	22
06:00	0	29	3	0	2	0	0	1	0	0	0	0	0	35
07:00	0	40	8	0	3	0	0	0	0	0	0	0	0	51
08:00	0	24	11	0	4	0	0	1	0	1	0	0	0	41
09:00	0	37	10	0	5	1	0	0	0	0	0	0	0	53
10:00	0	65	13	0	7	0	0	1	0	0	0	0	0	86
11:00	0	70	15	0	9	1	0	0	0	0	0	0	0	95
12:00 PM	2	70	16	3	8	0	1	1	0	0	0	0	0	101
13:00	4	63	14	0	13	0	0	0	0	0	0	0	0	94
14:00	2	68	20	1	3	1	1	0	1	0	0	0	0	97
15:00	0	65	19	2	11	2	1	0	0	0	0	0	0	100
16:00	0	85	19	4	6	1	0	0	0	0	0	0	0	115
17:00	1	93	15	0	8	2	0	0	0	0	0	0	0	119
18:00	0	69	10	0	3	0	0	0	0	0	0	0	0	82
19:00	0	60	16	0	4	0	0	0	0	0	0	0	0	80
20:00	0	54	5	0	1	0	0	0	0	0	0	0	0	60
21:00	0	57	7	0	4	0	0	0	0	0	0	0	0	68
22:00	0	29	6	0	1	0	0	0	0	0	0	0	0	36
23:00	0	17	4	0	0	0	1	0	0	0	0	0	0	22
TOTAL	**9**	**1055**	**218**	**10**	**97**	**8**	**4**	**4**	**1**	**1**				**1407**
% OF TOTAL	1%	75%	15%	1%	7%	1%	0%	0%	0%	0%				100%
% AM		23%	5%		2%	0%		0%		0%				31%
AM PEAK HOUR		11:00	11:00		11:00	09:00		06:00		08:00				11:00
VOLUME		70	15		9	1		1		1				95
% PM	1%	52%	11%	1%	4%	0%	0%	0%	0%					69%
PM PEAK HOUR	13:00	17:00	14:00	16:00	13:00	15:00	12:00	12:00	14:00					17:00
VOLUME	4	93	20	4	13	2	1	1	1					119

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**1407**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	9	0.6%	0.0%	0.6%	100.0%	0.0%	100.0%
	CLASS #2	1055	75.0%	23.1%	51.9%	100.0%	30.8%	69.2%
	CLASS #3	218	15.5%	4.8%	10.7%	100.0%	30.7%	69.3%
	CLASS #4 THRU #13	125	8.9%	2.9%	6.0%	100.0%	32.8%	67.2%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

FIELD DATA SERVICES OF ARIZONA, INC.

PROJECT: 11-1080-063 0

DATE: 5/25/11-WED LOCATION: 32nd ST. BTWN. IMPERIAL AVE. & COMMERCIAL ST.

SOUTHBOUND

TIME		#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	#12	#13	TOTAL
00:00	AM	1	4	1	0	0	0	0	0	0	0	0	0	0	6
01:00		4	8	0	0	0	0	0	0	0	0	0	0	0	12
02:00		1	18	0	0	2	0	0	0	0	0	0	0	0	21
03:00		0	20	0	0	0	0	0	0	0	0	0	0	0	20
04:00		1	23	0	0	1	0	0	0	0	0	0	0	0	25
05:00		1	36	1	0	1	0	0	0	0	0	0	0	0	39
06:00		1	110	3	0	0	0	1	0	0	0	0	0	0	115
07:00		1	74	8	0	1	1	0	0	1	1	0	0	0	87
08:00		1	87	10	0	2	0	0	0	0	0	0	0	0	100
09:00		1	103	10	0	1	2	0	0	0	0	0	0	0	117
10:00		1	77	14	0	6	2	0	0	0	0	0	0	0	100
11:00		2	71	8	0	4	0	1	0	0	0	0	0	0	86
12:00	PM	1	82	14	0	6	1	0	0	0	0	0	0	1	105
13:00		1	63	17	0	5	0	1	0	0	0	0	0	0	87
14:00		1	65	8	0	6	3	0	0	1	0	0	0	0	84
15:00		0	101	19	0	6	0	1	0	1	0	0	0	0	128
16:00		2	95	18	1	6	3	0	0	0	0	0	0	0	125
17:00		2	79	11	0	7	0	0	0	0	0	0	0	0	99
18:00		1	79	20	1	4	1	1	0	0	0	0	0	0	107
19:00		1	70	6	0	2	0	0	0	0	0	0	0	0	79
20:00		0	58	4	1	0	0	0	0	0	0	0	0	0	63
21:00		0	53	5	0	1	0	0	0	0	0	0	0	0	59
22:00		0	30	4	0	0	0	0	0	0	0	0	0	0	34
23:00		0	26	3	0	0	0	0	0	0	0	0	0	0	29
TOTAL		**24**	**1432**	**184**	**3**	**61**	**13**	**5**		**3**	**1**			**1**	**1727**
% OF TOTAL		1%	83%	11%	0%	4%	1%	0%		0%	0%			0%	100%
% AM		1%	37%	3%		1%	0%	0%		0%	0%				42%
AM PEAK HOUR		01:00	06:00	10:00		10:00	09:00	06:00		07:00	07:00				09:00
VOLUME		4	110	14		6	2	1		1	1				117
% PM		1%	46%	7%	0%	2%	0%	0%		0%				0%	58%
PM PEAK HOUR		16:00	15:00	18:00	16:00	17:00	14:00	13:00		14:00				12:00	15:00
VOLUME		2	101	20	1	7	3	1		1				1	128

SUMMARY	CLASS TYPE	TOTAL	PERCENT OF TOTAL VEHICLES			PERCENT OF CLASS		
	TOTAL VEHICLES	**1727**	**TOTAL%**	**AM%**	**PM%**	**TOTAL%**	**AM%**	**PM%**
	CLASS #1	24	1.4%	0.9%	0.5%	100.0%	62.5%	37.5%
	CLASS #2	1432	82.9%	36.5%	46.4%	100.0%	44.1%	55.9%
	CLASS #3	184	10.7%	3.2%	7.5%	100.0%	29.9%	70.1%
	CLASS #4 THRU #13	87	5.0%	1.6%	3.5%	100.0%	31.0%	69.0%

1: MOTORCYCLES - 2 AXLES
2: PASSENGER CARS - 2 AXLES
3: PICKUP TRUCKS & VANS - 2 AXLE
4: BUSES
5: SINGLE UNIT - 2 AXLES & 6 TIRES
6: SINGLE UNIT TRUCK - 3 AXLES
7: SINGLE UNIT - 4 AXLES
8: DOUBLE UNIT - <5 AXLES
9: DOUBLE UNIT - 5 AXLES
10: DOUBLE UNIT - >5 AXLES
11: MULTI UNIT - 6 AXLES
12: MULTI UNIT - <6 AXLES
13: MULTI UNIT - >6 AXLES

Volumes for: STATION#2003 on Wednesday, November 09, 2011

City: San Diego

Project #: 11-4286-023

Location: 32 St between Clay Av & Webster Av

File No. MC1104-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	3	35			4	35				
12:15	1	28			2	23				
12:30	2	26			2	39				
12:45	1	34	7	123	3	51	11	148	18	271
1:00	4	44			3	30				
1:15	1	29			2	35				
1:30	1	30			0	33				
1:45	1	33	7	136	5	28	10	126	17	262
2:00	1	33			2	33				
2:15	2	28			1	41				
2:30	4	40			3	49				
2:45	1	26	8	127	2	51	8	174	16	301
3:00	5	36			3	40				
3:15	2	34			3	33				
3:30	7	27			7	38				
3:45	2	36	16	133	6	35	19	146	35	279
4:00	3	34			7	47				
4:15	2	38			5	46				
4:30	9	46			5	35				
4:45	8	32	22	150	4	61	21	189	43	339
5:00	10	34			9	64				
5:15	12	37			10	46				
5:30	18	39			15	37				
5:45	24	32	64	142	18	32	52	179	116	321
6:00	17	34			16	31				
6:15	22	25			26	33				
6:30	19	17			28	31				
6:45	22	21	80	97	21	26	91	121	171	218
7:00	30	21			28	25				
7:15	23	19			26	25				
7:30	33	15			32	21				
7:45	24	13	110	68	27	13	113	84	223	152
8:00	31	16			37	12				
8:15	26	15			39	13				
8:30	20	16			29	14				
8:45	23	10	100	57	21	12	126	51	226	108
9:00	17	16			18	21				
9:15	22	12			32	12				
9:30	26	20			23	19	0			
9:45	21	9	86	57	26	12	99	64	185	121
10:00	22	7			22	7				
10:15	29	13			22	10				
10:30	26	15			29	11				
10:45	20	8	97	43	24	10	97	38	194	81
11:00	26	7			25	8				
11:15	23	7			37	6				
11:30	30	10			40	3				
11:45	22	5	101	29	23	6	125	23	226	52
Total	698	1162	698	1162	772	1343	772	1343	1470	2505
Combined Total	1860		1860		2115		2115		3975	
AM Peak	11:30 AM				7:30 AM					
Vol.	115				135					
P.H.F.	0.821				0.865					
PM Peak		3:45 PM				4:45 PM				
Vol.		154				208				
P.H.F.		0.961				0.813				
Percentage	37.5%	62.5%			36.5%	63.5%				

WEDNESDAY - OCTOBER 24, 2012 CITY: SAN DIEGO PROJECT: CA12-1026-01

32TH BTN LOGAN & NATIONAL

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	5		2					12:00	31		28				
00:15	5		7					12:15	21		40				
00:30	7		11					12:30	23		33				
00:45	5	22	6	26			48	12:45	23	98	43	144			242
01:00	8		9					13:00	25		38				
01:15	2		3					13:15	35		43				
01:30	3		5					13:30	25		36				
01:45	0	13	0	17			30	13:45	31	116	45	162			278
02:00	1		1					14:00	24		25				
02:15	0		1					14:15	19		47				
02:30	1		0					14:30	36		48				
02:45	0	2	1	3			5	14:45	38	117	52	172			289
03:00	0		3					15:00	37		45				
03:15	2		3					15:15	37		69				
03:30	0		1					15:30	39		52				
03:45	3	5	5	12			17	15:45	32	145	38	204			349
04:00	2		2					16:00	32		35				
04:15	2		1					16:15	36		44				
04:30	0		6					16:30	36		31				
04:45	6	10	5	14			24	16:45	27	131	48	158			289
05:00	6		7					17:00	44		41				
05:15	2		22					17:15	30		55				
05:30	9		17					17:30	24		46				
05:45	5	22	20	66			88	17:45	26	124	33	175			299
06:00	11		19					18:00	29		43				
06:15	13		22					18:15	28		45				
06:30	15		30					18:30	29		40				
06:45	11	50	31	102			152	18:45	24	110	38	166			276
07:00	16		34					19:00	29		40				
07:15	16		38					19:15	22		39				
07:30	23		33					19:30	23		24				
07:45	31	86	38	143			229	19:45	11	85	19	122			207
08:00	29		30					20:00	19		19				
08:15	28		28					20:15	18		27				
08:30	22		21					20:30	18		24				
08:45	22	101	26	105			206	20:45	12	67	23	93			160
09:00	20		29					21:00	13		18				
09:15	19		24					21:15	15		18				
09:30	20		33					21:30	15		21				
09:45	22	81	28	114			195	21:45	10	53	18	75			128
10:00	18		32					22:00	10		15				
10:15	26		38					22:15	13		18				
10:30	25		31					22:30	14		16				
10:45	26	95	40	141			236	22:45	12	49	10	59			108
11:00	25		36					23:00	8		12				
11:15	22		36					23:15	6		17				
11:30	22		29					23:30	4		12				
11:45	25	94	28	129			223	23:45	11	29	12	53			82
Total Vol.		581		872			**1453**			1124		1583			**2707**

Daily Totals

	NB	SB	EB	WB	Combined
	1705	2455			**4160**

	AM			PM		
Split %	40.0%	60.0%	**34.9%**	41.5%	58.5%	**65.1%**
Peak Hour	07:30	10:15	**10:15**	14:45	14:45	**14:45**
Volume	111	145	**247**	151	218	**369**
P.H.F.	0.90	0.91	**0.94**	0.98	0.79	**0.87**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THURSDAY - OCTOBER 25, 2012 CITY: SAN DIEGO PROJECT: CA12-1026-01

32TH BTN LOGAN & NATIONAL

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	7		7					12:00	26		39				
00:15	5		6					12:15	26		36				
00:30	5		2					12:30	35		49				
00:45	4	21	8	23			44	12:45	44	131	62	186			317
01:00	2		4					13:00	32		63				
01:15	6		6					13:15	21		37				
01:30	3		4					13:30	28		35				
01:45	0	11	1	15			26	13:45	36	117	50	185			302
02:00	2		3					14:00	26		30				
02:15	2		1					14:15	29		43				
02:30	1		2					14:30	34		50				
02:45	0	5	2	8			13	14:45	36	125	40	163			288
03:00	0		4					15:00	31		48				
03:15	0		1					15:15	44		60				
03:30	1		2					15:30	41		57				
03:45	2	3	3	10			13	15:45	29	145	40	205			350
04:00	2		8					16:00	33		57				
04:15	1		3					16:15	29		58				
04:30	3		3					16:30	25		38				
04:45	4	10	6	20			30	16:45	44	131	66	219			350
05:00	4		15					17:00	26		50				
05:15	6		13					17:15	36		50				
05:30	6		22					17:30	31		55				
05:45	16	32	34	84			116	17:45	34	127	55	210			337
06:00	7		29					18:00	27		38				
06:15	14		37					18:15	26		42				
06:30	17		38					18:30	21		34				
06:45	17	55	41	145			200	18:45	28	102	46	160			262
07:00	8		35					19:00	22		33				
07:15	16		29					19:15	25		34				
07:30	19		27					19:30	20		31				
07:45	25	68	27	118			186	19:45	19	86	28	126			212
08:00	26		45					20:00	18		22				
08:15	28		42					20:15	22		26				
08:30	39		73					20:30	16		19				
08:45	15	108	28	188			296	20:45	19	75	26	93			168
09:00	16		25					21:00	11		25				
09:15	23		31					21:15	15		21				
09:30	14		26					21:30	9		18				
09:45	18	71	29	111			182	21:45	10	45	11	75			120
10:00	17		36					22:00	12		9				
10:15	22		28					22:15	14		10				
10:30	15		27					22:30	19		14				
10:45	16	70	36	127			197	22:45	11	56	12	45			101
11:00	21		33					23:00	8		16				
11:15	18		32					23:15	9		11				
11:30	25		46					23:30	10		14				
11:45	29	93	38	149			242	23:45	7	34	15	56			90
Total Vol.		547		998			**1545**			1174		1723			**2897**

Daily Totals

	NB	SB	EB	WB	Combined
	1721	2721			**4442**

	AM			PM		
Split %	35.4%	64.6%	**34.8%**	40.5%	59.5%	**65.2%**
Peak Hour	07:45	08:00	**07:45**	14:45	16:45	**15:15**
Volume	118	188	**305**	152	221	**361**
P.H.F.	0.76	0.64	**0.68**	0.88	0.84	**0.87**

Volumes for: STATION#2000 on Wednesday, November 09, 2011

City: San Diego

Project #: 11-4286-022

Location: 32 St between Newton Av & National Av

File No. MC1103-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	6	44			9	50				
12:15	6	46			2	42				
12:30	10	42			7	59				
12:45	4	41	26	173	3	50	21	201	47	374
1:00	5	46			3	43				
1:15	0	43			2	30				
1:30	0	48			0	39				
1:45	1	32	6	169	2	41	7	153	13	322
2:00	1	44			4	37				
2:15	1	48			1	60				
2:30	4	53			3	47				
2:45	0	47	6	192	2	45	10	189	16	381
3:00	1	72			6	44				
3:15	2	62			3	60				
3:30	7	59			3	63				
3:45	2	51	12	244	5	61	17	228	29	472
4:00	4	55			7	50				
4:15	2	71			4	39				
4:30	6	62			10	41				
4:45	7	86	19	274	20	52	41	182	60	456
5:00	8	72			21	51				
5:15	5	75			33	53				
5:30	9	56			46	52				
5:45	13	42	35	245	73	37	173	193	208	438
6:00	22	50			90	27				
6:15	18	40			65	41				
6:30	21	26			47	28				
6:45	17	30	78	146	36	27	238	123	316	269
7:00	23	29			30	33				
7:15	22	25			55	16				
7:30	30	17			31	17				
7:45	29	18	104	89	36	11	152	77	256	166
8:00	35	14			41	18				
8:15	26	24			36	20				
8:30	26	21			37	18				
8:45	29	15	116	74	35	22	149	78	265	152
9:00	24	17			32	19				
9:15	26	21			43	13				
9:30	38	15			35	18	0			
9:45	34	7	122	60	41	5	151	55	273	115
10:00	26	9			42	17				
10:15	39	14			36	17				
10:30	32	8			49	11				
10:45	32	12	129	43	40	12	167	57	296	100
11:00	38	9			33	16				
11:15	44	11			37	9				
11:30	42	9			48	8				
11:45	33	7	157	36	49	5	167	38	324	74
Total	810	1745	810	1745	1293	1574	1293	1574	2103	3319
Combined Total	2555		2555		2867		2867		5422	
AM Peak	11:30 AM				5:45 AM					
Vol.	165				275					
P.H.F.	0.897				0.764					
PM Peak		4:30 PM				3:15 PM				
Vol.		295				234				
P.H.F.		0.849				0.929				
Percentage	31.7%	68.3%			45.1%	54.9%				

Volumes for: STATION#9040 on Tuesday, March 08, 2011 City: San Diego Project #: 11-4043-012
Location: 35 St between Logan Av (N) & Florence St File No. MC0097-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	8	50			13	49				
12:15	10	48			8	62				
12:30	5	41			5	51				
12:45	8	49	31	188	5	57	31	219	62	407
1:00	6	48			3	56				
1:15	3	64			8	66				
1:30	3	61			4	61				
1:45	7	49	19	222	5	53	20	236	39	458
2:00	4	58			3	50				
2:15	2	70			5	67				
2:30	2	83			5	59				
2:45	3	84	11	295	2	98	15	274	26	569
3:00	1	71			3	76				
3:15	1	82			2	71				
3:30	1	95			0	87				
3:45	2	77	5	325	3	89	8	323	13	648
4:00	2	69			2	95				
4:15	6	73			1	96				
4:30	9	83			4	84				
4:45	12	71	29	296	3	81	10	356	39	652
5:00	15	67			5	75				
5:15	21	63			5	83				
5:30	21	58			11	80				
5:45	28	69	85	257	16	77	37	315	122	572
6:00	35	63			19	87				
6:15	46	67			30	61				
6:30	56	55			26	56				
6:45	58	52	195	237	22	58	97	262	292	499
7:00	73	54			34	44				
7:15	71	52			26	38				
7:30	83	46			42	37				
7:45	73	37	300	189	42	30	144	149	444	338
8:00	63	25			48	32				
8:15	62	31			36	28				
8:30	80	28			49	27				
8:45	87	30	292	114	63	21	196	108	488	222
9:00	84	40			51	36				
9:15	54	25			40	20				
9:30	42	24			45	21	0			
9:45	53	26	233	115	42	28	178	105	411	220
10:00	51	19			40	26				
10:15	52	27			43	21				
10:30	41	18			57	13				
10:45	53	15	197	79	46	8	186	68	383	147
11:00	47	10			39	7				
11:15	50	11			47	8				
11:30	57	4			53	9				
11:45	51	6	205	31	59	12	198	36	403	67
Total	1602	2348	1602	2348	1120	2451	1120	2451	2722	4799
Combined Total	3950		3950		3571		3571		7521	
AM Peak	8:15 AM				11:30 AM					
Vol.	313				223					
P.H.F.	0.899				0.899					
PM Peak		2:45 PM				3:30 PM				
Vol.		332				367				
P.H.F.		0.949				0.956				
Percentage	40.6%	59.4%			31.4%	68.6%				

Prepared by NDS/ATD

VOLUME

36th St between Imperial Ave & Ocean View Blvd

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_046

DAILY TOTALS	NB	SB	EB	WB	Total
	1,480	1,938	0	0	3,418

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	3		2						5		12:00	19		30						49	
00:15	3		6						9		12:15	19		22						41	
00:30	2		3						5		12:30	18		29						47	
00:45	5	13	1	12					6	25	12:45	22	78	36	117					58	195
01:00	4		1						5		13:00	32		26						58	
01:15	3		3						6		13:15	28		33						61	
01:30	1		1						2		13:30	33		31						64	
01:45	1	9	4	9					5	18	13:45	28	121	27	117					55	238
02:00	2		0						2		14:00	18		39						57	
02:15	3		2						5		14:15	28		32						60	
02:30	1		1						2		14:30	32		42						74	
02:45	0	6	4	7					4	13	14:45	33	111	32	145					65	256
03:00	4		3						7		15:00	22		26						48	
03:15	1		2						3		15:15	28		49						77	
03:30	1		1						2		15:30	30		32						62	
03:45	2	8	0	6					2	14	15:45	51	131	50	157					101	288
04:00	3		2						5		16:00	23		46						69	
04:15	4		2						6		16:15	20		47						67	
04:30	2		7						9		16:30	39		51						90	
04:45	1	10	3	14					4	24	16:45	36	118	57	201					93	319
05:00	0		3						3		17:00	25		46						71	
05:15	3		10						13		17:15	23		42						65	
05:30	2		10						12		17:30	24		46						70	
05:45	9	14	7	30					16	44	17:45	25	97	46	180					71	277
06:00	4		6						10		18:00	31		34						65	
06:15	17		14						31		18:15	25		37						62	
06:30	22		21						43		18:30	24		29						53	
06:45	11	54	30	71					41	125	18:45	22	102	32	132					54	234
07:00	8		18						26		19:00	24		28						52	
07:15	13		19						32		19:15	18		24						42	
07:30	18		27						45		19:30	25		16						41	
07:45	23	62	35	99					58	161	19:45	17	84	31	99					48	183
08:00	27		28						55		20:00	12		18						30	
08:15	18		17						35		20:15	18		21						39	
08:30	13		24						37		20:30	22		15						37	
08:45	10	68	23	92					33	160	20:45	13	65	12	66					25	131
09:00	23		32						55		21:00	13		12						25	
09:15	21		26						47		21:15	13		12						25	
09:30	23		27						50		21:30	19		19						38	
09:45	12	79	22	107					34	186	21:45	14	59	8	51					22	110
10:00	20		16						36		22:00	11		8						19	
10:15	16		22						38		22:15	6		5						11	
10:30	12		18						30		22:30	14		5						19	
10:45	20	68	13	69					33	137	22:45	4	35	6	24					10	59
11:00	12		30						42		23:00	6		6						12	
11:15	12		25						37		23:15	3		4						7	
11:30	24		24						48		23:30	4		8						12	
11:45	24	72	33	112					57	184	23:45	3	16	3	21					6	37
TOTALS		463		628						1091	TOTALS		1017		1310						2327
SPLIT %		42.4%		57.6%						31.9%	SPLIT %		43.7%		56.3%						68.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,480	1,938	0	0	3,418

AM Peak Hour	07:30	11:45			11:30	PM Peak Hour	15:45	16:00			15:45
AM Pk Volume	86	114			195	PM Pk Volume	133	201			327
Pk Hr Factor	0.796	0.864			0.855	Pk Hr Factor	0.652	0.882			0.809
7 - 9 Volume	130	191	0	0	321	4 - 6 Volume	215	381	0	0	596
7 - 9 Peak Hour	07:30	07:15			07:30	4 - 6 Peak Hour	16:30	16:00			16:15
7 - 9 Pk Volume	86	109	0	0	193	4 - 6 Pk Volume	123	201	0	0	321
Pk Hr Factor	0.796	0.779	0.000	0.000	0.832	Pk Hr Factor	0.788	0.882	0.000	0.000	0.863

Prepared by NDS/ATD

VOLUME

36th St between Imperial Ave & Ocean View Blvd

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_046

DAILY TOTALS	NB	SB	EB	WB	Total
	1,501	1,974	0	0	3,475

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		4						4		12:00	18		33						51	
00:15	5		8						13		12:15	27		22						49	
00:30	7		6						13		12:30	25		30						55	
00:45	4	16	4	22					8	38	12:45	11	81	33	118					44	199
01:00	4		2						6		13:00	28		27						55	
01:15	4		3						7		13:15	15		30						45	
01:30	4		4						8		13:30	38		42						80	
01:45	4	16	2	11					6	27	13:45	17	98	32	131					49	229
02:00	3		2						5		14:00	24		19						43	
02:15	2		1						3		14:15	18		24						42	
02:30	2		1						3		14:30	31		36						67	
02:45	0	7	4	8					4	15	14:45	28	101	34	113					62	214
03:00	3		2						5		15:00	31		29						60	
03:15	0		4						4		15:15	24		30						54	
03:30	2		1						3		15:30	27		44						71	
03:45	2	7	1	8					3	15	15:45	32	114	37	140					69	254
04:00	1		1						2		16:00	30		47						77	
04:15	3		4						7		16:15	27		43						70	
04:30	3		3						6		16:30	26		47						73	
04:45	1	8	1	9					2	17	16:45	43	126	59	196					102	322
05:00	5		6						11		17:00	37		52						89	
05:15	6		9						15		17:15	26		50						76	
05:30	4		7						11		17:30	25		52						77	
05:45	6	21	7	29					13	50	17:45	29	117	41	195					70	312
06:00	7		10						17		18:00	41		49						90	
06:15	15		17						32		18:15	30		29						59	
06:30	16		10						26		18:30	34		44						78	
06:45	9	47	17	54					26	101	18:45	32	137	27	149					59	286
07:00	22		18						40		19:00	19		33						52	
07:15	17		36						53		19:15	24		23						47	
07:30	11		31						42		19:30	15		24						39	
07:45	28	78	25	110					53	188	19:45	14	72	27	107					41	179
08:00	27		27						54		20:00	15		25						40	
08:15	22		30						52		20:15	14		13						27	
08:30	9		28						37		20:30	13		18						31	
08:45	11	69	18	103					29	172	20:45	15	57	10	66					25	123
09:00	17		22						39		21:00	15		17						32	
09:15	20		19						39		21:15	17		13						30	
09:30	19		24						43		21:30	10		12						22	
09:45	14	70	22	87					36	157	21:45	12	54	7	49					19	103
10:00	21		26						47		22:00	8		10						18	
10:15	18		23						41		22:15	9		12						21	
10:30	18		21						39		22:30	9		14						23	
10:45	14	71	23	93					37	164	22:45	6	32	8	44					14	76
11:00	18		30						48		23:00	2		7						9	
11:15	19		24						43		23:15	4		5						9	
11:30	24		27						51		23:30	1		7						8	
11:45	31	92	28	109					59	201	23:45	3	10	4	23					7	33
TOTALS		502		643						1145	TOTALS		999		1331						2330
SPLIT %		43.8%		56.2%						32.9%	SPLIT %		42.9%		57.1%						67.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,501	1,974	0	0	3,475

AM Peak Hour	11:45	07:15			11:45	PM Peak Hour	18:00	16:45			16:45
AM Pk Volume	101	119			214	PM Pk Volume	137	213			344
Pk Hr Factor	0.815	0.826			0.907	Pk Hr Factor	0.835	0.903			0.843
7 - 9 Volume	147	213	0	0	360	4 - 6 Volume	243	391	0	0	634
7 - 9 Peak Hour	07:30	07:15			07:15	4 - 6 Peak Hour	16:15	16:45			16:45
7 - 9 Pk Volume	88	119	0	0	202	4 - 6 Pk Volume	133	213	0	0	344
Pk Hr Factor	0.786	0.826	0.000	0.000	0.935	Pk Hr Factor	0.773	0.903	0.000	0.000	0.843

Volumes for: STATION#3004 on Thursday, January 28, 2010

City: San Diego

Project #: 10-4007-021

Location: 36th St between Hemlock St & Ocean View Blvd

File No. MC0021-10

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	2	24			3	26				
12:15	2	19			1	31				
12:30	3	31			6	28				
12:45	2	21	9	95	1	28	11	113	20	208
1:00	2	22			4	26				
1:15	1	25			3	27				
1:30	0	24			2	38				
1:45	2	28	5	99	2	32	11	123	16	222
2:00	2	39			2	26				
2:15	2	26			2	25				
2:30	0	25			3	24				
2:45	1	28	5	118	1	37	8	112	13	230
3:00	6	32			2	39				
3:15	6	32			2	41				
3:30	3	26			1	54				
3:45	3	44	18	134	3	40	8	174	26	308
4:00	0	30			0	31				
4:15	1	37			0	38				
4:30	3	27			2	45				
4:45	4	27	8	121	1	39	3	153	11	274
5:00	2	32			4	29				
5:15	7	25			6	22				
5:30	5	31			3	33				
5:45	15	31	29	119	4	36	17	120	46	239
6:00	10	34			5	37				
6:15	16	25			17	43				
6:30	13	30			16	40				
6:45	17	22	56	111	12	26	50	146	106	257
7:00	17	18			23	23				
7:15	16	17			10	18				
7:30	14	20			19	27				
7:45	23	25	70	80	25	22	77	90	147	170
8:00	29	21			21	24				
8:15	25	28			28	18				
8:30	22	20			24	14				
8:45	24	15	100	84	45	17	118	73	218	157
9:00	26	11			39	20				
9:15	23	17			26	14				
9:30	23	10			21	16	0			
9:45	20	16	92	54	18	17	104	67	196	121
10:00	19	9			23	16				
10:15	15	11			18	9				
10:30	18	5			19	6				
10:45	20	3	72	28	15	7	75	38	147	66
11:00	21	8			18	10				
11:15	21	4			22	4				
11:30	17	6			27	7				
11:45	20	2	79	20	22	3	89	24	168	44
Total	543	1063	543	1063	571	1233	571	1233	1114	2296
Combined Total	1606		1606		1804		1804		3410	
AM Peak	8:00 AM				8:15 AM					
Vol.	100				136					
P.H.F.	0.862				0.756					
PM Peak		3:45 PM				3:00 PM				
Vol.		138				174				
P.H.F.		0.841				0.806				
Percentage	33.8%	66.2%			31.7%	68.3%				

Volumes for: STATION#3561 on Tuesday, August 09, 2011 City: San Diego Project #: 11-4196-042
Location: 38 St from National Av to Logan Av File No. MC0727-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	2	30			7	28				
12:15	6	24			4	29				
12:30	3	21			3	22				
12:45	1	31	12	106	2	20	16	99	28	205
1:00	2	22			2	32				
1:15	3	24			0	18				
1:30	0	29			0	19				
1:45	0	25	5	100	1	31	3	100	8	200
2:00	2	28			1	27				
2:15	2	27			1	19				
2:30	0	27			0	42				
2:45	1	29	5	111	0	38	2	126	7	237
3:00	4	28			0	41				
3:15	2	42			0	45				
3:30	0	23			2	41				
3:45	2	47	8	140	3	38	5	165	13	305
4:00	2	26			1	34				
4:15	1	27			2	42				
4:30	0	34			3	35				
4:45	3	30	6	117	5	42	11	153	17	270
5:00	2	34			3	45				
5:15	4	44			6	44				
5:30	2	42			8	51				
5:45	8	27	16	147	11	53	28	193	44	340
6:00	6	34			7	43				
6:15	19	30			17	30				
6:30	11	23			19	43				
6:45	14	34	50	121	17	32	60	148	110	269
7:00	16	23			12	28				
7:15	20	39			16	38				
7:30	16	34			15	33				
7:45	12	30	64	126	22	38	65	137	129	263
8:00	17	21			18	30				
8:15	15	27			24	26				
8:30	14	22			21	24				
8:45	12	15	58	85	26	28	89	108	147	193
9:00	15	17			28	21				
9:15	11	23			17	32				
9:30	14	20			22	30	0			
9:45	18	14	58	74	16	21	83	104	141	178
10:00	17	20			20	11				
10:15	18	10			17	10				
10:30	20	8			23	9				
10:45	16	13	71	51	18	6	78	36	149	87
11:00	23	11			22	10				
11:15	22	5			26	11				
11:30	24	8			30	6				
11:45	21	3	90	27	19	3	97	30	187	57
Total	443	1205	443	1205	537	1399	537	1399	980	2604
Combined Total	1648		1648		1936		1936		3584	
AM Peak	11:30 AM				11:30 AM					
Vol.	99				106					
P.H.F.	0.825				0.883					
PM Peak		4:45 PM				5:00 PM				
Vol.		150				193				
P.H.F.		0.864				0.910				
Percentage	26.9%	73.1%			27.7%	72.3%				

Volumes for: STATION#3355 on Tuesday, January 31, 2012

City: San Diego

Project #: 12-4009-060

Location: Vesta St btwn Dalbergia St & Main St

File No. MC0060-12

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	9	33			0	22				
12:15	2	29			2	35				
12:30	3	19			1	27				
12:45	1	29	15	110	0	30	3	114	18	224
1:00	4	33			0	32				
1:15	5	31			2	17				
1:30	2	28			1	22				
1:45	2	22	13	114	1	22	4	93	17	207
2:00	2	23			1	27				
2:15	2	23			0	24				
2:30	1	42			1	27				
2:45	0	54	5	142	1	19	3	97	8	239
3:00	3	42			1	23				
3:15	2	54			4	23				
3:30	1	59			2	25				
3:45	1	63	7	218	1	39	8	110	15	328
4:00	2	65			4	32				
4:15	0	55			1	25				
4:30	2	46			5	19				
4:45	1	63	5	229	5	27	15	103	20	332
5:00	2	77			7	51				
5:15	3	96			23	44				
5:30	4	55			19	51				
5:45	6	55	15	283	22	47	71	193	86	476
6:00	11	30			33	60				
6:15	7	50			35	47				
6:30	6	39			36	44				
6:45	9	28	33	147	42	28	146	179	179	326
7:00	10	30			55	17				
7:15	20	27			56	15				
7:30	12	22			48	23				
7:45	18	23	60	102	58	8	217	63	277	165
8:00	23	13			31	16				
8:15	23	16			37	11				
8:30	22	12			36	14				
8:45	20	14	88	55	31	11	135	52	223	107
9:00	19	9			28	12				
9:15	17	19			21	14				
9:30	15	16			25	9				
9:45	25	14	76	58	21	9	95	44	171	102
10:00	19	5			22	3				
10:15	12	17			28	2				
10:30	23	3			18	8				
10:45	16	17	70	42	21	6	89	19	159	61
11:00	32	9			22	3				
11:15	22	8			26	5				
11:30	26	6			20	6				
11:45	21	5	101	28	19	2	87	16	188	44
Total	488	1528	488	1528	873	1083	873	1083	1361	2611
Combined Total	2016		2016		1956		1956		3972	
AM Peak	11:30 AM				7:00 AM					
Vol.	109				217					
P.H.F.	0.826				0.935					
PM Peak		4:45 PM				5:30 PM				
Vol.		291				205				
P.H.F.		0.758				0.854				
Percentage	24.2%	75.8%			44.6%	55.4%				

Volumes for: STATION#3565 on Thursday, March 10, 2011 City: San Diego Project #: 11-4066-025
Location: 40 St between Franklin Av (S) & Franklin Av (N) File No. MC0203-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	2	33			2	49				
12:15	3	25			4	45				
12:30	2	21			1	36				
12:45	5	33	12	112	2	45	9	175	21	287
1:00	2	38			5	39				
1:15	0	22			5	36				
1:30	0	30			1	37				
1:45	0	25	2	115	1	42	12	154	14	269
2:00	3	22			0	34				
2:15	0	26			2	49				
2:30	1	42			3	45				
2:45	0	27	4	117	4	51	9	179	13	296
3:00	0	43			2	47				
3:15	0	35			0	52				
3:30	1	30			1	55				
3:45	0	27	1	135	1	36	4	190	5	325
4:00	0	28			1	56				
4:15	1	39			0	39				
4:30	5	44			6	62				
4:45	1	39	7	150	5	56	12	213	19	363
5:00	2	33			7	52				
5:15	5	28			15	51				
5:30	4	47			6	71				
5:45	5	29	16	137	12	62	40	236	56	373
6:00	13	33			12	46				
6:15	14	37			19	50				
6:30	30	25			36	34				
6:45	17	29	74	124	22	48	89	178	163	302
7:00	20	38			26	37				
7:15	24	19			35	30				
7:30	32	14			42	29				
7:45	47	21	123	92	52	22	155	118	278	210
8:00	32	20			60	25				
8:15	28	25			40	23				
8:30	20	19			34	24				
8:45	16	16	96	80	35	29	169	101	265	181
9:00	12	24			40	30				
9:15	19	22			34	26				
9:30	20	10			30	32	0			
9:45	20	9	71	65	35	13	139	101	210	166
10:00	23	9			41	10				
10:15	24	14			37	13				
10:30	24	6			32	13				
10:45	26	7	97	36	31	7	141	43	238	79
11:00	24	3			37	7				
11:15	25	2			38	5				
11:30	29	4			43	5				
11:45	27	3	105	12	35	3	153	20	258	32
Total	608	1175	608	1175	932	1708	932	1708	1540	2883
Combined Total	1783		1783		2640		2640		4423	
AM Peak	7:30 AM				7:30 AM					
Vol.	139				194					
P.H.F.	0.739				0.808					
PM Peak		4:15 PM				5:00 PM				
Vol.		155				236				
P.H.F.		0.915				0.831				
Percentage	34.1%	65.9%			35.3%	64.7%				

WEDNESDAY - OCTOBER 24, 2012 CITY: SAN DIEGO PROJECT: CA12-1026-01

40TH BTN NATIONAL & NEWTON

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		1					12:00	19		15				
00:15	1		0					12:15	22		13				
00:30	0		0					12:30	26		12				
00:45	1	2	1	2			4	12:45	21	88	11	51			139
01:00	2		2					13:00	20		9				
01:15	1		0					13:15	18		19				
01:30	1		0					13:30	11		10				
01:45	1	5	1	3			8	13:45	16	65	16	54			119
02:00	0		1					14:00	20		11				
02:15	1		2					14:15	19		16				
02:30	2		1					14:30	17		21				
02:45	1	4	0	4			8	14:45	15	71	25	73			144
03:00	1		0					15:00	11		11				
03:15	0		1					15:15	16		16				
03:30	2		0					15:30	20		20				
03:45	1	4	1	2			6	15:45	19	66	18	65			131
04:00	1		2					16:00	20		28				
04:15	0		1					16:15	18		30				
04:30	1		2					16:30	25		20				
04:45	2	4	0	5			9	16:45	20	83	19	97			180
05:00	4		4					17:00	19		23				
05:15	4		4					17:15	22		33				
05:30	3		5					17:30	21		20				
05:45	5	16	6	19			35	17:45	20	82	22	98			180
06:00	4		15					18:00	22		15				
06:15	9		11					18:15	12		9				
06:30	11		16					18:30	11		12				
06:45	18	42	20	62			104	18:45	19	64	13	49			113
07:00	22		18					19:00	4		11				
07:15	20		22					19:15	9		16				
07:30	31		20					19:30	9		9				
07:45	28	101	19	79			180	19:45	5	27	10	46			73
08:00	22		20					20:00	4		5				
08:15	20		15					20:15	6		4				
08:30	19		11					20:30	4		5				
08:45	10	71	12	58			129	20:45	1	15	6	20			35
09:00	21		17					21:00	0		5				
09:15	16		22					21:15	1		4				
09:30	22		10					21:30	2		1				
09:45	16	75	9	58			133	21:45	0	3	0	10			13
10:00	11		14					22:00	1		1				
10:15	15		11					22:15	2		2				
10:30	9		16					22:30	0		1				
10:45	19	54	9	50			104	22:45	1	4	0	4			8
11:00	11		10					23:00	2		0				
11:15	16		12					23:15	0		0				
11:30	11		18					23:30	0		1				
11:45	13	51	16	56			107	23:45	1	3	0	1			4
Total Vol.		429		398			**827**			571		568			**1139**

Daily Totals

	NB	SB	EB	WB	Combined
	1000	966			**1966**

	AM			PM		
Split %	51.9%	48.1%	**42.1%**	50.1%	49.9%	**57.9%**
Peak Hour	07:00	07:15	**07:15**	12:15	17:00	**16:30**
Volume	101	81	**182**	89	98	**181**
P.H.F.	0.81	0.92	**0.89**	0.87	0.74	**0.82**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THURSDAY - OCTOBER 25, 2012 CITY: SAN DIEGO PROJECT: CA12-1026-01

40TH BTN NATIONAL & NEWTON

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	1		2					12:00	14		18				
00:15	2		1					12:15	11		20				
00:30	2		1					12:30	9		16				
00:45	3	8	0	4			12	12:45	17	51	11	65			116
01:00	2		1					13:00	15		10				
01:15	0		0					13:15	12		9				
01:30	1		2					13:30	10		14				
01:45	2	5	1	4			9	13:45	19	56	12	45			101
02:00	1		0					14:00	11		18				
02:15	1		0					14:15	16		22				
02:30	0		1					14:30	18		16				
02:45	1	3	0	1			4	14:45	21	66	9	65			131
03:00	1		2					15:00	16		12				
03:15	2		1					15:15	15		18				
03:30	2		0					15:30	22		11				
03:45	1	6	1	4			10	15:45	21	74	15	56			130
04:00	2		3					16:00	18		9				
04:15	10		1					16:15	26		19				
04:30	1		1					16:30	22		22				
04:45	3	16	0	5			21	16:45	23	89	26	76			165
05:00	2		1					17:00	28		20				
05:15	1		5					17:15	15		15				
05:30	3		6					17:30	26		18				
05:45	6	12	4	16			28	17:45	19	88	21	74			162
06:00	5		9					18:00	21		13				
06:15	9		10					18:15	20		17				
06:30	12		9					18:30	15		10				
06:45	11	37	15	43			80	18:45	11	67	9	49			116
07:00	19		18					19:00	18		11				
07:15	26		20					19:15	9		18				
07:30	22		28					19:30	10		14				
07:45	35	102	20	86			188	19:45	5	42	16	59			101
08:00	32		16					20:00	10		10				
08:15	11		11					20:15	9		7				
08:30	21		9					20:30	4		7				
08:45	16	80	10	46			126	20:45	4	27	9	33			60
09:00	9		11					21:00	6		11				
09:15	10		10					21:15	5		5				
09:30	7		11					21:30	4		4				
09:45	9	35	17	49			84	21:45	4	19	4	24			43
10:00	11		9					22:00	5		2				
10:15	15		9					22:15	2		1				
10:30	9		5					22:30	0		0				
10:45	11	46	9	32			78	22:45	4	11	1	4			15
11:00	10		10					23:00	0		2				
11:15	9		5					23:15	1		1				
11:30	7		14					23:30	0		0				
11:45	12	38	9	38			76	23:45	1	2	1	4			6
Total Vol.		388		328			**716**			592		554			**1146**

Daily Totals

	NB	SB	EB	WB	Combined
	980	882			**1862**

	AM			PM		
Split %	54.2%	45.8%	**38.5%**	51.7%	48.3%	**61.5%**
Peak Hour	07:15	07:00	**07:15**	16:15	16:15	**16:15**
Volume	115	86	**199**	99	87	**186**
P.H.F.	0.82	0.77	**0.90**	0.90	0.84	**0.95**

Volumes for: STATION#2963 on Thursday, March 10, 2011

City: San Diego

Project #: 11-4066-010

Location: Boundary St between Market St & F St

File No. MC0188-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	18			1	12				
12:15	0	20			1	9				
12:30	1	15			1	10				
12:45	0	21	1	74	2	12	5	43	6	117
1:00	2	12			0	11				
1:15	2	14			1	19				
1:30	4	19			0	11				
1:45	3	18	11	63	2	13	3	54	14	117
2:00	1	20			0	11				
2:15	0	21			0	18				
2:30	1	17			0	12				
2:45	0	24	2	82	1	18	1	59	3	141
3:00	0	33			1	18				
3:15	0	27			0	14				
3:30	0	26			0	22				
3:45	0	36	0	122	0	16	1	70	1	192
4:00	0	35			0	21				
4:15	0	24			1	17				
4:30	0	28			4	14				
4:45	0	21	0	108	2	22	7	74	7	182
5:00	1	22			6	12				
5:15	3	32			4	16				
5:30	0	23			6	18				
5:45	5	24	9	101	6	17	22	63	31	164
6:00	0	30			6	13				
6:15	11	20			18	23				
6:30	8	24			8	18				
6:45	8	29	27	103	13	19	45	73	72	176
7:00	11	11			15	9				
7:15	10	14			21	7				
7:30	8	9			18	8				
7:45	12	12	41	46	18	5	72	29	113	75
8:00	10	9			13	4				
8:15	7	16			14	9				
8:30	9	7			13	7				
8:45	12	7	38	39	16	4	56	24	94	63
9:00	11	11			10	3				
9:15	15	10			12	6				
9:30	12	8			14	2	0			
9:45	21	10	59	39	13	5	49	16	108	55
10:00	10	5			10	4				
10:15	54	7			11	2				
10:30	13	5			20	3				
10:45	14	9	91	26	15	5	56	14	147	40
11:00	14	7			11	1				
11:15	16	4			19	1				
11:30	14	6			17	1				
11:45	17	2	61	19	16	0	63	3	124	22
Total	340	822	340	822	380	522	380	522	720	1344
Combined Total	1162		1162		902		902		2064	
AM Peak	9:45 AM				7:00 AM					
Vol.	98				72					
P.H.F.	0.454				0.857					
PM Peak		3:15 PM				3:30 PM				
Vol.		124				76				
P.H.F.		0.868				0.864				
Percentage	29.3%	70.7%			42.1%	57.9%				

Prepared by NDS/ATD

VOLUME

San Pasqual Dr between Imperial Ave & Ocean View Blvd

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_047

DAILY TOTALS	NB	SB	EB	WB	Total
	2,927	2,592	0	0	5,519

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	4		7						11		12:00	36		68						104	
00:15	0		3						3		12:15	41		37						78	
00:30	5		3						8		12:30	46		43						89	
00:45	1	10	3	16					4	26	12:45	37	160	43	191					80	351
01:00	2		5						7		13:00	34		31						65	
01:15	2		0						2		13:15	33		44						77	
01:30	1		0						1		13:30	50		41						91	
01:45	0	5	0	5					0	10	13:45	40	157	30	146					70	303
02:00	1		0						1		14:00	46		50						96	
02:15	1		1						2		14:15	41		32						73	
02:30	0		1						1		14:30	50		34						84	
02:45	0	2	1	3					1	5	14:45	43	180	41	157					84	337
03:00	2		1						3		15:00	43		51						94	
03:15	0		0						0		15:15	49		48						97	
03:30	0		1						1		15:30	46		46						92	
03:45	0	2	0	2					0	4	15:45	36	174	37	182					73	356
04:00	1		1						2		16:00	42		48						90	
04:15	1		1						2		16:15	47		55						102	
04:30	2		3						5		16:30	42		53						95	
04:45	2	6	0	5					2	11	16:45	55	186	65	221					120	407
05:00	4		4						8		17:00	46		55						101	
05:15	7		3						10		17:15	59		52						111	
05:30	7		5						12		17:30	47		62						109	
05:45	15	33	5	17					20	50	17:45	57	209	75	244					132	453
06:00	16		12						28		18:00	60		55						115	
06:15	20		11						31		18:15	72		48						120	
06:30	19		11						30		18:30	44		46						90	
06:45	33	88	10	44					43	132	18:45	48	224	49	198					97	422
07:00	36		16						52		19:00	53		50						103	
07:15	67		22						89		19:15	48		38						86	
07:30	73		19						92		19:30	42		34						76	
07:45	84	260	38	95					122	355	19:45	34	177	45	167					79	344
08:00	66		37						103		20:00	35		29						64	
08:15	83		43						126		20:15	35		29						64	
08:30	55		38						93		20:30	43		28						71	
08:45	71	275	38	156					109	431	20:45	27	140	33	119					60	259
09:00	64		36						100		21:00	34		32						66	
09:15	47		30						77		21:15	19		28						47	
09:30	31		25						56		21:30	20		19						39	
09:45	39	181	36	127					75	308	21:45	17	90	11	90					28	180
10:00	22		36						58		22:00	12		16						28	
10:15	35		52						87		22:15	12		13						25	
10:30	41		52						93		22:30	6		7						13	
10:45	25	123	29	169					54	292	22:45	8	38	9	45					17	83
11:00	42		29						71		23:00	2		4						6	
11:15	44		37						81		23:15	3		8						11	
11:30	58		62						120		23:30	3		2						5	
11:45	52	196	45	173					97	369	23:45	3	11	6	20					9	31
TOTALS		1181		812						1993	TOTALS		1746		1780						3526
SPLIT %		59.3%		40.7%						36.1%	SPLIT %		49.5%		50.5%						63.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,927	2,592	0	0	5,519

AM Peak Hour	07:30	11:15			07:45	PM Peak Hour	17:30	17:00			17:30
AM Pk Volume	306	212			444	PM Pk Volume	236	244			476
Pk Hr Factor	0.911	0.779			0.881	Pk Hr Factor	0.819	0.813			0.902
7 - 9 Volume	535	251	0	0	786	4 - 6 Volume	395	465	0	0	860
7 - 9 Peak Hour	07:30	07:45			07:45	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	306	156	0	0	444	4 - 6 Pk Volume	209	244	0	0	453
Pk Hr Factor	0.911	0.907	0.000	0.000	0.881	Pk Hr Factor	0.886	0.813	0.000	0.000	0.858

Prepared by NDS/ATD

VOLUME

San Pasqual Dr between Imperial Ave & Ocean View Blvd

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_047

DAILY TOTALS	NB	SB	EB	WB	Total
	2,868	2,570	0	0	5,438

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	1		3						4		12:00	50		41						91	
00:15	4		2						6		12:15	53		51						104	
00:30	2		1						3		12:30	49		39						88	
00:45	0	7	1	7					1	14	12:45	51	203	43	174					94	377
01:00	1		3						4		13:00	49		44						93	
01:15	4		2						6		13:15	45		50						95	
01:30	1		4						5		13:30	48		46						94	
01:45	3	9	1	10					4	19	13:45	45	187	31	171					76	358
02:00	1		1						2		14:00	38		55						93	
02:15	1		1						2		14:15	37		43						80	
02:30	1		1						2		14:30	47		41						88	
02:45	2	5	1	4					3	9	14:45	37	159	43	182					80	341
03:00	2		1						3		15:00	53		49						102	
03:15	0		0						0		15:15	40		39						79	
03:30	1		1						2		15:30	41		51						92	
03:45	3	6	0	2					3	8	15:45	44	178	47	186					91	364
04:00	0		1						1		16:00	35		57						92	
04:15	1		1						2		16:15	45		56						101	
04:30	2		2						4		16:30	49		35						84	
04:45	0	3	0	4					0	7	16:45	44	173	50	198					94	371
05:00	2		5						7		17:00	43		69						112	
05:15	7		4						11		17:15	45		58						103	
05:30	11		4						15		17:30	68		67						135	
05:45	12	32	6	19					18	51	17:45	69	225	72	266					141	491
06:00	7		11						18		18:00	65		64						129	
06:15	27		10						37		18:15	45		66						111	
06:30	33		16						49		18:30	51		54						105	
06:45	36	103	14	51					50	154	18:45	44	205	54	238					98	443
07:00	43		13						56		19:00	35		54						89	
07:15	48		24						72		19:15	45		48						93	
07:30	59		26						85		19:30	43		30						73	
07:45	71	221	23	86					94	307	19:45	40	163	30	162					70	325
08:00	83		34						117		20:00	26		36						62	
08:15	68		48						116		20:15	42		33						75	
08:30	66		38						104		20:30	23		25						48	
08:45	66	283	48	168					114	451	20:45	38	129	35	129					73	258
09:00	38		36						74		21:00	38		38						76	
09:15	31		27						58		21:15	22		24						46	
09:30	36		34						70		21:30	17		14						31	
09:45	32	137	25	122					57	259	21:45	17	94	14	90					31	184
10:00	24		18						42		22:00	12		10						22	
10:15	31		20						51		22:15	14		10						24	
10:30	27		31						58		22:30	7		6						13	
10:45	35	117	22	91					57	208	22:45	4	37	8	34					12	71
11:00	51		27						78		23:00	9		7						16	
11:15	36		38						74		23:15	5		7						12	
11:30	42		45						87		23:30	6		7						13	
11:45	41	170	41	151					82	321	23:45	2	22	4	25					6	47
TOTALS		1093		715						1808	TOTALS		1775		1855						3630
SPLIT %		60.5%		39.5%						33.2%	SPLIT %		48.9%		51.1%						66.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,868	2,570	0	0	5,438

AM Peak Hour	07:45	11:30			08:00	PM Peak Hour	17:15	17:30			17:30
AM Pk Volume	288	178			451	PM Pk Volume	247	269			516
Pk Hr Factor	0.867	0.873			0.964	Pk Hr Factor	0.895	0.934			0.915
7 - 9 Volume	504	254	0	0	758	4 - 6 Volume	398	464	0	0	862
7 - 9 Peak Hour	07:45	08:00			08:00	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	288	168	0	0	451	4 - 6 Pk Volume	225	266	0	0	491
Pk Hr Factor	0.867	0.875	0.000	0.000	0.964	Pk Hr Factor	0.815	0.924	0.000	0.000	0.871

Prepared by NDS/ATD

VOLUME

San Pasqual Dr between Ocean View Blvd & Logan Ave

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_048

DAILY TOTALS	NB	SB	EB	WB	Total
	2,924	2,676	0	0	5,600

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	3		3						6		12:00	47		52						99	
00:15	3		3						6		12:15	42		53						95	
00:30	5		1						6		12:30	60		36						96	
00:45	1	12	0	7					1	19	12:45	42	191	37	178					79	369
01:00	2		2						4		13:00	48		49						97	
01:15	3		1						4		13:15	41		48						89	
01:30	4		4						8		13:30	45		56						101	
01:45	3	12	2	9					5	21	13:45	45	179	50	203					95	382
02:00	2		2						4		14:00	43		33						76	
02:15	0		0						0		14:15	39		43						82	
02:30	1		1						2		14:30	40		52						92	
02:45	0	3	3	6					3	9	14:45	43	165	45	173					88	338
03:00	1		0						1		15:00	49		44						93	
03:15	1		0						1		15:15	53		42						95	
03:30	2		0						2		15:30	35		43						78	
03:45	1	5	1	1					2	6	15:45	42	179	42	171					84	350
04:00	0		1						1		16:00	23		39						62	
04:15	2		2						4		16:15	44		46						90	
04:30	0		1						1		16:30	36		54						90	
04:45	3	5	2	6					5	11	16:45	42	145	53	192					95	337
05:00	6		6						12		17:00	51		56						107	
05:15	8		4						12		17:15	47		62						109	
05:30	12		4						16		17:30	58		60						118	
05:45	11	37	7	21					18	58	17:45	66	222	82	260					148	482
06:00	17		4						21		18:00	68		60						128	
06:15	24		15						39		18:15	53		62						115	
06:30	34		14						48		18:30	52		62						114	
06:45	38	113	14	47					52	160	18:45	47	220	48	232					95	452
07:00	44		19						63		19:00	56		54						110	
07:15	44		20						64		19:15	57		45						102	
07:30	71		33						104		19:30	44		27						71	
07:45	80	239	36	108					116	347	19:45	24	181	31	157					55	338
08:00	73		36						109		20:00	34		29						63	
08:15	79		44						123		20:15	23		27						50	
08:30	48		51						99		20:30	41		33						74	
08:45	39	239	56	187					95	426	20:45	36	134	29	118					65	252
09:00	39		55						94		21:00	33		41						74	
09:15	43		28						71		21:15	31		27						58	
09:30	28		25						53		21:30	24		13						37	
09:45	27	137	31	139					58	276	21:45	12	100	14	95					26	195
10:00	39		37						76		22:00	22		13						35	
10:15	36		30						66		22:15	12		11						23	
10:30	39		29						68		22:30	13		11						24	
10:45	27	141	39	135					66	276	22:45	9	56	7	42					16	98
11:00	44		35						79		23:00	8		9						17	
11:15	50		33						83		23:15	9		3						12	
11:30	42		50						92		23:30	3		8						11	
11:45	48	184	45	163					93	347	23:45	5	25	6	26					11	51
TOTALS		1127		829						1956	TOTALS		1797		1847						3644
SPLIT %		57.6%		42.4%						34.9%	SPLIT %		49.3%		50.7%						65.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,924	2,676	0	0	5,600

AM Peak Hour	07:30	08:15			07:30	PM Peak Hour	17:30	17:45			17:30
AM Pk Volume	303	206			452	PM Pk Volume	245	266			509
Pk Hr Factor	0.947	0.920			0.919	Pk Hr Factor	0.901	0.811			0.860
7 - 9 Volume	478	295	0	0	773	4 - 6 Volume	367	452	0	0	819
7 - 9 Peak Hour	07:30	08:00			07:30	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	303	187	0	0	452	4 - 6 Pk Volume	222	260	0	0	482
Pk Hr Factor	0.947	0.835	0.000	0.000	0.919	Pk Hr Factor	0.841	0.793	0.000	0.000	0.814

Prepared by NDS/ATD

VOLUME

San Pasqual Dr between Ocean View Blvd & Logan Ave

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_048

DAILY TOTALS	NB	SB	EB	WB	Total
	2,885	2,585	0	0	5,470

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	6		8						14		12:00	34		57						91	
00:15	2		2						4		12:15	33		55						88	
00:30	5		5						10		12:30	40		36						76	
00:45	1	14	3	18					4	32	12:45	60	167	42	190					102	357
01:00	4		6						10		13:00	32		50						82	
01:15	4		3						7		13:15	36		47						83	
01:30	1		1						2		13:30	47		24						71	
01:45	4	13	2	12					6	25	13:45	37	152	39	160					76	312
02:00	6		2						8		14:00	48		39						87	
02:15	2		4						6		14:15	40		38						78	
02:30	4		1						5		14:30	50		41						91	
02:45	0	12	1	8					1	20	14:45	35	173	39	157					74	330
03:00	1		2						3		15:00	41		51						92	
03:15	2		1						3		15:15	49		48						97	
03:30	3		1						4		15:30	41		43						84	
03:45	3	9	1	5					4	14	15:45	48	179	52	194					100	373
04:00	1		1						2		16:00	34		53						87	
04:15	0		2						2		16:15	40		40						80	
04:30	3		2						5		16:30	50		44						94	
04:45	2	6	3	8					5	14	16:45	47	171	51	188					98	359
05:00	4		2						6		17:00	50		58						108	
05:15	6		5						11		17:15	51		50						101	
05:30	12		5						17		17:30	50		54						104	
05:45	11	33	11	23					22	56	17:45	67	218	65	227					132	445
06:00	8		5						13		18:00	46		76						122	
06:15	24		9						33		18:15	50		48						98	
06:30	26		13						39		18:30	65		66						131	
06:45	34	92	15	42					49	134	18:45	87	248	54	244					141	492
07:00	51		7						58		19:00	60		44						104	
07:15	54		23						77		19:15	69		42						111	
07:30	72		31						103		19:30	51		27						78	
07:45	66	243	31	92					97	335	19:45	29	209	22	135					51	344
08:00	76		38						114		20:00	40		32						72	
08:15	53		41						94		20:15	24		32						56	
08:30	46		56						102		20:30	29		27						56	
08:45	45	220	39	174					84	394	20:45	42	135	22	113					64	248
09:00	40		43						83		21:00	21		39						60	
09:15	50		29						79		21:15	20		19						39	
09:30	35		29						64		21:30	19		20						39	
09:45	33	158	30	131					63	289	21:45	22	82	22	100					44	182
10:00	31		35						66		22:00	7		12						19	
10:15	27		31						58		22:15	17		12						29	
10:30	30		37						67		22:30	13		9						22	
10:45	27	115	29	132					56	247	22:45	17	54	7	40					24	94
11:00	30		39						69		23:00	9		5						14	
11:15	26		34						60		23:15	4		6						10	
11:30	64		52						116		23:30	6		9						15	
11:45	37	157	43	168					80	325	23:45	6	25	4	24					10	49
TOTALS		1072		813						1885	TOTALS		1813		1772						3585
SPLIT %		56.9%		43.1%						34.5%	SPLIT %		50.6%		49.4%						65.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,885	2,585	0	0	5,470

AM Peak Hour	07:15	11:30			07:30	PM Peak Hour	18:30	17:45			18:00
AM Pk Volume	268	207			408	PM Pk Volume	281	255			492
Pk Hr Factor	0.882	0.908			0.895	Pk Hr Factor	0.807	0.839			0.872
7 - 9 Volume	463	266	0	0	729	4 - 6 Volume	389	415	0	0	804
7 - 9 Peak Hour	07:15	08:00			07:30	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	268	174	0	0	408	4 - 6 Pk Volume	218	227	0	0	445
Pk Hr Factor	0.882	0.777	0.000	0.000	0.895	Pk Hr Factor	0.813	0.873	0.000	0.000	0.843

WEDNESDAY - OCTOBER 24, 2012 CITY: SAN DIEGO PROJECT: CA12-1026-01

43RD BTN NATIONAL & NEWTON

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	16		11					12:00	83		89				
00:15	22		15					12:15	104		114				
00:30	15		9					12:30	96		101				
00:45	11	64	12	47			111	12:45	104	387	93	397			784
01:00	6		4					13:00	102		100				
01:15	15		9					13:15	94		94				
01:30	2		5					13:30	109		101				
01:45	6	29	3	21			50	13:45	93	398	92	387			785
02:00	11		6					14:00	107		90				
02:15	3		6					14:15	84		85				
02:30	9		5					14:30	118		80				
02:45	5	28	6	23			51	14:45	115	424	127	382			806
03:00	7		7					15:00	97		135				
03:15	11		3					15:15	104		125				
03:30	2		3					15:30	115		123				
03:45	3	23	4	17			40	15:45	113	429	125	508			937
04:00	5		3					16:00	95		121				
04:15	6		4					16:15	101		166				
04:30	7		9					16:30	111		140				
04:45	10	28	5	21			49	16:45	126	433	131	558			991
05:00	15		5					17:00	118		175				
05:15	18		10					17:15	115		159				
05:30	23		18					17:30	109		158				
05:45	32	88	28	61			149	17:45	105	447	141	633			1080
06:00	38		26					18:00	113		162				
06:15	45		22					18:15	130		146				
06:30	69		35					18:30	98		157				
06:45	89	241	57	140			381	18:45	129	470	116	581			1051
07:00	133		54					19:00	122		122				
07:15	128		45					19:15	120		112				
07:30	166		65					19:30	96		87				
07:45	165	592	78	242			834	19:45	79	417	86	407			824
08:00	141		77					20:00	90		70				
08:15	108		60					20:15	98		114				
08:30	90		68					20:30	79		85				
08:45	99	438	44	249			687	20:45	85	352	67	336			688
09:00	102		74					21:00	93		60				
09:15	72		81					21:15	64		63				
09:30	89		65					21:30	61		74				
09:45	78	341	77	297			638	21:45	61	279	60	257			536
10:00	70		57					22:00	58		42				
10:15	54		69					22:15	46		36				
10:30	88		78					22:30	39		42				
10:45	82	294	84	288			582	22:45	42	185	34	154			339
11:00	94		73					23:00	26		34				
11:15	93		99					23:15	27		19				
11:30	93		78					23:30	14		23				
11:45	82	362	115	365			727	23:45	25	92	13	89			181
Total Vol.		2528		1771			**4299**			4313		4689			**9002**

Daily Totals

	NB	SB	EB	WB	Combined
	6841	6460			**13301**

	AM			PM		
Split %	58.8%	41.2%	**32.3%**	47.9%	52.1%	**67.7%**
Peak Hour	07:15	11:45	**07:15**	18:15	17:00	**16:45**
Volume	600	419	**865**	479	633	**1091**
P.H.F.	0.90	0.91	**0.89**	0.93	0.90	**0.93**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

THURSDAY - OCTOBER 25, 2012 CITY: SAN DIEGO PROJECT: CA12-1026-01

43RD BTN NATIONAL & NEWTON

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	20		12					12:00	81		87				
00:15	18		19					12:15	124		95				
00:30	15		10					12:30	91		94				
00:45	10	63	9	50			113	12:45	95	391	117	393			784
01:00	6		8					13:00	105		87				
01:15	9		2					13:15	105		105				
01:30	5		9					13:30	109		101				
01:45	10	30	5	24			54	13:45	106	425	91	384			809
02:00	8		5					14:00	108		97				
02:15	9		8					14:15	88		99				
02:30	6		5					14:30	90		105				
02:45	5	28	4	22			50	14:45	112	398	121	422			820
03:00	7		7					15:00	105		116				
03:15	9		3					15:15	116		103				
03:30	5		4					15:30	121		104				
03:45	8	29	3	17			46	15:45	113	455	121	444			899
04:00	5		4					16:00	104		116				
04:15	9		5					16:15	121		141				
04:30	6		4					16:30	116		168				
04:45	10	30	8	21			51	16:45	103	444	141	566			1010
05:00	12		12					17:00	119		155				
05:15	17		10					17:15	121		168				
05:30	20		20					17:30	141		175				
05:45	30	79	22	64			143	17:45	113	494	143	641			1135
06:00	32		25					18:00	98		135				
06:15	34		40					18:15	126		141				
06:30	64		41					18:30	90		128				
06:45	86	216	59	165			381	18:45	88	402	135	539			941
07:00	99		47					19:00	91		141				
07:15	130		51					19:15	103		114				
07:30	148		48					19:30	95		109				
07:45	172	549	69	215			764	19:45	88	377	90	454			831
08:00	125		81					20:00	70		88				
08:15	107		68					20:15	68		95				
08:30	100		73					20:30	79		91				
08:45	99	431	66	288			719	20:45	75	292	77	351			643
09:00	87		92					21:00	80		65				
09:15	73		81					21:15	65		70				
09:30	80		68					21:30	70		54				
09:45	80	320	70	311			631	21:45	55	270	55	244			514
10:00	86		92					22:00	62		41				
10:15	82		106					22:15	54		35				
10:30	80		93					22:30	40		41				
10:45	71	319	91	382			701	22:45	35	191	28	145			336
11:00	97		82					23:00	28		32				
11:15	93		87					23:15	22		22				
11:30	86		95					23:30	26		19				
11:45	93	369	87	351			720	23:45	21	97	20	93			190
Total Vol.		2463		1910			**4373**			4236		4676			**8912**

Daily Totals

	NB	SB	EB	WB	Combined
	6699	6586			**13285**

	AM			PM		
Split %	56.3%	43.7%	**32.9%**	47.5%	52.5%	**67.1%**
Peak Hour	07:15	10:00	**07:15**	17:00	17:00	**17:00**
Volume	575	382	**824**	494	641	**1135**
P.H.F.	0.84	0.90	**0.85**	0.93	0.92	**0.90**

Volumes for: STATION#3010 on Tuesday, August 09, 2011 City: San Diego Project #: 11-4196-045
Location: 43 St from Boston Av to Keeler Av File No. MC0730-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	22	106			15	107				
12:15	16	102			7	101				
12:30	14	96			5	116				
12:45	6	106	58	410	5	119	32	443	90	853
1:00	7	117			4	103				
1:15	10	102			5	117				
1:30	7	95			4	109				
1:45	5	111	29	425	6	103	19	432	48	857
2:00	13	93			6	93				
2:15	7	102			11	107				
2:30	2	106			2	100				
2:45	7	111	29	412	4	113	23	413	52	825
3:00	5	100			2	126				
3:15	7	127			3	105				
3:30	5	115			3	122				
3:45	3	138	20	480	4	143	12	496	32	976
4:00	3	117			3	127				
4:15	5	105			9	112				
4:30	13	128			7	121				
4:45	11	130	32	480	16	104	35	464	67	944
5:00	13	137			7	113				
5:15	18	145			19	126				
5:30	25	120			22	135				
5:45	29	141	85	543	23	96	71	470	156	1013
6:00	37	132			33	110				
6:15	49	129			37	116				
6:30	47	119			43	105				
6:45	70	108	203	488	42	96	155	427	358	915
7:00	54	112			50	87				
7:15	81	101			52	98				
7:30	92	105			59	89				
7:45	89	89	316	407	62	92	223	366	539	773
8:00	86	91			54	74				
8:15	60	92			72	68				
8:30	62	78			80	77				
8:45	65	80	273	341	73	73	279	292	552	633
9:00	67	84			79	69				
9:15	59	86			75	58				
9:30	70	81			86	45	0			
9:45	61	54	257	305	89	39	329	211	586	516
10:00	69	53			97	36				
10:15	81	52			103	41				
10:30	74	64			114	20				
10:45	83	35	307	204	103	30	417	127	724	331
11:00	73	32			121	17				
11:15	81	41			119	23				
11:30	94	29			113	25				
11:45	77	25	325	127	112	13	465	78	790	205
Total	1934	4622	1934	4622	2060	4219	2060	4219	3994	8841
Combined Total	6556		6556		6279		6279		12835	
AM Peak	11:45 AM				11:00 AM					
Vol.	381				465					
P.H.F.	0.899				0.961					
PM Peak		5:00 PM				3:30 PM				
Vol.		543				504				
P.H.F.		0.900				0.881				
Percentage	29.5%	70.5%			32.8%	67.2%				

Prepared by NDS/ATD

VOLUME

43rd St between Beta St & Delta St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_049

DAILY TOTALS	NB	SB	EB	WB	Total
	8,435	8,892	0	0	17,327

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	9		18						27		12:00	122		120						242	
00:15	15		21						36		12:15	120		137						257	
00:30	11		12						23		12:30	131		164						295	
00:45	6	41	11	62					17	103	12:45	112	485	119	540					231	1025
01:00	13		13						26		13:00	140		137						277	
01:15	7		8						15		13:15	129		114						243	
01:30	6		12						18		13:30	145		128						273	
01:45	10	36	12	45					22	81	13:45	117	531	118	497					235	1028
02:00	3		4						7		14:00	126		122						248	
02:15	2		4						6		14:15	111		131						242	
02:30	11		15						26		14:30	145		130						275	
02:45	6	22	9	32					15	54	14:45	136	518	133	516					269	1034
03:00	4		5						9		15:00	149		94						243	
03:15	7		8						15		15:15	127		137						264	
03:30	5		7						12		15:30	144		150						294	
03:45	9	25	4	24					13	49	15:45	148	568	157	538					305	1106
04:00	16		12						28		16:00	155		146						301	
04:15	11		9						20		16:15	142		174						316	
04:30	21		11						32		16:30	146		189						335	
04:45	26	74	16	48					42	122	16:45	143	586	182	691					325	1277
05:00	25		26						51		17:00	164		194						358	
05:15	56		23						79		17:15	144		212						356	
05:30	47		32						79		17:30	153		187						340	
05:45	56	184	38	119					94	303	17:45	161	622	179	772					340	1394
06:00	71		39						110		18:00	148		188						336	
06:15	101		68						169		18:15	146		192						338	
06:30	115		85						200		18:30	151		178						329	
06:45	103	390	100	292					203	682	18:45	142	587	210	768					352	1355
07:00	151		99						250		19:00	148		186						334	
07:15	148		153						301		19:15	142		134						276	
07:30	159		150						309		19:30	102		151						253	
07:45	169	627	142	544					311	1171	19:45	99	491	100	571					199	1062
08:00	113		126						239		20:00	114		104						218	
08:15	125		97						222		20:15	118		116						234	
08:30	136		108						244		20:30	111		113						224	
08:45	106	480	97	428					203	908	20:45	87	430	90	423					177	853
09:00	84		115						199		21:00	75		138						213	
09:15	83		85						168		21:15	75		75						150	
09:30	95		88						183		21:30	69		80						149	
09:45	80	342	105	393					185	735	21:45	53	272	64	357					117	629
10:00	98		103						201		22:00	62		63						125	
10:15	107		89						196		22:15	49		75						124	
10:30	107		85						192		22:30	39		64						103	
10:45	89	401	92	369					181	770	22:45	37	187	55	257					92	444
11:00	94		99						193		23:00	28		33						61	
11:15	110		112						222		23:15	22		38						60	
11:30	121		148						269		23:30	22		32						54	
11:45	128	453	123	482					251	935	23:45	11	83	21	124					32	207
TOTALS		3075		2838						5913	TOTALS		5360		6054						11414
SPLIT %		52.0%		48.0%						34.1%	SPLIT %		47.0%		53.0%						65.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	8,435	8,892	0	0	17,327

AM Peak Hour	07:00	07:15			07:00	PM Peak Hour	17:00	16:30			17:00
AM Pk Volume	627	571			1171	PM Pk Volume	622	777			1394
Pk Hr Factor	0.928	0.933			0.941	Pk Hr Factor	0.948	0.916			0.973
7 - 9 Volume	1107	972	0	0	2079	4 - 6 Volume	1208	1463	0	0	2671
7 - 9 Peak Hour	07:00	07:15			07:00	4 - 6 Peak Hour	17:00	16:30			17:00
7 - 9 Pk Volume	627	571	0	0	1171	4 - 6 Pk Volume	622	777	0	0	1394
Pk Hr Factor	0.928	0.933	0.000	0.000	0.941	Pk Hr Factor	0.948	0.916	0.000	0.000	0.973

Prepared by NDS/ATD

VOLUME

43rd St between Beta St & Delta St

Day: Thursday
Date: 10/11/2012

City: San Diego
Project #: CA12_4352_049

DAILY TOTALS	NB	SB	EB	WB	Total
	8,277	8,893	0	0	17,170

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	15		23						38		12:00	115		108						223	
00:15	15		21						36		12:15	110		125						235	
00:30	18		22						40		12:30	110		130						240	
00:45	13	61	15	81					28	142	12:45	129	464	115	478					244	942
01:00	11		12						23		13:00	119		113						232	
01:15	9		7						16		13:15	95		152						247	
01:30	10		9						19		13:30	127		128						255	
01:45	7	37	12	40					19	77	13:45	138	479	126	519					264	998
02:00	11		11						22		14:00	117		111						228	
02:15	11		8						19		14:15	128		135						263	
02:30	7		15						22		14:30	130		151						281	
02:45	11	40	7	41					18	81	14:45	154	529	166	563					320	1092
03:00	7		12						19		15:00	125		177						302	
03:15	5		7						12		15:15	149		164						313	
03:30	10		12						22		15:30	133		167						300	
03:45	17	39	9	40					26	79	15:45	142	549	158	666					300	1215
04:00	8		6						14		16:00	142		189						331	
04:15	16		4						20		16:15	142		180						322	
04:30	24		17						41		16:30	157		142						299	
04:45	16	64	16	43					32	107	16:45	149	590	142	653					291	1243
05:00	25		23						48		17:00	153		168						321	
05:15	47		22						69		17:15	157		180						337	
05:30	44		20						64		17:30	172		195						367	
05:45	65	181	41	106					106	287	17:45	159	641	184	727					343	1368
06:00	86		42						128		18:00	143		194						337	
06:15	89		70						159		18:15	152		193						345	
06:30	112		106						218		18:30	132		158						290	
06:45	111	398	98	316					209	714	18:45	146	573	196	741					342	1314
07:00	125		108						233		19:00	131		185						316	
07:15	163		132						295		19:15	111		172						283	
07:30	142		135						277		19:30	104		133						237	
07:45	193	623	109	484					302	1107	19:45	106	452	109	599					215	1051
08:00	122		134						256		20:00	107		109						216	
08:15	115		104						219		20:15	90		91						181	
08:30	116		115						231		20:30	102		96						198	
08:45	101	454	88	441					189	895	20:45	65	364	109	405					174	769
09:00	97		111						208		21:00	78		121						199	
09:15	97		80						177		21:15	73		67						140	
09:30	98		89						187		21:30	58		68						126	
09:45	87	379	92	372					179	751	21:45	59	268	48	304					107	572
10:00	88		93						181		22:00	63		61						124	
10:15	85		85						170		22:15	48		51						99	
10:30	85		104						189		22:30	56		69						125	
10:45	89	347	123	405					212	752	22:45	43	210	64	245					107	455
11:00	118		116						234		23:00	29		53						82	
11:15	101		121						222		23:15	33		37						70	
11:30	105		131						236		23:30	22		28						50	
11:45	109	433	107	475					216	908	23:45	18	102	31	149					49	251
TOTALS		3056		2844						5900	TOTALS		5221		6049						11270
SPLIT %		51.8%		48.2%						34.4%	SPLIT %		46.3%		53.7%						65.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	8,277	8,893	0	0	17,170

AM Peak Hour	07:00	07:15			07:15	PM Peak Hour	17:00	17:30			17:30
AM Pk Volume	623	510			1130	PM Pk Volume	641	766			1392
Pk Hr Factor	0.807	0.944			0.935	Pk Hr Factor	0.932	0.982			0.948
7 - 9 Volume	1077	925	0	0	2002	4 - 6 Volume	1231	1380	0	0	2611
7 - 9 Peak Hour	07:00	07:15			07:15	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	623	510	0	0	1130	4 - 6 Pk Volume	641	727	0	0	1368
Pk Hr Factor	0.807	0.944	0.000	0.000	0.935	Pk Hr Factor	0.932	0.932	0.000	0.000	0.932

Volumes for: STATION#3011 on Tuesday, August 09, 2011 City: San Diego Project #: 11-4196-046
Location: 43 St from Delta St to Gamma St File No. MC0731-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	22	128			10	99				
12:15	13	119			15	110				
12:30	15	112			9	109				
12:45	7	128	57	487	6	118	40	436	97	923
1:00	7	135			3	125				
1:15	10	114			3	137				
1:30	8	108			2	130				
1:45	5	142	30	499	5	122	13	514	43	1013
2:00	11	122			7	127				
2:15	6	125			4	115				
2:30	3	115			2	124				
2:45	7	147	27	509	3	136	16	502	43	1011
3:00	7	128			2	147				
3:15	5	130			2	130				
3:30	12	134			5	132				
3:45	11	151	35	543	3	147	12	556	47	1099
4:00	10	144			5	155				
4:15	10	128			9	139				
4:30	17	141			13	168				
4:45	13	183	50	596	16	157	43	619	93	1215
5:00	24	159			19	137				
5:15	29	153			26	129				
5:30	40	146			37	138				
5:45	47	148	140	606	44	149	126	553	266	1159
6:00	48	140			62	161				
6:15	67	143			74	142				
6:30	84	122			86	156				
6:45	79	137	278	542	91	135	313	594	591	1136
7:00	72	119			105	113				
7:15	82	112			93	104				
7:30	108	109			104	93				
7:45	103	118	365	458	122	75	424	385	789	843
8:00	88	106			110	88				
8:15	78	111			86	94				
8:30	82	102			104	82				
8:45	74	91	322	410	119	77	419	341	741	751
9:00	76	95			102	74				
9:15	82	97			87	69				
9:30	92	80			75	73	0			
9:45	89	65	339	337	92	57	356	273	695	610
10:00	84	61			83	52				
10:15	92	46			91	39				
10:30	109	50			108	26				
10:45	87	44	372	201	127	33	409	150	781	351
11:00	98	31			109	29				
11:15	105	28			114	24				
11:30	114	23			106	15				
11:45	117	20	434	102	118	13	447	81	881	183
Total	2449	5290	2449	5290	2618	5004	2618	5004	5067	10294
Combined Total	7739		7739		7622		7622		15361	
AM Peak	11:30 AM				10:30 AM					
Vol.	478				458					
P.H.F.	0.934				0.902					
PM Peak		4:45 PM				4:00 PM				
Vol.		641				619				
P.H.F.		0.885				0.921				
Percentage	31.6%	68.4%			34.3%	65.7%				

Prepared by NDS/ATD

VOLUME

Highland Ave from Division St to 4th St

Day: Wednesday
Date: 4/6/2011

City: National City
Project #: CA11_4074_039

DAILY TOTALS	NB	SB	EB	WB	Total
	6,724	6,201	0	0	12,925

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	13		15						28		12:00	107		90						197	
00:15	7		12						19		12:15	117		104						221	
00:30	10		5						15		12:30	106		103						209	
00:45	6	36	9	41					15	77	12:45	113	443	97	394					210	837
01:00	5		9						14		13:00	86		113						199	
01:15	8		6						14		13:15	111		103						214	
01:30	8		12						20		13:30	127		104						231	
01:45	5	26	7	34					12	60	13:45	99	423	117	437					216	860
02:00	2		0						2		14:00	128		119						247	
02:15	3		4						7		14:15	135		118						253	
02:30	1		1						2		14:30	131		116						247	
02:45	5	11	1	6					6	17	14:45	114	508	129	482					243	990
03:00	5		1						6		15:00	127		112						239	
03:15	4		4						8		15:15	130		116						246	
03:30	1		0						1		15:30	121		125						246	
03:45	5	15	2	7					7	22	15:45	122	500	115	468					237	968
04:00	5		2						7		16:00	93		128						221	
04:15	3		3						6		16:15	143		133						276	
04:30	7		5						12		16:30	122		135						257	
04:45	8	23	3	13					11	36	16:45	100	458	117	513					217	971
05:00	8		6						14		17:00	138		126						264	
05:15	20		3						23		17:15	118		153						271	
05:30	20		14						34		17:30	133		122						255	
05:45	23	71	17	40					40	111	17:45	108	497	98	499					206	996
06:00	30		18						48		18:00	135		131						266	
06:15	41		21						62		18:15	108		118						226	
06:30	39		34						73		18:30	127		123						250	
06:45	45	155	35	108					80	263	18:45	116	486	103	475					219	961
07:00	83		41						124		19:00	117		112						229	
07:15	111		49						160		19:15	116		122						238	
07:30	143		57						200		19:30	105		106						211	
07:45	156	493	91	238					247	731	19:45	107	445	76	416					183	861
08:00	139		56						195		20:00	103		90						193	
08:15	100		72						172		20:15	67		79						146	
08:30	85		65						150		20:30	72		73						145	
08:45	68	392	82	275					150	667	20:45	82	324	86	328					168	652
09:00	79		57						136		21:00	94		46						140	
09:15	65		63						128		21:15	62		56						118	
09:30	59		81						140		21:30	60		49						109	
09:45	70	273	78	279					148	552	21:45	36	252	44	195					80	447
10:00	78		80						158		22:00	44		34						78	
10:15	70		80						150		22:15	28		33						61	
10:30	76		97						173		22:30	42		27						69	
10:45	84	308	99	356					183	664	22:45	22	136	26	120					48	256
11:00	85		97						182		23:00	15		19						34	
11:15	104		90						194		23:15	18		24						42	
11:30	87		97						184		23:30	17		21						38	
11:45	107	383	115	399					222	782	23:45	16	66	14	78					30	144
TOTALS		2186		1796						3982	TOTALS		4538		4405						8943
SPLIT %		54.9%		45.1%						30.8%	SPLIT %		50.7%		49.3%						69.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	6,724	6,201	0	0	12,925

AM Peak Hour	07:15	11:45			11:45	PM Peak Hour	14:00	16:30			16:15
AM Pk Volume	549	412			849	PM Pk Volume	508	531			1014
Pk Hr Factor	0.880	0.896			0.956	Pk Hr Factor	0.941	0.868			0.918
7 - 9 Volume	885	513	0	0	1398	4 - 6 Volume	955	1012	0	0	1967
7 - 9 Peak Hour	07:15	07:45			07:30	4 - 6 Peak Hour	16:15	16:30			16:15
7 - 9 Pk Volume	549	284	0	0	814	4 - 6 Pk	503	531	0	0	1014
Pk Hr Factor	0.880	0.780	0.000	0.000	0.824	Pk Hr Factor	0.879	0.868	0.000	0.000	0.918

Prepared by NDS/ATD

VOLUME

Highland Ave from Division St to 4th St

Day: Thursday
Date: 4/7/2011

City: National City
Project #: CA11_4074_039

DAILY TOTALS	NB	SB	EB	WB	Total
	6,562	6,492	0	0	13,054

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	8		11						19		12:00	118		127						245	
00:15	6		13						19		12:15	104		107						211	
00:30	17		4						21		12:30	111		89						200	
00:45	9	40	10	38					19	78	12:45	103	436	115	438					218	874
01:00	6		5						11		13:00	121		110						231	
01:15	8		5						13		13:15	113		119						232	
01:30	3		3						6		13:30	135		96						231	
01:45	5	22	8	21					13	43	13:45	116	485	103	428					219	913
02:00	6		3						9		14:00	113		100						213	
02:15	4		1						5		14:15	113		113						226	
02:30	2		4						6		14:30	125		105						230	
02:45	6	18	3	11					9	29	14:45	136	487	120	438					256	925
03:00	10		2						12		15:00	98		124						222	
03:15	3		2						5		15:15	132		136						268	
03:30	1		2						3		15:30	125		123						248	
03:45	4	18	5	11					9	29	15:45	126	481	128	511					254	992
04:00	4		6						10		16:00	119		118						237	
04:15	4		9						13		16:15	94		131						225	
04:30	11		3						14		16:30	115		116						231	
04:45	5	24	10	28					15	52	16:45	100	428	139	504					239	932
05:00	19		7						26		17:00	125		134						259	
05:15	16		16						32		17:15	115		162						277	
05:30	31		9						40		17:30	112		154						266	
05:45	25	91	17	49					42	140	17:45	110	462	154	604					264	1066
06:00	25		13						38		18:00	143		124						267	
06:15	31		33						64		18:15	128		156						284	
06:30	48		30						78		18:30	122		132						254	
06:45	49	153	49	125					98	278	18:45	112	505	116	528					228	1033
07:00	54		41						95		19:00	103		131						234	
07:15	61		45						106		19:15	119		105						224	
07:30	83		57						140		19:30	102		99						201	
07:45	91	289	82	225					173	514	19:45	108	432	78	413					186	845
08:00	97		69						166		20:00	100		92						192	
08:15	71		63						134		20:15	101		74						175	
08:30	81		81						162		20:30	102		98						200	
08:45	65	314	74	287					139	601	20:45	78	381	68	332					146	713
09:00	87		80						167		21:00	75		56						131	
09:15	50		58						108		21:15	81		63						144	
09:30	64		86						150		21:30	77		45						122	
09:45	69	270	78	302					147	572	21:45	56	289	36	200					92	489
10:00	82		82						164		22:00	47		37						84	
10:15	79		86						165		22:15	50		44						94	
10:30	60		105						165		22:30	43		27						70	
10:45	83	304	90	363					173	667	22:45	24	164	30	138					54	302
11:00	97		93						190		23:00	28		30						58	
11:15	83		105						188		23:15	20		32						52	
11:30	96		107						203		23:30	24		14						38	
11:45	99	375	111	416					210	791	23:45	22	94	6	82					28	176
TOTALS		1918		1876						3794	TOTALS		4644		4616						9260
SPLIT %		50.6%		49.4%						29.1%	SPLIT %		50.2%		49.8%						70.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	6,562	6,492	0	0	13,054

AM Peak Hour	11:45	11:30			11:30	PM Peak Hour	18:00	17:00			17:30
AM Pk Volume	432	452			869	PM Pk Volume	505	604			1081
Pk Hr Factor	0.915	0.890			0.887	Pk Hr Factor	0.883	0.932			0.952
7 - 9 Volume	603	512	0	0	1115	4 - 6 Volume	890	1108	0	0	1998
7 - 9 Peak Hour	07:30	07:45			07:45	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	342	295	0	0	635	4 - 6 Pk	462	604	0	0	1066
Pk Hr Factor	0.881	0.899	0.000	0.000	0.918	Pk Hr Factor	0.924	0.932	0.000	0.000	0.962

Volumes for: STATION#4353 on Thursday, August 11, 2011

City: San Diego

Project #: 11-4196-047

Location: 45 St from Logan Av to T St

File No. MC0732-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	3	23			2	6				
12:15	1	11			4	3				
12:30	2	13			4	8				
12:45	4	15	10	62	3	9	13	26	23	88
1:00	2	10			5	7				
1:15	2	8			0	6				
1:30	1	18			2	7				
1:45	1	14	6	50	2	7	9	27	15	77
2:00	0	23			1	8				
2:15	1	13			1	15				
2:30	0	11			1	9				
2:45	2	17	3	64	2	10	5	42	8	106
3:00	0	14			3	8				
3:15	1	27			0	12				
3:30	0	20			1	11				
3:45	0	16	1	77	2	14	6	45	7	122
4:00	0	16			0	17				
4:15	1	14			0	12				
4:30	0	22			0	15				
4:45	0	25	1	77	2	23	2	67	3	144
5:00	2	27			1	29				
5:15	5	24			4	29				
5:30	2	30			3	28				
5:45	3	22	12	103	4	36	12	122	24	225
6:00	8	27			3	34				
6:15	10	13			6	25				
6:30	19	20			5	31				
6:45	9	16	46	76	4	22	18	112	64	188
7:00	22	22			7	14				
7:15	13	26			6	17				
7:30	15	16			4	13				
7:45	13	16	63	80	4	24	21	68	84	148
8:00	12	13			7	21				
8:15	9	22			5	26				
8:30	10	15			4	15				
8:45	10	18	41	68	6	18	22	80	63	148
9:00	11	17			5	12				
9:15	10	13			4	17				
9:30	15	13			3	21	0			
9:45	16	16	52	59	5	10	17	60	69	119
10:00	14	7			7	6				
10:15	8	8			6	5				
10:30	11	9			8	14				
10:45	10	5	43	29	9	6	30	31	73	60
11:00	10	5			4	3				
11:15	9	4			4	7				
11:30	17	2			3	10				
11:45	7	2	43	13	4	3	15	23	58	36
Total	321	758	321	758	170	703	170	703	491	1461
Combined Total	1079		1079		873		873		1952	
AM Peak	6:30 AM				10:00 AM					
Vol.	63				30					
P.H.F.	0.716				0.833					
PM Peak		4:45 PM				5:15 PM				
Vol.		106				127				
P.H.F.		0.926				0.882				
Percentage	29.7%	70.3%			19.5%	80.5%				

Volumes for: STATION#3727 on Tuesday, March 22, 2011 City: San Diego Project #: 11-4066-046
Location: Mallard St between Oriole St & Swan St File No. MC0224-11

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	19	30			6	37				
12:15	18	34			1	38				
12:30	11	21			5	45				
12:45	7	40	55	125	0	51	12	171	67	296
1:00	6	48			1	46				
1:15	5	54			1	47				
1:30	3	52			5	38				
1:45	6	58	20	212	0	61	7	192	27	404
2:00	8	72			6	47				
2:15	2	75			6	55				
2:30	2	89			1	52				
2:45	4	78	16	314	1	51	14	205	30	519
3:00	3	74			1	47				
3:15	2	115			5	40				
3:30	0	81			6	40				
3:45	6	107	11	377	5	54	17	181	28	558
4:00	2	99			8	38				
4:15	5	101			5	52				
4:30	0	123			6	70				
4:45	4	98	11	421	15	46	34	206	45	627
5:00	4	107			15	46				
5:15	3	118			13	61				
5:30	8	110			37	60				
5:45	7	100	22	435	20	90	85	257	107	692
6:00	12	89			38	68				
6:15	12	76			59	59				
6:30	19	95			93	60				
6:45	21	88	64	348	63	63	253	250	317	598
7:00	23	93			90	45				
7:15	30	71			93	69				
7:30	30	79			138	40				
7:45	31	75	114	318	92	47	413	201	527	519
8:00	25	61			120	29				
8:15	19	59			98	31				
8:30	33	55			70	24				
8:45	21	52	98	227	77	17	365	101	463	328
9:00	15	58			55	17				
9:15	24	47			51	23				
9:30	13	49			54	22				
9:45	24	46	76	200	43	15	203	77	279	277
10:00	16	38			29	20				
10:15	20	37			60	15				
10:30	24	33			28	15				
10:45	19	29	79	137	38	8	155	58	234	195
11:00	13	24			47	6				
11:15	24	20			43	6				
11:30	18	18			51	8				
11:45	28	21	83	83	43	6	184	26	267	109
Total	649	3197	649	3197	1742	1925	1742	1925	2391	5122
Combined Total	3846		3846		3667		3667		7513	
AM Peak	7:15 AM				7:30 AM					
Vol.	116				448					
P.H.F.	0.935				0.812					
PM Peak		4:30 PM				5:15 PM				
Vol.		446				279				
P.H.F.		0.907				0.775				
Percentage	16.9%	83.1%			47.5%	52.5%				

Volumes for: STATION#2691 on Thursday, June 23, 2011

City: San Diego

Project #: 11-4169-054

Location: Federal Blvd between 60th St & Mallard St

File No. MC0514-11

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	38	126			20	104				
12:15	25	115			11	131				
12:30	27	107			9	122				
12:45	19	117	109	465	5	130	45	487	154	952
1:00	17	122			6	108				
1:15	9	108			4	96				
1:30	12	115			2	131				
1:45	13	126	51	471	3	142	15	477	66	948
2:00	13	140			6	123				
2:15	14	144			9	131				
2:30	11	157			3	142				
2:45	12	170	50	611	4	129	22	525	72	1136
3:00	9	202			2	140				
3:15	11	192			6	131				
3:30	16	184			10	133				
3:45	9	245	45	823	22	109	40	513	85	1336
4:00	15	231			27	120				
4:15	14	230			23	145				
4:30	28	233			40	135				
4:45	25	217	82	911	58	141	148	541	230	1452
5:00	23	197			85	147				
5:15	36	225			91	135				
5:30	43	222			108	120				
5:45	49	191	151	835	116	97	400	499	551	1334
6:00	45	157			127	105				
6:15	47	162			184	113				
6:30	46	121			198	96				
6:45	67	136	205	576	160	85	669	399	874	975
7:00	74	110			203	72				
7:15	69	122			214	69				
7:30	61	112			226	85				
7:45	86	117	290	461	203	63	846	289	1136	750
8:00	79	98			190	59				
8:15	85	113			167	66				
8:30	74	103			168	52				
8:45	77	87	315	401	131	50	656	227	971	628
9:00	81	114			138	46				
9:15	83	90			131	53				
9:30	66	68			129	40				
9:45	83	72	313	344	123	35	521	174	834	518
10:00	80	80			120	29				
10:15	108	83			105	31				
10:30	87	61			114	26				
10:45	91	56	366	280	93	20	432	106	798	386
11:00	100	52			106	18				
11:15	90	40			110	15				
11:30	107	38			92	15				
11:45	97	31	394	161	86	9	394	57	788	218
Total	2371	6339	2371	6339	4188	4294	4188	4294	6559	10633
Combined Total	8710		8710		8482		8482		17192	
AM Peak	11:30 AM				7:00 AM					
Vol.	445				846					
P.H.F.	0.883				0.936					
PM Peak		3:45 PM				4:15 PM				
Vol.		939				568				
P.H.F.		0.958				0.966				
Percentage	27.2%	72.8%			49.4%	50.6%				

Volumes for: STATION#3723 on Tuesday, January 31, 2012

City: San Diego

Project #: 12-4009-022

Location: Federal Bl btwn Mallard St & MacArthur Dr

File No. MC0022-12

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	6	76			11	82				
12:15	6	76			10	72				
12:30	8	67			7	72				
12:45	3	93	23	312	5	73	33	299	56	611
1:00	4	91			14	86				
1:15	2	80			11	82				
1:30	5	86			1	75				
1:45	4	117	15	374	2	75	28	318	43	692
2:00	1	81			6	106				
2:15	3	85			5	76				
2:30	7	91			1	100				
2:45	10	98	21	355	7	77	19	359	40	714
3:00	8	107			3	100				
3:15	2	110			4	116				
3:30	9	127			5	118				
3:45	14	133	33	477	5	112	17	446	50	923
4:00	9	123			2	131				
4:15	19	147			9	106				
4:30	18	122			17	110				
4:45	21	121	67	513	27	124	55	471	122	984
5:00	18	119			24	130				
5:15	28	118			30	113				
5:30	26	124			21	101				
5:45	39	93	111	454	31	100	106	444	217	898
6:00	34	99			35	84				
6:15	46	86			34	83				
6:30	66	78			56	51				
6:45	79	74	225	337	53	76	178	294	403	631
7:00	74	64			73	65				
7:15	118	62			57	66				
7:30	126	50			61	44				
7:45	113	47	431	223	75	66	266	241	697	464
8:00	86	47			76	51				
8:15	77	48			81	31				
8:30	76	68			62	40				
8:45	91	35	330	198	58	55	277	177	607	375
9:00	67	43			58	48				
9:15	76	40			68	47				
9:30	78	26			72	34				
9:45	87	25	308	134	61	32	259	161	567	295
10:00	68	22			50	35				
10:15	82	28			80	27				
10:30	78	18			78	35				
10:45	70	16	298	84	59	24	267	121	565	205
11:00	79	15			77	9				
11:15	99	19			56	10				
11:30	97	12			77	11				
11:45	78	8	353	54	70	6	280	36	633	90
Total	2215	3515	2215	3515	1785	3367	1785	3367	4000	6882
Combined Total	5730		5730		5152		5152		10882	
AM Peak	7:15 AM				11:30 AM					
Vol.	443				301					
P.H.F.	0.879				0.918					
PM Peak		3:30 PM				3:15 PM				
Vol.		530				477				
P.H.F.		0.901				0.910				
Percentage	38.7%	61.3%			34.6%	65.4%				

Prepared by NDS/ATD

VOLUME

Tooley St between 60th St & Paradise St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	243	255	498

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		0		1		12:00			6		1		7	
00:15			1		0		1		12:15			2		5		7	
00:30			0		0		0		12:30			5		4		9	
00:45			1	3	0		1	3	12:45			5	18	4	14	9	32
01:00			0		1		1		13:00			5		3		8	
01:15			1		0		1		13:15			1		4		5	
01:30			1		0		1		13:30			6		3		9	
01:45			0	2	0	1	0	3	13:45			3	15	2	12	5	27
02:00			1		0		1		14:00			4		6		10	
02:15			1		2		3		14:15			3		2		5	
02:30			2		0		2		14:30			5		1		6	
02:45			1	5	0	2	1	7	14:45			4	16	3	12	7	28
03:00			0		0		0		15:00			6		0		6	
03:15			0		0		0		15:15			1		0		1	
03:30			0		0		0		15:30			5		6		11	
03:45			0		1	1	1	1	15:45			9	21	2	8	11	29
04:00			0		2		2		16:00			4		0		4	
04:15			0		0		0		16:15			3		6		9	
04:30			0		0		0		16:30			5		5		10	
04:45			0		5	7	5	7	16:45			6	18	2	13	8	31
05:00			0		1		1		17:00			7		3		10	
05:15			0		3		3		17:15			9		1		10	
05:30			2		2		4		17:30			7		1		8	
05:45			2	4	2	8	4	12	17:45			4	27	2	7	6	34
06:00			0		6		6		18:00			4		2		6	
06:15			0		4		4		18:15			5		2		7	
06:30			3		6		9		18:30			2		3		5	
06:45			0	3	16	32	16	35	18:45			0	11	0	7	0	18
07:00			2		8		10		19:00			0		1		1	
07:15			0		12		12		19:15			2		1		3	
07:30			2		6		8		19:30			7		0		7	
07:45			3	7	5	31	8	38	19:45			2	11	0	2	2	13
08:00			2		12		14		20:00			1		0		1	
08:15			3		6		9		20:15			4		0		4	
08:30			2		7		9		20:30			2		0		2	
08:45			2	9	5	30	7	39	20:45			4	11	1	1	5	12
09:00			3		2		5		21:00			3		1		4	
09:15			4		9		13		21:15			1		1		2	
09:30			6		4		10		21:30			7		1		8	
09:45			0	13	6	21	6	34	21:45			1	12	0	3	1	15
10:00			3		4		7		22:00			1		1		2	
10:15			7		8		15		22:15			3		0		3	
10:30			0		5		5		22:30			1		0		1	
10:45			6	16	5	22	11	38	22:45			2	7	0	1	2	8
11:00			2		8		10		23:00			0		0		0	
11:15			3		4		7		23:15			2		0		2	
11:30			1		5		6		23:30			1		0		1	
11:45			4	10	3	20	7	30	23:45			1	4	0		1	4
TOTALS				72		175		247	TOTALS				171		80		251
SPLIT %				29.1%		70.9%		49.6%	SPLIT %				68.1%		31.9%		50.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	243	255	498

AM Peak Hour			11:45	06:30	06:30	PM Peak Hour			16:45	12:15	16:30
AM Pk Volume			17	42	47	PM Pk Volume			29	16	38
Pk Hr Factor			0.708	0.656	0.734	Pk Hr Factor			0.806	0.800	0.950
7 - 9 Volume	0	0	16	61	77	4 - 6 Volume	0	0	45	20	65
7 - 9 Peak Hour			07:30	07:15	07:15	4 - 6 Peak Hour			16:45	16:15	16:30
7 - 9 Pk Volume	0	0	10	35	42	4 - 6 Pk Volume	0	0	29	16	38
Pk Hr Factor	0.000	0.000	0.833	0.729	0.750	Pk Hr Factor	0.000	0.000	0.806	0.667	0.950

Prepared by NDS/ATD

VOLUME

Tooley St between 60th St & Paradise St

Day: Thursday
Date: 10/11/2012

City: San Diego
Project #: CA12_4352_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	215	213	428

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			4		4		8	
00:15			0		0		0		12:15			4		5		9	
00:30			0		0		0		12:30			1		3		4	
00:45			0		0		0		12:45			3	12	6	18	9	30
01:00			0		0		0		13:00			5		2		7	
01:15			0		0		0		13:15			4		1		5	
01:30			0		0		0		13:30			2		3		5	
01:45			0		0		0		13:45			2	13	3	9	5	22
02:00			0		0		0		14:00			3		5		8	
02:15			1		1		2		14:15			3		2		5	
02:30			1		0		1		14:30			5		2		7	
02:45			0	2	1	2	1	4	14:45			6	17	5	14	11	31
03:00			0		0		0		15:00			8		3		11	
03:15			0		0		0		15:15			4		2		6	
03:30			0		0		0		15:30			5		4		9	
03:45			0		1	1	1	1	15:45			10	27	5	14	15	41
04:00			0		1		1		16:00			5		2		7	
04:15			0		0		0		16:15			5		6		11	
04:30			0		0		0		16:30			4		5		9	
04:45			1	1	0	1	1	2	16:45			6	20	5	18	11	38
05:00			0		1		1		17:00			6		5		11	
05:15			0		2		2		17:15			4		2		6	
05:30			1		2		3		17:30			4		6		10	
05:45			0	1	2	7	2	8	17:45			2	16	2	15	4	31
06:00			1		4		5		18:00			3		3		6	
06:15			1		4		5		18:15			6		2		8	
06:30			2		5		7		18:30			5		4		9	
06:45			3	7	7	20	10	27	18:45			5	19	6	15	11	34
07:00			0		3		3		19:00			7		5		12	
07:15			0		9		9		19:15			2		1		3	
07:30			3		5		8		19:30			4		1		5	
07:45			2	5	3	20	5	25	19:45			4	17	0	7	4	24
08:00			0		6		6		20:00			0		1		1	
08:15			2		7		9		20:15			3		1		4	
08:30			4		5		9		20:30			0		1		1	
08:45			1	7	4	22	5	29	20:45			4	7	0	3	4	10
09:00			3		3		6		21:00			1		0		1	
09:15			2		0		2		21:15			0		0		0	
09:30			1		1		2		21:30			1		1		2	
09:45			3	9	2	6	5	15	21:45			4	6	0	1	4	7
10:00			1		3		4		22:00			5		0		5	
10:15			3		2		5		22:15			1		0		1	
10:30			2		3		5		22:30			1		1		2	
10:45			2	8	6	14	8	22	22:45			2	9	0	1	2	10
11:00			2		0		2		23:00			1		0		1	
11:15			3		1		4		23:15			0		0		0	
11:30			1		3		4		23:30			1		0		1	
11:45			3	9	1	5	4	14	23:45			1	3	0		1	3
TOTALS				49		98		147	TOTALS				166		115		281
SPLIT %				33.3%		66.7%		34.3%	SPLIT %				59.1%		40.9%		65.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	215	213	428

AM Peak Hour			11:30	06:30	06:45	PM Peak Hour			15:00	16:15	15:30
AM Pk Volume			12	24	30	PM Pk Volume			27	21	42
Pk Hr Factor			0.750	0.667	0.750	Pk Hr Factor			0.675	0.875	0.700
7 - 9 Volume	0	0	12	42	54	4 - 6 Volume	0	0	36	33	69
7 - 9 Peak Hour			07:45	07:15	07:45	4 - 6 Peak Hour			16:15	16:15	16:15
7 - 9 Pk Volume	0	0	8	23	29	4 - 6 Pk Volume	0	0	21	21	42
Pk Hr Factor	0.000	0.000	0.500	0.639	0.806	Pk Hr Factor	0.000	0.000	0.875	0.875	0.955

Volumes for: STATION# on Thursday, March 17, 2011 City: San Diego Project #: 11-4068-002
Location: Roswell St between 51st St & Old Memory Ln File No. MC0168-11

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	13			3	15				
12:15	0	16			1	12				
12:30	0	11			1	9				
12:45	0	11	0	51	2	10	7	46	7	97
1:00	1	18			2	14				
1:15	1	13			0	14				
1:30	0	13			1	12				
1:45	0	15	2	59	0	13	3	53	5	112
2:00	1	10			1	16				
2:15	1	11			1	16				
2:30	1	15			0	24				
2:45	0	11	3	47	4	16	6	72	9	119
3:00	1	23			0	10				
3:15	0	23			0	18				
3:30	0	17			0	23				
3:45	0	28	1	91	0	35	0	86	1	177
4:00	0	16			1	27				
4:15	0	21			1	22				
4:30	2	20			0	21				
4:45	0	18	2	75	2	16	4	86	6	161
5:00	0	25			2	26				
5:15	0	16			2	19				
5:30	2	25			4	21				
5:45	2	18	4	84	2	35	10	101	14	185
6:00	1	15			5	18				
6:15	5	14			6	10				
6:30	5	13			10	18				
6:45	3	11	14	53	10	24	31	70	45	123
7:00	5	12			18	16				
7:15	9	8			17	13				
7:30	11	14			16	16				
7:45	16	10	41	44	16	10	67	55	108	99
8:00	11	8			15	13				
8:15	8	4			25	8				
8:30	12	6			23	6				
8:45	23	8	54	26	21	10	84	37	138	63
9:00	9	4			18	8				
9:15	7	9			15	3				
9:30	6	9			11	7				
9:45	12	2	34	24	15	4	59	22	93	46
10:00	6	3			12	5				
10:15	8	4			13	3				
10:30	12	5			11	5				
10:45	6	3	32	15	10	4	46	17	78	32
11:00	7	4			9	2				
11:15	10	3			12	3				
11:30	14	3			11	3				
11:45	15	2	46	12	12	1	44	9	90	21
Total	233	581	233	581	361	654	361	654	594	1235
Combined Total	814		814		1015		1015		1829	
AM Peak	11:30 AM				8:15 AM					
Vol.	58				87					
P.H.F.	0.906				0.870					
PM Peak		3:00 PM				3:30 PM				
Vol.		91				107				
P.H.F.		0.813				0.764				
Percentage	28.6%	71.4%			35.6%	64.4%				

Prepared by NDS/ATD

VOLUME

Old Memory Lane between Roswell St & 60th St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	909	424	1,333

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			2		0		2		12:00			15		2		17	
00:15			2		1		3		12:15			7		4		11	
00:30			1		0		1		12:30			7		5		12	
00:45			0	5	0	1	0	6	12:45			13	42	4	15	17	57
01:00			1		0		1		13:00			9		2		11	
01:15			0		0		0		13:15			10		5		15	
01:30			0		0		0		13:30			8		4		12	
01:45			0	1	1	1	1	2	13:45			10	37	2	13	12	50
02:00			1		0		1		14:00			14		2		16	
02:15			0		0		0		14:15			10		11		21	
02:30			0		0		0		14:30			7		3		10	
02:45			0	1	0		0	1	14:45			4	35	6	22	10	57
03:00			0		0		0		15:00			16		6		22	
03:15			0		0		0		15:15			9		3		12	
03:30			1		0		1		15:30			21		4		25	
03:45			0	1	0		0	1	15:45			12	58	11	24	23	82
04:00			2		0		2		16:00			12		4		16	
04:15			0		0		0		16:15			25		4		29	
04:30			1		1		2		16:30			21		5		26	
04:45			0	3	1	2	1	5	16:45			17	75	7	20	24	95
05:00			2		0		2		17:00			25		7		32	
05:15			1		1		2		17:15			22		10		32	
05:30			3		1		4		17:30			14		3		17	
05:45			5	11	0	2	5	13	17:45			30	91	4	24	34	115
06:00			8		3		11		18:00			18		6		24	
06:15			16		4		20		18:15			23		6		29	
06:30			26		12		38		18:30			18		6		24	
06:45			16	66	16	35	32	101	18:45			11	70	4	22	15	92
07:00			22		31		53		19:00			13		4		17	
07:15			32		38		70		19:15			13		3		16	
07:30			40		31		71		19:30			8		5		13	
07:45			17	111	20	120	37	231	19:45			8	42	7	19	15	61
08:00			11		12		23		20:00			10		3		13	
08:15			11		7		18		20:15			11		3		14	
08:30			8		10		18		20:30			7		4		11	
08:45			9	39	3	32	12	71	20:45			11	39	3	13	14	52
09:00			5		2		7		21:00			13		1		14	
09:15			10		5		15		21:15			5		4		9	
09:30			19		8		27		21:30			6		1		7	
09:45			6	40	2	17	8	57	21:45			4	28	1	7	5	35
10:00			13		4		17		22:00			3		1		4	
10:15			10		6		16		22:15			5		1		6	
10:30			12		2		14		22:30			3		1		4	
10:45			7	42	3	15	10	57	22:45			4	15	0	3	4	18
11:00			7		4		11		23:00			2		1		3	
11:15			15		4		19		23:15			1		2		3	
11:30			19		4		23		23:30			2		0		2	
11:45			11	52	2	14	13	66	23:45			0	5	0	3	0	8
TOTALS				372		239		611	TOTALS				537		185		722
SPLIT %				60.9%		39.1%		45.8%	SPLIT %				74.4%		25.6%		54.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	909	424	1,333

AM Peak Hour			07:00	07:00	07:00	PM Peak Hour			17:00	16:30	17:00
AM Pk Volume			111	120	231	PM Pk Volume			91	29	115
Pk Hr Factor			0.694	0.789	0.813	Pk Hr Factor			0.758	0.725	0.846
7 - 9 Volume	0	0	150	152	302	4 - 6 Volume	0	0	166	44	210
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			17:00	16:30	17:00
7 - 9 Pk Volume	0	0	111	120	231	4 - 6 Pk Volume	0	0	91	29	115
Pk Hr Factor	0.000	0.000	0.694	0.789	0.813	Pk Hr Factor	0.000	0.000	0.758	0.725	0.846

Prepared by NDS/ATD

VOLUME

Old Memory Lane between Roswell St & 60th St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	861	412	1,273

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			7		3		10	
00:15			0		0		0		12:15			8		4		12	
00:30			2		1		3		12:30			8		3		11	
00:45			0	2	0	1	0	3	12:45			5	28	2	12	7	40
01:00			0		1		1		13:00			15		2		17	
01:15			0		0		0		13:15			9		6		15	
01:30			1		0		1		13:30			10		2		12	
01:45			0	1	0	1	0	2	13:45			11	45	3	13	14	58
02:00			0		0		0		14:00			11		11		22	
02:15			0		0		0		14:15			8		9		17	
02:30			0		0		0		14:30			14		8		22	
02:45			0		0		0		14:45			12	45	3	31	15	76
03:00			4		0		4		15:00			13		7		20	
03:15			0		0		0		15:15			17		5		22	
03:30			0		0		0		15:30			20		3		23	
03:45			1	5	0		1	5	15:45			18	68	3	18	21	86
04:00			0		0		0		16:00			14		5		19	
04:15			1		1		2		16:15			12		8		20	
04:30			1		0		1		16:30			21		6		27	
04:45			0	2	0	1	0	3	16:45			19	66	5	24	24	90
05:00			1		1		2		17:00			17		1		18	
05:15			2		2		4		17:15			20		4		24	
05:30			6		2		8		17:30			22		3		25	
05:45			5	14	3	8	8	22	17:45			18	77	2	10	20	87
06:00			6		2		8		18:00			22		7		29	
06:15			15		5		20		18:15			17		4		21	
06:30			17		14		31		18:30			15		4		19	
06:45			27	65	18	39	45	104	18:45			20	74	1	16	21	90
07:00			20		25		45		19:00			15		2		17	
07:15			36		47		83		19:15			9		1		10	
07:30			33		41		74		19:30			10		4		14	
07:45			14	103	14	127	28	230	19:45			8	42	2	9	10	51
08:00			7		11		18		20:00			7		2		9	
08:15			11		4		15		20:15			10		5		15	
08:30			7		9		16		20:30			6		1		7	
08:45			6	31	3	27	9	58	20:45			10	33	2	10	12	43
09:00			4		4		8		21:00			4		3		7	
09:15			6		3		9		21:15			2		1		3	
09:30			14		5		19		21:30			8		5		13	
09:45			5	29	2	14	7	43	21:45			2	16	1	10	3	26
10:00			9		3		12		22:00			2		4		6	
10:15			7		6		13		22:15			7		2		9	
10:30			10		4		14		22:30			4		1		5	
10:45			9	35	4	17	13	52	22:45			4	17	0	7	4	24
11:00			13		3		16		23:00			4		1		5	
11:15			9		5		14		23:15			3		0		3	
11:30			19		4		23		23:30			3		1		4	
11:45			8	49	3	15	11	64	23:45			4	14	0	2	4	16
TOTALS				336		250		586	TOTALS				525		162		687
SPLIT %				57.3%		42.7%		46.0%	SPLIT %				76.4%		23.6%		54.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	861	412	1,273

AM Peak Hour			06:45	06:45	06:45	PM Peak Hour			17:15	13:45	17:15
AM Pk Volume			116	131	247	PM Pk Volume			82	31	98
Pk Hr Factor			0.806	0.697	0.744	Pk Hr Factor			0.932	0.705	0.845
7 - 9 Volume	0	0	134	154	288	4 - 6 Volume	0	0	143	34	177
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:45	16:00	16:30
7 - 9 Pk Volume	0	0	103	127	230	4 - 6 Pk Volume	0	0	78	24	93
Pk Hr Factor	0.000	0.000	0.715	0.676	0.693	Pk Hr Factor	0.000	0.000	0.886	0.750	0.861

Prepared by NDS/ATD

VOLUME

Radio Dr between 60th St & Mallard St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	219	193	412

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		0		1		12:00			3		1		4	
00:15			0		1		1		12:15			2		4		6	
00:30			2		0		2		12:30			1		2		3	
00:45			0	3	0	1	0	4	12:45			1	7	3	10	4	17
01:00			0		0		0		13:00			2		1		3	
01:15			0		0		0		13:15			3		2		5	
01:30			0		0		0		13:30			3		2		5	
01:45			0		0		0		13:45			1	9	3	8	4	17
02:00			1		0		1		14:00			2		9		11	
02:15			0		0		0		14:15			9		1		10	
02:30			0		0		0		14:30			3		3		6	
02:45			0	1	0		0	1	14:45			2	16	3	16	5	32
03:00			0		0		0		15:00			7		2		9	
03:15			0		0		0		15:15			5		3		8	
03:30			0		0		0		15:30			5		6		11	
03:45			0		0		0		15:45			3	20	7	18	10	38
04:00			0		0		0		16:00			2		2		4	
04:15			0		0		0		16:15			5		7		12	
04:30			0		1		1		16:30			7		2		9	
04:45			2	2	1	2	3	4	16:45			3	17	2	13	5	30
05:00			0		0		0		17:00			8		2		10	
05:15			0		0		0		17:15			5		6		11	
05:30			1		0		1		17:30			5		5		10	
05:45			0	1	0		0	1	17:45			3	21	3	16	6	37
06:00			2		2		4		18:00			9		4		13	
06:15			2		2		4		18:15			4		2		6	
06:30			2		1		3		18:30			2		2		4	
06:45			1	7	5	10	6	17	18:45			4	19	4	12	8	31
07:00			3		2		5		19:00			3		1		4	
07:15			3		8		11		19:15			1		1		2	
07:30			3		2		5		19:30			3		2		5	
07:45			8	17	3	15	11	32	19:45			2	9	1	5	3	14
08:00			3		3		6		20:00			3		2		5	
08:15			3		2		5		20:15			3		2		5	
08:30			1		5		6		20:30			2		3		5	
08:45			6	13	3	13	9	26	20:45			3	11	1	8	4	19
09:00			4		4		8		21:00			3		2		5	
09:15			4		1		5		21:15			4		2		6	
09:30			1		2		3		21:30			2		3		5	
09:45			4	13	3	10	7	23	21:45			2	11	0	7	2	18
10:00			3		2		5		22:00			2		1		3	
10:15			4		3		7		22:15			0		2		2	
10:30			1		2		3		22:30			0		1		1	
10:45			1	9	3	10	4	19	22:45			0	2	0	4	0	6
11:00			1		5		6		23:00			1		0		1	
11:15			2		3		5		23:15			1		0		1	
11:30			5		3		8		23:30			0		0		0	
11:45			1	9	3	14	4	23	23:45			0	2	1	1	1	3
TOTALS				75		75		150	TOTALS				144		118		262
SPLIT %				50.0%		50.0%		36.4%	SPLIT %				55.0%		45.0%		63.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	219	193	412

AM Peak Hour			07:00	06:45	07:15	PM Peak Hour			16:15	15:30	17:15
AM Pk Volume			17	17	33	PM Pk Volume			23	22	40
Pk Hr Factor			0.531	0.531	0.750	Pk Hr Factor			0.719	0.786	0.769
7 - 9 Volume	0	0	30	28	58	4 - 6 Volume	0	0	38	29	67
7 - 9 Peak Hour			07:00	07:15	07:15	4 - 6 Peak Hour			16:15	17:00	17:00
7 - 9 Pk Volume	0	0	17	16	33	4 - 6 Pk Volume	0	0	23	16	37
Pk Hr Factor	0.000	0.000	0.531	0.500	0.750	Pk Hr Factor	0.000	0.000	0.719	0.667	0.841

Prepared by NDS/ATD

VOLUME

Radio Dr between 60th St & Mallard St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_003

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	271	237	508

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			4		3		7	
00:15			1		0		1		12:15			4		2		6	
00:30			1		2		3		12:30			6		3		9	
00:45			1	3	1	3	2	6	12:45			5	19	3	11	8	30
01:00			0		1		1		13:00			3		1		4	
01:15			0		0		0		13:15			7		2		9	
01:30			0		0		0		13:30			2		4		6	
01:45			0		0	1	0	1	13:45			6	18	6	13	12	31
02:00			0		0		0		14:00			5		5		10	
02:15			0		0		0		14:15			5		3		8	
02:30			0		0		0		14:30			7		3		10	
02:45			0		0		0		14:45			5	22	4	15	9	37
03:00			0		0		0		15:00			6		3		9	
03:15			0		0		0		15:15			6		6		12	
03:30			0		0		0		15:30			5		2		7	
03:45			0		0		0		15:45			4	21	9	20	13	41
04:00			0		0		0		16:00			2		7		9	
04:15			1		0		1		16:15			4		4		8	
04:30			0		0		0		16:30			7		1		8	
04:45			0	1	2	2	2	3	16:45			1	14	5	17	6	31
05:00			0		0		0		17:00			6		5		11	
05:15			1		0		1		17:15			9		7		16	
05:30			0		0		0		17:30			5		2		7	
05:45			1	2	2	2	3	4	17:45			7	27	4	18	11	45
06:00			0		0		0		18:00			3		4		7	
06:15			2		4		6		18:15			9		8		17	
06:30			3		3		6		18:30			6		5		11	
06:45			0	5	6	13	6	18	18:45			3	21	4	21	7	42
07:00			4		4		8		19:00			2		2		4	
07:15			4		3		7		19:15			3		1		4	
07:30			8		8		16		19:30			3		7		10	
07:45			4	20	5	20	9	40	19:45			2	10	1	11	3	21
08:00			6		2		8		20:00			2		1		3	
08:15			5		1		6		20:15			3		1		4	
08:30			2		5		7		20:30			4		3		7	
08:45			1	14	3	11	4	25	20:45			3	12	3	8	6	20
09:00			1		1		2		21:00			2		1		3	
09:15			4		3		7		21:15			3		2		5	
09:30			3		3		6		21:30			3		1		4	
09:45			7	15	3	10	10	25	21:45			2	10	2	6	4	16
10:00			5		2		7		22:00			3		2		5	
10:15			2		1		3		22:15			1		3		4	
10:30			5		0		5		22:30			1		1		2	
10:45			5	17	7	10	12	27	22:45			1	6	0	6	1	12
11:00			3		1		4		23:00			0		0		0	
11:15			2		6		8		23:15			1		1		2	
11:30			2		6		8		23:30			1		0		1	
11:45			4	11	5	18	9	29	23:45			1	3	0	1	1	4
TOTALS				88		90		178	TOTALS				183		147		330
SPLIT %				49.4%		50.6%		35.0%	SPLIT %				55.5%		44.5%		65.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	271	237	508

AM Peak Hour			07:30	06:45	07:00	PM Peak Hour			17:00	15:15	17:45
AM Pk Volume			23	21	40	PM Pk Volume			27	24	46
Pk Hr Factor			0.719	0.656	0.625	Pk Hr Factor			0.750	0.667	0.676
7 - 9 Volume	0	0	34	31	65	4 - 6 Volume	0	0	41	35	76
7 - 9 Peak Hour			07:30	07:00	07:00	4 - 6 Peak Hour			17:00	16:45	17:00
7 - 9 Pk Volume	0	0	23	20	40	4 - 6 Pk Volume	0	0	27	19	45
Pk Hr Factor	0.000	0.000	0.719	0.625	0.625	Pk Hr Factor	0.000	0.000	0.750	0.679	0.703

Prepared by NDS/ATD

VOLUME

Klauber Ave between Broadway & 69th St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	466	430	896

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		2		3		12:00			7		4		11	
00:15			0		1		1		12:15			6		6		12	
00:30			2		3		5		12:30			6		6		12	
00:45			0	3	0	6	0	9	12:45			4	23	10	26	14	49
01:00			0		0		0		13:00			9		2		11	
01:15			2		0		2		13:15			8		7		15	
01:30			0		0		0		13:30			3		4		7	
01:45			0	2	0		0	2	13:45			8	28	6	19	14	47
02:00			0		0		0		14:00			11		6		17	
02:15			0		1		1		14:15			12		14		26	
02:30			0		0		0		14:30			4		6		10	
02:45			0		0	1	0	1	14:45			13	40	10	36	23	76
03:00			0		0		0		15:00			9		4		13	
03:15			0		0		0		15:15			8		7		15	
03:30			0		0		0		15:30			9		10		19	
03:45			0		3	3	3	3	15:45			9	35	6	27	15	62
04:00			1		0		1		16:00			6		8		14	
04:15			0		0		0		16:15			13		9		22	
04:30			0		2		2		16:30			8		9		17	
04:45			2	3	1	3	3	6	16:45			6	33	12	38	18	71
05:00			1		3		4		17:00			9		8		17	
05:15			1		2		3		17:15			8		6		14	
05:30			0		0		0		17:30			10		8		18	
05:45			2	4	0	5	2	9	17:45			10	37	10	32	20	69
06:00			2		5		7		18:00			13		14		27	
06:15			1		2		3		18:15			6		11		17	
06:30			5		10		15		18:30			12		8		20	
06:45			7	15	10	27	17	42	18:45			8	39	9	42	17	81
07:00			9		9		18		19:00			4		7		11	
07:15			5		5		10		19:15			6		5		11	
07:30			4		7		11		19:30			7		2		9	
07:45			11	29	5	26	16	55	19:45			5	22	8	22	13	44
08:00			8		2		10		20:00			7		9		16	
08:15			5		2		7		20:15			3		7		10	
08:30			8		6		14		20:30			3		0		3	
08:45			10	31	3	13	13	44	20:45			5	18	5	21	10	39
09:00			3		3		6		21:00			3		3		6	
09:15			6		2		8		21:15			7		5		12	
09:30			9		7		16		21:30			4		2		6	
09:45			9	27	5	17	14	44	21:45			2	16	2	12	4	28
10:00			6		8		14		22:00			4		1		5	
10:15			4		2		6		22:15			1		3		4	
10:30			2		6		8		22:30			5		3		8	
10:45			6	18	7	23	13	41	22:45			0	10	0	7	0	17
11:00			6		5		11		23:00			1		3		4	
11:15			5		5		10		23:15			2		0		2	
11:30			9		6		15		23:30			1		1		2	
11:45			9	29	4	20	13	49	23:45			0	4	0	4	0	8
TOTALS				161		144		305	TOTALS				305		286		591
SPLIT %				52.8%		47.2%		34.0%	SPLIT %				51.6%		48.4%		66.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	466	430	896

AM Peak Hour			07:45	06:30	06:30	PM Peak Hour			17:15	17:30	17:45
AM Pk Volume			32	34	60	PM Pk Volume			41	43	84
Pk Hr Factor			0.727	0.850	0.833	Pk Hr Factor			0.788	0.768	0.778
7 - 9 Volume	0	0	60	39	99	4 - 6 Volume	0	0	70	70	140
7 - 9 Peak Hour			07:45	07:00	07:00	4 - 6 Peak Hour			17:00	16:00	16:15
7 - 9 Pk Volume	0	0	32	26	55	4 - 6 Pk Volume	0	0	37	38	74
Pk Hr Factor	0.000	0.000	0.727	0.722	0.764	Pk Hr Factor	0.000	0.000	0.925	0.792	0.841

Prepared by NDS/ATD

VOLUME

Klauber Ave between Broadway & 69th St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	494	447	941

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		1		2		12:00			7		6		13	
00:15			1		1		2		12:15			10		8		18	
00:30			0		1		1		12:30			9		5		14	
00:45			0	2	0	3	0	5	12:45			12	38	8	27	20	65
01:00			1		1		2		13:00			10		8		18	
01:15			1		0		1		13:15			10		12		22	
01:30			0		0		0		13:30			8		7		15	
01:45			0	2	0	1	0	3	13:45			8	36	8	35	16	71
02:00			0		1		1		14:00			9		9		18	
02:15			0		0		0		14:15			8		5		13	
02:30			0		0		0		14:30			5		6		11	
02:45			0		0	1	0	1	14:45			6	28	6	26	12	54
03:00			0		0		0		15:00			6		5		11	
03:15			0		1		1		15:15			9		2		11	
03:30			0		0		0		15:30			7		5		12	
03:45			0		0	1	0	1	15:45			8	30	6	18	14	48
04:00			1		2		3		16:00			10		10		20	
04:15			0		0		0		16:15			11		10		21	
04:30			2		0		2		16:30			8		14		22	
04:45			1	4	1	3	2	7	16:45			9	38	8	42	17	80
05:00			0		0		0		17:00			6		10		16	
05:15			1		2		3		17:15			8		9		17	
05:30			1		1		2		17:30			10		7		17	
05:45			2	4	3	6	5	10	17:45			6	30	11	37	17	67
06:00			2		4		6		18:00			11		10		21	
06:15			4		2		6		18:15			5		9		14	
06:30			4		4		8		18:30			11		7		18	
06:45			9	19	8	18	17	37	18:45			9	36	9	35	18	71
07:00			6		6		12		19:00			10		10		20	
07:15			9		8		17		19:15			7		5		12	
07:30			6		10		16		19:30			7		14		21	
07:45			13	34	4	28	17	62	19:45			11	35	2	31	13	66
08:00			9		4		13		20:00			4		8		12	
08:15			2		5		7		20:15			5		3		8	
08:30			2		9		11		20:30			4		3		7	
08:45			6	19	4	22	10	41	20:45			5	18	3	17	8	35
09:00			11		3		14		21:00			6		7		13	
09:15			6		7		13		21:15			2		3		5	
09:30			5		5		10		21:30			5		4		9	
09:45			7	29	5	20	12	49	21:45			4	17	4	18	8	35
10:00			8		3		11		22:00			2		2		4	
10:15			7		6		13		22:15			7		2		9	
10:30			9		4		13		22:30			3		5		8	
10:45			6	30	9	22	15	52	22:45			0	12	2	11	2	23
11:00			9		6		15		23:00			1		1		2	
11:15			9		7		16		23:15			2		0		2	
11:30			3		4		7		23:30			0		2		2	
11:45			9	30	4	21	13	51	23:45			0	3	1	4	1	7
TOTALS				173		146		319	TOTALS				321		301		622
SPLIT %				54.2%		45.8%		33.9%	SPLIT %				51.6%		48.4%		66.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	494	447	941

AM Peak Hour			07:15	06:45	07:15	PM Peak Hour			12:15	16:00	16:00
AM Pk Volume			37	32	63	PM Pk Volume			41	42	80
Pk Hr Factor			0.712	0.800	0.926	Pk Hr Factor			0.854	0.750	0.909
7 - 9 Volume	0	0	53	50	103	4 - 6 Volume	0	0	68	79	147
7 - 9 Peak Hour			07:15	07:00	07:15	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	37	28	63	4 - 6 Pk Volume	0	0	38	42	80
Pk Hr Factor	0.000	0.000	0.712	0.700	0.926	Pk Hr Factor	0.000	0.000	0.864	0.750	0.909

Prepared by NDS/ATD

VOLUME

Broadway between 60th St & Madera St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,332	1,249	2,581

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			7		2		9		12:00			9		10		19	
00:15			1		1		2		12:15			11		8		19	
00:30			0		1		1		12:30			12		13		25	
00:45			2	10	3	7	5	17	12:45			24	56	8	39	32	95
01:00			0		3		3		13:00			15		8		23	
01:15			0		2		2		13:15			13		14		27	
01:30			3		3		6		13:30			18		16		34	
01:45			0	3	1	9	1	12	13:45			29	75	16	54	45	129
02:00			0		0		0		14:00			30		12		42	
02:15			4		0		4		14:15			33		26		59	
02:30			0		0		0		14:30			23		33		56	
02:45			3	7	0		3	7	14:45			21	107	22	93	43	200
03:00			1		1		2		15:00			41		18		59	
03:15			2		1		3		15:15			28		23		51	
03:30			0		6		6		15:30			31		23		54	
03:45			0	3	1	9	1	12	15:45			26	126	23	87	49	213
04:00			0		1		1		16:00			26		21		47	
04:15			1		2		3		16:15			30		18		48	
04:30			0		3		3		16:30			36		16		52	
04:45			0	1	5	11	5	12	16:45			45	137	23	78	68	215
05:00			1		7		8		17:00			35		18		53	
05:15			1		14		15		17:15			30		20		50	
05:30			3		12		15		17:30			38		8		46	
05:45			5	10	11	44	16	54	17:45			31	134	15	61	46	195
06:00			11		17		28		18:00			25		11		36	
06:15			12		19		31		18:15			19		19		38	
06:30			18		30		48		18:30			25		23		48	
06:45			16	57	34	100	50	157	18:45			19	88	8	61	27	149
07:00			22		43		65		19:00			22		14		36	
07:15			13		51		64		19:15			16		20		36	
07:30			29		37		66		19:30			22		20		42	
07:45			25	89	48	179	73	268	19:45			10	70	17	71	27	141
08:00			10		31		41		20:00			16		15		31	
08:15			20		23		43		20:15			15		11		26	
08:30			13		29		42		20:30			9		15		24	
08:45			10	53	26	109	36	162	20:45			10	50	17	58	27	108
09:00			15		11		26		21:00			11		20		31	
09:15			6		8		14		21:15			15		10		25	
09:30			7		8		15		21:30			10		8		18	
09:45			11	39	8	35	19	74	21:45			15	51	4	42	19	93
10:00			9		6		15		22:00			8		5		13	
10:15			14		14		28		22:15			7		2		9	
10:30			9		12		21		22:30			6		4		10	
10:45			19	51	7	39	26	90	22:45			8	29	4	15	12	44
11:00			16		11		27		23:00			4		3		7	
11:15			22		7		29		23:15			7		1		8	
11:30			14		3		17		23:30			4		2		6	
11:45			15	67	17	38	32	105	23:45			4	19	4	10	8	29
TOTALS				390		580		970	TOTALS				942		669		1611
SPLIT %				40.2%		59.8%		37.6%	SPLIT %				58.5%		41.5%		62.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,332	1,249	2,581

AM Peak Hour			07:00	07:00	07:00	PM Peak Hour			16:45	14:15	16:30
AM Pk Volume			89	179	268	PM Pk Volume			148	99	223
Pk Hr Factor			0.767	0.877	0.918	Pk Hr Factor			0.822	0.750	0.820
7 - 9 Volume	0	0	142	288	430	4 - 6 Volume	0	0	271	139	410
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:45	16:00	16:30
7 - 9 Pk Volume	0	0	89	179	268	4 - 6 Pk Volume	0	0	148	78	223
Pk Hr Factor	0.000	0.000	0.767	0.877	0.918	Pk Hr Factor	0.000	0.000	0.822	0.848	0.820

Prepared by NDS/ATD

VOLUME

Broadway between 60th St & Madera St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,344	1,274	2,618

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			3		1		4		12:00			12		16		28	
00:15			3		2		5		12:15			17		10		27	
00:30			3		1		4		12:30			15		12		27	
00:45			0	9	0	4	0	13	12:45			15	59	14	52	29	111
01:00			2		1		3		13:00			21		19		40	
01:15			2		3		5		13:15			17		20		37	
01:30			1		1		2		13:30			28		12		40	
01:45			1	6	1	6	2	12	13:45			30	96	25	76	55	172
02:00			5		0		5		14:00			20		16		36	
02:15			2		0		2		14:15			35		33		68	
02:30			0		0		0		14:30			26		32		58	
02:45			0	7	0		0	7	14:45			31	112	26	107	57	219
03:00			2		2		4		15:00			47		16		63	
03:15			0		1		1		15:15			27		16		43	
03:30			1		3		4		15:30			24		20		44	
03:45			2	5	1	7	3	12	15:45			35	133	15	67	50	200
04:00			0		1		1		16:00			30		18		48	
04:15			2		1		3		16:15			27		14		41	
04:30			1		5		6		16:30			31		13		44	
04:45			1	4	6	13	7	17	16:45			24	112	19	64	43	176
05:00			1		5		6		17:00			35		15		50	
05:15			3		8		11		17:15			25		28		53	
05:30			6		12		18		17:30			30		13		43	
05:45			4	14	19	44	23	58	17:45			26	116	24	80	50	196
06:00			5		19		24		18:00			25		35		60	
06:15			19		16		35		18:15			25		19		44	
06:30			16		32		48		18:30			30		23		53	
06:45			21	61	25	92	46	153	18:45			33	113	17	94	50	207
07:00			16		38		54		19:00			18		20		38	
07:15			14		49		63		19:15			16		17		33	
07:30			31		39		70		19:30			15		14		29	
07:45			24	85	46	172	70	257	19:45			15	64	12	63	27	127
08:00			21		29		50		20:00			11		13		24	
08:15			10		30		40		20:15			11		17		28	
08:30			12		26		38		20:30			12		5		17	
08:45			9	52	22	107	31	159	20:45			19	53	4	39	23	92
09:00			11		17		28		21:00			17		6		23	
09:15			15		15		30		21:15			13		9		22	
09:30			13		7		20		21:30			15		5		20	
09:45			13	52	8	47	21	99	21:45			8	53	7	27	15	80
10:00			7		8		15		22:00			6		11		17	
10:15			9		6		15		22:15			14		4		18	
10:30			7		9		16		22:30			6		3		9	
10:45			6	29	6	29	12	58	22:45			6	32	5	23	11	55
11:00			10		7		17		23:00			3		3		6	
11:15			15		21		36		23:15			10		2		12	
11:30			12		10		22		23:30			5		1		6	
11:45			16	53	11	49	27	102	23:45			6	24	6	12	12	36
TOTALS				377		570		947	TOTALS				967		704		1671
SPLIT %				39.8%		60.2%		36.2%	SPLIT %				57.9%		42.1%		63.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,344	1,274	2,618

AM Peak Hour			07:15	07:00	07:00	PM Peak Hour			14:15	14:00	14:15
AM Pk Volume			90	172	257	PM Pk Volume			139	107	246
Pk Hr Factor			0.726	0.878	0.918	Pk Hr Factor			0.739	0.811	0.904
7 - 9 Volume	0	0	137	279	416	4 - 6 Volume	0	0	228	144	372
7 - 9 Peak Hour			07:15	07:00	07:00	4 - 6 Peak Hour			16:15	17:00	17:00
7 - 9 Pk Volume	0	0	90	172	257	4 - 6 Pk Volume	0	0	117	80	196
Pk Hr Factor	0.000	0.000	0.726	0.878	0.918	Pk Hr Factor	0.000	0.000	0.836	0.714	0.925

Prepared by NDS/ATD

VOLUME

Lisbon St between Imperial Ave & 71st St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_016

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,028	4,462	8,490

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			8		10		18		12:00			54		51		105	
00:15			8		7		15		12:15			49		47		96	
00:30			10		6		16		12:30			41		53		94	
00:45			4	30	6	29	10	59	12:45			43	187	58	209	101	396
01:00			3		9		12		13:00			51		59		110	
01:15			9		9		18		13:15			61		61		122	
01:30			7		7		14		13:30			58		50		108	
01:45			6	25	5	30	11	55	13:45			65	235	53	223	118	458
02:00			4		1		5		14:00			57		66		123	
02:15			7		5		12		14:15			84		58		142	
02:30			4		4		8		14:30			92		84		176	
02:45			5	20	3	13	8	33	14:45			83	316	115	323	198	639
03:00			3		3		6		15:00			52		83		135	
03:15			1		7		8		15:15			66		63		129	
03:30			8		4		12		15:30			83		65		148	
03:45			3	15	11	25	14	40	15:45			81	282	78	289	159	571
04:00			2		9		11		16:00			92		58		150	
04:15			6		15		21		16:15			89		59		148	
04:30			2		22		24		16:30			89		81		170	
04:45			7	17	20	66	27	83	16:45			80	350	59	257	139	607
05:00			6		25		31		17:00			103		51		154	
05:15			12		34		46		17:15			75		56		131	
05:30			10		43		53		17:30			98		67		165	
05:45			10	38	32	134	42	172	17:45			98	374	62	236	160	610
06:00			11		40		51		18:00			88		76		164	
06:15			28		76		104		18:15			73		61		134	
06:30			36		98		134		18:30			69		68		137	
06:45			63	138	96	310	159	448	18:45			57	287	61	266	118	553
07:00			81		134		215		19:00			48		62		110	
07:15			87		166		253		19:15			53		45		98	
07:30			62		133		195		19:30			58		52		110	
07:45			46	276	94	527	140	803	19:45			56	215	51	210	107	425
08:00			38		77		115		20:00			50		35		85	
08:15			33		73		106		20:15			48		40		88	
08:30			25		64		89		20:30			47		45		92	
08:45			53	149	59	273	112	422	20:45			49	194	49	169	98	363
09:00			42		44		86		21:00			50		32		82	
09:15			36		48		84		21:15			40		31		71	
09:30			31		46		77		21:30			54		30		84	
09:45			47	156	52	190	99	346	21:45			39	183	22	115	61	298
10:00			42		52		94		22:00			35		29		64	
10:15			39		50		89		22:15			24		22		46	
10:30			41		48		89		22:30			35		23		58	
10:45			42	164	55	205	97	369	22:45			23	117	25	99	48	216
11:00			56		45		101		23:00			17		20		37	
11:15			43		52		95		23:15			13		14		27	
11:30			49		49		98		23:30			23		17		40	
11:45			48	196	53	199	101	395	23:45			11	64	14	65	25	129
TOTALS				1224		2001		3225	TOTALS				2804		2461		5265
SPLIT %				38.0%		62.0%		38.0%	SPLIT %				53.3%		46.7%		62.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,028	4,462	8,490

AM Peak Hour			06:45	06:45	06:45	PM Peak Hour			17:00	14:30	14:15
AM Pk Volume			293	529	822	PM Pk Volume			374	345	651
Pk Hr Factor			0.842	0.797	0.812	Pk Hr Factor			0.908	0.750	0.822
7 - 9 Volume	0	0	425	800	1225	4 - 6 Volume	0	0	724	493	1217
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			17:00	16:00	16:15
7 - 9 Pk Volume	0	0	276	527	803	4 - 6 Pk Volume	0	0	374	257	611
Pk Hr Factor	0.000	0.000	0.793	0.794	0.793	Pk Hr Factor	0.000	0.000	0.908	0.793	0.899

Prepared by NDS/ATD

VOLUME

Lisbon St between Imperial Ave & 71st St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_016

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,964	4,589	8,553

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			11		12		23		12:00			48		55		103	
00:15			11		8		19		12:15			53		55		108	
00:30			8		6		14		12:30			51		71		122	
00:45			8	38	8	34	16	72	12:45			52	204	55	236	107	440
01:00			7		3		10		13:00			50		65		115	
01:15			2		9		11		13:15			68		67		135	
01:30			5		9		14		13:30			64		64		128	
01:45			9	23	8	29	17	52	13:45			59	241	42	238	101	479
02:00			3		4		7		14:00			52		73		125	
02:15			2		5		7		14:15			70		60		130	
02:30			5		7		12		14:30			76		68		144	
02:45			6	16	3	19	9	35	14:45			65	263	85	286	150	549
03:00			5		1		6		15:00			77		75		152	
03:15			3		8		11		15:15			69		72		141	
03:30			2		8		10		15:30			66		63		129	
03:45			4	14	7	24	11	38	15:45			76	288	64	274	140	562
04:00			3		9		12		16:00			83		71		154	
04:15			2		16		18		16:15			77		54		131	
04:30			3		23		26		16:30			84		61		145	
04:45			6	14	16	64	22	78	16:45			81	325	88	274	169	599
05:00			8		24		32		17:00			107		69		176	
05:15			5		26		31		17:15			103		70		173	
05:30			10		46		56		17:30			100		57		157	
05:45			19	42	44	140	63	182	17:45			90	400	81	277	171	677
06:00			11		41		52		18:00			94		64		158	
06:15			33		79		112		18:15			70		70		140	
06:30			29		87		116		18:30			66		75		141	
06:45			54	127	95	302	149	429	18:45			74	304	85	294	159	598
07:00			59		154		213		19:00			79		53		132	
07:15			82		137		219		19:15			66		44		110	
07:30			53		109		162		19:30			52		53		105	
07:45			45	239	128	528	173	767	19:45			47	244	56	206	103	450
08:00			30		88		118		20:00			48		33		81	
08:15			48		96		144		20:15			38		44		82	
08:30			28		76		104		20:30			47		48		95	
08:45			36	142	61	321	97	463	20:45			50	183	27	152	77	335
09:00			35		49		84		21:00			43		46		89	
09:15			45		49		94		21:15			47		31		78	
09:30			39		54		93		21:30			44		26		70	
09:45			38	157	57	209	95	366	21:45			32	166	31	134	63	300
10:00			47		37		84		22:00			37		21		58	
10:15			34		47		81		22:15			36		20		56	
10:30			40		49		89		22:30			24		25		49	
10:45			36	157	48	181	84	338	22:45			22	119	24	90	46	209
11:00			48		39		87		23:00			25		17		42	
11:15			40		65		105		23:15			21		20		41	
11:30			45		55		100		23:30			17		13		30	
11:45			48	181	50	209	98	390	23:45			14	77	18	68	32	145
TOTALS				1150		2060		3210	TOTALS				2814		2529		5343
SPLIT %				35.8%		64.2%		37.5%	SPLIT %				52.7%		47.3%		62.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,964	4,589	8,553

AM Peak Hour			06:45	07:00	07:00	PM Peak Hour			17:00	14:30	17:00
AM Pk Volume			248	528	767	PM Pk Volume			400	300	677
Pk Hr Factor			0.756	0.857	0.876	Pk Hr Factor			0.935	0.882	0.962
7 - 9 Volume	0	0	381	849	1230	4 - 6 Volume	0	0	725	551	1276
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			17:00	16:30	17:00
7 - 9 Pk Volume	0	0	239	528	767	4 - 6 Pk Volume	0	0	400	288	677
Pk Hr Factor	0.000	0.000	0.729	0.857	0.876	Pk Hr Factor	0.000	0.000	0.935	0.818	0.962

Prepared by NDS/ATD

VOLUME

Churchward St/58th St between Euclid Ave & Skyline Dr

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_019

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	909	1,147	2,056

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			6		4		10		12:00			7		13		20	
00:15			4		2		6		12:15			11		10		21	
00:30			1		2		3		12:30			13		8		21	
00:45			1	12	1	9	2	21	12:45			23	54	18	49	41	103
01:00			1		2		3		13:00			20		38		58	
01:15			2		4		6		13:15			11		16		27	
01:30			0		0		0		13:30			8		10		18	
01:45			2	5	0	6	2	11	13:45			23	62	16	80	39	142
02:00			1		1		2		14:00			11		13		24	
02:15			1		0		1		14:15			13		21		34	
02:30			1		2		3		14:30			19		21		40	
02:45			0	3	1	4	1	7	14:45			11	54	21	76	32	130
03:00			1		2		3		15:00			25		22		47	
03:15			1		1		2		15:15			24		22		46	
03:30			1		2		3		15:30			13		18		31	
03:45			0	3	2	7	2	10	15:45			24	86	8	70	32	156
04:00			0		7		7		16:00			14		16		30	
04:15			1		1		2		16:15			16		13		29	
04:30			0		7		7		16:30			31		13		44	
04:45			0	1	1	16	1	17	16:45			19	80	16	58	35	138
05:00			0		5		5		17:00			20		19		39	
05:15			0		6		6		17:15			22		17		39	
05:30			3		11		14		17:30			22		13		35	
05:45			3	6	4	26	7	32	17:45			23	87	22	71	45	158
06:00			5		9		14		18:00			35		14		49	
06:15			7		25		32		18:15			12		20		32	
06:30			6		25		31		18:30			21		13		34	
06:45			5	23	21	80	26	103	18:45			11	79	12	59	23	138
07:00			11		37		48		19:00			11		13		24	
07:15			7		40		47		19:15			15		10		25	
07:30			9		38		47		19:30			7		10		17	
07:45			10	37	36	151	46	188	19:45			11	44	12	45	23	89
08:00			21		23		44		20:00			14		14		28	
08:15			12		19		31		20:15			18		9		27	
08:30			12		18		30		20:30			7		13		20	
08:45			10	55	22	82	32	137	20:45			10	49	10	46	20	95
09:00			10		19		29		21:00			7		14		21	
09:15			13		21		34		21:15			6		2		8	
09:30			10		11		21		21:30			9		8		17	
09:45			7	40	7	58	14	98	21:45			5	27	4	28	9	55
10:00			8		10		18		22:00			4		2		6	
10:15			12		12		24		22:15			9		4		13	
10:30			9		8		17		22:30			0		3		3	
10:45			10	39	16	46	26	85	22:45			4	17	3	12	7	29
11:00			9		13		22		23:00			3		2		5	
11:15			8		14		22		23:15			2		2		4	
11:30			6		13		19		23:30			2		4		6	
11:45			12	35	17	57	29	92	23:45			4	11	3	11	7	22
TOTALS				259		542		801	TOTALS				650		605		1255
SPLIT %				32.3%		67.7%		39.0%	SPLIT %				51.8%		48.2%		61.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	909	1,147	2,056

AM Peak Hour			07:45	07:00	07:00	PM Peak Hour			17:15	14:30	17:15
AM Pk Volume			55	151	188	PM Pk Volume			102	86	168
Pk Hr Factor			0.655	0.944	0.979	Pk Hr Factor			0.729	0.977	0.857
7 - 9 Volume	0	0	92	233	325	4 - 6 Volume	0	0	167	129	296
7 - 9 Peak Hour			07:45	07:00	07:00	4 - 6 Peak Hour			16:30	17:00	17:00
7 - 9 Pk Volume	0	0	55	151	188	4 - 6 Pk Volume	0	0	92	71	158
Pk Hr Factor	0.000	0.000	0.655	0.944	0.979	Pk Hr Factor	0.000	0.000	0.742	0.807	0.878

Prepared by NDS/ATD

VOLUME

Churchward St/58th St between Euclid Ave & Skyline Dr

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_019

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	861	1,096	1,957

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			4		10		14		12:00			13		10		23	
00:15			1		0		1		12:15			17		12		29	
00:30			2		1		3		12:30			11		24		35	
00:45			0	7	0	11	0	18	12:45			11	52	10	56	21	108
01:00			0		0		0		13:00			16		23		39	
01:15			0		3		3		13:15			11		15		26	
01:30			0		1		1		13:30			9		19		28	
01:45			2	2	0	4	2	6	13:45			10	46	12	69	22	115
02:00			1		1		2		14:00			11		17		28	
02:15			1		0		1		14:15			14		12		26	
02:30			2		0		2		14:30			14		17		31	
02:45			1	5	1	2	2	7	14:45			22	61	29	75	51	136
03:00			1		0		1		15:00			24		23		47	
03:15			0		1		1		15:15			21		10		31	
03:30			0		0		0		15:30			19		26		45	
03:45			0	1	2	3	2	4	15:45			17	81	10	69	27	150
04:00			0		5		5		16:00			21		16		37	
04:15			4		4		8		16:15			24		18		42	
04:30			0		5		5		16:30			22		22		44	
04:45			0	4	2	16	2	20	16:45			23	90	11	67	34	157
05:00			1		3		4		17:00			31		15		46	
05:15			0		10		10		17:15			20		15		35	
05:30			1		12		13		17:30			21		20		41	
05:45			2	4	6	31	8	35	17:45			14	86	20	70	34	156
06:00			4		12		16		18:00			16		12		28	
06:15			6		22		28		18:15			14		13		27	
06:30			9		25		34		18:30			13		11		24	
06:45			5	24	18	77	23	101	18:45			21	64	15	51	36	115
07:00			12		35		47		19:00			11		5		16	
07:15			13		36		49		19:15			10		13		23	
07:30			5		30		35		19:30			10		8		18	
07:45			9	39	40	141	49	180	19:45			12	43	7	33	19	76
08:00			17		27		44		20:00			9		9		18	
08:15			16		16		32		20:15			11		6		17	
08:30			9		21		30		20:30			9		4		13	
08:45			10	52	15	79	25	131	20:45			12	41	15	34	27	75
09:00			10		23		33		21:00			9		4		13	
09:15			5		16		21		21:15			1		4		5	
09:30			10		10		20		21:30			7		8		15	
09:45			8	33	15	64	23	97	21:45			7	24	4	20	11	44
10:00			13		7		20		22:00			4		2		6	
10:15			6		13		19		22:15			4		2		6	
10:30			9		11		20		22:30			4		6		10	
10:45			4	32	10	41	14	73	22:45			4	16	7	17	11	33
11:00			9		15		24		23:00			6		5		11	
11:15			8		13		21		23:15			4		0		4	
11:30			9		14		23		23:30			1		2		3	
11:45			12	38	15	57	27	95	23:45			5	16	2	9	7	25
TOTALS				241		526		767	TOTALS				620		570		1190
SPLIT %				31.4%		68.6%		39.2%	SPLIT %				52.1%		47.9%		60.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	861	1,096	1,957

AM Peak Hour			11:45	07:00	07:00	PM Peak Hour			16:15	14:45	14:45
AM Pk Volume			53	141	180	PM Pk Volume			100	88	174
Pk Hr Factor			0.779	0.881	0.918	Pk Hr Factor			0.806	0.759	0.853
7 - 9 Volume	0	0	91	220	311	4 - 6 Volume	0	0	176	137	313
7 - 9 Peak Hour			08:00	07:00	07:00	4 - 6 Peak Hour			16:15	17:00	16:15
7 - 9 Pk Volume	0	0	52	141	180	4 - 6 Pk Volume	0	0	100	70	166
Pk Hr Factor	0.000	0.000	0.765	0.881	0.918	Pk Hr Factor	0.000	0.000	0.806	0.875	0.902

Prepared by NDS/ATD

VOLUME

Skyline Dr between 58th St & Valencia Pkwy

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_024

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,181	3,714	6,895

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			2		5		7		12:00			33		52		85	
00:15			5		6		11		12:15			32		32		64	
00:30			4		5		9		12:30			50		54		104	
00:45			8	19	5	21	13	40	12:45			67	182	146	284	213	466
01:00			3		3		6		13:00			66		72		138	
01:15			1		2		3		13:15			25		45		70	
01:30			6		4		10		13:30			32		33		65	
01:45			1	11	1	10	2	21	13:45			42	165	38	188	80	353
02:00			1		2		3		14:00			52		43		95	
02:15			2		4		6		14:15			48		72		120	
02:30			2		2		4		14:30			51		56		107	
02:45			0	5	4	12	4	17	14:45			59	210	61	232	120	442
03:00			3		3		6		15:00			77		59		136	
03:15			1		2		3		15:15			80		67		147	
03:30			1		2		3		15:30			55		49		104	
03:45			2	7	4	11	6	18	15:45			71	283	25	200	96	483
04:00			5		5		10		16:00			75		53		128	
04:15			0		5		5		16:15			87		54		141	
04:30			1		14		15		16:30			73		57		130	
04:45			2	8	8	32	10	40	16:45			79	314	60	224	139	538
05:00			6		20		26		17:00			75		55		130	
05:15			2		19		21		17:15			57		51		108	
05:30			6		28		34		17:30			77		59		136	
05:45			14	28	30	97	44	125	17:45			75	284	68	233	143	517
06:00			15		44		59		18:00			88		51		139	
06:15			24		57		81		18:15			45		62		107	
06:30			30		63		93		18:30			57		57		114	
06:45			46	115	73	237	119	352	18:45			46	236	44	214	90	450
07:00			62		121		183		19:00			54		41		95	
07:15			71		150		221		19:15			54		44		98	
07:30			46		141		187		19:30			43		28		71	
07:45			40	219	113	525	153	744	19:45			29	180	34	147	63	327
08:00			39		92		131		20:00			35		30		65	
08:15			41		62		103		20:15			35		22		57	
08:30			41		75		116		20:30			30		26		56	
08:45			50	171	94	323	144	494	20:45			27	127	29	107	56	234
09:00			36		43		79		21:00			29		24		53	
09:15			26		36		62		21:15			20		21		41	
09:30			27		26		53		21:30			26		18		44	
09:45			17	106	47	152	64	258	21:45			25	100	22	85	47	185
10:00			19		26		45		22:00			21		12		33	
10:15			40		44		84		22:15			20		12		32	
10:30			42		25		67		22:30			14		25		39	
10:45			43	144	42	137	85	281	22:45			26	81	9	58	35	139
11:00			39		26		65		23:00			8		13		21	
11:15			38		38		76		23:15			12		9		21	
11:30			32		45		77		23:30			7		8		15	
11:45			42	151	39	148	81	299	23:45			8	35	7	37	15	72
TOTALS				984		1705		2689	TOTALS				2197		2009		4206
SPLIT %				36.6%		63.4%		39.0%	SPLIT %				52.2%		47.8%		61.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,181	3,714	6,895

AM Peak Hour			06:45	07:00	07:00	PM Peak Hour			16:00	12:30	16:15
AM Pk Volume			225	525	744	PM Pk Volume			314	317	540
Pk Hr Factor			0.792	0.875	0.842	Pk Hr Factor			0.902	0.543	0.957
7 - 9 Volume	0	0	390	848	1238	4 - 6 Volume	0	0	598	457	1055
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:00	17:00	16:15
7 - 9 Pk Volume	0	0	219	525	744	4 - 6 Pk Volume	0	0	314	233	540
Pk Hr Factor	0.000	0.000	0.771	0.875	0.842	Pk Hr Factor	0.000	0.000	0.902	0.857	0.957

Prepared by NDS/ATD

VOLUME

Skyline Dr between 58th St & Valencia Pkwy

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_024

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,073	3,551	6,624

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			8		4		12		12:00			51		41		92	
00:15			3		7		10		12:15			48		37		85	
00:30			6		3		9		12:30			52		65		117	
00:45			3	20	3	17	6	37	12:45			40	191	46	189	86	380
01:00			4		3		7		13:00			40		52		92	
01:15			3		3		6		13:15			39		42		81	
01:30			4		1		5		13:30			36		53		89	
01:45			6	17	3	10	9	27	13:45			42	157	44	191	86	348
02:00			5		3		8		14:00			38		37		75	
02:15			0		3		3		14:15			48		56		104	
02:30			2		2		4		14:30			49		58		107	
02:45			0	7	5	13	5	20	14:45			58	193	74	225	132	418
03:00			5		1		6		15:00			56		55		111	
03:15			0		1		1		15:15			73		49		122	
03:30			3		2		5		15:30			93		67		160	
03:45			1	9	6	10	7	19	15:45			68	290	67	238	135	528
04:00			2		5		7		16:00			64		40		104	
04:15			0		10		10		16:15			74		56		130	
04:30			3		10		13		16:30			75		57		132	
04:45			1	6	9	34	10	40	16:45			73	286	49	202	122	488
05:00			4		20		24		17:00			86		62		148	
05:15			2		18		20		17:15			76		52		128	
05:30			7		28		35		17:30			51		50		101	
05:45			10	23	26	92	36	115	17:45			67	280	49	213	116	493
06:00			10		47		57		18:00			61		66		127	
06:15			25		58		83		18:15			50		59		109	
06:30			28		68		96		18:30			56		57		113	
06:45			42	105	71	244	113	349	18:45			56	223	48	230	104	453
07:00			65		99		164		19:00			29		36		65	
07:15			81		163		244		19:15			36		37		73	
07:30			40		118		158		19:30			36		31		67	
07:45			39	225	99	479	138	704	19:45			38	139	36	140	74	279
08:00			46		81		127		20:00			33		32		65	
08:15			46		65		111		20:15			30		32		62	
08:30			45		67		112		20:30			32		29		61	
08:45			39	176	81	294	120	470	20:45			35	130	28	121	63	251
09:00			44		61		105		21:00			23		27		50	
09:15			22		42		64		21:15			20		12		32	
09:30			37		37		74		21:30			35		15		50	
09:45			23	126	26	166	49	292	21:45			20	98	16	70	36	168
10:00			20		26		46		22:00			18		10		28	
10:15			32		36		68		22:15			19		12		31	
10:30			30		36		66		22:30			14		7		21	
10:45			35	117	31	129	66	246	22:45			7	58	9	38	16	96
11:00			29		35		64		23:00			8		8		16	
11:15			34		44		78		23:15			9		9		18	
11:30			56		37		93		23:30			7		10		17	
11:45			41	160	53	169	94	329	23:45			13	37	10	37	23	74
TOTALS				991		1657		2648	TOTALS				2082		1894		3976
SPLIT %				37.4%		62.6%		40.0%	SPLIT %				52.4%		47.6%		60.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,073	3,551	6,624

AM Peak Hour			06:45	07:00	07:00	PM Peak Hour			16:30	14:45	16:15
AM Pk Volume			228	479	704	PM Pk Volume			310	245	532
Pk Hr Factor			0.704	0.735	0.721	Pk Hr Factor			0.901	0.828	0.899
7 - 9 Volume	0	0	401	773	1174	4 - 6 Volume	0	0	566	415	981
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:30	16:15	16:15
7 - 9 Pk Volume	0	0	225	479	704	4 - 6 Pk Volume	0	0	310	224	532
Pk Hr Factor	0.000	0.000	0.694	0.735	0.721	Pk Hr Factor	0.000	0.000	0.901	0.903	0.899

Prepared by NDS/ATD

VOLUME

Skyline Dr between Valencia Pkwy & 61st St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_025

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,460	5,417	10,877

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			17		6		23		12:00			85		67		152	
00:15			16		8		24		12:15			78		57		135	
00:30			18		4		22		12:30			81		112		193	
00:45			5	56	7	25	12	81	12:45			66	310	85	321	151	631
01:00			3		7		10		13:00			57		78		135	
01:15			8		4		12		13:15			57		52		109	
01:30			8		3		11		13:30			52		62		114	
01:45			7	26	4	18	11	44	13:45			68	234	73	265	141	499
02:00			12		5		17		14:00			79		61		140	
02:15			1		4		5		14:15			91		77		168	
02:30			8		6		14		14:30			101		96		197	
02:45			2	23	3	18	5	41	14:45			116	387	93	327	209	714
03:00			7		5		12		15:00			125		62		187	
03:15			2		4		6		15:15			106		82		188	
03:30			2		8		10		15:30			123		92		215	
03:45			1	12	8	25	9	37	15:45			116	470	81	317	197	787
04:00			3		17		20		16:00			127		61		188	
04:15			0		21		21		16:15			113		73		186	
04:30			5		34		39		16:30			141		73		214	
04:45			1	9	28	100	29	109	16:45			128	509	58	265	186	774
05:00			12		48		60		17:00			132		72		204	
05:15			6		66		72		17:15			144		82		226	
05:30			13		72		85		17:30			116		76		192	
05:45			13	44	81	267	94	311	17:45			117	509	71	301	188	810
06:00			12		91		103		18:00			107		86		193	
06:15			44		130		174		18:15			109		86		195	
06:30			62		144		206		18:30			112		83		195	
06:45			96	214	131	496	227	710	18:45			96	424	72	327	168	751
07:00			116		159		275		19:00			73		64		137	
07:15			160		181		341		19:15			84		50		134	
07:30			65		158		223		19:30			69		49		118	
07:45			70	411	147	645	217	1056	19:45			77	303	39	202	116	505
08:00			69		110		179		20:00			63		49		112	
08:15			45		101		146		20:15			67		39		106	
08:30			56		93		149		20:30			65		37		102	
08:45			63	233	98	402	161	635	20:45			57	252	34	159	91	411
09:00			68		62		130		21:00			55		33		88	
09:15			38		66		104		21:15			42		27		69	
09:30			56		60		116		21:30			63		26		89	
09:45			43	205	53	241	96	446	21:45			56	216	30	116	86	332
10:00			37		45		82		22:00			40		18		58	
10:15			36		63		99		22:15			48		19		67	
10:30			51		63		114		22:30			35		16		51	
10:45			36	160	60	231	96	391	22:45			20	143	13	66	33	209
11:00			37		54		91		23:00			21		11		32	
11:15			33		68		101		23:15			35		11		46	
11:30			76		42		118		23:30			26		17		43	
11:45			54	200	70	234	124	434	23:45			28	110	10	49	38	159
TOTALS				1593		2702		4295	TOTALS				3867		2715		6582
SPLIT %				37.1%		62.9%		39.5%	SPLIT %				58.8%		41.2%		60.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,460	5,417	10,877

AM Peak Hour			06:45	07:00	06:45	PM Peak Hour			16:30	14:30	16:30
AM Pk Volume			437	645	1066	PM Pk Volume			545	333	830
Pk Hr Factor			0.683	0.891	0.782	Pk Hr Factor			0.946	0.867	0.918
7 - 9 Volume	0	0	644	1047	1691	4 - 6 Volume	0	0	1018	566	1584
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:30	17:00	16:30
7 - 9 Pk Volume	0	0	411	645	1056	4 - 6 Pk Volume	0	0	545	301	830
Pk Hr Factor	0.000	0.000	0.642	0.891	0.774	Pk Hr Factor	0.000	0.000	0.946	0.918	0.918

Prepared by NDS/ATD

VOLUME

Skyline Dr between Valencia Pkwy & 61st St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_025

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,518	5,424	10,942

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			17		5		22		12:00			63		65		128	
00:15			10		8		18		12:15			60		57		117	
00:30			14		5		19		12:30			60		77		137	
00:45			5	46	5	23	10	69	12:45			57	240	51	250	108	490
01:00			2		6		8		13:00			56		50		106	
01:15			8		2		10		13:15			52		63		115	
01:30			8		2		10		13:30			61		71		132	
01:45			5	23	7	17	12	40	13:45			63	232	52	236	115	468
02:00			3		7		10		14:00			83		60		143	
02:15			9		3		12		14:15			98		76		174	
02:30			0		2		2		14:30			107		95		202	
02:45			10	22	1	13	11	35	14:45			135	423	99	330	234	753
03:00			6		7		13		15:00			149		115		264	
03:15			3		7		10		15:15			114		82		196	
03:30			3		7		10		15:30			127		84		211	
03:45			3	15	11	32	14	47	15:45			111	501	65	346	176	847
04:00			4		15		19		16:00			126		91		217	
04:15			3		24		27		16:15			139		77		216	
04:30			1		30		31		16:30			148		86		234	
04:45			2	10	29	98	31	108	16:45			137	550	71	325	208	875
05:00			7		51		58		17:00			137		83		220	
05:15			5		62		67		17:15			151		90		241	
05:30			10		73		83		17:30			160		79		239	
05:45			13	35	82	268	95	303	17:45			151	599	68	320	219	919
06:00			9		87		96		18:00			109		100		209	
06:15			37		121		158		18:15			106		93		199	
06:30			55		137		192		18:30			89		65		154	
06:45			77	178	122	467	199	645	18:45			104	408	71	329	175	737
07:00			86		166		252		19:00			117		71		188	
07:15			115		185		300		19:15			85		50		135	
07:30			65		182		247		19:30			77		45		122	
07:45			81	347	139	672	220	1019	19:45			71	350	63	229	134	579
08:00			71		99		170		20:00			59		39		98	
08:15			43		93		136		20:15			61		40		101	
08:30			51		98		149		20:30			63		35		98	
08:45			62	227	97	387	159	614	20:45			61	244	35	149	96	393
09:00			78		72		150		21:00			52		27		79	
09:15			46		64		110		21:15			49		29		78	
09:30			41		67		108		21:30			57		31		88	
09:45			41	206	39	242	80	448	21:45			49	207	30	117	79	324
10:00			43		60		103		22:00			41		26		67	
10:15			47		58		105		22:15			36		19		55	
10:30			41		54		95		22:30			42		16		58	
10:45			49	180	52	224	101	404	22:45			23	142	17	78	40	220
11:00			44		58		102		23:00			31		22		53	
11:15			50		69		119		23:15			24		16		40	
11:30			64		42		106		23:30			21		7		28	
11:45			72	230	51	220	123	450	23:45			27	103	7	52	34	155
TOTALS				1519		2663		4182	TOTALS				3999		2761		6760
SPLIT %				36.3%		63.7%		38.2%	SPLIT %				59.2%		40.8%		61.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,518	5,424	10,942

AM Peak Hour			07:00	07:00	07:00	PM Peak Hour			17:00	14:30	17:00
AM Pk Volume			347	672	1019	PM Pk Volume			599	391	919
Pk Hr Factor			0.754	0.908	0.849	Pk Hr Factor			0.936	0.850	0.953
7 - 9 Volume	0	0	574	1059	1633	4 - 6 Volume	0	0	1149	645	1794
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			17:00	16:30	17:00
7 - 9 Pk Volume	0	0	347	672	1019	4 - 6 Pk Volume	0	0	599	330	919
Pk Hr Factor	0.000	0.000	0.754	0.908	0.849	Pk Hr Factor	0.000	0.000	0.936	0.917	0.953

Prepared by NDS/ATD

VOLUME

Skyline Dr between 61st St & Omeara St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_026

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,428	6,074	11,502

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			19		6		25		12:00			74		84		158	
00:15			14		9		23		12:15			83		97		180	
00:30			13		5		18		12:30			102		128		230	
00:45			6	52	9	29	15	81	12:45			75	334	92	401	167	735
01:00			7		7		14		13:00			76		64		140	
01:15			6		6		12		13:15			61		67		128	
01:30			7		1		8		13:30			59		76		135	
01:45			5	25	6	20	11	45	13:45			73	269	74	281	147	550
02:00			9		6		15		14:00			69		68		137	
02:15			1		5		6		14:15			88		96		184	
02:30			1		7		8		14:30			80		117		197	
02:45			2	13	3	21	5	34	14:45			85	322	108	389	193	711
03:00			8		4		12		15:00			103		79		182	
03:15			3		4		7		15:15			99		67		166	
03:30			2		7		9		15:30			123		93		216	
03:45			3	16	8	23	11	39	15:45			133	458	81	320	214	778
04:00			2		14		16		16:00			134		59		193	
04:15			2		26		28		16:15			128		77		205	
04:30			5		30		35		16:30			155		86		241	
04:45			1	10	30	100	31	110	16:45			125	542	66	288	191	830
05:00			12		53		65		17:00			146		68		214	
05:15			6		75		81		17:15			137		97		234	
05:30			15		73		88		17:30			118		98		216	
05:45			13	46	85	286	98	332	17:45			120	521	73	336	193	857
06:00			16		105		121		18:00			124		80		204	
06:15			44		141		185		18:15			103		97		200	
06:30			62		162		224		18:30			113		98		211	
06:45			77	199	171	579	248	778	18:45			98	438	88	363	186	801
07:00			107		213		320		19:00			82		73		155	
07:15			108		238		346		19:15			74		67		141	
07:30			70		162		232		19:30			68		60		128	
07:45			64	349	151	764	215	1113	19:45			81	305	48	248	129	553
08:00			57		123		180		20:00			67		48		115	
08:15			39		114		153		20:15			69		39		108	
08:30			58		104		162		20:30			60		41		101	
08:45			58	212	98	439	156	651	20:45			61	257	34	162	95	419
09:00			63		74		137		21:00			61		36		97	
09:15			43		79		122		21:15			39		30		69	
09:30			53		71		124		21:30			53		34		87	
09:45			48	207	55	279	103	486	21:45			53	206	32	132	85	338
10:00			39		54		93		22:00			47		19		66	
10:15			43		65		108		22:15			50		19		69	
10:30			52		69		121		22:30			28		20		48	
10:45			36	170	60	248	96	418	22:45			20	145	10	68	30	213
11:00			46		54		100		23:00			24		15		39	
11:15			39		61		100		23:15			27		14		41	
11:30			65		48		113		23:30			26		23		49	
11:45			74	224	71	234	145	458	23:45			31	108	12	64	43	172
TOTALS				1523		3022		4545	TOTALS				3905		3052		6957
SPLIT %				33.5%		66.5%		39.5%	SPLIT %				56.1%		43.9%		60.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,428	6,074	11,502

AM Peak Hour			06:45	06:30	06:45	PM Peak Hour			16:30	12:00	16:30
AM Pk Volume			362	784	1146	PM Pk Volume			563	401	880
Pk Hr Factor			0.838	0.824	0.828	Pk Hr Factor			0.908	0.783	0.913
7 - 9 Volume	0	0	561	1203	1764	4 - 6 Volume	0	0	1063	624	1687
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:30	17:00	16:30
7 - 9 Pk Volume	0	0	349	764	1113	4 - 6 Pk Volume	0	0	563	336	880
Pk Hr Factor	0.000	0.000	0.808	0.803	0.804	Pk Hr Factor	0.000	0.000	0.908	0.857	0.913

Prepared by NDS/ATD

VOLUME

Skyline Dr between 61st St & Omeara St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_026

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,384	6,061	11,445

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			18		6		24		12:00			63		67		130	
00:15			10		10		20		12:15			51		66		117	
00:30			10		10		20		12:30			49		74		123	
00:45			8	46	4	30	12	76	12:45			59	222	57	264	116	486
01:00			3		8		11		13:00			55		57		112	
01:15			8		3		11		13:15			58		63		121	
01:30			12		5		17		13:30			67		54		121	
01:45			4	27	9	25	13	52	13:45			63	243	58	232	121	475
02:00			3		7		10		14:00			73		72		145	
02:15			8		3		11		14:15			98		115		213	
02:30			1		4		5		14:30			89		124		213	
02:45			3	15	1	15	4	30	14:45			127	387	136	447	263	834
03:00			6		9		15		15:00			151		146		297	
03:15			3		6		9		15:15			146		86		232	
03:30			2		11		13		15:30			120		96		216	
03:45			2	13	11	37	13	50	15:45			123	540	77	405	200	945
04:00			6		12		18		16:00			126		105		231	
04:15			2		25		27		16:15			131		90		221	
04:30			6		29		35		16:30			131		74		205	
04:45			3	17	27	93	30	110	16:45			167	555	81	350	248	905
05:00			5		62		67		17:00			121		86		207	
05:15			5		69		74		17:15			132		104		236	
05:30			15		75		90		17:30			147		103		250	
05:45			12	37	82	288	94	325	17:45			124	524	79	372	203	896
06:00			16		92		108		18:00			100		113		213	
06:15			30		149		179		18:15			102		87		189	
06:30			52		152		204		18:30			82		80		162	
06:45			81	179	146	539	227	718	18:45			109	393	70	350	179	743
07:00			119		229		348		19:00			106		72		178	
07:15			97		253		350		19:15			85		72		157	
07:30			65		183		248		19:30			75		56		131	
07:45			73	354	150	815	223	1169	19:45			78	344	46	246	124	590
08:00			69		108		177		20:00			60		36		96	
08:15			48		102		150		20:15			54		45		99	
08:30			60		87		147		20:30			58		40		98	
08:45			54	231	97	394	151	625	20:45			55	227	38	159	93	386
09:00			59		76		135		21:00			60		29		89	
09:15			45		62		107		21:15			42		27		69	
09:30			45		76		121		21:30			53		34		87	
09:45			36	185	41	255	77	440	21:45			47	202	28	118	75	320
10:00			51		57		108		22:00			34		28		62	
10:15			48		63		111		22:15			37		26		63	
10:30			43		56		99		22:30			32		11		43	
10:45			49	191	56	232	105	423	22:45			21	124	22	87	43	211
11:00			39		68		107		23:00			32		22		54	
11:15			53		74		127		23:15			23		19		42	
11:30			59		43		102		23:30			19		9		28	
11:45			77	228	65	250	142	478	23:45			26	100	8	58	34	158
TOTALS				1523		2973		4496	TOTALS				3861		3088		6949
SPLIT %				33.9%		66.1%		39.3%	SPLIT %				55.6%		44.4%		60.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,384	6,061	11,445

AM Peak Hour			06:45	07:00	06:45	PM Peak Hour			16:45	14:15	14:45
AM Pk Volume			362	815	1173	PM Pk Volume			567	521	1008
Pk Hr Factor			0.761	0.805	0.838	Pk Hr Factor			0.849	0.892	0.848
7 - 9 Volume	0	0	585	1209	1794	4 - 6 Volume	0	0	1079	722	1801
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:45	16:45	16:45
7 - 9 Pk Volume	0	0	354	815	1169	4 - 6 Pk Volume	0	0	567	374	941
Pk Hr Factor	0.000	0.000	0.744	0.805	0.835	Pk Hr Factor	0.000	0.000	0.849	0.899	0.941

Volumes for: STATION#3630 on Tuesday, March 22, 2011

City: San Diego

Project #: 11-4066-037

Location: Skyline Dr between Omeara St & Henson St

File No. MC0215-11

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	17	67			11	56				
12:15	15	54			7	84				
12:30	8	65			4	34				
12:45	16	76	56	262	4	69	26	243	82	505
1:00	7	79			4	79				
1:15	7	74			7	73				
1:30	4	86			1	80				
1:45	4	71	22	310	4	72	16	304	38	614
2:00	5	67			2	85				
2:15	9	90			5	108				
2:30	5	82			4	143				
2:45	6	116	25	355	4	133	15	469	40	824
3:00	2	137			7	126				
3:15	2	128			3	100				
3:30	1	110			11	81				
3:45	0	97	5	472	10	85	31	392	36	864
4:00	3	133			13	106				
4:15	1	115			20	98				
4:30	0	142			29	86				
4:45	7	154	11	544	26	93	88	383	99	927
5:00	5	124			49	96				
5:15	10	131			56	110				
5:30	12	127			69	98				
5:45	21	147	48	529	57	91	231	395	279	924
6:00	29	174			86	108				
6:15	37	106			136	82				
6:30	46	73			131	84				
6:45	57	88	169	441	156	75	509	349	678	790
7:00	114	89			220	58				
7:15	120	95			281	79				
7:30	88	71			196	51				
7:45	70	77	392	332	161	46	858	234	1250	566
8:00	68	63			138	46				
8:15	56	61			109	53				
8:30	58	62			110	37				
8:45	60	60	242	246	89	28	446	164	688	410
9:00	51	54			71	49				
9:15	54	56			84	40				
9:30	43	62			69	38				
9:45	27	38	175	210	54	33	278	160	453	370
10:00	46	40			61	28				
10:15	45	35			67	23				
10:30	39	27			67	29				
10:45	42	21	172	123	56	22	251	102	423	225
11:00	50	24			68	12				
11:15	62	17			73	25				
11:30	48	14			60	8				
11:45	60	21	220	76	64	10	265	55	485	131
Total	1537	3900	1537	3900	3014	3250	3014	3250	4551	7150
Combined Total	5437		5437		6264		6264		11701	
AM Peak	7:00 AM				7:00 AM					
Vol.	392				858					
P.H.F.	0.817				0.763					
PM Peak		5:15 PM				2:15 PM				
Vol.		579				510				
P.H.F.		0.832				0.892				
Percentage	28.3%	71.7%			48.1%	51.9%				

Prepared by NDS/ATD

VOLUME

Skyline Dr between Woodman St & 69th St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_027

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,565	6,108	11,673

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			18		12		30		12:00			56		73		129	
00:15			9		14		23		12:15			63		72		135	
00:30			11		4		15		12:30			91		84		175	
00:45			9	47	8	38	17	85	12:45			80	290	58	287	138	577
01:00			4		4		8		13:00			69		61		130	
01:15			6		4		10		13:15			67		74		141	
01:30			6		3		9		13:30			64		62		126	
01:45			7	23	4	15	11	38	13:45			80	280	78	275	158	555
02:00			6		7		13		14:00			104		84		188	
02:15			2		5		7		14:15			165		171		336	
02:30			0		4		4		14:30			133		195		328	
02:45			3	11	5	21	8	32	14:45			105	507	102	552	207	1059
03:00			4		4		8		15:00			101		91		192	
03:15			2		5		7		15:15			96		94		190	
03:30			4		8		12		15:30			98		85		183	
03:45			4	14	5	22	9	36	15:45			105	400	100	370	205	770
04:00			2		12		14		16:00			125		87		212	
04:15			2		25		27		16:15			112		83		195	
04:30			5		23		28		16:30			129		78		207	
04:45			1	10	19	79	20	89	16:45			124	490	76	324	200	814
05:00			12		49		61		17:00			135		77		212	
05:15			7		55		62		17:15			131		100		231	
05:30			15		63		78		17:30			118		94		212	
05:45			20	54	55	222	75	276	17:45			108	492	79	350	187	842
06:00			20		98		118		18:00			96		82		178	
06:15			42		124		166		18:15			95		90		185	
06:30			62		141		203		18:30			109		81		190	
06:45			138	262	206	569	344	831	18:45			113	413	88	341	201	754
07:00			255		270		525		19:00			87		84		171	
07:15			218		294		512		19:15			77		78		155	
07:30			92		131		223		19:30			63		61		124	
07:45			67	632	137	832	204	1464	19:45			60	287	45	268	105	555
08:00			54		87		141		20:00			63		41		104	
08:15			42		87		129		20:15			54		46		100	
08:30			51		85		136		20:30			48		32		80	
08:45			47	194	84	343	131	537	20:45			47	212	36	155	83	367
09:00			38		69		107		21:00			50		30		80	
09:15			28		67		95		21:15			47		33		80	
09:30			38		77		115		21:30			44		35		79	
09:45			52	156	55	268	107	424	21:45			41	182	31	129	72	311
10:00			45		62		107		22:00			44		31		75	
10:15			41		66		107		22:15			36		14		50	
10:30			47		64		111		22:30			32		25		57	
10:45			33	166	65	257	98	423	22:45			23	135	16	86	39	221
11:00			47		62		109		23:00			20		19		39	
11:15			43		60		103		23:15			34		16		50	
11:30			54		48		102		23:30			30		22		52	
11:45			59	203	67	237	126	440	23:45			21	105	11	68	32	173
TOTALS				1772		2903		4675	TOTALS				3793		3205		6998
SPLIT %				37.9%		62.1%		40.0%	SPLIT %				54.2%		45.8%		60.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,565	6,108	11,673

AM Peak Hour			06:45	06:30	06:45	PM Peak Hour			16:30	14:15	14:15
AM Pk Volume			703	911	1604	PM Pk Volume			519	559	1063
Pk Hr Factor			0.689	0.775	0.764	Pk Hr Factor			0.961	0.717	0.791
7 - 9 Volume	0	0	826	1175	2001	4 - 6 Volume	0	0	982	674	1656
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:30	17:00	16:45
7 - 9 Pk Volume	0	0	632	832	1464	4 - 6 Pk Volume	0	0	519	350	855
Pk Hr Factor	0.000	0.000	0.620	0.707	0.697	Pk Hr Factor	0.000	0.000	0.961	0.875	0.925

Prepared by NDS/ATD

VOLUME

Skyline Dr between Woodman St & 69th St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_027

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,515	6,141	11,656

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			15		8		23		12:00			56		69		125	
00:15			16		10		26		12:15			55		56		111	
00:30			6		5		11		12:30			46		72		118	
00:45			10	47	8	31	18	78	12:45			52	209	60	257	112	466
01:00			7		4		11		13:00			46		61		107	
01:15			11		4		15		13:15			59		85		144	
01:30			15		3		18		13:30			63		69		132	
01:45			2	35	9	20	11	55	13:45			71	239	74	289	145	528
02:00			5		5		10		14:00			105		83		188	
02:15			4		2		6		14:15			166		177		343	
02:30			2		4		6		14:30			124		189		313	
02:45			1	12	3	14	4	26	14:45			96	491	128	577	224	1068
03:00			4		4		8		15:00			140		105		245	
03:15			5		3		8		15:15			129		81		210	
03:30			2		14		16		15:30			87		93		180	
03:45			4	15	6	27	10	42	15:45			120	476	77	356	197	832
04:00			3		13		16		16:00			114		117		231	
04:15			4		23		27		16:15			125		99		224	
04:30			1		19		20		16:30			111		114		225	
04:45			7	15	23	78	30	93	16:45			126	476	79	409	205	885
05:00			4		53		57		17:00			148		106		254	
05:15			7		51		58		17:15			123		102		225	
05:30			14		65		79		17:30			127		95		222	
05:45			23	48	68	237	91	285	17:45			125	523	84	387	209	910
06:00			21		83		104		18:00			94		105		199	
06:15			34		121		155		18:15			87		85		172	
06:30			57		142		199		18:30			93		96		189	
06:45			130	242	174	520	304	762	18:45			92	366	57	343	149	709
07:00			269		254		523		19:00			95		71		166	
07:15			229		322		551		19:15			87		82		169	
07:30			76		154		230		19:30			64		55		119	
07:45			68	642	119	849	187	1491	19:45			74	320	39	247	113	567
08:00			55		87		142		20:00			63		44		107	
08:15			44		82		126		20:15			47		41		88	
08:30			38		66		104		20:30			54		37		91	
08:45			41	178	82	317	123	495	20:45			66	230	32	154	98	384
09:00			46		65		111		21:00			51		35		86	
09:15			34		60		94		21:15			40		34		74	
09:30			40		69		109		21:30			47		39		86	
09:45			36	156	43	237	79	393	21:45			47	185	31	139	78	324
10:00			41		67		108		22:00			45		33		78	
10:15			57		63		120		22:15			45		31		76	
10:30			36		62		98		22:30			19		14		33	
10:45			38	172	44	236	82	408	22:45			20	129	21	99	41	228
11:00			41		58		99		23:00			28		18		46	
11:15			49		77		126		23:15			25		19		44	
11:30			52		60		112		23:30			22		10		32	
11:45			74	216	64	259	138	475	23:45			18	93	12	59	30	152
TOTALS				1778		2825		4603	TOTALS				3737		3316		7053
SPLIT %				38.6%		61.4%		39.5%	SPLIT %				53.0%		47.0%		60.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,515	6,141	11,656

AM Peak Hour			06:45	06:45	06:45	PM Peak Hour			14:15	14:15	14:15
AM Pk Volume			704	904	1608	PM Pk Volume			526	599	1125
Pk Hr Factor			0.654	0.702	0.730	Pk Hr Factor			0.792	0.792	0.820
7 - 9 Volume	0	0	820	1166	1986	4 - 6 Volume	0	0	999	796	1795
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:45	16:00	17:00
7 - 9 Pk Volume	0	0	642	849	1491	4 - 6 Pk Volume	0	0	524	409	910
Pk Hr Factor	0.000	0.000	0.597	0.659	0.676	Pk Hr Factor	0.000	0.000	0.885	0.874	0.896

Volumes for: STATION#3035 on Tuesday, March 22, 2011 City: San Diego Project #: 11-4066-020
Location: Olvera Av between Euclid Av & Gwen St File No. MC0198-11

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	4	36			4	28				
12:15	2	29			2	35				
12:30	6	32			5	23				
12:45	7	42	19	139	3	37	14	123	33	262
1:00	3	35			3	40				
1:15	2	31			2	49				
1:30	2	36			6	35				
1:45	3	31	10	133	0	40	11	164	21	297
2:00	3	27			3	36				
2:15	3	29			2	43				
2:30	0	62			0	50				
2:45	1	52	7	170	3	42	8	171	15	341
3:00	1	59			0	68				
3:15	1	59			3	46				
3:30	1	57			3	43				
3:45	1	57	4	232	1	45	7	202	11	434
4:00	0	47			2	40				
4:15	0	61			4	46				
4:30	2	72			9	50				
4:45	2	62	4	242	6	37	21	173	25	415
5:00	3	61			16	59				
5:15	3	74			23	56				
5:30	5	60			18	48				
5:45	11	51	22	246	20	57	77	220	99	466
6:00	12	55			24	60				
6:15	8	55			18	50				
6:30	12	40			33	30				
6:45	19	36	51	186	45	41	120	181	171	367
7:00	24	47			58	26				
7:15	41	36			82	24				
7:30	22	37			76	40				
7:45	21	44	108	164	60	28	276	118	384	282
8:00	33	36			59	29				
8:15	24	30			40	37				
8:30	23	32			45	30				
8:45	33	34	113	132	54	18	198	114	311	246
9:00	20	27			27	21				
9:15	24	29			32	12				
9:30	21	24			21	11				
9:45	17	17	82	97	39	22	119	66	201	163
10:00	23	23			38	11				
10:15	16	13			36	10				
10:30	20	10			28	11				
10:45	24	14	83	60	32	9	134	41	217	101
11:00	28	11			43	7				
11:15	32	9			25	8				
11:30	30	11			28	5				
11:45	42	9	132	40	38	5	134	25	266	65
Total	635	1841	635	1841	1119	1598	1119	1598	1754	3439
Combined Total	2476		2476		2717		2717		5193	
AM Peak	11:15 AM				7:15 AM					
Vol.	140				277					
P.H.F.	0.833				0.845					
PM Peak		4:30 PM				5:15 PM				
Vol.		269				221				
P.H.F.		0.909				0.921				
Percentage	25.6%	74.4%			41.2%	58.8%				

Volumes for: STATION#9176 on Thursday, March 24, 2011

City: San Diego

Project #: 11-4066-047

Location: Plaza Blvd between Daisy Wy & Division St

File No. MC0225-11

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	14	31			3	31				
12:15	5	33			5	33				
12:30	7	31			0	34				
12:45	4	34	30	129	1	44	9	142	39	271
1:00	3	34			1	17				
1:15	2	28			3	31				
1:30	3	34			3	29				
1:45	4	27	12	123	2	36	9	113	21	236
2:00	2	53			1	28				
2:15	1	41			2	44				
2:30	2	47			1	58				
2:45	1	39	6	180	1	39	5	169	11	349
3:00	2	43			0	39				
3:15	2	57			1	44				
3:30	2	46			2	39				
3:45	3	56	9	202	2	39	5	161	14	363
4:00	2	48			4	32				
4:15	2	37			4	37				
4:30	1	46			9	33				
4:45	4	51	9	182	9	41	26	143	35	325
5:00	3	39			10	47				
5:15	2	49			19	44				
5:30	6	47			12	44				
5:45	5	57	16	192	12	38	53	173	69	365
6:00	4	49			18	38				
6:15	8	29			21	38				
6:30	11	54			32	41				
6:45	29	53	52	185	42	40	113	157	165	342
7:00	63	49			45	37				
7:15	30	29			71	37				
7:30	23	33			47	28				
7:45	21	38	137	149	34	16	197	118	334	267
8:00	26	36			28	25				
8:15	20	31			24	21				
8:30	19	43			36	16				
8:45	16	32	81	142	36	33	124	95	205	237
9:00	27	31			45	24				
9:15	24	30			29	21				
9:30	24	29			27	23				
9:45	23	25	98	115	38	17	139	85	237	200
10:00	27	13			33	16				
10:15	22	17			31	12				
10:30	25	12			25	15				
10:45	31	9	105	51	32	10	121	53	226	104
11:00	23	12			27	6				
11:15	26	11			24	4				
11:30	37	7			31	2				
11:45	32	11	118	41	24	7	106	19	224	60
Total	673	1691	673	1691	907	1428	907	1428	1580	3119
Combined Total	2364		2364		2335		2335		4699	
AM Peak	6:45 AM				6:45 AM					
Vol.	145				205					
P.H.F.	0.575				0.722					
PM Peak		3:15 PM				2:15 PM				
Vol.		207				180				
P.H.F.		0.908				0.776				
Percentage	28.5%	71.5%			38.8%	61.2%				

Volumes for: STATION#3712 on Thursday, February 09, 2012

City: San Diego

Project #: 12-4045-009

Location: 47 St between Franklin Ave & Imperial Ave

File No. MC0096-12

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	5	106			13	52				
12:15	4	87			8	61				
12:30	10	105			9	72				
12:45	6	100	25	398	8	55	38	240	63	638
1:00	7	111			3	63				
1:15	4	112			7	59				
1:30	3	105			8	73				
1:45	5	94	19	422	3	79	21	274	40	696
2:00	7	77			7	69				
2:15	2	124			5	86				
2:30	2	110			7	93				
2:45	7	118	18	429	9	93	28	341	46	770
3:00	6	95			3	114				
3:15	5	123			1	122				
3:30	3	111			4	112				
3:45	2	128	16	457	1	105	9	453	25	910
4:00	4	125			2	113				
4:15	9	98			3	137				
4:30	8	104			5	117				
4:45	7	116	28	443	2	115	12	482	40	925
5:00	7	107			6	114				
5:15	13	117			6	112				
5:30	20	117			12	144				
5:45	24	103	64	444	12	132	36	502	100	946
6:00	39	101			18	123				
6:15	55	66			30	108				
6:30	59	89			46	85				
6:45	74	68	227	324	61	46	155	362	382	686
7:00	93	55			99	68				
7:15	99	53			138	73				
7:30	99	47			86	65				
7:45	97	43	388	198	87	40	410	246	798	444
8:00	91	50			88	50				
8:15	99	53			96	36				
8:30	114	52			127	42				
8:45	88	55	392	210	98	50	409	178	801	388
9:00	80	55			53	31				
9:15	61	42			56	37				
9:30	77	31			47	33	0			
9:45	82	31	300	159	62	24	218	125	518	284
10:00	64	26			48	29				
10:15	76	25			54	25				
10:30	75	24			46	35				
10:45	70	15	285	90	69	25	217	114	502	204
11:00	80	17			49	27				
11:15	75	8			45	20				
11:30	90	16			48	22				
11:45	93	6	338	47	58	13	200	82	538	129
Total	2100	3621	2100	3621	1753	3399	1753	3399	3853	7020
Combined Total	5721		5721		5152		5152		10873	
AM Peak	7:45 AM				7:00 AM					
Vol.	401				410					
P.H.F.	0.879				0.743					
PM Peak		3:15 PM				5:15 PM				
Vol.		487				511				
P.H.F.		0.957				0.887				
Percentage	36.7%	63.3%			34.0%	66.0%				

Volumes for: STATION#3580 on Tuesday, January 31, 2012

City: San Diego

Project #: 12-4009-003

Location: 47th St btwn Solola Av & Ladner St

File No. MC0003-12

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	11	65			5	64				
12:15	6	61			6	55				
12:30	10	64			3	66				
12:45	7	73	34	263	4	48	18	233	52	496
1:00	5	57			2	66				
1:15	5	64			2	76				
1:30	3	64			1	64				
1:45	8	69	21	254	2	61	7	267	28	521
2:00	2	68			1	69				
2:15	6	79			1	72				
2:30	6	75			2	103				
2:45	3	102	17	324	2	78	6	322	23	646
3:00	4	106			1	82				
3:15	2	109			1	89				
3:30	2	116			3	92				
3:45	6	92	14	423	5	93	10	356	24	779
4:00	3	96			7	105				
4:15	3	96			4	110				
4:30	1	92			9	120				
4:45	5	114	12	398	14	111	34	446	46	844
5:00	6	117			22	129				
5:15	6	107			29	136				
5:30	9	104			24	108				
5:45	17	98	38	426	41	123	116	496	154	922
6:00	19	93			33	103				
6:15	40	90			40	84				
6:30	46	78			42	89				
6:45	75	80	180	341	45	85	160	361	340	702
7:00	65	78			56	67				
7:15	110	74			77	53				
7:30	71	61			74	48				
7:45	90	59	336	272	66	54	273	222	609	494
8:00	73	54			59	49				
8:15	80	46			64	44				
8:30	85	54			61	41				
8:45	80	39	318	193	67	37	251	171	569	364
9:00	47	52			52	40				
9:15	51	44			49	35				
9:30	41	33			64	32	0			
9:45	45	37	184	166	40	29	205	136	389	302
10:00	50	31			41	32				
10:15	50	40			49	19				
10:30	56	29			53	20				
10:45	55	15	211	115	61	15	204	86	415	201
11:00	45	15			44	13				
11:15	51	24			58	10				
11:30	73	16			53	9				
11:45	54	13	223	68	60	7	215	39	438	107
Total	1588	3243	1588	3243	1499	3135	1499	3135	3087	6378
Combined Total	4831		4831		4634		4634		9465	
AM Peak	7:15 AM				7:15 AM					
Vol.	344				276					
P.H.F.	0.782				0.896					
PM Peak		4:45 PM				4:30 PM				
Vol.		442				496				
P.H.F.		0.951				0.912				
Percentage	32.9%	67.1%			32.3%	67.7%				

Prepared by NDS/ATD

VOLUME

47th St between I-805 NB Ramps & I-805 SB Ramps

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_050

DAILY TOTALS	NB	SB	EB	WB	Total
	9,823	5,566	0	0	15,389

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	28		16						44		12:00	115		70						185	
00:15	21		17						38		12:15	115		85						200	
00:30	16		9						25		12:30	132		53						185	
00:45	19	84	8	50					27	134	12:45	143	505	59	267					202	772
01:00	13		6						19		13:00	117		71						188	
01:15	14		6						20		13:15	126		68						194	
01:30	5		1						6		13:30	128		58						186	
01:45	18	50	3	16					21	66	13:45	140	511	87	284					227	795
02:00	6		6						12		14:00	128		85						213	
02:15	14		1						15		14:15	138		81						219	
02:30	10		3						13		14:30	154		94						248	
02:45	12	42	6	16					18	58	14:45	158	578	92	352					250	930
03:00	10		8						18		15:00	149		92						241	
03:15	16		4						20		15:15	211		106						317	
03:30	21		6						27		15:30	173		120						293	
03:45	19	66	6	24					25	90	15:45	169	702	130	448					299	1150
04:00	26		4						30		16:00	155		125						280	
04:15	40		7						47		16:15	153		123						276	
04:30	43		9						52		16:30	171		117						288	
04:45	47	156	12	32					59	188	16:45	169	648	124	489					293	1137
05:00	74		20						94		17:00	199		121						320	
05:15	81		22						103		17:15	153		101						254	
05:30	98		22						120		17:30	166		119						285	
05:45	113	366	34	98					147	464	17:45	173	691	116	457					289	1148
06:00	121		30						151		18:00	150		110						260	
06:15	144		38						182		18:15	165		124						289	
06:30	162		48						210		18:30	162		105						267	
06:45	138	565	58	174					196	739	18:45	163	640	93	432					256	1072
07:00	161		80						241		19:00	140		115						255	
07:15	184		83						267		19:15	124		97						221	
07:30	199		96						295		19:30	107		64						171	
07:45	164	708	84	343					248	1051	19:45	96	467	64	340					160	807
08:00	195		79						274		20:00	88		62						150	
08:15	134		71						205		20:15	72		74						146	
08:30	155		74						229		20:30	97		50						147	
08:45	123	607	77	301					200	908	20:45	92	349	54	240					146	589
09:00	113		74						187		21:00	92		80						172	
09:15	112		74						186		21:15	83		55						138	
09:30	111		72						183		21:30	86		46						132	
09:45	103	439	66	286					169	725	21:45	80	341	35	216					115	557
10:00	123		62						185		22:00	71		38						109	
10:15	133		68						201		22:15	59		29						88	
10:30	114		71						185		22:30	74		25						99	
10:45	112	482	62	263					174	745	22:45	31	235	19	111					50	346
11:00	115		47						162		23:00	32		16						48	
11:15	118		67						185		23:15	34		18						52	
11:30	112		77						189		23:30	38		12						50	
11:45	105	450	74	265					179	715	23:45	37	141	16	62					53	203
TOTALS		4015		1868						5883	TOTALS		5808		3698						9506
SPLIT %		68.2%		31.8%						38.2%	SPLIT %		61.1%		38.9%						61.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	9,823	5,566	0	0	15,389

AM Peak Hour	07:15	07:00			07:15	PM Peak Hour	15:15	15:30			15:15
AM Pk Volume	742	343			1084	PM Pk Volume	708	498			1189
Pk Hr Factor	0.932	0.893			0.919	Pk Hr Factor	0.839	0.958			0.938
7 - 9 Volume	1315	644	0	0	1959	4 - 6 Volume	1339	946	0	0	2285
7 - 9 Peak Hour	07:15	07:00			07:15	4 - 6 Peak Hour	16:15	16:00			16:15
7 - 9 Pk Volume	742	343	0	0	1084	4 - 6 Pk Volume	692	489	0	0	1177
Pk Hr Factor	0.932	0.893	0.000	0.000	0.919	Pk Hr Factor	0.869	0.978	0.000	0.000	0.920

Prepared by NDS/ATD

VOLUME

47th St between I-805 NB Ramps & I-805 SB Ramps

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_050

DAILY TOTALS	NB	SB	EB	WB	Total
	9,952	5,597	0	0	15,549

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	19		11						30		12:00	128		69						197	
00:15	19		15						34		12:15	132		79						211	
00:30	17		9						26		12:30	127		81						208	
00:45	20	75	9	44					29	119	12:45	126	513	77	306					203	819
01:00	12		8						20		13:00	165		68						233	
01:15	14		5						19		13:15	146		91						237	
01:30	9		7						16		13:30	138		104						242	
01:45	16	51	3	23					19	74	13:45	116	565	67	330					183	895
02:00	12		3						15		14:00	150		88						238	
02:15	12		4						16		14:15	168		80						248	
02:30	14		5						19		14:30	160		113						273	
02:45	14	52	5	17					19	69	14:45	176	654	103	384					279	1038
03:00	17		5						22		15:00	162		108						270	
03:15	21		4						25		15:15	170		97						267	
03:30	22		0						22		15:30	195		106						301	
03:45	18	78	8	17					26	95	15:45	174	701	111	422					285	1123
04:00	22		8						30		16:00	149		117						266	
04:15	43		8						51		16:15	147		106						253	
04:30	36		6						42		16:30	164		99						263	
04:45	40	141	18	40					58	181	16:45	174	634	110	432					284	1066
05:00	69		11						80		17:00	166		137						303	
05:15	83		23						106		17:15	174		132						306	
05:30	111		28						139		17:30	165		124						289	
05:45	107	370	34	96					141	466	17:45	167	672	109	502					276	1174
06:00	116		34						150		18:00	191		120						311	
06:15	124		47						171		18:15	150		129						279	
06:30	156		54						210		18:30	175		93						268	
06:45	147	543	54	189					201	732	18:45	147	663	114	456					261	1119
07:00	161		81						242		19:00	130		88						218	
07:15	195		68						263		19:15	131		78						209	
07:30	226		95						321		19:30	129		82						211	
07:45	163	745	90	334					253	1079	19:45	99	489	66	314					165	803
08:00	158		91						249		20:00	117		70						187	
08:15	140		78						218		20:15	106		63						169	
08:30	152		57						209		20:30	98		49						147	
08:45	145	595	90	316					235	911	20:45	97	418	54	236					151	654
09:00	95		93						188		21:00	90		61						151	
09:15	108		69						177		21:15	90		58						148	
09:30	129		69						198		21:30	87		49						136	
09:45	105	437	69	300					174	737	21:45	64	331	35	203					99	534
10:00	95		62						157		22:00	65		32						97	
10:15	103		54						157		22:15	64		33						97	
10:30	96		63						159		22:30	67		18						85	
10:45	112	406	71	250					183	656	22:45	63	259	20	103					83	362
11:00	100		66						166		23:00	36		12						48	
11:15	103		40						143		23:15	39		13						52	
11:30	112		61						173		23:30	30		11						41	
11:45	110	425	70	237					180	662	23:45	30	135	10	46					40	181
TOTALS		3918		1863						5781	TOTALS		6034		3734						9768
SPLIT %		67.8%		32.2%						37.2%	SPLIT %		61.8%		38.2%						62.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	9,952	5,597	0	0	15,549

AM Peak Hour	07:00	07:30			07:15	PM Peak Hour	14:45	16:45			16:45
AM Pk Volume	745	354			1086	PM Pk Volume	703	503			1182
Pk Hr Factor	0.824	0.932			0.846	Pk Hr Factor	0.901	0.918			0.966
7 - 9 Volume	1340	650	0	0	1990	4 - 6 Volume	1306	934	0	0	2240
7 - 9 Peak Hour	07:00	07:30			07:15	4 - 6 Peak Hour	16:45	16:45			16:45
7 - 9 Pk Volume	745	354	0	0	1086	4 - 6 Pk Volume	679	503	0	0	1182
Pk Hr Factor	0.824	0.932	0.000	0.000	0.846	Pk Hr Factor	0.976	0.918	0.000	0.000	0.966

Prepared by NDS/ATD

VOLUME

47th St/Palm Ave between I-805 SB Ramps & Division St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_051

DAILY TOTALS	NB	SB	EB	WB	Total
	10,064	11,599	0	0	21,663

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	25		43						68		12:00	115		146						261	
00:15	15		51						66		12:15	149		154						303	
00:30	13		40						53		12:30	136		130						266	
00:45	10	63	36	170					46	233	12:45	134	534	143	573					277	1107
01:00	8		26						34		13:00	134		165						299	
01:15	13		24						37		13:15	141		143						284	
01:30	12		22						34		13:30	136		150						286	
01:45	8	41	22	94					30	135	13:45	167	578	195	653					362	1231
02:00	9		24						33		14:00	140		183						323	
02:15	10		16						26		14:15	123		191						314	
02:30	7		25						32		14:30	129		199						328	
02:45	12	38	13	78					25	116	14:45	150	542	251	824					401	1366
03:00	19		15						34		15:00	161		229						390	
03:15	18		8						26		15:15	185		248						433	
03:30	18		14						32		15:30	174		261						435	
03:45	35	90	7	44					42	134	15:45	165	685	286	1024					451	1709
04:00	25		9						34		16:00	151		294						445	
04:15	40		9						49		16:15	152		242						394	
04:30	35		16						51		16:30	172		285						457	
04:45	61	161	25	59					86	220	16:45	143	618	313	1134					456	1752
05:00	66		24						90		17:00	150		305						455	
05:15	83		21						104		17:15	191		257						448	
05:30	101		33						134		17:30	173		256						429	
05:45	127	377	44	122					171	499	17:45	162	676	241	1059					403	1735
06:00	133		41						174		18:00	164		264						428	
06:15	150		56						206		18:15	139		242						381	
06:30	175		79						254		18:30	163		216						379	
06:45	160	618	89	265					249	883	18:45	165	631	221	943					386	1574
07:00	202		98						300		19:00	128		204						332	
07:15	245		124						369		19:15	115		175						290	
07:30	209		126						335		19:30	113		140						253	
07:45	184	840	143	491					327	1331	19:45	100	456	154	673					254	1129
08:00	177		127						304		20:00	93		129						222	
08:15	190		135						325		20:15	87		145						232	
08:30	166		96						262		20:30	100		119						219	
08:45	161	694	107	465					268	1159	20:45	102	382	111	504					213	886
09:00	126		132						258		21:00	81		132						213	
09:15	127		85						212		21:15	93		131						224	
09:30	122		102						224		21:30	76		99						175	
09:45	123	498	106	425					229	923	21:45	65	315	126	488					191	803
10:00	89		100						189		22:00	54		81						135	
10:15	105		113						218		22:15	55		104						159	
10:30	115		108						223		22:30	47		68						115	
10:45	128	437	123	444					251	881	22:45	48	204	64	317					112	521
11:00	115		128						243		23:00	36		59						95	
11:15	116		126						242		23:15	40		49						89	
11:30	124		121						245		23:30	24		66						90	
11:45	104	459	146	521					250	980	23:45	27	127	55	229					82	356
TOTALS		4316		3178						7494	TOTALS		5748		8421						14169
SPLIT %		57.6%		42.4%						34.6%	SPLIT %		40.6%		59.4%						65.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	10,064	11,599	0	0	21,663

AM Peak Hour	07:00	11:45			07:15	PM Peak Hour	17:15	16:30			16:30
AM Pk Volume	840	576			1335	PM Pk Volume	690	1160			1816
Pk Hr Factor	0.857	0.935			0.904	Pk Hr Factor	0.903	0.927			0.993
7 - 9 Volume	1534	956	0	0	2490	4 - 6 Volume	1294	2193	0	0	3487
7 - 9 Peak Hour	07:00	07:30			07:15	4 - 6 Peak Hour	17:00	16:30			16:30
7 - 9 Pk Volume	840	531	0	0	1335	4 - 6 Pk Volume	676	1160	0	0	1816
Pk Hr Factor	0.857	0.928	0.000	0.000	0.904	Pk Hr Factor	0.885	0.927	0.000	0.000	0.993

Prepared by NDS/ATD

VOLUME

47th St/Palm Ave between I-805 SB Ramps & Division St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_051

DAILY TOTALS	NB	SB	EB	WB	Total
	10,117	11,715	0	0	21,832

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	29		55						84		12:00	111		138						249	
00:15	22		43						65		12:15	127		145						272	
00:30	15		39						54		12:30	122		147						269	
00:45	16	82	28	165					44	247	12:45	133	493	142	572					275	1065
01:00	13		36						49		13:00	133		144						277	
01:15	15		29						44		13:15	122		171						293	
01:30	9		20						29		13:30	136		156						292	
01:45	9	46	30	115					39	161	13:45	152	543	171	642					323	1185
02:00	13		15						28		14:00	136		181						317	
02:15	9		13						22		14:15	144		204						348	
02:30	10		18						28		14:30	165		202						367	
02:45	10	42	20	66					30	108	14:45	170	615	235	822					405	1437
03:00	8		21						29		15:00	165		209						374	
03:15	15		15						30		15:15	156		196						352	
03:30	18		10						28		15:30	166		271						437	
03:45	27	68	13	59					40	127	15:45	142	629	280	956					422	1585
04:00	27		19						46		16:00	152		278						430	
04:15	38		13						51		16:15	167		274						441	
04:30	49		13						62		16:30	170		272						442	
04:45	54	168	21	66					75	234	16:45	179	668	282	1106					461	1774
05:00	70		32						102		17:00	162		268						430	
05:15	91		27						118		17:15	174		272						446	
05:30	126		29						155		17:30	194		255						449	
05:45	125	412	39	127					164	539	17:45	173	703	245	1040					418	1743
06:00	122		33						155		18:00	135		234						369	
06:15	158		58						216		18:15	150		224						374	
06:30	164		92						256		18:30	179		219						398	
06:45	172	616	70	253					242	869	18:45	147	611	223	900					370	1511
07:00	191		122						313		19:00	129		204						333	
07:15	225		111						336		19:15	113		235						348	
07:30	215		140						355		19:30	125		211						336	
07:45	210	841	169	542					379	1383	19:45	96	463	201	851					297	1314
08:00	173		106						279		20:00	84		178						262	
08:15	179		128						307		20:15	83		132						215	
08:30	138		118						256		20:30	82		115						197	
08:45	151	641	131	483					282	1124	20:45	93	342	132	557					225	899
09:00	119		112						231		21:00	107		133						240	
09:15	152		110						262		21:15	85		119						204	
09:30	119		95						214		21:30	99		109						208	
09:45	132	522	88	405					220	927	21:45	63	354	98	459					161	813
10:00	111		108						219		22:00	55		97						152	
10:15	109		110						219		22:15	60		103						163	
10:30	111		122						233		22:30	54		71						125	
10:45	117	448	95	435					212	883	22:45	47	216	76	347					123	563
11:00	97		135						232		23:00	54		69						123	
11:15	110		130						240		23:15	35		63						98	
11:30	103		106						209		23:30	33		58						91	
11:45	131	441	124	495					255	936	23:45	31	153	62	252					93	405
TOTALS		4327		3211						7538	TOTALS		5790		8504						14294
SPLIT %		57.4%		42.6%						34.5%	SPLIT %		40.5%		59.5%						65.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	10,117	11,715	0	0	21,832

AM Peak Hour	07:00	11:45			07:00	PM Peak Hour	16:45	16:00			16:45
AM Pk Volume	841	554			1383	PM Pk Volume	709	1106			1786
Pk Hr Factor	0.934	0.942			0.912	Pk Hr Factor	0.914	0.980			0.969
7 - 9 Volume	1482	1025	0	0	2507	4 - 6 Volume	1371	2146	0	0	3517
7 - 9 Peak Hour	07:00	07:30			07:00	4 - 6 Peak Hour	16:45	16:00			16:45
7 - 9 Pk Volume	841	543	0	0	1383	4 - 6 Pk Volume	709	1106	0	0	1786
Pk Hr Factor	0.934	0.803	0.000	0.000	0.912	Pk Hr Factor	0.914	0.980	0.000	0.000	0.969

Prepared by: Field Data Services of Arizona (520) 316-6745

Volumes for: Tuesday, May 08, 2012 City: San Diego Project #: 12-1096-002

Location: Euclid Ave. btwn. SR-94 WB & EB Ramps (on the bridge)

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	28		42					12:00	233		231				
00:15	15		29					12:15	239		216				
00:30	20		34					12:30	263		224				
00:45	14	77	26	131			208	12:45	245	980	218	889			1869
01:00	8		17					13:00	241		240				
01:15	0		26					13:15	255		246				
01:30	12		14					13:30	358		241				
01:45	13	33	18	75			108	13:45	363	1217	221	948			2165
02:00	5		11					14:00	385		222				
02:15	12		20					14:15	388		234				
02:30	4		11					14:30	374		233				
02:45	8	29	14	56			85	14:45	388	1535	235	924			2459
03:00	4		12					15:00	378		280				
03:15	12		12					15:15	389		278				
03:30	15		6					15:30	326		291				
03:45	32	63	6	36			99	15:45	329	1422	247	1096			2518
04:00	23		14					16:00	333		246				
04:15	21		10					16:15	310		192				
04:30	72		19					16:30	316		209				
04:45	67	183	22	65			248	16:45	268	1227	259	906			2133
05:00	69		16					17:00	302		232				
05:15	97		27					17:15	294		227				
05:30	152		41					17:30	261		246				
05:45	151	469	39	123			592	17:45	250	1107	194	899			2006
06:00	165		51					18:00	298		223				
06:15	206		67					18:15	248		186				
06:30	280		131					18:30	207		203				
06:45	232	883	138	387			1270	18:45	170	923	205	817			1740
07:00	306		146					19:00	113		209				
07:15	377		166					19:15	99		188				
07:30	353		139					19:30	71		178				
07:45	257	1293	166	617			1910	19:45	103	386	159	734			1120
08:00	227		138					20:00	82		155				
08:15	218		149					20:15	106		188				
08:30	210		186					20:30	60		152				
08:45	213	868	159	632			1500	20:45	71	319	144	639			958
09:00	210		197					21:00	72		125				
09:15	225		194					21:15	68		119				
09:30	203		194					21:30	50		136				
09:45	183	821	172	757			1578	21:45	52	242	113	493			735
10:00	171		185					22:00	48		90				
10:15	107		175					22:15	46		100				
10:30	137		173					22:30	44		94				
10:45	126	541	199	732			1273	22:45	29	167	81	365			532
11:00	124		175					23:00	37		69				
11:15	180		221					23:15	38		63				
11:30	196		204					23:30	33		50				
11:45	185	685	205	805			1490	23:45	15	123	47	229			352
Total Vol.		5945		4416			**10361**			9648		8939			**18587**

Daily Totals

NB	SB	EB	WB	Combined
15593	13355			**28948**

	AM			PM		
Split %	57.4%	42.6%	**35.8%**	51.9%	48.1%	**64.2%**
Peak Hour	07:00	11:45	**07:00**	14:00	15:00	**14:45**
Volume	1293	876	**1910**	1535	1096	**2565**
P.H.F.	0.86	0.95	**0.88**	0.99	0.94	**0.96**

Volumes for: STATION#3591 on Wednesday, January 25, 2012 City: San Diego Project #: 12-4009-021
Location: Euclid Av btwn St Rita Pl & Manzanares Way File No. MC0021-12

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	12	102			13	73				
12:15	5	93			8	87				
12:30	6	85			7	93				
12:45	6	86	29	366	4	77	32	330	61	696
1:00	5	98			6	80				
1:15	6	79			4	83				
1:30	5	82			1	92				
1:45	3	96	19	355	4	100	15	355	34	710
2:00	3	108			5	82				
2:15	1	116			3	101				
2:30	4	121			2	112				
2:45	2	123	10	468	4	119	14	414	24	882
3:00	4	105			4	118				
3:15	1	90			3	118				
3:30	3	112			1	134				
3:45	6	105	14	412	4	109	12	479	26	891
4:00	0	87			4	125				
4:15	7	94			1	107				
4:30	9	106			6	105				
4:45	10	84	26	371	11	130	22	467	48	838
5:00	14	110			12	146				
5:15	17	104			15	125				
5:30	31	100			17	131				
5:45	45	95	107	409	21	119	65	521	172	930
6:00	47	77			20	111				
6:15	41	72			28	86				
6:30	80	81			38	92				
6:45	81	78	249	308	33	97	119	386	368	694
7:00	101	69			63	73				
7:15	152	68			81	58				
7:30	132	51			59	38				
7:45	144	55	529	243	90	62	293	231	822	474
8:00	105	51			82	45				
8:15	105	44			62	49				
8:30	95	31			75	50				
8:45	89	45	394	171	74	39	293	183	687	354
9:00	64	38			75	35				
9:15	62	37			67	32				
9:30	62	36			55	51	0			
9:45	60	26	248	137	81	40	278	158	526	295
10:00	64	42			63	32				
10:15	74	40			61	30				
10:30	61	28			57	31				
10:45	68	19	267	129	81	18	262	111	529	240
11:00	70	18			68	20				
11:15	80	12			66	20				
11:30	71	7			72	18				
11:45	88	13	309	50	67	7	273	65	582	115
Total	2201	3419	2201	3419	1678	3700	1678	3700	3879	7119
Combined Total	5620		5620		5378		5378		10998	
AM Peak	7:15 AM				11:45 AM					
Vol.	533				320					
P.H.F.	0.877				0.860					
PM Peak		2:00 PM				4:45 PM				
Vol.		468				532				
P.H.F.		0.963				0.911				
Percentage	39.2%	60.8%			31.2%	68.8%				

Prepared by NDS/ATD

VOLUME

Euclid Ave from North City Limit to Division St

Day: Wednesday
Date: 4/6/2011

City: National City
Project #: CA11_4074_059

DAILY TOTALS	NB	SB	EB	WB	Total
	5,265	5,417	0	0	10,682

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	12		15						27		12:00	79		73						152	
00:15	13		13						26		12:15	79		77						156	
00:30	12		18						30		12:30	82		87						169	
00:45	7	44	7	53					14	97	12:45	76	316	68	305					144	621
01:00	13		8						21		13:00	79		90						169	
01:15	4		7						11		13:15	93		95						188	
01:30	3		7						10		13:30	82		92						174	
01:45	6	26	4	26					10	52	13:45	88	342	83	360					171	702
02:00	4		10						14		14:00	90		95						185	
02:15	4		3						7		14:15	100		90						190	
02:30	5		4						9		14:30	100		93						193	
02:45	5	18	5	22					10	40	14:45	103	393	102	380					205	773
03:00	4		6						10		15:00	112		121						233	
03:15	7		6						13		15:15	98		93						191	
03:30	3		3						6		15:30	118		97						215	
03:45	6	20	1	16					7	36	15:45	101	429	92	403					193	832
04:00	4		10						14		16:00	105		115						220	
04:15	6		6						12		16:15	118		92						210	
04:30	10		7						17		16:30	92		109						201	
04:45	5	25	7	30					12	55	16:45	98	413	108	424					206	837
05:00	10		8						18		17:00	103		145						248	
05:15	11		12						23		17:15	96		105						201	
05:30	12		24						36		17:30	102		127						229	
05:45	17	50	34	78					51	128	17:45	97	398	121	498					218	896
06:00	17		24						41		18:00	86		98						184	
06:15	32		34						66		18:15	97		97						194	
06:30	36		45						81		18:30	91		89						180	
06:45	31	116	40	143					71	259	18:45	79	353	83	367					162	720
07:00	51		36						87		19:00	63		90						153	
07:15	59		45						104		19:15	82		89						171	
07:30	88		57						145		19:30	62		72						134	
07:45	70	268	65	203					135	471	19:45	85	292	53	304					138	596
08:00	65		71						136		20:00	64		76						140	
08:15	62		62						124		20:15	60		66						126	
08:30	65		75						140		20:30	60		67						127	
08:45	65	257	62	270					127	527	20:45	68	252	40	249					108	501
09:00	52		74						126		21:00	52		49						101	
09:15	65		64						129		21:15	41		45						86	
09:30	64		89						153		21:30	54		49						103	
09:45	59	240	68	295					127	535	21:45	47	194	33	176					80	370
10:00	72		80						152		22:00	37		22						59	
10:15	86		81						167		22:15	30		31						61	
10:30	70		84						154		22:30	26		24						50	
10:45	86	314	81	326					167	640	22:45	23	116	23	100					46	216
11:00	70		75						145		23:00	23		19						42	
11:15	73		95						168		23:15	15		12						27	
11:30	86		86						172		23:30	22		20						42	
11:45	86	315	69	325					155	640	23:45	14	74	13	64					27	138
TOTALS		1693		1787						3480	TOTALS		3572		3630						7202
SPLIT %		48.6%		51.4%						32.6%	SPLIT %		49.6%		50.4%						67.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	5,265	5,417	0	0	10,682

AM Peak Hour	11:30	10:45			10:45	PM Peak Hour	15:30	17:00			17:00
AM Pk Volume	330	337			652	PM Pk Volume	442	498			896
Pk Hr Factor	0.959	0.887			0.948	Pk Hr Factor	0.936	0.859			0.903
7 - 9 Volume	525	473	0	0	998	4 - 6 Volume	811	922	0	0	1733
7 - 9 Peak Hour	07:30	07:45			07:30	4 - 6 Peak Hour	16:00	17:00			17:00
7 - 9 Pk Volume	285	273	0	0	540	4 - 6 Pk	413	498	0	0	896
Pk Hr Factor	0.810	0.910	0.000	0.000	0.931	Pk Hr Factor	0.875	0.859	0.000	0.000	0.903

Prepared by NDS/ATD

VOLUME

Euclid Ave from North City Limit to Division St

Day: Thursday
Date: 4/7/2011

City: National City
Project #: CA11_4074_059

DAILY TOTALS	NB	SB	EB	WB	Total
	5,252	5,376	0	0	10,628

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	17		15						32		12:00	91		93						184	
00:15	26		18						44		12:15	67		89						156	
00:30	11		9						20		12:30	74		76						150	
00:45	8	62	5	47					13	109	12:45	75	307	75	333					150	640
01:00	5		4						9		13:00	69		92						161	
01:15	6		2						8		13:15	83		89						172	
01:30	12		10						22		13:30	85		86						171	
01:45	9	32	7	23					16	55	13:45	93	330	88	355					181	685
02:00	3		7						10		14:00	95		95						190	
02:15	7		9						16		14:15	93		77						170	
02:30	4		2						6		14:30	92		95						187	
02:45	3	17	5	23					8	40	14:45	110	390	91	358					201	748
03:00	0		1						1		15:00	78		97						175	
03:15	9		5						14		15:15	97		96						193	
03:30	5		5						10		15:30	89		96						185	
03:45	3	17	6	17					9	34	15:45	93	357	99	388					192	745
04:00	1		4						5		16:00	105		140						245	
04:15	8		5						13		16:15	126		121						247	
04:30	3		5						8		16:30	90		127						217	
04:45	5	17	9	23					14	40	16:45	107	428	101	489					208	917
05:00	15		16						31		17:00	118		129						247	
05:15	10		27						37		17:15	104		137						241	
05:30	13		18						31		17:30	113		114						227	
05:45	19	57	33	94					52	151	17:45	117	452	121	501					238	953
06:00	24		31						55		18:00	103		98						201	
06:15	34		35						69		18:15	94		75						169	
06:30	37		35						72		18:30	85		88						173	
06:45	46	141	43	144					89	285	18:45	91	373	107	368					198	741
07:00	56		46						102		19:00	74		87						161	
07:15	65		41						106		19:15	81		86						167	
07:30	83		65						148		19:30	70		70						140	
07:45	79	283	92	244					171	527	19:45	87	312	66	309					153	621
08:00	74		77						151		20:00	62		65						127	
08:15	63		50						113		20:15	58		61						119	
08:30	56		63						119		20:30	67		37						104	
08:45	73	266	62	252					135	518	20:45	67	254	46	209					113	463
09:00	43		69						112		21:00	48		46						94	
09:15	66		81						147		21:15	37		41						78	
09:30	51		68						119		21:30	39		42						81	
09:45	73	233	82	300					155	533	21:45	31	155	34	163					65	318
10:00	65		64						129		22:00	30		27						57	
10:15	64		66						130		22:15	34		22						56	
10:30	67		71						138		22:30	34		21						55	
10:45	60	256	75	276					135	532	22:45	30	128	24	94					54	222
11:00	68		66						134		23:00	14		12						26	
11:15	73		84						157		23:15	20		14						34	
11:30	82		81						163		23:30	18		16						34	
11:45	91	314	78	309					169	623	23:45	19	71	15	57					34	128
TOTALS		1695		1752						3447	TOTALS		3557		3624						7181
SPLIT %		49.2%		50.8%						32.4%	SPLIT %		49.5%		50.5%						67.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	5,252	5,376	0	0	10,628

AM Peak Hour	11:15	11:30			11:15	PM Peak Hour	17:00	17:00			17:00
AM Pk Volume	337	341			673	PM Pk Volume	452	501			953
Pk Hr Factor	0.926	0.917			0.914	Pk Hr Factor	0.958	0.914			0.965
7 - 9 Volume	549	496	0	0	1045	4 - 6 Volume	880	990	0	0	1870
7 - 9 Peak Hour	07:15	07:30			07:30	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	301	284	0	0	583	4 - 6 Pk	452	501	0	0	953
Pk Hr Factor	0.907	0.772	0.000	0.000	0.852	Pk Hr Factor	0.958	0.914	0.000	0.000	0.965

Prepared by NDS/ATD

VOLUME

51st St between Market St & Roswell St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_052

DAILY TOTALS	NB	SB	EB	WB	Total
	1,119	1,191	0	0	2,310

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	1		0						1		12:00	16		15						31	
00:15	1		1						2		12:15	10		8						18	
00:30	1		0						1		12:30	17		28						45	
00:45	1	4	1	2					2	6	12:45	9	52	10	61					19	113
01:00	2		1						3		13:00	23		14						37	
01:15	2		1						3		13:15	15		14						29	
01:30	1		0						1		13:30	20		24						44	
01:45	0	5	0	2					0	7	13:45	11	69	13	65					24	134
02:00	1		1						2		14:00	12		14						26	
02:15	0		0						0		14:15	23		17						40	
02:30	0		0						0		14:30	16		22						38	
02:45	0	1	0	1					0	2	14:45	25	76	16	69					41	145
03:00	2		1						3		15:00	20		20						40	
03:15	0		0						0		15:15	18		20						38	
03:30	0		0						0		15:30	12		16						28	
03:45	1	3	1	2					2	5	15:45	35	85	23	79					58	164
04:00	0		1						1		16:00	28		37						65	
04:15	2		2						4		16:15	22		29						51	
04:30	0		2						2		16:30	26		18						44	
04:45	0	2	5	10					5	12	16:45	29	105	26	110					55	215
05:00	0		2						2		17:00	26		22						48	
05:15	2		5						7		17:15	20		20						40	
05:30	0		4						4		17:30	23		26						49	
05:45	2	4	4	15					6	19	17:45	26	95	19	87					45	182
06:00	5		8						13		18:00	24		30						54	
06:15	7		15						22		18:15	25		21						46	
06:30	9		10						19		18:30	17		26						43	
06:45	10	31	16	49					26	80	18:45	15	81	23	100					38	181
07:00	16		34						50		19:00	16		10						26	
07:15	33		37						70		19:15	22		12						34	
07:30	23		41						64		19:30	15		16						31	
07:45	12	84	28	140					40	224	19:45	16	69	22	60					38	129
08:00	17		18						35		20:00	18		14						32	
08:15	12		19						31		20:15	17		7						24	
08:30	21		30						51		20:30	13		13						26	
08:45	20	70	18	85					38	155	20:45	8	56	7	41					15	97
09:00	9		11						20		21:00	21		5						26	
09:15	12		15						27		21:15	5		8						13	
09:30	16		14						30		21:30	5		7						12	
09:45	8	45	17	57					25	102	21:45	8	39	2	22					10	61
10:00	14		7						21		22:00	2		3						5	
10:15	13		15						28		22:15	2		4						6	
10:30	12		12						24		22:30	3		3						6	
10:45	16	55	16	50					32	105	22:45	5	12	4	14					9	26
11:00	12		11						23		23:00	2		1						3	
11:15	20		15						35		23:15	3		0						3	
11:30	14		22						36		23:30	5		1						6	
11:45	19	65	16	64					35	129	23:45	1	11	4	6					5	17
TOTALS		369		477						846	TOTALS		750		714						1464
SPLIT %		43.6%		56.4%						36.6%	SPLIT %		51.2%		48.8%						63.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,119	1,191	0	0	2,310

AM Peak Hour	07:15	07:00			07:00	PM Peak Hour	15:45	16:00			15:45
AM Pk Volume	85	140			224	PM Pk Volume	111	110			218
Pk Hr Factor	0.644	0.854			0.800	Pk Hr Factor	0.793	0.743			0.838
7 - 9 Volume	154	225	0	0	379	4 - 6 Volume	200	197	0	0	397
7 - 9 Peak Hour	07:15	07:00			07:00	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	85	140	0	0	224	4 - 6 Pk Volume	105	110	0	0	215
Pk Hr Factor	0.644	0.854	0.000	0.000	0.800	Pk Hr Factor	0.905	0.743	0.000	0.000	0.827

Prepared by NDS/ATD

VOLUME

51st St between Market St & Roswell St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_052

DAILY TOTALS	NB	SB	EB	WB	Total
	1,027	1,166	0	0	2,193

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	1		1						2		12:00	9		12						21	
00:15	2		1						3		12:15	12		17						29	
00:30	1		0						1		12:30	17		25						42	
00:45	3	7	0	2					3	9	12:45	16	54	11	65					27	119
01:00	1		1						2		13:00	14		28						42	
01:15	1		1						2		13:15	13		20						33	
01:30	1		1						2		13:30	24		18						42	
01:45	2	5	1	4					3	9	13:45	19	70	18	84					37	154
02:00	2		1						3		14:00	26		15						41	
02:15	0		0						0		14:15	14		29						43	
02:30	1		1						2		14:30	15		19						34	
02:45	1	4	1	3					2	7	14:45	22	77	25	88					47	165
03:00	0		1						1		15:00	21		20						41	
03:15	0		0						0		15:15	24		17						41	
03:30	0		0						0		15:30	13		12						25	
03:45	0		0	1					0	1	15:45	18	76	11	60					29	136
04:00	0		1						1		16:00	24		24						48	
04:15	0		1						1		16:15	25		27						52	
04:30	0		1						1		16:30	19		22						41	
04:45	1	1	3	6					4	7	16:45	20	88	22	95					42	183
05:00	0		3						3		17:00	20		20						40	
05:15	2		3						5		17:15	19		17						36	
05:30	1		5						6		17:30	28		25						53	
05:45	0	3	4	15					4	18	17:45	23	90	25	87					48	177
06:00	5		8						13		18:00	20		22						42	
06:15	8		12						20		18:15	16		22						38	
06:30	10		23						33		18:30	17		24						41	
06:45	10	33	17	60					27	93	18:45	15	68	16	84					31	152
07:00	11		26						37		19:00	15		9						24	
07:15	26		40						66		19:15	14		6						20	
07:30	17		49						66		19:30	9		16						25	
07:45	13	67	26	141					39	208	19:45	21	59	12	43					33	102
08:00	18		26						44		20:00	10		14						24	
08:15	12		31						43		20:15	7		8						15	
08:30	13		23						36		20:30	13		7						20	
08:45	19	62	14	94					33	156	20:45	13	43	8	37					21	80
09:00	9		9						18		21:00	10		9						19	
09:15	7		15						22		21:15	12		4						16	
09:30	14		13						27		21:30	7		5						12	
09:45	15	45	8	45					23	90	21:45	12	41	2	20					14	61
10:00	12		11						23		22:00	2		4						6	
10:15	12		10						22		22:15	10		6						16	
10:30	15		19						34		22:30	6		3						9	
10:45	18	57	13	53					31	110	22:45	2	20	1	14					3	34
11:00	10		12						22		23:00	4		6						10	
11:15	7		15						22		23:15	3		0						3	
11:30	11		13						24		23:30	5		1						6	
11:45	16	44	17	57					33	101	23:45	1	13	1	8					2	21
TOTALS		328		481						809	TOTALS		699		685						1384
SPLIT %		40.5%		59.5%						36.9%	SPLIT %		50.5%		49.5%						63.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,027	1,166	0	0	2,193

AM Peak Hour	07:15	07:00			07:15	PM Peak Hour	17:00	16:00			16:00
AM Pk Volume	74	141			215	PM Pk Volume	90	95			183
Pk Hr Factor	0.712	0.719			0.814	Pk Hr Factor	0.804	0.880			0.880
7 - 9 Volume	129	235	0	0	364	4 - 6 Volume	178	182	0	0	360
7 - 9 Peak Hour	07:15	07:00			07:15	4 - 6 Peak Hour	17:00	16:00			16:00
7 - 9 Pk Volume	74	141	0	0	215	4 - 6 Pk Volume	90	95	0	0	183
Pk Hr Factor	0.712	0.719	0.000	0.000	0.814	Pk Hr Factor	0.804	0.880	0.000	0.000	0.880

Prepared by NDS/ATD

VOLUME

San Jacinto Dr between Imperial Ave & Olvera Ave

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_053

DAILY TOTALS	NB	SB	EB	WB	Total
	789	1,033	0	0	1,822

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		2						2		12:00	11		13						24	
00:15	3		3						6		12:15	10		18						28	
00:30	0		3						3		12:30	20		14						34	
00:45	1	4	0	8					1	12	12:45	10	51	10	55					20	106
01:00	2		3						5		13:00	13		16						29	
01:15	1		1						2		13:15	11		12						23	
01:30	0		1						1		13:30	12		7						19	
01:45	0	3	3	8					3	11	13:45	10	46	13	48					23	94
02:00	1		3						4		14:00	14		10						24	
02:15	1		0						1		14:15	20		11						31	
02:30	0		0						0		14:30	22		20						42	
02:45	0	2	1	4					1	6	14:45	13	69	17	58					30	127
03:00	0		1						1		15:00	20		20						40	
03:15	0		0						0		15:15	26		23						49	
03:30	1		2						3		15:30	23		24						47	
03:45	0	1	1	4					1	5	15:45	24	93	27	94					51	187
04:00	0		1						1		16:00	19		20						39	
04:15	1		0						1		16:15	14		19						33	
04:30	1		0						1		16:30	15		24						39	
04:45	3	5	0	1					3	6	16:45	8	56	20	83					28	139
05:00	2		0						2		17:00	13		26						39	
05:15	1		0						1		17:15	7		20						27	
05:30	4		1						5		17:30	9		31						40	
05:45	5	12	3	4					8	16	17:45	6	35	18	95					24	130
06:00	2		2						4		18:00	10		20						30	
06:15	3		2						5		18:15	5		26						31	
06:30	8		7						15		18:30	13		21						34	
06:45	11	24	7	18					18	42	18:45	9	37	21	88					30	125
07:00	7		10						17		19:00	15		17						32	
07:15	10		17						27		19:15	12		17						29	
07:30	7		11						18		19:30	8		20						28	
07:45	10	34	22	60					32	94	19:45	7	42	14	68					21	110
08:00	13		21						34		20:00	4		9						13	
08:15	10		19						29		20:15	8		12						20	
08:30	8		10						18		20:30	9		6						15	
08:45	14	45	14	64					28	109	20:45	8	29	11	38					19	67
09:00	12		10						22		21:00	4		12						16	
09:15	18		14						32		21:15	6		12						18	
09:30	19		12						31		21:30	5		6						11	
09:45	12	61	12	48					24	109	21:45	4	19	11	41					15	60
10:00	11		17						28		22:00	2		8						10	
10:15	14		8						22		22:15	4		6						10	
10:30	23		13						36		22:30	2		8						10	
10:45	13	61	18	56					31	117	22:45	2	10	5	27					7	37
11:00	9		9						18		23:00	4		5						9	
11:15	15		6						21		23:15	2		10						12	
11:30	11		12						23		23:30	2		3						5	
11:45	7	42	16	43					23	85	23:45	0	8	2	20					2	28
TOTALS		294		318						612	TOTALS		495		715						1210
SPLIT %		48.0%		52.0%						33.6%	SPLIT %		40.9%		59.1%						66.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	789	1,033	0	0	1,822

AM Peak Hour	08:45	07:30			10:00	PM Peak Hour	15:00	16:45			15:00
AM Pk Volume	63	73			117	PM Pk Volume	93	97			187
Pk Hr Factor	0.829	0.830			0.813	Pk Hr Factor	0.894	0.782			0.917
7 - 9 Volume	79	124	0	0	203	4 - 6 Volume	91	178	0	0	269
7 - 9 Peak Hour	08:00	07:30			07:30	4 - 6 Peak Hour	16:00	16:45			16:00
7 - 9 Pk Volume	45	73	0	0	113	4 - 6 Pk Volume	56	97	0	0	139
Pk Hr Factor	0.804	0.830	0.000	0.000	0.831	Pk Hr Factor	0.737	0.782	0.000	0.000	0.891

Prepared by NDS/ATD

VOLUME

San Jacinto Dr between Imperial Ave & Olvera Ave

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_053

DAILY TOTALS	NB	SB	EB	WB	Total
	820	1,053	0	0	1,873

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	3		9						12		12:00	12		11						23	
00:15	2		4						6		12:15	14		9						23	
00:30	1		1						2		12:30	14		18						32	
00:45	1	7	3	17					4	24	12:45	11	51	16	54					27	105
01:00	5		2						7		13:00	11		18						29	
01:15	0		0						0		13:15	10		14						24	
01:30	3		4						7		13:30	16		17						33	
01:45	0	8	1	7					1	15	13:45	13	50	15	64					28	114
02:00	0		0						0		14:00	21		22						43	
02:15	3		4						7		14:15	13		13						26	
02:30	0		0						0		14:30	8		15						23	
02:45	0	3	0	4					0	7	14:45	15	57	15	65					30	122
03:00	0		1						1		15:00	16		30						46	
03:15	0		1						1		15:15	16		20						36	
03:30	4		1						5		15:30	17		13						30	
03:45	1	5	1	4					2	9	15:45	23	72	22	85					45	157
04:00	1		2						3		16:00	20		26						46	
04:15	0		0						0		16:15	16		20						36	
04:30	1		2						3		16:30	11		25						36	
04:45	5	7	2	6					7	13	16:45	13	60	30	101					43	161
05:00	3		0						3		17:00	16		23						39	
05:15	1		1						2		17:15	10		24						34	
05:30	2		0						2		17:30	10		21						31	
05:45	10	16	2	3					12	19	17:45	10	46	20	88					30	134
06:00	3		5						8		18:00	11		18						29	
06:15	7		6						13		18:15	6		16						22	
06:30	13		8						21		18:30	9		20						29	
06:45	10	33	7	26					17	59	18:45	5	31	15	69					20	100
07:00	8		6						14		19:00	11		19						30	
07:15	14		16						30		19:15	15		13						28	
07:30	10		17						27		19:30	10		11						21	
07:45	12	44	22	61					34	105	19:45	8	44	13	56					21	100
08:00	14		23						37		20:00	4		8						12	
08:15	6		8						14		20:15	10		18						28	
08:30	10		15						25		20:30	11		12						23	
08:45	15	45	14	60					29	105	20:45	10	35	14	52					24	87
09:00	12		15						27		21:00	6		10						16	
09:15	15		15						30		21:15	6		12						18	
09:30	15		9						24		21:30	7		14						21	
09:45	14	56	10	49					24	105	21:45	5	24	5	41					10	65
10:00	11		7						18		22:00	4		16						20	
10:15	13		6						19		22:15	4		7						11	
10:30	14		12						26		22:30	2		3						5	
10:45	13	51	11	36					24	87	22:45	1	11	6	32					7	43
11:00	12		12						24		23:00	7		8						15	
11:15	18		12						30		23:15	5		8						13	
11:30	8		15						23		23:30	4		4						8	
11:45	8	46	12	51					20	97	23:45	2	18	2	22					4	40
TOTALS		321		324						645	TOTALS		499		729						1228
SPLIT %		49.8%		50.2%						34.4%	SPLIT %		40.6%		59.4%						65.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	820	1,053	0	0	1,873

AM Peak Hour	08:45	07:15			07:15	PM Peak Hour	15:15	16:30			15:45
AM Pk Volume	57	78			128	PM Pk Volume	76	102			163
Pk Hr Factor	0.950	0.848			0.865	Pk Hr Factor	0.826	0.850			0.886
7 - 9 Volume	89	121	0	0	210	4 - 6 Volume	106	189	0	0	295
7 - 9 Peak Hour	07:15	07:15			07:15	4 - 6 Peak Hour	16:00	16:30			16:00
7 - 9 Pk Volume	50	78	0	0	128	4 - 6 Pk Volume	60	102	0	0	161
Pk Hr Factor	0.893	0.848	0.000	0.000	0.865	Pk Hr Factor	0.750	0.850	0.000	0.000	0.875

Volumes for: STATION#3737 on Thursday, June 23, 2011

City: San Diego

Project #: 11-4169-009

Location: Bayview Hts Wy between SD 094 & Bayview Hts Dr

File No. MC0469-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	24	84			21	77				
12:15	14	76			14	89				
12:30	11	90			9	80				
12:45	12	108	61	358	6	78	50	324	111	682
1:00	12	99			7	97				
1:15	10	101			10	88				
1:30	7	90			8	92				
1:45	5	77	34	367	10	82	35	359	69	726
2:00	7	77			4	95				
2:15	10	63			6	92				
2:30	9	87			4	72				
2:45	10	81	36	308	2	108	16	367	52	675
3:00	5	107			4	81				
3:15	7	114			4	106				
3:30	3	91			17	138				
3:45	5	130	20	442	6	83	31	408	51	850
4:00	3	102			5	141				
4:15	3	98			11	115				
4:30	6	120			19	135				
4:45	5	101	17	421	15	143	50	534	67	955
5:00	12	119			26	124				
5:15	12	110			29	117				
5:30	17	94			31	104				
5:45	18	129	59	452	46	100	132	445	191	897
6:00	33	86			56	105				
6:15	37	105			50	77				
6:30	49	85			48	83				
6:45	61	101	180	377	65	80	219	345	399	722
7:00	69	85			63	63				
7:15	86	86			81	64				
7:30	86	71			74	56				
7:45	82	68	323	310	69	73	287	256	610	566
8:00	60	56			84	60				
8:15	73	52			93	52				
8:30	68	61			80	57				
8:45	95	57	296	226	120	55	377	224	673	450
9:00	61	65			83	40				
9:15	54	56			71	57				
9:30	48	53			66	29	0			
9:45	58	47	221	221	72	34	292	160	513	381
10:00	79	41			73	37				
10:15	61	33			94	31				
10:30	54	34			57	24				
10:45	71	31	265	139	74	22	298	114	563	253
11:00	65	29			65	23				
11:15	53	24			62	19				
11:30	69	22			71	19				
11:45	71	19	258	94	83	12	281	73	539	167
Total	1770	3715	1770	3715	2068	3609	2068	3609	3838	7324
Combined Total	5485		5485		5677		5677		11162	
AM Peak	7:00 AM				8:00 AM					
Vol.	323				377					
P.H.F.	0.939				0.785					
PM Peak		5:00 PM				4:00 PM				
Vol.		452				534				
P.H.F.		0.876				0.934				
Percentage	32.3%	67.7%			36.4%	63.6%				

Volumes for: STATION#3936 on Tuesday, March 22, 2011

City: San Diego

Project #: 11-4066-044

Location: Kelton Rd between Bollenbacher St & Kelton Ct

File No. MC0222-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	2	23			2	25				
12:15	1	21			1	25				
12:30	3	26			7	28				
12:45	3	31	9	101	5	45	15	123	24	224
1:00	1	20			10	40				
1:15	3	22			4	30				
1:30	2	24			3	36				
1:45	4	19	10	85	6	22	23	128	33	213
2:00	1	16			0	39				
2:15	0	26			2	34				
2:30	1	28			1	39				
2:45	0	33	2	103	1	47	4	159	6	262
3:00	1	28			2	47				
3:15	2	40			4	41				
3:30	0	29			0	45				
3:45	1	22	4	119	3	41	9	174	13	293
4:00	0	19			0	58				
4:15	4	29			2	64				
4:30	5	29			1	57				
4:45	4	26	13	103	0	51	3	230	16	333
5:00	6	27			8	69				
5:15	12	39			3	65				
5:30	8	39			2	69				
5:45	9	24	35	129	9	47	22	250	57	379
6:00	18	27			7	53				
6:15	25	21			9	39				
6:30	37	39			16	31				
6:45	25	26	105	113	23	41	55	164	160	277
7:00	28	26			18	29				
7:15	36	21			27	28				
7:30	38	31			16	38				
7:45	28	14	130	92	18	31	79	126	209	218
8:00	28	15			23	32				
8:15	27	14			18	24				
8:30	31	17			24	27				
8:45	39	16	125	62	16	24	81	107	206	169
9:00	21	19			25	26				
9:15	22	16			19	34				
9:30	29	10			15	12	0			
9:45	20	13	92	58	12	20	71	92	163	150
10:00	17	9			15	18				
10:15	11	8			24	14				
10:30	21	6			17	17				
10:45	15	12	64	35	17	10	73	59	137	94
11:00	14	4			24	4				
11:15	17	4			24	11				
11:30	13	4			23	8				
11:45	22	3	66	15	23	6	94	29	160	44
Total	655	1015	655	1015	529	1641	529	1641	1184	2656
Combined Total	1670		1670		2170		2170		3840	
AM Peak	7:00 AM				11:45 AM					
Vol.	130				101					
P.H.F.	0.855				0.902					
PM Peak		4:45 PM				4:45 PM				
Vol.		131				254				
P.H.F.		0.840				0.920				
Percentage	39.2%	60.8%			24.4%	75.6%				

Prepared by NDS/ATD

VOLUME

Alvin St between Kelton Rd & Pitta St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_054

DAILY TOTALS	NB	SB	EB	WB	Total
	493	668	0	0	1,161

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	4		11						15	
00:15	0		2						2		12:15	5		10						15	
00:30	0		2						2		12:30	7		14						21	
00:45	1	1	1	5					2	6	12:45	11	27	8	43					19	70
01:00	1		1						2		13:00	5		17						22	
01:15	0		0						0		13:15	6		5						11	
01:30	1		0						1		13:30	6		6						12	
01:45	1	3	0	1					1	4	13:45	9	26	11	39					20	65
02:00	0		2						2		14:00	10		12						22	
02:15	1		0						1		14:15	3		14						17	
02:30	0		1						1		14:30	9		6						15	
02:45	1	2	2	5					3	7	14:45	12	34	12	44					24	78
03:00	0		1						1		15:00	10		19						29	
03:15	0		1						1		15:15	6		9						15	
03:30	0		1						1		15:30	8		19						27	
03:45	0		0	3					0	3	15:45	9	33	14	61					23	94
04:00	0		0						0		16:00	4		11						15	
04:15	0		1						1		16:15	12		26						38	
04:30	2		0						2		16:30	12		16						28	
04:45	0	2	1	2					1	4	16:45	11	39	15	68					26	107
05:00	1		2						3		17:00	12		21						33	
05:15	1		2						3		17:15	11		15						26	
05:30	2		0						2		17:30	7		24						31	
05:45	2	6	3	7					5	13	17:45	12	42	14	74					26	116
06:00	8		0						8		18:00	6		17						23	
06:15	8		3						11		18:15	4		8						12	
06:30	12		4						16		18:30	5		12						17	
06:45	10	38	5	12					15	50	18:45	12	27	13	50					25	77
07:00	9		14						23		19:00	4		8						12	
07:15	22		11						33		19:15	6		5						11	
07:30	10		8						18		19:30	5		10						15	
07:45	14	55	6	39					20	94	19:45	6	21	5	28					11	49
08:00	7		7						14		20:00	3		9						12	
08:15	5		6						11		20:15	8		6						14	
08:30	5		7						12		20:30	6		10						16	
08:45	6	23	9	29					15	52	20:45	5	22	4	29					9	51
09:00	7		8						15		21:00	5		4						9	
09:15	6		8						14		21:15	4		5						9	
09:30	8		7						15		21:30	4		5						9	
09:45	9	30	9	32					18	62	21:45	1	14	7	21					8	35
10:00	5		4						9		22:00	2		3						5	
10:15	4		4						8		22:15	1		5						6	
10:30	3		6						9		22:30	0		6						6	
10:45	2	14	8	22					10	36	22:45	1	4	1	15					2	19
11:00	6		7						13		23:00	1		6						7	
11:15	10		7						17		23:15	1		1						2	
11:30	4		3						7		23:30	1		3						4	
11:45	7	27	8	25					15	52	23:45	0	3	4	14					4	17
TOTALS		201		182						383	TOTALS		292		486						778
SPLIT %		52.5%		47.5%						33.0%	SPLIT %		37.5%		62.5%						67.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	493	668	0	0	1,161

AM Peak Hour	07:00	11:45			07:00	PM Peak Hour	16:15	16:15			16:15
AM Pk Volume	55	43			94	PM Pk Volume	47	78			125
Pk Hr Factor	0.625	0.768			0.712	Pk Hr Factor	0.979	0.750			0.822
7 - 9 Volume	78	68	0	0	146	4 - 6 Volume	81	142	0	0	223
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:15	16:15			16:15
7 - 9 Pk Volume	55	39	0	0	94	4 - 6 Pk Volume	47	78	0	0	125
Pk Hr Factor	0.625	0.696	0.000	0.000	0.712	Pk Hr Factor	0.979	0.750	0.000	0.000	0.822

Prepared by NDS/ATD

VOLUME

Alvin St between Kelton Rd & Pitta St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_054

DAILY TOTALS	NB	SB	EB	WB	Total
	506	661	0	0	1,167

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		1						1		12:00	4		5						9	
00:15	0		3						3		12:15	9		6						15	
00:30	4		1						5		12:30	3		13						16	
00:45	1	5	1	6					2	11	12:45	5	21	11	35					16	56
01:00	0		1						1		13:00	13		6						19	
01:15	2		0						2		13:15	8		7						15	
01:30	0		2						2		13:30	14		12						26	
01:45	0	2	0	3					0	5	13:45	8	43	15	40					23	83
02:00	0		1						1		14:00	4		9						13	
02:15	0		1						1		14:15	14		13						27	
02:30	2		1						3		14:30	10		11						21	
02:45	0	2	2	5					2	7	14:45	11	39	12	45					23	84
03:00	0		1						1		15:00	7		12						19	
03:15	0		1						1		15:15	9		18						27	
03:30	0		0						0		15:30	12		18						30	
03:45	0		0	2					0	2	15:45	7	35	20	68					27	103
04:00	0		1						1		16:00	7		12						19	
04:15	0		0						0		16:15	10		15						25	
04:30	0		1						1		16:30	14		12						26	
04:45	1	1	5	7					6	8	16:45	8	39	15	54					23	93
05:00	1		0						1		17:00	11		13						24	
05:15	0		1						1		17:15	12		19						31	
05:30	1		0						1		17:30	9		18						27	
05:45	0	2	3	4					3	6	17:45	8	40	15	65					23	105
06:00	2		0						2		18:00	8		18						26	
06:15	7		3						10		18:15	11		15						26	
06:30	9		3						12		18:30	9		21						30	
06:45	8	26	7	13					15	39	18:45	10	38	17	71					27	109
07:00	13		9						22		19:00	9		5						14	
07:15	18		9						27		19:15	6		6						12	
07:30	6		11						17		19:30	4		8						12	
07:45	9	46	8	37					17	83	19:45	8	27	10	29					18	56
08:00	4		4						8		20:00	5		6						11	
08:15	7		5						12		20:15	2		9						11	
08:30	6		5						11		20:30	6		3						9	
08:45	7	24	11	25					18	49	20:45	3	16	9	27					12	43
09:00	5		3						8		21:00	8		6						14	
09:15	6		6						12		21:15	5		8						13	
09:30	4		4						8		21:30	6		4						10	
09:45	1	16	7	20					8	36	21:45	5	24	5	23					10	47
10:00	5		4						9		22:00	5		7						12	
10:15	8		6						14		22:15	3		1						4	
10:30	2		7						9		22:30	1		4						5	
10:45	11	26	7	24					18	50	22:45	3	12	3	15					6	27
11:00	5		10						15		23:00	1		3						4	
11:15	4		12						16		23:15	0		2						2	
11:30	3		7						10		23:30	2		2						4	
11:45	6	18	7	36					13	54	23:45	1	4	0	7					1	11
TOTALS		168		182						350	TOTALS		338		479						817
SPLIT %		48.0%		52.0%						30.0%	SPLIT %		41.4%		58.6%						70.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	506	661	0	0	1,167

AM Peak Hour	06:30	07:00			07:00	PM Peak Hour	16:30	18:00			18:00
AM Pk Volume	48	37			83	PM Pk Volume	45	71			109
Pk Hr Factor	0.667	0.841			0.769	Pk Hr Factor	0.804	0.845			0.908
7 - 9 Volume	70	62	0	0	132	4 - 6 Volume	79	119	0	0	198
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:30	16:45			16:45
7 - 9 Pk Volume	46	37	0	0	83	4 - 6 Pk Volume	45	65	0	0	105
Pk Hr Factor	0.639	0.841	0.000	0.000	0.769	Pk Hr Factor	0.804	0.855	0.000	0.000	0.847

Prepared by NDS/ATD

VOLUME

Pitta St between Alvin St & Market St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_055

DAILY TOTALS	NB	SB	EB	WB	Total
	1,112	1,879	0	0	2,991

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		3						3		12:00	14		18						32	
00:15	1		5						6		12:15	12		13						25	
00:30	0		3						3		12:30	15		21						36	
00:45	3	4	2	13					5	17	12:45	16	57	25	77					41	134
01:00	0		3						3		13:00	10		27						37	
01:15	0		3						3		13:15	14		14						28	
01:30	1		0						1		13:30	23		27						50	
01:45	1	2	7	13					8	15	13:45	12	59	33	101					45	160
02:00	1		0						1		14:00	11		23						34	
02:15	0		0						0		14:15	16		25						41	
02:30	0		2						2		14:30	17		29						46	
02:45	0	1	1	3					1	4	14:45	20	64	41	118					61	182
03:00	0		2						2		15:00	28		39						67	
03:15	0		2						2		15:15	18		43						61	
03:30	1		0						1		15:30	20		41						61	
03:45	1	2	0	4					1	6	15:45	22	88	40	163					62	251
04:00	0		3						3		16:00	12		50						62	
04:15	0		0						0		16:15	19		40						59	
04:30	0		4						4		16:30	22		49						71	
04:45	0		0	7					0	7	16:45	12	65	53	192					65	257
05:00	2		1						3		17:00	24		42						66	
05:15	0		3						3		17:15	33		50						83	
05:30	5		2						7		17:30	22		68						90	
05:45	5	12	4	10					9	22	17:45	21	100	46	206					67	306
06:00	11		8						19		18:00	14		38						52	
06:15	19		12						31		18:15	27		47						74	
06:30	15		20						35		18:30	25		43						68	
06:45	28	73	30	70					58	143	18:45	15	81	52	180					67	261
07:00	21		27						48		19:00	12		29						41	
07:15	38		27						65		19:15	17		27						44	
07:30	17		35						52		19:30	15		22						37	
07:45	21	97	19	108					40	205	19:45	15	59	18	96					33	155
08:00	17		16						33		20:00	16		18						34	
08:15	14		15						29		20:15	14		18						32	
08:30	19		22						41		20:30	13		12						25	
08:45	12	62	23	76					35	138	20:45	11	54	19	67					30	121
09:00	12		11						23		21:00	6		19						25	
09:15	10		23						33		21:15	11		13						24	
09:30	16		19						35		21:30	12		21						33	
09:45	11	49	20	73					31	122	21:45	2	31	14	67					16	98
10:00	20		18						38		22:00	6		16						22	
10:15	15		24						39		22:15	8		16						24	
10:30	11		21						32		22:30	4		13						17	
10:45	18	64	18	81					36	145	22:45	2	20	3	48					5	68
11:00	16		12						28		23:00	2		4						6	
11:15	14		25						39		23:15	2		3						5	
11:30	17		28						45		23:30	3		4						7	
11:45	14	61	29	94					43	155	23:45	0	7	1	12					1	19
TOTALS		427		552						979	TOTALS		685		1327						2012
SPLIT %		43.6%		56.4%						32.7%	SPLIT %		34.0%		66.0%						67.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,112	1,879	0	0	2,991

AM Peak Hour	06:45	06:45			06:45	PM Peak Hour	17:00	16:45			17:00
AM Pk Volume	104	119			223	PM Pk Volume	100	213			306
Pk Hr Factor	0.684	0.850			0.858	Pk Hr Factor	0.758	0.783			0.850
7 - 9 Volume	159	184	0	0	343	4 - 6 Volume	165	398	0	0	563
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	17:00	16:45			17:00
7 - 9 Pk Volume	97	108	0	0	205	4 - 6 Pk Volume	100	213	0	0	306
Pk Hr Factor	0.638	0.771	0.000	0.000	0.788	Pk Hr Factor	0.758	0.783	0.000	0.000	0.850

Prepared by NDS/ATD

VOLUME

Pitta St between Alvin St & Market St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_055

DAILY TOTALS	NB	SB	EB	WB	Total
	1,116	1,918	0	0	3,034

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	1		4						5		12:00	13		23						36	
00:15	4		3						7		12:15	19		25						44	
00:30	1		4						5		12:30	17		39						56	
00:45	0	6	3	14					3	20	12:45	17	66	24	111					41	177
01:00	0		2						2		13:00	23		24						47	
01:15	0		1						1		13:15	23		38						61	
01:30	2		3						5		13:30	23		13						36	
01:45	0	2	0	6					0	8	13:45	21	90	31	106					52	196
02:00	1		5						6		14:00	20		24						44	
02:15	0		0						0		14:15	15		46						61	
02:30	0		3						3		14:30	19		28						47	
02:45	0	1	1	9					1	10	14:45	21	75	24	122					45	197
03:00	0		1						1		15:00	16		38						54	
03:15	1		0						1		15:15	14		40						54	
03:30	0		2						2		15:30	22		60						82	
03:45	0	1	0	3					0	4	15:45	20	72	43	181					63	253
04:00	0		2						2		16:00	26		47						73	
04:15	1		0						1		16:15	16		56						72	
04:30	0		3						3		16:30	26		47						73	
04:45	1	2	3	8					4	10	16:45	24	92	49	199					73	291
05:00	4		3						7		17:00	19		61						80	
05:15	1		2						3		17:15	18		50						68	
05:30	4		1						5		17:30	19		50						69	
05:45	3	12	6	12					9	24	17:45	21	77	55	216					76	293
06:00	9		4						13		18:00	20		40						60	
06:15	12		13						25		18:15	27		29						56	
06:30	25		15						40		18:30	19		29						48	
06:45	24	70	27	59					51	129	18:45	14	80	35	133					49	213
07:00	25		34						59		19:00	12		43						55	
07:15	35		25						60		19:15	16		44						60	
07:30	19		29						48		19:30	13		31						44	
07:45	20	99	16	104					36	203	19:45	10	51	20	138					30	189
08:00	18		19						37		20:00	15		18						33	
08:15	14		17						31		20:15	5		16						21	
08:30	17		24						41		20:30	7		10						17	
08:45	18	67	21	81					39	148	20:45	12	39	25	69					37	108
09:00	10		13						23		21:00	16		19						35	
09:15	12		22						34		21:15	9		18						27	
09:30	9		14						23		21:30	8		19						27	
09:45	8	39	16	65					24	104	21:45	9	42	14	70					23	112
10:00	13		10						23		22:00	7		12						19	
10:15	12		21						33		22:15	3		15						18	
10:30	14		22						36		22:30	6		10						16	
10:45	12	51	17	70					29	121	22:45	4	20	1	38					5	58
11:00	9		19						28		23:00	5		4						9	
11:15	9		18						27		23:15	4		9						13	
11:30	16		22						38		23:30	4		6						10	
11:45	13	47	25	84					38	131	23:45	2	15	1	20					3	35
TOTALS		397		515						912	TOTALS		719		1403						2122
SPLIT %		43.5%		56.5%						30.1%	SPLIT %		33.9%		66.1%						69.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,116	1,918	0	0	3,034

AM Peak Hour	06:30	06:45			06:45	PM Peak Hour	16:00	17:00			16:15
AM Pk Volume	109	115			218	PM Pk Volume	92	216			298
Pk Hr Factor	0.779	0.846			0.908	Pk Hr Factor	0.885	0.885			0.931
7 - 9 Volume	166	185	0	0	351	4 - 6 Volume	169	415	0	0	584
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:00	17:00			16:15
7 - 9 Pk Volume	99	104	0	0	203	4 - 6 Pk Volume	92	216	0	0	298
Pk Hr Factor	0.707	0.765	0.000	0.000	0.846	Pk Hr Factor	0.885	0.885	0.000	0.000	0.931

Volumes for: STATION#3678 on Thursday, July 28, 2011 City: San Diego Project #: 11-4178-044
Location: Merlin Dr between Imperial Ave & Market St File No. MC0615-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	1	17			10	53				
12:15	6	13			12	37				
12:30	2	19			10	38				
12:45	0	20	9	69	13	45	45	173	54	242
1:00	2	16			10	41				
1:15	4	17			8	38				
1:30	0	18			4	39				
1:45	2	24	8	75	2	42	24	160	32	235
2:00	0	21			5	43				
2:15	3	10			5	48				
2:30	2	19			2	47				
2:45	1	17	6	67	2	68	14	206	20	273
3:00	0	14			1	78				
3:15	4	19			1	65				
3:30	0	25			1	77				
3:45	2	21	6	79	1	76	4	296	10	375
4:00	2	23			4	76				
4:15	6	18			1	93				
4:30	3	23			6	84				
4:45	2	26	13	90	1	104	12	357	25	447
5:00	7	27			4	80				
5:15	4	16			3	89				
5:30	15	23			5	86				
5:45	14	19	40	85	8	94	20	349	60	434
6:00	18	14			11	84				
6:15	18	12			10	74				
6:30	17	27			9	63				
6:45	17	21	70	74	19	66	49	287	119	361
7:00	16	16			16	43				
7:15	10	18			18	36				
7:30	18	15			24	55				
7:45	25	9	69	58	14	48	72	182	141	240
8:00	19	12			17	48				
8:15	20	22			25	54				
8:30	13	15			26	45				
8:45	10	18	62	67	21	51	89	198	151	265
9:00	14	14			23	44				
9:15	15	17			20	29				
9:30	12	19			39	28	0			
9:45	18	11	59	61	28	26	110	127	169	188
10:00	21	12			25	28				
10:15	23	9			34	29				
10:30	13	8			31	13				
10:45	15	3	72	32	24	32	114	102	186	134
11:00	16	4			32	18				
11:15	16	5			27	19				
11:30	26	1			29	19				
11:45	22	7	80	17	40	12	128	68	208	85
Total	494	774	494	774	681	2505	681	2505	1175	3279
Combined Total	1268		1268		3186		3186		4454	
AM Peak	7:30 AM				11:45 AM					
Vol.	82				168					
P.H.F.	0.820				0.792					
PM Peak		4:15 PM				4:15 PM				
Vol.		94				361				
P.H.F.		0.894				0.868				
Percentage	39.0%	61.0%			21.4%	78.6%				

Prepared by NDS/ATD

VOLUME

Valencia Pkwy between Imperial Ave & Skyline Dr

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_056

DAILY TOTALS	NB	SB	EB	WB	Total
	3,523	3,544	0	0	7,067

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	5		10						15		12:00	32		38						70	
00:15	2		9						11		12:15	52		41						93	
00:30	3		5						8		12:30	45		38						83	
00:45	4	14	12	36					16	50	12:45	42	171	51	168					93	339
01:00	1		7						8		13:00	75		55						130	
01:15	3		4						7		13:15	50		53						103	
01:30	1		4						5		13:30	37		42						79	
01:45	2	7	5	20					7	27	13:45	38	200	54	204					92	404
02:00	3		2						5		14:00	41		43						84	
02:15	3		6						9		14:15	48		59						107	
02:30	2		2						4		14:30	73		59						132	
02:45	2	10	2	12					4	22	14:45	52	214	66	227					118	441
03:00	8		2						10		15:00	64		62						126	
03:15	2		5						7		15:15	52		66						118	
03:30	3		4						7		15:30	58		72						130	
03:45	6	19	0	11					6	30	15:45	31	205	59	259					90	464
04:00	7		3						10		16:00	54		76						130	
04:15	22		4						26		16:15	42		99						141	
04:30	28		7						35		16:30	53		78						131	
04:45	26	83	4	18					30	101	16:45	43	192	82	335					125	527
05:00	25		3						28		17:00	68		92						160	
05:15	50		4						54		17:15	59		86						145	
05:30	58		6						64		17:30	47		98						145	
05:45	60	193	11	24					71	217	17:45	60	234	89	365					149	599
06:00	50		13						63		18:00	43		82						125	
06:15	97		30						127		18:15	51		92						143	
06:30	103		33						136		18:30	44		62						106	
06:45	93	343	52	128					145	471	18:45	36	174	61	297					97	471
07:00	81		51						132		19:00	42		56						98	
07:15	81		75						156		19:15	22		35						57	
07:30	84		43						127		19:30	33		45						78	
07:45	74	320	50	219					124	539	19:45	33	130	37	173					70	303
08:00	68		52						120		20:00	21		37						58	
08:15	61		41						102		20:15	19		37						56	
08:30	66		52						118		20:30	19		37						56	
08:45	61	256	55	200					116	456	20:45	19	78	33	144					52	222
09:00	62		24						86		21:00	18		45						63	
09:15	43		39						82		21:15	20		25						45	
09:30	51		32						83		21:30	16		30						46	
09:45	43	199	22	117					65	316	21:45	17	71	34	134					51	205
10:00	43		37						80		22:00	12		26						38	
10:15	42		34						76		22:15	18		30						48	
10:30	46		29						75		22:30	12		27						39	
10:45	37	168	26	126					63	294	22:45	8	50	27	110					35	160
11:00	37		32						69		23:00	6		21						27	
11:15	36		36						72		23:15	8		17						25	
11:30	51		43						94		23:30	9		17						26	
11:45	40	164	35	146					75	310	23:45	5	28	16	71					21	99
TOTALS		1776		1057						2833	TOTALS		1747		2487						4234
SPLIT %		62.7%		37.3%						40.1%	SPLIT %		41.3%		58.7%						59.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,523	3,544	0	0	7,067

AM Peak Hour	06:15	06:45			06:30	PM Peak Hour	14:30	17:00			17:00
AM Pk Volume	374	221			569	PM Pk Volume	241	365			599
Pk Hr Factor	0.908	0.737			0.912	Pk Hr Factor	0.825	0.931			0.936
7 - 9 Volume	576	419	0	0	995	4 - 6 Volume	426	700	0	0	1126
7 - 9 Peak Hour	07:00	07:15			07:00	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	320	220	0	0	539	4 - 6 Pk Volume	234	365	0	0	599
Pk Hr Factor	0.952	0.733	0.000	0.000	0.864	Pk Hr Factor	0.860	0.931	0.000	0.000	0.936

Prepared by NDS/ATD

VOLUME

Valencia Pkwy between Imperial Ave & Skyline Dr

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_056

DAILY TOTALS	NB	SB	EB	WB	Total
	3,600	3,450	0	0	7,050

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	3		12						15		12:00	50		36						86	
00:15	2		7						9		12:15	48		51						99	
00:30	4		5						9		12:30	67		49						116	
00:45	2	11	8	32					10	43	12:45	52	217	33	169					85	386
01:00	5		3						8		13:00	70		48						118	
01:15	5		8						13		13:15	50		57						107	
01:30	1		4						5		13:30	45		49						94	
01:45	5	16	5	20					10	36	13:45	51	216	35	189					86	405
02:00	4		7						11		14:00	43		43						86	
02:15	3		2						5		14:15	41		52						93	
02:30	3		2						5		14:30	46		54						100	
02:45	2	12	5	16					7	28	14:45	42	172	66	215					108	387
03:00	3		5						8		15:00	44		54						98	
03:15	3		5						8		15:15	60		62						122	
03:30	6		1						7		15:30	87		83						170	
03:45	10	22	2	13					12	35	15:45	67	258	64	263					131	521
04:00	8		6						14		16:00	50		83						133	
04:15	19		2						21		16:15	45		106						151	
04:30	25		2						27		16:30	64		79						143	
04:45	28	80	6	16					34	96	16:45	49	208	85	353					134	561
05:00	25		3						28		17:00	59		89						148	
05:15	51		5						56		17:15	42		68						110	
05:30	62		7						69		17:30	50		75						125	
05:45	58	196	17	32					75	228	17:45	47	198	64	296					111	494
06:00	71		12						83		18:00	33		71						104	
06:15	90		28						118		18:15	49		71						120	
06:30	98		39						137		18:30	42		63						105	
06:45	87	346	43	122					130	468	18:45	54	178	46	251					100	429
07:00	85		69						154		19:00	35		49						84	
07:15	82		68						150		19:15	32		42						74	
07:30	80		60						140		19:30	27		49						76	
07:45	66	313	45	242					111	555	19:45	37	131	41	181					78	312
08:00	59		39						98		20:00	17		41						58	
08:15	67		35						102		20:15	26		36						62	
08:30	73		53						126		20:30	18		44						62	
08:45	74	273	58	185					132	458	20:45	27	88	42	163					69	251
09:00	54		33						87		21:00	14		39						53	
09:15	52		31						83		21:15	18		33						51	
09:30	44		28						72		21:30	20		37						57	
09:45	47	197	24	116					71	313	21:45	13	65	30	139					43	204
10:00	38		28						66		22:00	14		28						42	
10:15	50		28						78		22:15	15		24						39	
10:30	43		28						71		22:30	14		20						34	
10:45	26	157	32	116					58	273	22:45	11	54	22	94					33	148
11:00	33		37						70		23:00	10		22						32	
11:15	35		36						71		23:15	9		21						30	
11:30	51		38						89		23:30	8		14						22	
11:45	43	162	44	155					87	317	23:45	3	30	15	72					18	102
TOTALS		1785		1065						2850	TOTALS		1815		2385						4200
SPLIT %		62.6%		37.4%						40.4%	SPLIT %		43.2%		56.8%						59.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,600	3,450	0	0	7,050

AM Peak Hour	06:15	07:00			06:45	PM Peak Hour	15:15	16:15			15:30
AM Pk Volume	360	242			574	PM Pk Volume	264	359			585
Pk Hr Factor	0.918	0.877			0.932	Pk Hr Factor	0.759	0.847			0.860
7 - 9 Volume	586	427	0	0	1013	4 - 6 Volume	406	649	0	0	1055
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:15	16:15			16:15
7 - 9 Pk Volume	313	242	0	0	555	4 - 6 Pk Volume	217	359	0	0	576
Pk Hr Factor	0.921	0.877	0.000	0.000	0.901	Pk Hr Factor	0.848	0.847	0.000	0.000	0.954

Volumes for: STATION#9228 on Tuesday, March 22, 2011 City: San Diego Project #: 11-4066-039
Location: Valencia Py between Parkmead Ct & Skyline Dr File No. MC0217-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	5	28			3	18				
12:15	1	17			1	22				
12:30	2	18			2	23				
12:45	1	22	9	85	1	29	7	92	16	177
1:00	2	23			1	27				
1:15	0	19			3	19				
1:30	1	20			1	25				
1:45	1	27	4	89	1	29	6	100	10	189
2:00	1	33			0	30				
2:15	3	54			0	36				
2:30	0	47			1	39				
2:45	2	46	6	180	1	31	2	136	8	316
3:00	1	35			0	45				
3:15	1	32			3	41				
3:30	0	39			3	34				
3:45	2	41	4	147	3	42	9	162	13	309
4:00	0	40			4	40				
4:15	2	35			2	35				
4:30	2	39			2	39				
4:45	3	43	7	157	6	44	14	158	21	315
5:00	4	42			10	41				
5:15	3	34			7	37				
5:30	7	26			10	34				
5:45	10	27	24	129	13	41	40	153	64	282
6:00	24	30			22	45				
6:15	18	25			17	31				
6:30	22	26			32	26				
6:45	29	21	93	102	44	25	115	127	208	229
7:00	48	13			45	21				
7:15	64	13			58	34				
7:30	75	18			59	23				
7:45	49	14	236	58	33	21	195	99	431	157
8:00	30	10			26	19				
8:15	18	12			15	22				
8:30	19	20			16	6				
8:45	26	9	93	51	25	9	82	56	175	107
9:00	13	12			20	17				
9:15	19	11			19	8				
9:30	17	15			22	11	0			
9:45	16	11	65	49	21	12	82	48	147	97
10:00	14	8			17	6				
10:15	20	6			15	12				
10:30	24	4			18	10				
10:45	15	9	73	27	15	5	65	33	138	60
11:00	14	7			17	4				
11:15	16	10			19	5				
11:30	20	8			15	5				
11:45	15	6	65	31	13	2	64	16	129	47
Total	679	1105	679	1105	681	1180	681	1180	1360	2285
Combined Total	1784		1784		1861		1861		3645	
AM Peak	7:00 AM				6:45 AM					
Vol.	236				206					
P.H.F.	0.787				0.873					
PM Peak		2:15 PM				3:00 PM				
Vol.		182				162				
P.H.F.		0.894				0.900				
Percentage	38.1%	61.9%			36.6%	63.4%				

Prepared by NDS/ATD

VOLUME

Valencia Pkwy between Cervantes Ave & Wesmead St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_057

DAILY TOTALS	NB	SB	EB	WB	Total
	2,105	2,261	0	0	4,366

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	6		3						9		12:00	18		23						41	
00:15	6		3						9		12:15	23		33						56	
00:30	1		3						4		12:30	28		30						58	
00:45	2	15	2	11					4	26	12:45	22	91	29	115					51	206
01:00	1		0						1		13:00	25		29						54	
01:15	7		3						10		13:15	19		24						43	
01:30	1		1						2		13:30	18		37						55	
01:45	2	11	5	9					7	20	13:45	29	91	31	121					60	212
02:00	4		0						4		14:00	41		43						84	
02:15	2		0						2		14:15	109		65						174	
02:30	2		2						4		14:30	81		46						127	
02:45	1	9	2	4					3	13	14:45	49	280	42	196					91	476
03:00	2		1						3		15:00	48		41						89	
03:15	0		7						7		15:15	41		24						65	
03:30	0		1						1		15:30	36		28						64	
03:45	1	3	1	10					2	13	15:45	34	159	29	122					63	281
04:00	2		6						8		16:00	35		35						70	
04:15	0		11						11		16:15	42		33						75	
04:30	0		12						12		16:30	50		42						92	
04:45	4	6	15	44					19	50	16:45	40	167	47	157					87	324
05:00	4		19						23		17:00	51		29						80	
05:15	8		17						25		17:15	45		26						71	
05:30	2		24						26		17:30	43		39						82	
05:45	3	17	28	88					31	105	17:45	46	185	41	135					87	320
06:00	11		29						40		18:00	33		29						62	
06:15	17		28						45		18:15	31		41						72	
06:30	32		53						85		18:30	32		35						67	
06:45	39	99	52	162					91	261	18:45	22	118	23	128					45	246
07:00	49		59						108		19:00	39		31						70	
07:15	47		88						135		19:15	30		23						53	
07:30	82		101						183		19:30	30		17						47	
07:45	46	224	40	288					86	512	19:45	32	131	23	94					55	225
08:00	33		42						75		20:00	14		15						29	
08:15	29		27						56		20:15	14		10						24	
08:30	25		31						56		20:30	18		14						32	
08:45	24	111	32	132					56	243	20:45	18	64	17	56					35	120
09:00	9		25						34		21:00	9		12						21	
09:15	11		21						32		21:15	14		13						27	
09:30	17		20						37		21:30	15		7						22	
09:45	21	58	18	84					39	142	21:45	7	45	12	44					19	89
10:00	21		24						45		22:00	7		15						22	
10:15	19		27						46		22:15	4		12						16	
10:30	18		29						47		22:30	14		14						28	
10:45	17	75	33	113					50	188	22:45	14	39	9	50					23	89
11:00	16		14						30		23:00	6		1						7	
11:15	21		21						42		23:15	3		6						9	
11:30	26		25						51		23:30	10		5						15	
11:45	23	86	23	83					46	169	23:45	2	21	3	15					5	36
TOTALS		714		1028						1742	TOTALS		1391		1233						2624
SPLIT %		41.0%		59.0%						39.9%	SPLIT %		53.0%		47.0%						60.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,105	2,261	0	0	4,366

AM Peak Hour	07:00	06:45			06:45	PM Peak Hour	14:15	14:00			14:15
AM Pk Volume	224	300			517	PM Pk Volume	287	196			481
Pk Hr Factor	0.683	0.743			0.706	Pk Hr Factor	0.658	0.754			0.691
7 - 9 Volume	335	420	0	0	755	4 - 6 Volume	352	292	0	0	644
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:30	16:00			16:15
7 - 9 Pk Volume	224	288	0	0	512	4 - 6 Pk Volume	186	157	0	0	334
Pk Hr Factor	0.683	0.713	0.000	0.000	0.699	Pk Hr Factor	0.912	0.835	0.000	0.000	0.908

Prepared by NDS/ATD

VOLUME

Valencia Pkwy between Cervantes Ave & Wesmead St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_057

DAILY TOTALS	NB	SB	EB	WB	Total
	2,234	2,285	0	0	4,519

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	10		4						14		12:00	103		71						174	
00:15	6		3						9		12:15	81		37						118	
00:30	3		2						5		12:30	25		35						60	
00:45	4	23	4	13					8	36	12:45	17	226	27	170					44	396
01:00	1		1						2		13:00	30		36						66	
01:15	5		2						7		13:15	17		29						46	
01:30	4		2						6		13:30	18		26						44	
01:45	0	10	1	6					1	16	13:45	22	87	18	109					40	196
02:00	2		3						5		14:00	42		29						71	
02:15	5		4						9		14:15	91		34						125	
02:30	0		0						0		14:30	70		29						99	
02:45	1	8	4	11					5	19	14:45	56	259	25	117					81	376
03:00	1		4						5		15:00	53		32						85	
03:15	3		5						8		15:15	37		21						58	
03:30	2		6						8		15:30	32		32						64	
03:45	0	6	1	16					1	22	15:45	37	159	30	115					67	274
04:00	0		8						8		16:00	30		31						61	
04:15	2		8						10		16:15	40		43						83	
04:30	2		8						10		16:30	44		43						87	
04:45	2	6	18	42					20	48	16:45	37	151	38	155					75	306
05:00	3		13						16		17:00	55		41						96	
05:15	6		19						25		17:15	50		33						83	
05:30	4		23						27		17:30	51		42						93	
05:45	4	17	15	70					19	87	17:45	41	197	37	153					78	350
06:00	13		33						46		18:00	39		37						76	
06:15	24		20						44		18:15	38		22						60	
06:30	31		52						83		18:30	27		32						59	
06:45	30	98	59	164					89	262	18:45	39	143	28	119					67	262
07:00	41		74						115		19:00	33		29						62	
07:15	38		88						126		19:15	38		29						67	
07:30	70		94						164		19:30	22		25						47	
07:45	49	198	34	290					83	488	19:45	26	119	21	104					47	223
08:00	32		29						61		20:00	20		18						38	
08:15	27		32						59		20:15	16		11						27	
08:30	18		26						44		20:30	18		15						33	
08:45	29	106	35	122					64	228	20:45	21	75	14	58					35	133
09:00	19		34						53		21:00	10		22						32	
09:15	17		28						45		21:15	18		13						31	
09:30	19		22						41		21:30	15		20						35	
09:45	14	69	16	100					30	169	21:45	12	55	10	65					22	120
10:00	18		26						44		22:00	8		10						18	
10:15	15		29						44		22:15	9		9						18	
10:30	13		18						31		22:30	8		8						16	
10:45	17	63	25	98					42	161	22:45	8	33	9	36					17	69
11:00	23		24						47		23:00	8		6						14	
11:15	26		20						46		23:15	7		11						18	
11:30	18		41						59		23:30	6		5						11	
11:45	27	94	43	128					70	222	23:45	11	32	2	24					13	56
TOTALS		698		1060						1758	TOTALS		1536		1225						2761
SPLIT %		39.7%		60.3%						38.9%	SPLIT %		55.6%		44.4%						61.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,234	2,285	0	0	4,519

AM Peak Hour	11:45	06:45			06:45	PM Peak Hour	14:15	12:00			12:00
AM Pk Volume	236	315			494	PM Pk Volume	270	170			396
Pk Hr Factor	0.573	0.838			0.753	Pk Hr Factor	0.742	0.599			0.569
7 - 9 Volume	304	412	0	0	716	4 - 6 Volume	348	308	0	0	656
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	17:00	16:15			17:00
7 - 9 Pk Volume	198	290	0	0	488	4 - 6 Pk Volume	197	165	0	0	350
Pk Hr Factor	0.707	0.771	0.000	0.000	0.744	Pk Hr Factor	0.895	0.959	0.000	0.000	0.911

Prepared by NDS/ATD

VOLUME

Valencia Pkwy between Wesmead St & Division St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_058

DAILY TOTALS	NB	SB	EB	WB	Total
	2,061	2,213	0	0	4,274

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	3		5						8		12:00	23		23						46	
00:15	7		2						9		12:15	27		33						60	
00:30	0		2						2		12:30	23		25						48	
00:45	2	12	3	12					5	24	12:45	22	95	24	105					46	200
01:00	1		0						1		13:00	27		30						57	
01:15	6		2						8		13:15	22		23						45	
01:30	1		0						1		13:30	32		24						56	
01:45	3	11	4	6					7	17	13:45	47	128	24	101					71	229
02:00	4		0						4		14:00	53		26						79	
02:15	1		1						2		14:15	62		81						143	
02:30	1		2						3		14:30	33		61						94	
02:45	1	7	0	3					1	10	14:45	48	196	41	209					89	405
03:00	2		1						3		15:00	50		39						89	
03:15	0		4						4		15:15	42		24						66	
03:30	0		1						1		15:30	39		31						70	
03:45	0	2	1	7					1	9	15:45	38	169	29	123					67	292
04:00	2		8						10		16:00	37		33						70	
04:15	0		12						12		16:15	33		39						72	
04:30	0		12						12		16:30	47		35						82	
04:45	2	4	18	50					20	54	16:45	34	151	43	150					77	301
05:00	4		18						22		17:00	47		32						79	
05:15	5		17						22		17:15	43		39						82	
05:30	2		22						24		17:30	44		39						83	
05:45	3	14	32	89					35	103	17:45	38	172	42	152					80	324
06:00	13		28						41		18:00	33		24						57	
06:15	16		26						42		18:15	32		39						71	
06:30	34		48						82		18:30	30		29						59	
06:45	36	99	50	152					86	251	18:45	26	121	23	115					49	236
07:00	51		49						100		19:00	38		30						68	
07:15	89		67						156		19:15	32		28						60	
07:30	75		78						153		19:30	31		21						52	
07:45	28	243	65	259					93	502	19:45	26	127	19	98					45	225
08:00	28		49						77		20:00	13		16						29	
08:15	29		31						60		20:15	19		8						27	
08:30	19		35						54		20:30	20		14						34	
08:45	23	99	37	152					60	251	20:45	20	72	12	50					32	122
09:00	11		25						36		21:00	9		12						21	
09:15	14		21						35		21:15	17		13						30	
09:30	13		20						33		21:30	16		8						24	
09:45	13	51	19	85					32	136	21:45	8	50	14	47					22	97
10:00	19		26						45		22:00	8		13						21	
10:15	19		29						48		22:15	7		10						17	
10:30	23		31						54		22:30	14		11						25	
10:45	22	83	28	114					50	197	22:45	15	44	7	41					22	85
11:00	19		17						36		23:00	6		0						6	
11:15	26		13						39		23:15	1		4						5	
11:30	20		27						47		23:30	8		5						13	
11:45	27	92	22	79					49	171	23:45	4	19	5	14					9	33
TOTALS		717		1008						1725	TOTALS		1344		1205						2549
SPLIT %		41.6%		58.4%						40.4%	SPLIT %		52.7%		47.3%						59.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,061	2,213	0	0	4,274

AM Peak Hour	06:45	07:00			07:00	PM Peak Hour	14:00	14:15			14:15
AM Pk Volume	251	259			502	PM Pk Volume	196	222			415
Pk Hr Factor	0.705	0.830			0.804	Pk Hr Factor	0.790	0.685			0.726
7 - 9 Volume	342	411	0	0	753	4 - 6 Volume	323	302	0	0	625
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	17:00	16:45			17:00
7 - 9 Pk Volume	243	259	0	0	502	4 - 6 Pk Volume	172	153	0	0	324
Pk Hr Factor	0.683	0.830	0.000	0.000	0.804	Pk Hr Factor	0.915	0.890	0.000	0.000	0.976

Prepared by NDS/ATD

VOLUME

Valencia Pkwy between Wesmead St & Division St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_058

DAILY TOTALS	NB	SB	EB	WB	Total
	2,208	2,315	0	0	4,523

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	10		4						14		12:00	75		77						152	
00:15	9		2						11		12:15	47		64						111	
00:30	0		2						2		12:30	31		38						69	
00:45	3	22	5	13					8	35	12:45	30	183	25	204					55	387
01:00	1		2						3		13:00	22		35						57	
01:15	5		1						6		13:15	22		33						55	
01:30	5		1						6		13:30	30		24						54	
01:45	0	11	2	6					2	17	13:45	19	93	22	114					41	207
02:00	0		0						0		14:00	18		33						51	
02:15	3		3						6		14:15	29		27						56	
02:30	0		1						1		14:30	27		32						59	
02:45	1	4	2	6					3	10	14:45	40	114	27	119					67	233
03:00	1		5						6		15:00	38		39						77	
03:15	4		5						9		15:15	39		21						60	
03:30	2		5						7		15:30	38		33						71	
03:45	0	7	1	16					1	23	15:45	36	151	26	119					62	270
04:00	1		9						10		16:00	33		39						72	
04:15	2		10						12		16:15	44		40						84	
04:30	2		10						12		16:30	48		38						86	
04:45	1	6	19	48					20	54	16:45	52	177	45	162					97	339
05:00	3		13						16		17:00	54		45						99	
05:15	2		22						24		17:15	43		45						88	
05:30	4		23						27		17:30	41		39						80	
05:45	5	14	21	79					26	93	17:45	38	176	40	169					78	345
06:00	13		34						47		18:00	39		41						80	
06:15	22		20						42		18:15	47		20						67	
06:30	36		46						82		18:30	35		31						66	
06:45	39	110	56	156					95	266	18:45	34	155	32	124					66	279
07:00	58		58						116		19:00	38		28						66	
07:15	88		69						157		19:15	41		29						70	
07:30	64		91						155		19:30	26		28						54	
07:45	37	247	67	285					104	532	19:45	23	128	25	110					48	238
08:00	27		36						63		20:00	25		15						40	
08:15	20		33						53		20:15	23		11						34	
08:30	17		28						45		20:30	23		19						42	
08:45	26	90	38	135					64	225	20:45	21	92	13	58					34	150
09:00	15		31						46		21:00	18		21						39	
09:15	16		29						45		21:15	21		14						35	
09:30	15		16						31		21:30	21		17						38	
09:45	16	62	17	93					33	155	21:45	17	77	10	62					27	139
10:00	18		26						44		22:00	12		10						22	
10:15	12		26						38		22:15	16		11						27	
10:30	14		19						33		22:30	11		10						21	
10:45	20	64	21	92					41	156	22:45	5	44	8	39					13	83
11:00	28		23						51		23:00	8		5						13	
11:15	35		15						50		23:15	12		9						21	
11:30	41		27						68		23:30	4		2						6	
11:45	51	155	23	88					74	243	23:45	2	26	2	18					4	44
TOTALS		792		1017						1809	TOTALS		1416		1298						2714
SPLIT %		43.8%		56.2%						40.0%	SPLIT %		52.2%		47.8%						60.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,208	2,315	0	0	4,523

AM Peak Hour	06:45	07:00			07:00	PM Peak Hour	16:15	12:00			12:00
AM Pk Volume	249	285			532	PM Pk Volume	198	204			387
Pk Hr Factor	0.707	0.783			0.847	Pk Hr Factor	0.917	0.662			0.637
7 - 9 Volume	337	420	0	0	757	4 - 6 Volume	353	331	0	0	684
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:15	16:45			16:30
7 - 9 Pk Volume	247	285	0	0	532	4 - 6 Pk Volume	198	174	0	0	370
Pk Hr Factor	0.702	0.783	0.000	0.000	0.847	Pk Hr Factor	0.917	0.967	0.000	0.000	0.934

Prepared by NDS/ATD

VOLUME

60th St between Federal Blvd & Imperial Ave

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_059

DAILY TOTALS	NB	SB	EB	WB	Total
	2,358	2,647	0	0	5,005

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	7		3						10		12:00	23		23						46	
00:15	2		4						6		12:15	21		22						43	
00:30	4		2						6		12:30	28		30						58	
00:45	2	15	2	11					4	26	12:45	28	100	30	105					58	205
01:00	1		1						2		13:00	33		32						65	
01:15	3		5						8		13:15	32		35						67	
01:30	2		3						5		13:30	41		35						76	
01:45	4	10	1	10					5	20	13:45	26	132	35	137					61	269
02:00	2		4						6		14:00	29		37						66	
02:15	4		2						6		14:15	28		49						77	
02:30	2		2						4		14:30	44		43						87	
02:45	1	9	1	9					2	18	14:45	45	146	41	170					86	316
03:00	4		0						4		15:00	48		50						98	
03:15	3		1						4		15:15	46		61						107	
03:30	3		1						4		15:30	37		52						89	
03:45	3	13	0	2					3	15	15:45	44	175	69	232					113	407
04:00	5		1						6		16:00	34		76						110	
04:15	5		2						7		16:15	35		74						109	
04:30	10		2						12		16:30	48		77						125	
04:45	8	28	1	6					9	34	16:45	32	149	83	310					115	459
05:00	14		3						17		17:00	44		68						112	
05:15	16		5						21		17:15	34		70						104	
05:30	28		7						35		17:30	36		71						107	
05:45	28	86	11	26					39	112	17:45	59	173	71	280					130	453
06:00	34		14						48		18:00	37		75						112	
06:15	40		13						53		18:15	41		47						88	
06:30	35		19						54		18:30	27		57						84	
06:45	46	155	21	67					67	222	18:45	26	131	53	232					79	363
07:00	36		32						68		19:00	26		45						71	
07:15	67		46						113		19:15	29		43						72	
07:30	59		45						104		19:30	21		41						62	
07:45	50	212	31	154					81	366	19:45	24	100	27	156					51	256
08:00	38		21						59		20:00	18		28						46	
08:15	52		26						78		20:15	21		30						51	
08:30	38		26						64		20:30	13		33						46	
08:45	43	171	19	92					62	263	20:45	23	75	35	126					58	201
09:00	35		23						58		21:00	21		27						48	
09:15	26		22						48		21:15	16		28						44	
09:30	31		13						44		21:30	27		26						53	
09:45	28	120	17	75					45	195	21:45	20	84	29	110					49	194
10:00	26		16						42		22:00	14		21						35	
10:15	32		31						63		22:15	7		16						23	
10:30	31		23						54		22:30	13		20						33	
10:45	14	103	29	99					43	202	22:45	9	43	13	70					22	113
11:00	19		33						52		23:00	10		19						29	
11:15	28		33						61		23:15	4		9						13	
11:30	24		25						49		23:30	8		13						21	
11:45	28	99	26	117					54	216	23:45	7	29	10	51					17	80
TOTALS		1021		668						1689	TOTALS		1337		1979						3316
SPLIT %		60.4%		39.6%						33.7%	SPLIT %		40.3%		59.7%						66.3%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,358	2,647	0	0	5,005

AM Peak Hour	07:15	07:00			07:00	PM Peak Hour	14:30	16:00			16:15
AM Pk Volume	214	154			366	PM Pk Volume	183	310			461
Pk Hr Factor	0.799	0.837			0.810	Pk Hr Factor	0.953	0.934			0.922
7 - 9 Volume	383	246	0	0	629	4 - 6 Volume	322	590	0	0	912
7 - 9 Peak Hour	07:15	07:00			07:00	4 - 6 Peak Hour	17:00	16:00			16:15
7 - 9 Pk Volume	214	154	0	0	366	4 - 6 Pk Volume	173	310	0	0	461
Pk Hr Factor	0.799	0.837	0.000	0.000	0.810	Pk Hr Factor	0.733	0.934	0.000	0.000	0.922

Prepared by NDS/ATD

VOLUME

60th St between Federal Blvd & Imperial Ave

Day: Thursday
Date: 10/11/2012

City: San Diego
Project #: CA12_4352_059

DAILY TOTALS	NB	SB	EB	WB	Total
	2,395	2,700	0	0	5,095

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	6		6						12		12:00	21		26						47	
00:15	0		5						5		12:15	29		25						54	
00:30	3		7						10		12:30	34		27						61	
00:45	1	10	1	19					2	29	12:45	21	105	33	111					54	216
01:00	0		9						9		13:00	21		25						46	
01:15	2		2						4		13:15	35		32						67	
01:30	2		4						6		13:30	37		40						77	
01:45	0	4	4	19					4	23	13:45	24	117	31	128					55	245
02:00	1		6						7		14:00	24		35						59	
02:15	4		5						9		14:15	50		44						94	
02:30	4		2						6		14:30	42		48						90	
02:45	2	11	2	15					4	26	14:45	40	156	45	172					85	328
03:00	5		1						6		15:00	42		49						91	
03:15	1		0						1		15:15	42		64						106	
03:30	4		2						6		15:30	54		59						113	
03:45	2	12	1	4					3	16	15:45	29	167	76	248					105	415
04:00	3		2						5		16:00	43		70						113	
04:15	7		3						10		16:15	29		78						107	
04:30	10		1						11		16:30	41		74						115	
04:45	10	30	3	9					13	39	16:45	40	153	86	308					126	461
05:00	9		3						12		17:00	38		77						115	
05:15	16		6						22		17:15	43		75						118	
05:30	29		10						39		17:30	45		68						113	
05:45	30	84	9	28					39	112	17:45	36	162	74	294					110	456
06:00	29		9						38		18:00	49		80						129	
06:15	44		18						62		18:15	42		55						97	
06:30	33		24						57		18:30	48		61						109	
06:45	40	146	25	76					65	222	18:45	37	176	48	244					85	420
07:00	33		42						75		19:00	32		52						84	
07:15	46		47						93		19:15	29		46						75	
07:30	70		36						106		19:30	32		35						67	
07:45	40	189	27	152					67	341	19:45	19	112	29	162					48	274
08:00	50		27						77		20:00	20		34						54	
08:15	58		26						84		20:15	20		27						47	
08:30	54		19						73		20:30	15		30						45	
08:45	35	197	14	86					49	283	20:45	13	68	37	128					50	196
09:00	22		29						51		21:00	22		24						46	
09:15	26		17						43		21:15	11		26						37	
09:30	31		15						46		21:30	22		27						49	
09:45	33	112	15	76					48	188	21:45	13	68	25	102					38	170
10:00	34		20						54		22:00	21		19						40	
10:15	24		27						51		22:15	11		15						26	
10:30	27		24						51		22:30	12		17						29	
10:45	29	114	22	93					51	207	22:45	13	57	9	60					22	117
11:00	20		30						50		23:00	9		16						25	
11:15	34		38						72		23:15	9		9						18	
11:30	36		32						68		23:30	8		11						19	
11:45	23	113	22	122					45	235	23:45	6	32	8	44					14	76
TOTALS		1022		699						1721	TOTALS		1373		2001						3374
SPLIT %		59.4%		40.6%						33.8%	SPLIT %		40.7%		59.3%						66.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,395	2,700	0	0	5,095

AM Peak Hour	07:30	07:00			07:15	PM Peak Hour	14:45	16:15			16:30
AM Pk Volume	218	152			343	PM Pk Volume	178	315			474
Pk Hr Factor	0.779	0.809			0.809	Pk Hr Factor	0.824	0.916			0.940
7 - 9 Volume	386	238	0	0	624	4 - 6 Volume	315	602	0	0	917
7 - 9 Peak Hour	07:30	07:00			07:15	4 - 6 Peak Hour	16:45	16:15			16:30
7 - 9 Pk Volume	218	152	0	0	343	4 - 6 Pk Volume	166	315	0	0	474
Pk Hr Factor	0.779	0.809	0.000	0.000	0.809	Pk Hr Factor	0.922	0.916	0.000	0.000	0.940

Volumes for: STATION#9041 on Tuesday, March 22, 2011

City: San Diego

Project #: 11-4066-026

Location: 61 St between Nancita Ct & Imperial Av

File No. MC0204-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	3	29			7	30				
12:15	4	22			9	19				
12:30	1	33			2	23				
12:45	3	30	11	114	6	29	24	101	35	215
1:00	1	27			8	20				
1:15	1	26			3	28				
1:30	3	25			4	36				
1:45	3	21	8	99	3	29	18	113	26	212
2:00	1	36			3	39				
2:15	0	45			4	51				
2:30	3	56			2	51				
2:45	2	44	6	181	0	66	9	207	15	388
3:00	1	63			1	58				
3:15	0	54			2	49				
3:30	1	45			2	47				
3:45	4	30	6	192	0	52	5	206	11	398
4:00	5	56			2	43				
4:15	6	41			1	50				
4:30	8	37			4	58				
4:45	7	47	26	181	1	67	8	218	34	399
5:00	19	44			3	69				
5:15	17	41			4	72				
5:30	30	51			9	59				
5:45	21	49	87	185	3	61	19	261	106	446
6:00	22	41			8	51				
6:15	40	24			6	30				
6:30	48	32			16	42				
6:45	69	31	179	128	22	36	52	159	231	287
7:00	79	27			58	47				
7:15	116	22			70	28				
7:30	80	30			31	22				
7:45	57	25	332	104	27	42	186	139	518	243
8:00	62	20			44	26				
8:15	42	22			20	27				
8:30	37	14			18	19				
8:45	39	20	180	76	27	19	109	91	289	167
9:00	37	32			19	25				
9:15	24	11			25	25				
9:30	29	14			17	19	0			
9:45	27	8	117	65	20	26	81	95	198	160
10:00	28	12			17	17				
10:15	31	17			16	22				
10:30	26	10			18	14				
10:45	23	9	108	48	20	15	71	68	179	116
11:00	21	6			19	8				
11:15	19	5			21	6				
11:30	34	11			19	8				
11:45	25	5	99	27	23	10	82	32	181	59
Total	1159	1400	1159	1400	664	1690	664	1690	1823	3090
Combined Total	2559		2559		2354		2354		4913	
AM Peak	6:45 AM				7:00 AM					
Vol.	344				186					
P.H.F.	0.741				0.664					
PM Peak		2:30 PM				4:45 PM				
Vol.		217				267				
P.H.F.		0.897				0.927				
Percentage	45.3%	54.7%			28.2%	71.8%				

Prepared by NDS/ATD

VOLUME

Winnett St between Federal Blvd & Radio Dr

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_060

DAILY TOTALS	NB	SB	EB	WB	Total
	1,272	1,425	0	0	2,697

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	1		3						4		12:00	24		21						45	
00:15	3		3						6		12:15	11		17						28	
00:30	3		6						9		12:30	22		13						35	
00:45	1	8	3	15					4	23	12:45	20	77	23	74					43	151
01:00	2		6						8		13:00	12		13						25	
01:15	0		2						2		13:15	16		15						31	
01:30	0		1						1		13:30	20		19						39	
01:45	1	3	5	14					6	17	13:45	19	67	29	76					48	143
02:00	0		0						0		14:00	21		29						50	
02:15	0		1						1		14:15	22		21						43	
02:30	0		2						2		14:30	22		20						42	
02:45	1	1	4	7					5	8	14:45	26	91	30	100					56	191
03:00	3		1						4		15:00	21		26						47	
03:15	0		0						0		15:15	24		35						59	
03:30	2		0						2		15:30	15		35						50	
03:45	4	9	2	3					6	12	15:45	21	81	37	133					58	214
04:00	1		2						3		16:00	22		33						55	
04:15	4		1						5		16:15	18		38						56	
04:30	3		2						5		16:30	17		24						41	
04:45	6	14	0	5					6	19	16:45	17	74	39	134					56	208
05:00	7		5						12		17:00	17		46						63	
05:15	20		2						22		17:15	23		37						60	
05:30	14		3						17		17:30	16		35						51	
05:45	28	69	6	16					34	85	17:45	17	73	36	154					53	227
06:00	25		3						28		18:00	24		26						50	
06:15	28		3						31		18:15	16		25						41	
06:30	34		2						36		18:30	19		35						54	
06:45	19	106	5	13					24	119	18:45	20	79	33	119					53	198
07:00	21		8						29		19:00	16		22						38	
07:15	26		13						39		19:15	15		29						44	
07:30	23		7						30		19:30	10		16						26	
07:45	28	98	16	44					44	142	19:45	8	49	16	83					24	132
08:00	26		13						39		20:00	16		18						34	
08:15	25		15						40		20:15	16		23						39	
08:30	19		11						30		20:30	7		17						24	
08:45	15	85	10	49					25	134	20:45	9	48	20	78					29	126
09:00	25		11						36		21:00	8		15						23	
09:15	24		13						37		21:15	8		20						28	
09:30	15		13						28		21:30	5		18						23	
09:45	20	84	9	46					29	130	21:45	4	25	23	76					27	101
10:00	16		11						27		22:00	7		6						13	
10:15	7		11						18		22:15	4		12						16	
10:30	11		8						19		22:30	4		14						18	
10:45	13	47	21	51					34	98	22:45	1	16	8	40					9	56
11:00	14		14						28		23:00	4		1						5	
11:15	14		18						32		23:15	2		7						9	
11:30	18		20						38		23:30	3		7						10	
11:45	12	58	22	74					34	132	23:45	1	10	6	21					7	31
TOTALS		582		337						919	TOTALS		690		1088						1778
SPLIT %		63.3%		36.7%						34.1%	SPLIT %		38.8%		61.2%						65.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,272	1,425	0	0	2,697

AM Peak Hour	05:45	11:15			07:30	PM Peak Hour	14:30	16:45			16:45
AM Pk Volume	115	81			153	PM Pk Volume	93	157			230
Pk Hr Factor	0.846	0.920			0.869	Pk Hr Factor	0.894	0.853			0.913
7 - 9 Volume	183	93	0	0	276	4 - 6 Volume	147	288	0	0	435
7 - 9 Peak Hour	07:15	07:45			07:30	4 - 6 Peak Hour	16:00	16:45			16:45
7 - 9 Pk Volume	103	55	0	0	153	4 - 6 Pk Volume	74	157	0	0	230
Pk Hr Factor	0.920	0.859	0.000	0.000	0.869	Pk Hr Factor	0.841	0.853	0.000	0.000	0.913

Prepared by NDS/ATD

VOLUME

Winnett St between Federal Blvd & Radio Dr

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_060

DAILY TOTALS	NB	SB	EB	WB	Total
	1,229	1,372	0	0	2,601

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		1						1		12:00	14		14						28	
00:15	1		11						12		12:15	13		24						37	
00:30	2		1						3		12:30	16		17						33	
00:45	5	8	4	17					9	25	12:45	22	65	16	71					38	136
01:00	2		2						4		13:00	17		24						41	
01:15	1		3						4		13:15	10		19						29	
01:30	1		4						5		13:30	24		11						35	
01:45	4	8	7	16					11	24	13:45	17	68	18	72					35	140
02:00	0		2						2		14:00	12		18						30	
02:15	0		4						4		14:15	20		22						42	
02:30	2		1						3		14:30	21		30						51	
02:45	1	3	1	8					2	11	14:45	23	76	20	90					43	166
03:00	2		1						3		15:00	22		24						46	
03:15	1		0						1		15:15	14		32						46	
03:30	1		2						3		15:30	20		35						55	
03:45	4	8	1	4					5	12	15:45	22	78	35	126					57	204
04:00	0		3						3		16:00	14		30						44	
04:15	4		0						4		16:15	21		40						61	
04:30	4		1						5		16:30	15		28						43	
04:45	9	17	3	7					12	24	16:45	13	63	41	139					54	202
05:00	11		1						12		17:00	16		31						47	
05:15	18		3						21		17:15	17		35						52	
05:30	23		3						26		17:30	14		37						51	
05:45	21	73	3	10					24	83	17:45	10	57	30	133					40	190
06:00	24		4						28		18:00	16		29						45	
06:15	27		3						30		18:15	13		28						41	
06:30	32		4						36		18:30	22		24						46	
06:45	28	111	8	19					36	130	18:45	28	79	24	105					52	184
07:00	30		8						38		19:00	16		34						50	
07:15	20		10						30		19:15	15		22						37	
07:30	21		6						27		19:30	11		19						30	
07:45	30	101	16	40					46	141	19:45	4	46	23	98					27	144
08:00	24		12						36		20:00	8		23						31	
08:15	18		12						30		20:15	12		20						32	
08:30	22		13						35		20:30	5		13						18	
08:45	15	79	14	51					29	130	20:45	8	33	16	72					24	105
09:00	21		8						29		21:00	7		21						28	
09:15	18		15						33		21:15	8		20						28	
09:30	12		11						23		21:30	8		13						21	
09:45	14	65	16	50					30	115	21:45	13	36	9	63					22	99
10:00	15		10						25		22:00	3		17						20	
10:15	13		12						25		22:15	4		10						14	
10:30	23		16						39		22:30	5		11						16	
10:45	11	62	15	53					26	115	22:45	4	16	6	44					10	60
11:00	13		15						28		23:00	3		6						9	
11:15	19		13						32		23:15	4		9						13	
11:30	22		17						39		23:30	4		9						13	
11:45	11	65	10	55					21	120	23:45	1	12	5	29					6	41
TOTALS		600		330						930	TOTALS		629		1042						1671
SPLIT %		64.5%		35.5%						35.8%	SPLIT %		37.6%		62.4%						64.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,229	1,372	0	0	2,601

AM Peak Hour	06:15	11:30			07:45	PM Peak Hour	14:15	16:45			15:30
AM Pk Volume	117	65			147	PM Pk Volume	86	144			217
Pk Hr Factor	0.914	0.677			0.799	Pk Hr Factor	0.935	0.878			0.889
7 - 9 Volume	180	91	0	0	271	4 - 6 Volume	120	272	0	0	392
7 - 9 Peak Hour	07:00	07:45			07:45	4 - 6 Peak Hour	16:15	16:45			16:15
7 - 9 Pk Volume	101	53	0	0	147	4 - 6 Pk Volume	65	144	0	0	205
Pk Hr Factor	0.842	0.828	0.000	0.000	0.799	Pk Hr Factor	0.774	0.878	0.000	0.000	0.840

Prepared by NDS/ATD

VOLUME

Paradise St between Mallard St & Radio Dr

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_061

DAILY TOTALS	NB	SB	EB	WB	Total
	286	439	0	0	725

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	5		6						11	
00:15	0		0						0		12:15	5		4						9	
00:30	1		1						2		12:30	3		1						4	
00:45	0	1	1	2					1	3	12:45	3	16	5	16					8	32
01:00	0		1						1		13:00	2		5						7	
01:15	0		0						0		13:15	2		8						10	
01:30	0		0						0		13:30	5		8						13	
01:45	1	1	0	1					1	2	13:45	5	14	6	27					11	41
02:00	1		0						1		14:00	4		9						13	
02:15	0		1						1		14:15	3		9						12	
02:30	1		0						1		14:30	4		11						15	
02:45	1	3	1	2					2	5	14:45	2	13	9	38					11	51
03:00	0		0						0		15:00	4		6						10	
03:15	0		1						1		15:15	3		13						16	
03:30	2		0						2		15:30	4		8						12	
03:45	0	2	0	1					0	3	15:45	4	15	9	36					13	51
04:00	1		0						1		16:00	5		13						18	
04:15	1		0						1		16:15	4		14						18	
04:30	2		1						3		16:30	3		3						6	
04:45	1	5	0	1					1	6	16:45	8	20	10	40					18	60
05:00	3		0						3		17:00	2		11						13	
05:15	2		1						3		17:15	5		11						16	
05:30	0		1						1		17:30	3		6						9	
05:45	2	7	1	3					3	10	17:45	3	13	13	41					16	54
06:00	2		2						4		18:00	5		5						10	
06:15	2		4						6		18:15	5		11						16	
06:30	13		12						25		18:30	1		17						18	
06:45	5	22	5	23					10	45	18:45	1	12	6	39					7	51
07:00	12		3						15		19:00	4		5						9	
07:15	10		6						16		19:15	2		8						10	
07:30	5		4						9		19:30	1		5						6	
07:45	7	34	8	21					15	55	19:45	2	9	3	21					5	30
08:00	13		2						15		20:00	2		6						8	
08:15	4		5						9		20:15	2		7						9	
08:30	5		4						9		20:30	2		7						9	
08:45	4	26	4	15					8	41	20:45	4	10	6	26					10	36
09:00	5		1						6		21:00	1		3						4	
09:15	4		3						7		21:15	2		1						3	
09:30	6		3						9		21:30	1		5						6	
09:45	10	25	8	15					18	40	21:45	2	6	4	13					6	19
10:00	3		6						9		22:00	1		1						2	
10:15	5		4						9		22:15	0		5						5	
10:30	2		1						3		22:30	1		6						7	
10:45	2	12	6	17					8	29	22:45	2	4	4	16					6	20
11:00	3		4						7		23:00	0		0						0	
11:15	5		6						11		23:15	0		3						3	
11:30	5		6						11		23:30	0		1						1	
11:45	3	16	4	20					7	36	23:45	0		1	5					1	5
TOTALS		154		121						275	TOTALS		132		318						450
SPLIT %		56.0%		44.0%						37.9%	SPLIT %		29.3%		70.7%						62.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	286	439	0	0	725

AM Peak Hour	06:30	06:30			06:30	PM Peak Hour	16:00	17:45			15:30
AM Pk Volume	40	26			66	PM Pk Volume	20	46			61
Pk Hr Factor	0.769	0.542			0.660	Pk Hr Factor	0.625	0.676			0.847
7 - 9 Volume	60	36	0	0	96	4 - 6 Volume	33	81	0	0	114
7 - 9 Peak Hour	07:15	07:00			07:00	4 - 6 Peak Hour	16:00	17:00			16:00
7 - 9 Pk Volume	35	21	0	0	55	4 - 6 Pk Volume	20	41	0	0	60
Pk Hr Factor	0.673	0.656	0.000	0.000	0.859	Pk Hr Factor	0.625	0.788	0.000	0.000	0.833

Prepared by NDS/ATD

VOLUME

Paradise St between Mallard St & Radio Dr

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_061

DAILY TOTALS	NB	SB	EB	WB	Total
	250	455	0	0	705

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	1		0						1		12:00	3		6						9	
00:15	0		4						4		12:15	5		5						10	
00:30	0		0						0		12:30	3		3						6	
00:45	0	1	1	5					1	6	12:45	2	13	7	21					9	34
01:00	2		1						3		13:00	4		5						9	
01:15	0		0						0		13:15	2		7						9	
01:30	0		0						0		13:30	4		7						11	
01:45	1	3	0	1					1	4	13:45	2	12	4	23					6	35
02:00	0		0						0		14:00	5		6						11	
02:15	0		2						2		14:15	5		8						13	
02:30	1		0						1		14:30	1		12						13	
02:45	0	1	0	2					0	3	14:45	5	16	4	30					9	46
03:00	2		0						2		15:00	4		12						16	
03:15	0		1						1		15:15	5		12						17	
03:30	0		0						0		15:30	4		7						11	
03:45	1	3	0	1					1	4	15:45	7	20	12	43					19	63
04:00	0		0						0		16:00	6		9						15	
04:15	0		0						0		16:15	2		11						13	
04:30	1		0						1		16:30	1		15						16	
04:45	1	2	2	2					3	4	16:45	2	11	19	54					21	65
05:00	0		2						2		17:00	4		11						15	
05:15	3		0						3		17:15	4		12						16	
05:30	2		4						6		17:30	4		7						11	
05:45	1	6	0	6					1	12	17:45	3	15	7	37					10	52
06:00	0		1						1		18:00	4		8						12	
06:15	7		3						10		18:15	3		14						17	
06:30	7		8						15		18:30	4		9						13	
06:45	5	19	6	18					11	37	18:45	4	15	10	41					14	56
07:00	12		7						19		19:00	3		7						10	
07:15	6		7						13		19:15	3		9						12	
07:30	4		3						7		19:30	3		4						7	
07:45	10	32	4	21					14	53	19:45	4	13	2	22					6	35
08:00	4		8						12		20:00	1		7						8	
08:15	3		5						8		20:15	1		4						5	
08:30	2		6						8		20:30	1		6						7	
08:45	4	13	7	26					11	39	20:45	0	3	3	20					3	23
09:00	3		5						8		21:00	3		7						10	
09:15	6		3						9		21:15	3		3						6	
09:30	3		6						9		21:30	2		3						5	
09:45	5	17	4	18					9	35	21:45	2	10	3	16					5	26
10:00	0		2						2		22:00	0		2						2	
10:15	2		3						5		22:15	0		2						2	
10:30	8		7						15		22:30	3		3						6	
10:45	1	11	3	15					4	26	22:45	1	4	1	8					2	12
11:00	2		6						8		23:00	0		4						4	
11:15	3		2						5		23:15	1		1						2	
11:30	2		7						9		23:30	1		2						3	
11:45	1	8	3	18					4	26	23:45	0	2	0	7					0	9
TOTALS	116		133							249	TOTALS	134		322							456
SPLIT %	46.6%		53.4%							35.3%	SPLIT %	29.4%		70.6%							64.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	250	455	0	0	705

AM Peak Hour	07:00	06:30			06:30	PM Peak Hour	15:15	16:30			16:30
AM Pk Volume	32	28			58	PM Pk Volume	22	57			68
Pk Hr Factor	0.667	0.875			0.763	Pk Hr Factor	0.786	0.750			0.810
7 - 9 Volume	45	47	0	0	92	4 - 6 Volume	26	91	0	0	117
7 - 9 Peak Hour	07:00	08:00			07:00	4 - 6 Peak Hour	17:00	16:30			16:30
7 - 9 Pk Volume	32	26	0	0	53	4 - 6 Pk Volume	15	57	0	0	68
Pk Hr Factor	0.667	0.813	0.000	0.000	0.697	Pk Hr Factor	0.938	0.750	0.000	0.000	0.810

Prepared by NDS/ATD

VOLUME

Madera St between Massachusetts Ave & 69th St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_062

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,698	1,742	3,440

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		3		4		12:00			21		31		52	
00:15			3		9		12		12:15			29		23		52	
00:30			2		2		4		12:30			21		24		45	
00:45			6	12	5	19	11	31	12:45			20	91	21	99	41	190
01:00			3		2		5		13:00			18		27		45	
01:15			1		3		4		13:15			19		18		37	
01:30			1		0		1		13:30			20		14		34	
01:45			3	8	2	7	5	15	13:45			23	80	18	77	41	157
02:00			2		0		2		14:00			18		29		47	
02:15			1		1		2		14:15			40		21		61	
02:30			1		0		1		14:30			30		44		74	
02:45			2	6	4	5	6	11	14:45			36	124	36	130	72	254
03:00			1		2		3		15:00			35		37		72	
03:15			0		0		0		15:15			26		33		59	
03:30			4		1		5		15:30			27		36		63	
03:45			0	5	1	4	1	9	15:45			35	123	30	136	65	259
04:00			1		2		3		16:00			29		33		62	
04:15			0		0		0		16:15			29		37		66	
04:30			0		6		6		16:30			29		27		56	
04:45			4	5	2	10	6	15	16:45			29	116	31	128	60	244
05:00			5		7		12		17:00			42		34		76	
05:15			6		6		12		17:15			26		36		62	
05:30			3		11		14		17:30			38		33		71	
05:45			11	25	8	32	19	57	17:45			42	148	35	138	77	286
06:00			16		13		29		18:00			32		43		75	
06:15			12		17		29		18:15			27		28		55	
06:30			26		19		45		18:30			34		41		75	
06:45			29	83	21	70	50	153	18:45			28	121	24	136	52	257
07:00			35		24		59		19:00			25		21		46	
07:15			29		35		64		19:15			27		27		54	
07:30			24		24		48		19:30			20		24		44	
07:45			39	127	29	112	68	239	19:45			23	95	20	92	43	187
08:00			49		33		82		20:00			19		19		38	
08:15			36		48		84		20:15			13		22		35	
08:30			25		25		50		20:30			12		19		31	
08:45			20	130	27	133	47	263	20:45			10	54	18	78	28	132
09:00			20		24		44		21:00			18		12		30	
09:15			23		21		44		21:15			20		16		36	
09:30			17		17		34		21:30			11		14		25	
09:45			17	77	18	80	35	157	21:45			15	64	11	53	26	117
10:00			19		18		37		22:00			14		11		25	
10:15			22		16		38		22:15			6		9		15	
10:30			15		17		32		22:30			5		9		14	
10:45			22	78	17	68	39	146	22:45			5	30	8	37	13	67
11:00			15		26		41		23:00			8		5		13	
11:15			20		21		41		23:15			5		6		11	
11:30			19		16		35		23:30			3		5		8	
11:45			21	75	13	76	34	151	23:45			5	21	6	22	11	43
TOTALS				631		616		1247	TOTALS				1067		1126		2193
SPLIT %				50.6%		49.4%		36.3%	SPLIT %				48.7%		51.3%		63.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,698	1,742	3,440

AM Peak Hour			07:45	07:45	07:45	PM Peak Hour			17:00	14:30	17:00
AM Pk Volume			149	135	284	PM Pk Volume			148	150	286
Pk Hr Factor			0.760	0.703	0.845	Pk Hr Factor			0.881	0.852	0.929
7 - 9 Volume	0	0	257	245	502	4 - 6 Volume	0	0	264	266	530
7 - 9 Peak Hour			07:45	07:45	07:45	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	149	135	284	4 - 6 Pk Volume	0	0	148	138	286
Pk Hr Factor	0.000	0.000	0.760	0.703	0.845	Pk Hr Factor	0.000	0.000	0.881	0.958	0.929

Prepared by NDS/ATD

VOLUME

Madera St between Massachusetts Ave & 69th St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_062

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,743	1,755	3,498

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			2		3		5		12:00			22		25		47	
00:15			3		5		8		12:15			28		13		41	
00:30			2		0		2		12:30			17		21		38	
00:45			3	10	1	9	4	19	12:45			20	87	19	78	39	165
01:00			0		1		1		13:00			17		19		36	
01:15			4		1		5		13:15			17		12		29	
01:30			0		2		2		13:30			23		13		36	
01:45			4	8	0	4	4	12	13:45			22	79	32	76	54	155
02:00			1		1		2		14:00			24		23		47	
02:15			3		5		8		14:15			33		26		59	
02:30			1		2		3		14:30			42		48		90	
02:45			1	6	2	10	3	16	14:45			40	139	20	117	60	256
03:00			0		1		1		15:00			21		33		54	
03:15			0		0		0		15:15			32		36		68	
03:30			1		0		1		15:30			37		26		63	
03:45			2	3	1	2	3	5	15:45			36	126	33	128	69	254
04:00			3		4		7		16:00			24		31		55	
04:15			2		7		9		16:15			43		28		71	
04:30			0		0		0		16:30			45		32		77	
04:45			2	7	1	12	3	19	16:45			43	155	50	141	93	296
05:00			6		3		9		17:00			35		46		81	
05:15			5		8		13		17:15			50		35		85	
05:30			7		9		16		17:30			43		41		84	
05:45			14	32	9	29	23	61	17:45			35	163	56	178	91	341
06:00			13		12		25		18:00			31		37		68	
06:15			19		18		37		18:15			31		41		72	
06:30			27		11		38		18:30			39		34		73	
06:45			31	90	19	60	50	150	18:45			21	122	29	141	50	263
07:00			28		33		61		19:00			21		26		47	
07:15			28		25		53		19:15			22		29		51	
07:30			32		29		61		19:30			26		17		43	
07:45			38	126	29	116	67	242	19:45			19	88	26	98	45	186
08:00			42		36		78		20:00			16		13		29	
08:15			44		48		92		20:15			20		24		44	
08:30			20		28		48		20:30			11		25		36	
08:45			19	125	22	134	41	259	20:45			11	58	19	81	30	139
09:00			13		16		29		21:00			12		19		31	
09:15			11		15		26		21:15			14		16		30	
09:30			23		14		37		21:30			7		14		21	
09:45			24	71	17	62	41	133	21:45			11	44	12	61	23	105
10:00			21		17		38		22:00			10		12		22	
10:15			16		24		40		22:15			3		7		10	
10:30			17		20		37		22:30			5		7		12	
10:45			28	82	14	75	42	157	22:45			7	25	7	33	14	58
11:00			25		21		46		23:00			4		10		14	
11:15			16		19		35		23:15			4		12		16	
11:30			17		20		37		23:30			8		9		17	
11:45			20	78	15	75	35	153	23:45			3	19	4	35	7	54
TOTALS				638		588		1226	TOTALS				1105		1167		2272
SPLIT %				52.0%		48.0%		35.0%	SPLIT %				48.6%		51.4%		65.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,743	1,755	3,498

AM Peak Hour			07:30	07:30	07:30	PM Peak Hour			16:30	17:00	16:45
AM Pk Volume			156	142	298	PM Pk Volume			173	178	343
Pk Hr Factor			0.886	0.740	0.810	Pk Hr Factor			0.865	0.795	0.922
7 - 9 Volume	0	0	251	250	501	4 - 6 Volume	0	0	318	319	637
7 - 9 Peak Hour			07:30	07:30	07:30	4 - 6 Peak Hour			16:30	17:00	16:45
7 - 9 Pk Volume	0	0	156	142	298	4 - 6 Pk Volume	0	0	173	178	343
Pk Hr Factor	0.000	0.000	0.886	0.740	0.810	Pk Hr Factor	0.000	0.000	0.865	0.795	0.922

Volumes for: STATION#3671 on Tuesday, March 22, 2011 City: San Diego Project #: 11-4066-045
Location: Madera St between Broadway & Bittern St File No. MC0223-11

Start	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	4	19			2	18				
12:15	4	13			3	16				
12:30	1	22			0	33				
12:45	3	20	12	74	5	22	10	89	22	163
1:00	0	32			4	21				
1:15	0	21			2	25				
1:30	0	16			0	16				
1:45	1	26	1	95	0	19	6	81	7	176
2:00	0	30			1	33				
2:15	3	30			3	39				
2:30	0	31			1	43				
2:45	1	26	4	117	2	34	7	149	11	266
3:00	1	37			1	21				
3:15	0	29			0	33				
3:30	0	35			1	14				
3:45	1	29	2	130	2	26	4	94	6	224
4:00	5	31			1	34				
4:15	2	32			1	25				
4:30	2	33			2	37				
4:45	4	28	13	124	1	23	5	119	18	243
5:00	5	34			3	33				
5:15	6	35			2	36				
5:30	5	21			7	23				
5:45	4	30	20	120	7	32	19	124	39	244
6:00	11	25			7	35				
6:15	8	22			10	35				
6:30	16	38			17	27				
6:45	22	24	57	109	16	22	50	119	107	228
7:00	19	24			25	29				
7:15	33	30			33	29				
7:30	45	31			43	22				
7:45	45	13	142	98	28	23	129	103	271	201
8:00	31	15			32	25				
8:15	18	20			21	12				
8:30	15	17			20	17				
8:45	16	9	80	61	18	17	91	71	171	132
9:00	13	8			12	18				
9:15	14	10			16	15				
9:30	15	11			19	12				
9:45	19	12	61	41	11	10	58	55	119	96
10:00	13	16			13	8				
10:15	24	9			10	8				
10:30	13	6			17	13				
10:45	19	10	69	41	26	5	66	34	135	75
11:00	18	4			14	7				
11:15	16	2			21	5				
11:30	26	3			29	3				
11:45	13	5	73	14	23	3	87	18	160	32
Total	534	1024	534	1024	532	1056	532	1056	1066	2080
Combined Total	1558		1558		1588		1588		3146	
AM Peak	7:15 AM				7:15 AM					
Vol.	154				136					
P.H.F.	0.856				0.791					
PM Peak		3:00 PM				2:00 PM				
Vol.		130				149				
P.H.F.		0.878				0.866				
Percentage	34.3%	65.7%			33.5%	66.5%				

Prepared by NDS/ATD

VOLUME

Woodman St between Imperial Ave & Skyline Dr

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_063

DAILY TOTALS	NB	SB	EB	WB	Total
	3,645	3,351	0	0	6,996

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	13		5						18		12:00	48		27						75	
00:15	4		4						8		12:15	35		37						72	
00:30	3		1						4		12:30	41		41						82	
00:45	5	25	2	12					7	37	12:45	36	160	38	143					74	303
01:00	4		3						7		13:00	44		49						93	
01:15	5		1						6		13:15	51		52						103	
01:30	4		2						6		13:30	35		47						82	
01:45	7	20	5	11					12	31	13:45	45	175	53	201					98	376
02:00	2		2						4		14:00	54		63						117	
02:15	2		1						3		14:15	78		46						124	
02:30	2		1						3		14:30	72		41						113	
02:45	3	9	0	4					3	13	14:45	70	274	65	215					135	489
03:00	4		1						5		15:00	62		55						117	
03:15	5		3						8		15:15	55		87						142	
03:30	4		1						5		15:30	60		57						117	
03:45	4	17	2	7					6	24	15:45	56	233	65	264					121	497
04:00	6		4						10		16:00	76		78						154	
04:15	4		3						7		16:15	55		62						117	
04:30	7		3						10		16:30	64		60						124	
04:45	8	25	5	15					13	40	16:45	48	243	78	278					126	521
05:00	7		7						14		17:00	51		90						141	
05:15	16		12						28		17:15	70		84						154	
05:30	16		10						26		17:30	57		94						151	
05:45	20	59	16	45					36	104	17:45	52	230	78	346					130	576
06:00	26		11						37		18:00	62		72						134	
06:15	51		25						76		18:15	59		81						140	
06:30	66		39						105		18:30	52		55						107	
06:45	71	214	55	130					126	344	18:45	66	239	65	273					131	512
07:00	108		74						182		19:00	44		61						105	
07:15	158		82						240		19:15	53		50						103	
07:30	123		50						173		19:30	40		47						87	
07:45	75	464	60	266					135	730	19:45	38	175	44	202					82	377
08:00	75		41						116		20:00	36		36						72	
08:15	54		29						83		20:15	26		35						61	
08:30	67		32						99		20:30	30		25						55	
08:45	47	243	40	142					87	385	20:45	33	125	43	139					76	264
09:00	52		29						81		21:00	31		35						66	
09:15	40		27						67		21:15	31		22						53	
09:30	47		44						91		21:30	36		25						61	
09:45	32	171	35	135					67	306	21:45	22	120	14	96					36	216
10:00	34		31						65		22:00	19		25						44	
10:15	43		40						83		22:15	21		16						37	
10:30	42		28						70		22:30	18		19						37	
10:45	36	155	38	137					74	292	22:45	22	80	19	79					41	159
11:00	37		32						69		23:00	12		15						27	
11:15	32		39						71		23:15	22		11						33	
11:30	28		37						65		23:30	6		15						21	
11:45	44	141	45	153					89	294	23:45	8	48	17	58					25	106
TOTALS		1543		1057						2600	TOTALS		2102		2294						4396
SPLIT %		59.3%		40.7%						37.2%	SPLIT %		47.8%		52.2%						62.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,645	3,351	0	0	6,996

AM Peak Hour	07:00	07:00			07:00	PM Peak Hour	14:15	16:45			17:00
AM Pk Volume	464	266			730	PM Pk Volume	282	346			576
Pk Hr Factor	0.734	0.811			0.760	Pk Hr Factor	0.904	0.920			0.935
7 - 9 Volume	707	408	0	0	1115	4 - 6 Volume	473	624	0	0	1097
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	16:00	16:45			17:00
7 - 9 Pk Volume	464	266	0	0	730	4 - 6 Pk Volume	243	346	0	0	576
Pk Hr Factor	0.734	0.811	0.000	0.000	0.760	Pk Hr Factor	0.799	0.920	0.000	0.000	0.935

Prepared by NDS/ATD

VOLUME

Woodman St between Imperial Ave & Skyline Dr

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_063

DAILY TOTALS	NB	SB	EB	WB	Total
	3,556	3,349	0	0	6,905

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	12		8						20		12:00	50		30						80	
00:15	8		8						16		12:15	45		35						80	
00:30	3		3						6		12:30	45		36						81	
00:45	4	27	2	21					6	48	12:45	35	175	40	141					75	316
01:00	6		5						11		13:00	29		42						71	
01:15	7		5						12		13:15	39		48						87	
01:30	1		6						7		13:30	57		54						111	
01:45	3	17	3	19					6	36	13:45	46	171	61	205					107	376
02:00	4		5						9		14:00	58		57						115	
02:15	3		1						4		14:15	70		48						118	
02:30	1		3						4		14:30	66		38						104	
02:45	1	9	2	11					3	20	14:45	53	247	59	202					112	449
03:00	4		1						5		15:00	48		60						108	
03:15	4		2						6		15:15	58		81						139	
03:30	2		3						5		15:30	50		66						116	
03:45	2	12	5	11					7	23	15:45	49	205	72	279					121	484
04:00	5		3						8		16:00	60		69						129	
04:15	5		4						9		16:15	46		59						105	
04:30	8		4						12		16:30	60		58						118	
04:45	6	24	3	14					9	38	16:45	60	226	85	271					145	497
05:00	7		6						13		17:00	53		92						145	
05:15	18		10						28		17:15	57		82						139	
05:30	14		10						24		17:30	57		99						156	
05:45	15	54	12	38					27	92	17:45	78	245	82	355					160	600
06:00	31		14						45		18:00	70		68						138	
06:15	49		28						77		18:15	48		85						133	
06:30	64		32						96		18:30	70		58						128	
06:45	78	222	52	126					130	348	18:45	65	253	63	274					128	527
07:00	110		88						198		19:00	52		65						117	
07:15	120		79						199		19:15	40		56						96	
07:30	108		40						148		19:30	43		52						95	
07:45	81	419	46	253					127	672	19:45	47	182	41	214					88	396
08:00	63		47						110		20:00	43		35						78	
08:15	59		43						102		20:15	48		40						88	
08:30	54		43						97		20:30	40		30						70	
08:45	46	222	32	165					78	387	20:45	19	150	38	143					57	293
09:00	47		23						70		21:00	37		31						68	
09:15	40		28						68		21:15	34		25						59	
09:30	37		32						69		21:30	27		20						47	
09:45	25	149	28	111					53	260	21:45	36	134	12	88					48	222
10:00	38		27						65		22:00	20		22						42	
10:15	31		30						61		22:15	21		21						42	
10:30	35		32						67		22:30	24		16						40	
10:45	33	137	29	118					62	255	22:45	16	81	16	75					32	156
11:00	33		38						71		23:00	15		17						32	
11:15	34		47						81		23:15	13		13						26	
11:30	44		33						77		23:30	12		10						22	
11:45	35	146	42	160					77	306	23:45	9	49	15	55					24	104
TOTALS		1438		1047						2485	TOTALS		2118		2302						4420
SPLIT %		57.9%		42.1%						36.0%	SPLIT %		47.9%		52.1%						64.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,556	3,349	0	0	6,905

AM Peak Hour	07:00	06:45			06:45	PM Peak Hour	17:45	16:45			17:00
AM Pk Volume	419	259			675	PM Pk Volume	266	358			600
Pk Hr Factor	0.873	0.736			0.848	Pk Hr Factor	0.853	0.904			0.938
7 - 9 Volume	641	418	0	0	1059	4 - 6 Volume	471	626	0	0	1097
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	17:00	16:45			17:00
7 - 9 Pk Volume	419	253	0	0	672	4 - 6 Pk Volume	245	358	0	0	600
Pk Hr Factor	0.873	0.719	0.000	0.000	0.844	Pk Hr Factor	0.785	0.904	0.000	0.000	0.938

Volumes for: STATION#9621 on Tuesday, June 21, 2011 City: San Diego Project #: 11-4169-104
Location: Woodman St between Arr Seco Wy & Skyline Dr File No. MC0564-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	18	75			16	68				
12:15	12	62			14	65				
12:30	12	57			3	63				
12:45	9	52	51	246	8	67	41	263	92	509
1:00	5	87			10	69				
1:15	7	73			3	60				
1:30	9	60			6	72				
1:45	4	46	25	266	6	74	25	275	50	541
2:00	6	58			7	78				
2:15	4	73			5	81				
2:30	5	75			5	77				
2:45	7	90	22	296	5	74	22	310	44	606
3:00	4	65			7	85				
3:15	4	71			3	75				
3:30	6	78			6	78				
3:45	7	79	21	293	3	69	19	307	40	600
4:00	5	91			8	94				
4:15	7	79			2	80				
4:30	8	83			7	89				
4:45	11	81	31	334	8	92	25	355	56	689
5:00	12	105			7	94				
5:15	15	91			17	112				
5:30	26	76			21	125				
5:45	34	93	87	365	22	99	67	430	154	795
6:00	37	66			22	105				
6:15	35	77			34	82				
6:30	68	61			39	89				
6:45	58	74	198	278	50	71	145	347	343	625
7:00	86	66			45	69				
7:15	79	64			85	70				
7:30	93	50			65	60				
7:45	69	54	327	234	65	63	260	262	587	496
8:00	61	66			46	74				
8:15	59	60			39	56				
8:30	54	52			60	50				
8:45	53	56	227	234	80	53	225	233	452	467
9:00	50	59			53	56				
9:15	48	61			46	48				
9:30	45	62			50	48	0			
9:45	41	34	184	216	51	43	200	195	384	411
10:00	44	39			49	38				
10:15	45	38			51	44				
10:30	56	30			52	35				
10:45	49	40	194	147	44	25	196	142	390	289
11:00	50	28			53	38				
11:15	57	22			48	27				
11:30	47	30			73	21				
11:45	71	19	225	99	58	26	232	112	457	211
Total	1592	3008	1592	3008	1457	3231	1457	3231	3049	6239
Combined Total	4600		4600		4688		4688		9288	
AM Peak	7:00 AM				11:30 AM					
Vol.	327				264					
P.H.F.	0.879				0.904					
PM Peak		5:00 PM				5:15 PM				
Vol.		365				441				
P.H.F.		0.829				0.882				
Percentage	34.6%	65.4%			31.1%	68.9%				

Volumes for: STATION#3130 on Thursday, May 26, 2011 City: San Diego Project #: 11-4109-028
Location: Woodman St between Paradise Valley Rd & Paradise Hill Rd File No. MC0297-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	21	81			20	91				
12:15	27	66			16	69				
12:30	20	97			8	82				
12:45	11	86	79	330	9	98	53	340	132	670
1:00	13	94			5	89				
1:15	9	122			11	109				
1:30	12	106			7	119				
1:45	13	111	47	433	7	107	30	424	77	857
2:00	17	176			13	151				
2:15	28	221			12	230				
2:30	13	188			8	257				
2:45	9	156	67	741	12	160	45	798	112	1539
3:00	13	130			9	163				
3:15	7	154			8	131				
3:30	7	119			9	155				
3:45	11	149	38	552	8	150	34	599	72	1151
4:00	5	159			5	129				
4:15	5	150			17	138				
4:30	7	153			12	151				
4:45	12	144	29	606	16	172	50	590	79	1196
5:00	13	130			24	141				
5:15	14	167			34	176				
5:30	26	150			38	198				
5:45	32	150	85	597	50	166	146	681	231	1278
6:00	50	157			60	129				
6:15	69	152			92	149				
6:30	116	155			102	112				
6:45	199	101	434	565	166	141	420	531	854	1096
7:00	344	108			250	126				
7:15	287	104			283	111				
7:30	167	102			183	94				
7:45	117	114	915	428	147	96	863	427	1778	855
8:00	112	97			101	94				
8:15	104	93			104	106				
8:30	75	89			85	84				
8:45	73	86	364	365	83	75	373	359	737	724
9:00	67	104			67	69				
9:15	77	96			84	117				
9:30	54	98			83	79	0			
9:45	69	77	267	375	77	84	311	349	578	724
10:00	77	53			83	56				
10:15	59	72			72	58				
10:30	63	56			79	54				
10:45	77	57	276	238	81	40	315	208	591	446
11:00	71	48			75	43				
11:15	78	36			84	29				
11:30	86	38			91	30				
11:45	108	29	343	151	76	33	326	135	669	286
Total	2944	5381	2944	5381	2966	5441	2966	5441	5910	10822
Combined Total	8325		8325		8407		8407		16732	
AM Peak	6:45 AM				6:45 AM					
Vol.	997				882					
P.H.F.	0.725				0.779					
PM Peak		2:00 PM				2:15 PM				
Vol.		741				810				
P.H.F.		0.874				0.788				
Percentage	35.4%	64.6%			35.3%	64.7%				

Prepared by NDS/ATD

VOLUME

69th St between San Miguel Ave & Mallard St

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_064

DAILY TOTALS	NB	SB	EB	WB	Total
	2,925	2,569	0	0	5,494

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	8		4						12		12:00	22		32						54	
00:15	10		3						13		12:15	31		34						65	
00:30	1		2						3		12:30	38		28						66	
00:45	4	23	1	10					5	33	12:45	24	115	35	129					59	244
01:00	4		2						6		13:00	36		29						65	
01:15	1		0						1		13:15	47		37						84	
01:30	2		0						2		13:30	30		35						65	
01:45	4	11	1	3					5	14	13:45	46	159	28	129					74	288
02:00	1		3						4		14:00	39		33						72	
02:15	5		1						6		14:15	45		40						85	
02:30	5		0						5		14:30	56		40						96	
02:45	1	12	0	4					1	16	14:45	57	197	33	146					90	343
03:00	1		2						3		15:00	60		35						95	
03:15	1		1						2		15:15	50		32						82	
03:30	1		5						6		15:30	61		49						110	
03:45	1	4	9	17					10	21	15:45	64	235	48	164					112	399
04:00	4		2						6		16:00	81		45						126	
04:15	2		4						6		16:15	79		61						140	
04:30	3		9						12		16:30	52		34						86	
04:45	9	18	7	22					16	40	16:45	67	279	52	192					119	471
05:00	11		17						28		17:00	84		57						141	
05:15	8		23						31		17:15	81		50						131	
05:30	12		34						46		17:30	75		49						124	
05:45	15	46	22	96					37	142	17:45	67	307	60	216					127	523
06:00	14		34						48		18:00	51		65						116	
06:15	18		29						47		18:15	65		47						112	
06:30	39		47						86		18:30	58		39						97	
06:45	27	98	36	146					63	244	18:45	50	224	48	199					98	423
07:00	40		40						80		19:00	50		37						87	
07:15	34		42						76		19:15	41		33						74	
07:30	41		50						91		19:30	37		38						75	
07:45	45	160	44	176					89	336	19:45	36	164	28	136					64	300
08:00	39		48						87		20:00	36		26						62	
08:15	41		46						87		20:15	29		35						64	
08:30	35		34						69		20:30	30		19						49	
08:45	30	145	40	168					70	313	20:45	30	125	19	99					49	224
09:00	38		30						68		21:00	25		22						47	
09:15	44		34						78		21:15	29		23						52	
09:30	29		26						55		21:30	31		18						49	
09:45	28	139	32	122					60	261	21:45	26	111	16	79					42	190
10:00	30		31						61		22:00	11		19						30	
10:15	32		28						60		22:15	14		15						29	
10:30	25		24						49		22:30	13		9						22	
10:45	37	124	29	112					66	236	22:45	13	51	8	51					21	102
11:00	31		37						68		23:00	15		6						21	
11:15	24		32						56		23:15	10		9						19	
11:30	44		33						77		23:30	8		6						14	
11:45	36	135	25	127					61	262	23:45	10	43	5	26					15	69
TOTALS		915		1003						1918	TOTALS		2010		1566						3576
SPLIT %		47.7%		52.3%						34.9%	SPLIT %		56.2%		43.8%						65.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,925	2,569	0	0	5,494

AM Peak Hour	07:30	07:30			07:30	PM Peak Hour	16:45	17:15			17:00
AM Pk Volume	166	188			354	PM Pk Volume	307	224			523
Pk Hr Factor	0.922	0.940			0.973	Pk Hr Factor	0.914	0.862			0.927
7 - 9 Volume	305	344	0	0	649	4 - 6 Volume	586	408	0	0	994
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:45	17:00			17:00
7 - 9 Pk Volume	166	188	0	0	354	4 - 6 Pk Volume	307	216	0	0	523
Pk Hr Factor	0.922	0.940	0.000	0.000	0.973	Pk Hr Factor	0.914	0.900	0.000	0.000	0.927

Prepared by NDS/ATD

VOLUME

69th St between San Miguel Ave & Mallard St

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_064

DAILY TOTALS	NB	SB	EB	WB	Total
	2,892	2,391	0	0	5,283

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	10		3						13		12:00	30		27						57	
00:15	7		2						9		12:15	26		34						60	
00:30	5		7						12		12:30	38		38						76	
00:45	9	31	4	16					13	47	12:45	42	136	26	125					68	261
01:00	6		4						10		13:00	37		43						80	
01:15	4		2						6		13:15	33		43						76	
01:30	10		1						11		13:30	41		39						80	
01:45	3	23	2	9					5	32	13:45	37	148	40	165					77	313
02:00	3		3						6		14:00	47		29						76	
02:15	4		4						8		14:15	47		37						84	
02:30	3		2						5		14:30	55		32						87	
02:45	2	12	4	13					6	25	14:45	53	202	37	135					90	337
03:00	1		1						2		15:00	71		32						103	
03:15	3		1						4		15:15	45		50						95	
03:30	4		2						6		15:30	59		48						107	
03:45	2	10	10	14					12	24	15:45	70	245	36	166					106	411
04:00	4		2						6		16:00	55		60						115	
04:15	3		6						9		16:15	78		35						113	
04:30	9		6						15		16:30	64		43						107	
04:45	6	22	4	18					10	40	16:45	66	263	50	188					116	451
05:00	5		13						18		17:00	69		42						111	
05:15	5		25						30		17:15	63		35						98	
05:30	6		25						31		17:30	73		62						135	
05:45	12	28	22	85					34	113	17:45	59	264	56	195					115	459
06:00	21		32						53		18:00	53		34						87	
06:15	19		39						58		18:15	42		41						83	
06:30	28		40						68		18:30	66		35						101	
06:45	37	105	33	144					70	249	18:45	51	212	29	139					80	351
07:00	36		25						61		19:00	38		30						68	
07:15	46		40						86		19:15	56		19						75	
07:30	43		43						86		19:30	43		13						56	
07:45	45	170	60	168					105	338	19:45	27	164	23	85					50	249
08:00	37		53						90		20:00	36		19						55	
08:15	32		59						91		20:15	29		16						45	
08:30	30		36						66		20:30	35		15						50	
08:45	33	132	28	176					61	308	20:45	28	128	21	71					49	199
09:00	24		26						50		21:00	29		16						45	
09:15	29		25						54		21:15	28		12						40	
09:30	36		30						66		21:30	26		23						49	
09:45	34	123	20	101					54	224	21:45	24	107	14	65					38	172
10:00	43		28						71		22:00	23		9						32	
10:15	29		35						64		22:15	23		11						34	
10:30	27		27						54		22:30	17		10						27	
10:45	30	129	35	125					65	254	22:45	13	76	14	44					27	120
11:00	29		31						60		23:00	11		12						23	
11:15	35		31						66		23:15	11		5						16	
11:30	27		29						56		23:30	9		5						14	
11:45	31	122	26	117					57	239	23:45	9	40	5	27					14	67
TOTALS		907		986						1893	TOTALS		1985		1405						3390
SPLIT %		47.9%		52.1%						35.8%	SPLIT %		58.6%		41.4%						64.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,892	2,391	0	0	5,283

AM Peak Hour	07:15	07:30			07:30	PM Peak Hour	16:15	17:00			16:45
AM Pk Volume	171	215			372	PM Pk Volume	277	195			460
Pk Hr Factor	0.929	0.896			0.886	Pk Hr Factor	0.888	0.786			0.852
7 - 9 Volume	302	344	0	0	646	4 - 6 Volume	527	383	0	0	910
7 - 9 Peak Hour	07:15	07:30			07:30	4 - 6 Peak Hour	16:15	17:00			16:45
7 - 9 Pk Volume	171	215	0	0	372	4 - 6 Pk Volume	277	195	0	0	460
Pk Hr Factor	0.929	0.896	0.000	0.000	0.886	Pk Hr Factor	0.888	0.786	0.000	0.000	0.852

Volumes for: STATION#9043 on Tuesday, March 22, 2011

City: San Diego

Project #: 11-4066-041

Location: 69 St between Klauver Ave & Mallard St

File No. MC0219-11

Start	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
Time	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	29			6	24				
12:15	5	26			7	25				
12:30	1	21			3	22				
12:45	3	25	9	101	5	23	21	94	30	195
1:00	1	20			1	22				
1:15	1	27			3	31				
1:30	3	24			0	31				
1:45	0	19	5	90	5	35	9	119	14	209
2:00	3	35			4	30				
2:15	7	37			2	36				
2:30	0	34			0	46				
2:45	2	26	12	132	1	38	7	150	19	282
3:00	1	21			3	39				
3:15	4	18			3	50				
3:30	1	22			1	37				
3:45	3	27	9	88	1	46	8	172	17	260
4:00	11	29			4	42				
4:15	6	33			3	52				
4:30	11	31			4	50				
4:45	7	25	35	118	2	55	13	199	48	317
5:00	13	29			2	60				
5:15	18	39			1	68				
5:30	22	32			2	63				
5:45	17	28	70	128	4	53	9	244	79	372
6:00	25	34			10	53				
6:15	35	29			7	40				
6:30	44	41			13	59				
6:45	33	24	137	128	13	38	43	190	180	318
7:00	46	28			10	41				
7:15	47	31			17	41				
7:30	54	22			24	33				
7:45	45	19	192	100	30	47	81	162	273	262
8:00	48	23			19	22				
8:15	26	15			14	27				
8:30	33	18			15	21				
8:45	27	22	134	78	13	21	61	91	195	169
9:00	32	13			17	22				
9:15	23	12			15	30				
9:30	21	10			13	25	0			
9:45	19	13	95	48	11	21	56	98	151	146
10:00	17	13			13	21				
10:15	19	8			11	19				
10:30	21	11			18	16				
10:45	24	5	81	37	12	21	54	77	135	114
11:00	25	6			15	11				
11:15	22	8			13	11				
11:30	29	7			16	6				
11:45	20	3	96	24	18	8	62	36	158	60
Total	875	1072	875	1072	424	1632	424	1632	1299	2704
Combined Total	1947		1947		2056		2056		4003	
AM Peak	7:15 AM				7:15 AM					
Vol.	194				90					
P.H.F.	0.898				0.750					
PM Peak		5:15 PM				4:45 PM				
Vol.		133				246				
P.H.F.		0.814				0.904				
Percentage	44.9%	55.1%			20.6%	79.4%				

Prepared by NDS/ATD

VOLUME

69th St between Imperial Ave & Skyline Dr

Day: Tuesday
Date: 10/9/2012

City: San Diego
Project #: CA12_4352_065

DAILY TOTALS	NB	SB	EB	WB	Total
	1,562	1,813	0	0	3,375

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	5		1						6		12:00	20		18						38	
00:15	0		5						5		12:15	17		21						38	
00:30	1		6						7		12:30	20		22						42	
00:45	1	7	5	17					6	24	12:45	18	75	36	97					54	172
01:00	1		3						4		13:00	23		33						56	
01:15	0		5						5		13:15	27		26						53	
01:30	3		6						9		13:30	15		29						44	
01:45	2	6	3	17					5	23	13:45	17	82	25	113					42	195
02:00	0		0						0		14:00	22		34						56	
02:15	0		2						2		14:15	38		34						72	
02:30	1		0						1		14:30	39		33						72	
02:45	2	3	2	4					4	7	14:45	26	125	32	133					58	258
03:00	1		2						3		15:00	24		29						53	
03:15	4		1						5		15:15	29		38						67	
03:30	3		0						3		15:30	24		52						76	
03:45	3	11	0	3					3	14	15:45	29	106	29	148					58	254
04:00	1		1						2		16:00	28		25						53	
04:15	3		1						4		16:15	23		32						55	
04:30	4		4						8		16:30	19		42						61	
04:45	7	15	2	8					9	23	16:45	17	87	43	142					60	229
05:00	6		1						7		17:00	21		37						58	
05:15	4		9						13		17:15	25		52						77	
05:30	9		6						15		17:30	22		36						58	
05:45	16	35	10	26					26	61	17:45	27	95	41	166					68	261
06:00	20		10						30		18:00	22		37						59	
06:15	21		15						36		18:15	23		27						50	
06:30	37		9						46		18:30	21		32						53	
06:45	29	107	25	59					54	166	18:45	29	95	37	133					66	228
07:00	55		59						114		19:00	20		26						46	
07:15	65		45						110		19:15	27		27						54	
07:30	41		31						72		19:30	22		22						44	
07:45	34	195	25	160					59	355	19:45	23	92	29	104					52	196
08:00	32		18						50		20:00	11		12						23	
08:15	21		20						41		20:15	9		33						42	
08:30	21		10						31		20:30	11		22						33	
08:45	18	92	11	59					29	151	20:45	8	39	18	85					26	124
09:00	14		18						32		21:00	12		25						37	
09:15	17		15						32		21:15	10		16						26	
09:30	13		22						35		21:30	8		10						18	
09:45	17	61	18	73					35	134	21:45	12	42	12	63					24	105
10:00	19		17						36		22:00	9		9						18	
10:15	19		15						34		22:15	3		10						13	
10:30	20		18						38		22:30	3		7						10	
10:45	12	70	19	69					31	139	22:45	12	27	7	33					19	60
11:00	12		20						32		23:00	6		6						12	
11:15	12		13						25		23:15	3		5						8	
11:30	27		19						46		23:30	5		5						10	
11:45	21	72	25	77					46	149	23:45	9	23	8	24					17	47
TOTALS		674		572						1246	TOTALS		888		1241						2129
SPLIT %		54.1%		45.9%						36.9%	SPLIT %		41.7%		58.3%						63.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,562	1,813	0	0	3,375

AM Peak Hour	07:00	06:45			07:00	PM Peak Hour	14:15	16:30			17:15
AM Pk Volume	195	160			355	PM Pk Volume	127	174			262
Pk Hr Factor	0.750	0.678			0.779	Pk Hr Factor	0.814	0.837			0.851
7 - 9 Volume	287	219	0	0	506	4 - 6 Volume	182	308	0	0	490
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	17:00	16:30			17:00
7 - 9 Pk Volume	195	160	0	0	355	4 - 6 Pk Volume	95	174	0	0	261
Pk Hr Factor	0.750	0.678	0.000	0.000	0.779	Pk Hr Factor	0.880	0.837	0.000	0.000	0.847

Prepared by NDS/ATD

VOLUME

69th St between Imperial Ave & Skyline Dr

Day: Wednesday
Date: 10/10/2012

City: San Diego
Project #: CA12_4352_065

DAILY TOTALS	NB	SB	EB	WB	Total
	1,532	1,818	0	0	3,350

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	2		7						9		12:00	19		16						35	
00:15	0		5						5		12:15	18		25						43	
00:30	1		4						5		12:30	23		23						46	
00:45	0	3	2	18					2	21	12:45	19	79	26	90					45	169
01:00	1		0						1		13:00	18		22						40	
01:15	3		3						6		13:15	19		29						48	
01:30	1		4						5		13:30	15		29						44	
01:45	1	6	3	10					4	16	13:45	16	68	31	111					47	179
02:00	1		1						2		14:00	23		36						59	
02:15	0		2						2		14:15	36		30						66	
02:30	2		1						3		14:30	56		34						90	
02:45	1	4	0	4					1	8	14:45	32	147	33	133					65	280
03:00	0		0						0		15:00	25		33						58	
03:15	5		1						6		15:15	28		35						63	
03:30	1		2						3		15:30	27		33						60	
03:45	3	9	0	3					3	12	15:45	29	109	37	138					66	247
04:00	0		0						0		16:00	19		41						60	
04:15	1		2						3		16:15	23		48						71	
04:30	5		0						5		16:30	27		30						57	
04:45	4	10	2	4					6	14	16:45	18	87	40	159					58	246
05:00	4		5						9		17:00	23		46						69	
05:15	6		5						11		17:15	41		43						84	
05:30	9		11						20		17:30	21		44						65	
05:45	11	30	15	36					26	66	17:45	28	113	49	182					77	295
06:00	19		9						28		18:00	21		37						58	
06:15	24		17						41		18:15	19		27						46	
06:30	39		18						57		18:30	14		30						44	
06:45	49	131	25	69					74	200	18:45	12	66	34	128					46	194
07:00	49		60						109		19:00	20		24						44	
07:15	63		47						110		19:15	17		27						44	
07:30	53		26						79		19:30	20		25						45	
07:45	29	194	17	150					46	344	19:45	11	68	24	100					35	168
08:00	20		13						33		20:00	9		19						28	
08:15	22		15						37		20:15	8		15						23	
08:30	16		10						26		20:30	8		27						35	
08:45	16	74	15	53					31	127	20:45	11	36	22	83					33	119
09:00	16		17						33		21:00	8		14						22	
09:15	14		17						31		21:15	8		15						23	
09:30	15		11						26		21:30	8		13						21	
09:45	19	64	10	55					29	119	21:45	9	33	19	61					28	94
10:00	14		26						40		22:00	7		14						21	
10:15	21		19						40		22:15	8		12						20	
10:30	27		22						49		22:30	12		5						17	
10:45	12	74	11	78					23	152	22:45	2	29	13	44					15	73
11:00	18		18						36		23:00	4		8						12	
11:15	19		23						42		23:15	4		12						16	
11:30	16		17						33		23:30	8		9						17	
11:45	19	72	14	72					33	144	23:45	10	26	8	37					18	63
TOTALS		671		552						1223	TOTALS		861		1266						2127
SPLIT %		54.9%		45.1%						36.5%	SPLIT %		40.5%		59.5%						63.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,532	1,818	0	0	3,350

AM Peak Hour	06:45	06:45			06:45	PM Peak Hour	14:15	17:00			17:00
AM Pk Volume	214	158			372	PM Pk Volume	149	182			295
Pk Hr Factor	0.849	0.658			0.845	Pk Hr Factor	0.665	0.929			0.878
7 - 9 Volume	268	203	0	0	471	4 - 6 Volume	200	341	0	0	541
7 - 9 Peak Hour	07:00	07:00			07:00	4 - 6 Peak Hour	17:00	17:00			17:00
7 - 9 Pk Volume	194	150	0	0	344	4 - 6 Pk Volume	113	182	0	0	295
Pk Hr Factor	0.770	0.625	0.000	0.000	0.782	Pk Hr Factor	0.689	0.929	0.000	0.000	0.878

Appendix D
Peak Hour Arterial Analysis Worksheets
Existing Conditions

Arterial Level of Service: EB Market Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
19th St	III	35	14.8	8.3	23.1	0.11	17.1	D
25th St	III	35	44.2	13.4	57.6	0.37	23.0	C
32nd Street	III	35	88.0	8.6	96.6	0.86	31.9	A
I-15 SB Ramp	III	35	36.1	14.9	51.0	0.30	21.2	C
I-15 NB Ramp	III	35	17.0	19.6	36.6	0.13	13.0	E
I-805 SB Ramps	III	35	93.9	12.0	105.9	0.91	31.0	A
I-805 NB Ramps	III	35	16.4	8.2	24.6	0.12	17.8	D
47th St	III	35	41.5	14.3	55.8	0.35	22.3	C
Total	III		351.9	99.3	451.2	3.15	25.1	B

Arterial Level of Service: WB Market Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
47th St	III	35	54.3	28.5	82.8	0.53	23.0	C
I-805 NB Ramps	III	35	41.5	18.2	59.7	0.35	20.8	C
I-805 SB Ramps	III	35	16.4	9.9	26.3	0.12	16.6	D
I-15 NB Ramp	III	35	93.9	7.0	100.9	0.91	32.6	A
I-15 SB Ramp	III	35	17.0	8.9	25.9	0.13	18.4	C
32nd Street	III	35	36.1	13.6	49.7	0.30	21.8	C
25th St	III	35	88.0	17.0	105.0	0.86	29.4	B
19th St	III	35	44.2	9.5	53.7	0.37	24.7	B
Total	III		391.4	112.6	504.0	3.57	25.5	B

Arterial Level of Service: EB Market Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-805 NB Ramps	III	35	16.4	8.2	24.6	0.12	17.8	D
47th St	III	35	41.5	14.3	55.8	0.35	22.3	C
Euclid Avenue	III	35	54.3	14.0	68.3	0.53	27.9	B
East of Market	III	35	54.1	5.7	59.8	0.45	27.1	B
Total	III		166.3	42.2	208.5	1.45	25.0	B

Arterial Level of Service: WB Market Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
East of Market	III	35	49.3	5.5	54.8	0.41	27.0	B
Euclid Avenue	III	35	54.1	17.7	71.8	0.45	22.6	C
47th St	III	35	54.3	28.5	82.8	0.53	23.0	C
I-805 NB Ramps	III	35	41.5	18.2	59.7	0.35	20.8	C
Total	III		199.2	69.9	269.1	1.74	23.2	C

Arterial Level of Service: EB Imperial Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
17th Street	III	30	22.8	5.4	28.2	0.18	22.9	C
19th St	III	30	15.4	2.7	18.1	0.11	21.7	C
25th St	III	30	47.0	4.6	51.6	0.37	25.8	B
28th ST	III	30	46.8	13.3	60.1	0.37	22.1	C
30th Street	III	30	30.9	2.4	33.3	0.24	26.3	B
32nd Street	III	30	31.8	10.3	42.1	0.25	21.4	C
36th St	III	30	60.4	17.4	77.8	0.48	22.0	C
Total	III		255.1	56.1	311.2	2.00	23.1	C

Arterial Level of Service: WB Imperial Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
32nd Street	III	30	60.4	12.9	73.3	0.48	23.4	C
30th Street	III	30	31.8	7.3	39.1	0.25	23.1	C
28th ST	III	30	30.9	11.2	42.1	0.24	20.8	C
25th St	III	30	46.8	9.2	56.0	0.37	23.7	C
19th St	III	30	47.0	4.0	51.0	0.37	26.1	B
17th Street	III	30	15.4	6.6	22.0	0.11	17.8	D
Total	III		232.3	51.2	283.5	1.82	23.1	C

Arterial Level of Service: EB Market Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-15 NB Ramp	III	35	17.0	39.2	56.2	0.13	8.5	F
I-805 SB Ramps	III	35	93.9	29.3	123.2	0.91	26.7	B
I-805 NB Ramps	III	35	16.4	9.2	25.6	0.12	17.1	D
47th St	III	35	41.5	19.3	60.8	0.35	20.5	C
Euclid Avenue	III	35	54.3	20.2	74.5	0.53	25.5	B
Total	III		223.1	117.2	340.3	2.04	21.6	C

Arterial Level of Service: WB Market Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Euclid Avenue	III	35	88.6	11.0	99.6	0.86	31.1	A
47th St	III	35	54.3	20.6	74.9	0.53	25.4	B
I-805 NB Ramps	III	35	41.5	16.6	58.1	0.35	21.4	C
I-805 SB Ramps	III	35	16.4	16.1	32.5	0.12	13.4	E
I-15 NB Ramp	III	35	93.9	5.2	99.1	0.91	33.2	A
Total	III		294.7	69.5	364.2	2.77	27.4	B

Arterial Level of Service: EB Market Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
19th St	III	35	14.8	11.4	26.2	0.11	15.1	D
25th St	III	35	44.2	18.9	63.1	0.37	21.0	C
32nd Street	III	35	88.0	17.6	105.6	0.86	29.2	B
I-15 SB Ramp	III	35	36.1	33.5	69.6	0.30	15.5	D
I-15 NB Ramp	III	35	17.0	39.2	56.2	0.13	8.5	F
I-805 SB Ramps	III	35	93.9	29.3	123.2	0.91	26.7	B
I-805 NB Ramps	III	35	16.4	9.2	25.6	0.12	17.1	D
47th St	III	35	41.5	19.3	60.8	0.35	20.5	C
Total	III		351.9	178.4	530.3	3.15	21.4	C

Arterial Level of Service: WB Market Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
47th St	III	35	54.3	20.6	74.9	0.53	25.4	B
I-805 NB Ramps	III	35	41.5	16.6	58.1	0.35	21.4	C
I-805 SB Ramps	III	35	16.4	16.1	32.5	0.12	13.4	E
I-15 NB Ramp	III	35	93.9	5.2	99.1	0.91	33.2	A
I-15 SB Ramp	III	35	17.0	3.2	20.2	0.13	23.6	C
32nd Street	III	35	36.1	15.3	51.4	0.30	21.1	C
25th St	III	35	88.0	13.1	101.1	0.86	30.5	A
19th St	III	35	44.2	13.3	57.5	0.37	23.0	C
Total	III		391.4	103.4	494.8	3.57	25.9	B

Arterial Level of Service: EB Imperial Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
40th st	III	30	65.1	17.6	82.7	0.54	23.6	C
I-805 SB Ramps	III	39	62.4	27.7	90.1	0.67	26.8	B
I-805 NB Ramps	III	40	11.4	3.9	15.3	0.10	23.4	C
47th St	III	40	3.9	30.9	34.8	0.03	3.5	F
Total	III		142.8	80.1	222.9	1.35	21.7	C

Arterial Level of Service: WB Imperial Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
47th St	III	36	60.0	27.4	87.4	0.50	20.6	C
I-805 NB Ramps	III	40	3.9	14.1	18.0	0.03	6.7	F
I-805 SB Ramps	III	40	11.4	15.1	26.5	0.10	13.5	E
40th st	III	40	60.4	20.3	80.7	0.67	29.9	B
36th St	III	30	65.1	35.4	100.5	0.54	19.4	C
Total	III		200.8	112.3	313.1	1.85	21.2	C

Arterial Level of Service: EB Imperial Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
17th Street	III	30	22.3	6.5	28.8	0.18	22.0	C
19th St	III	30	15.4	5.8	21.2	0.11	18.5	C
25th St	III	30	47.0	8.4	55.4	0.37	24.0	B
28th ST	III	30	46.8	14.6	61.4	0.37	21.6	C
30th Street	III	30	30.9	4.3	35.2	0.24	24.9	B
32nd Street	III	30	31.8	8.4	40.2	0.25	22.5	C
36th St	III	30	61.6	19.5	81.1	0.49	21.5	C
Total	III		255.8	67.5	323.3	2.00	22.3	C

Arterial Level of Service: WB Imperial Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
32nd Street	III	30	61.6	12.9	74.5	0.49	23.4	C
30th Street	III	30	31.8	5.0	36.8	0.25	24.5	B
28th ST	III	30	30.9	12.6	43.5	0.24	20.1	C
25th St	III	30	46.8	14.6	61.4	0.37	21.6	C
19th St	III	30	47.0	8.0	55.0	0.37	24.2	B
17th Street	III	30	15.4	4.3	19.7	0.11	19.9	C
Total	III		233.5	57.4	290.9	1.83	22.6	C

Arterial Level of Service: EB Imperial Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
40th st	III	30	65.0	25.9	90.9	0.54	21.4	C
I-805 SB Ramps	III	38	62.8	30.9	93.7	0.67	25.8	B
I-805 NB Ramps	III	40	11.4	5.1	16.5	0.10	21.7	C
47th St	III	40	3.9	25.4	29.3	0.03	4.1	F
Total	III		143.1	87.3	230.4	1.35	21.0	C

Arterial Level of Service: WB Imperial Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
47th St	III	36	60.0	28.6	88.6	0.50	20.3	C
I-805 NB Ramps	III	40	3.9	27.7	31.6	0.03	3.8	F
I-805 SB Ramps	III	40	11.4	10.3	21.7	0.10	16.5	D
40th st	III	40	60.4	30.6	91.0	0.67	26.5	B
36th St	III	30	65.0	36.0	101.0	0.54	19.3	C
Total	III		200.7	133.2	333.9	1.85	19.9	C

Arterial Level of Service: EB National Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
28th ST	III	30	91.5	11.5	103.0	0.76	26.6	B
I-5 NB Off-Ramp	III	30	9.2	43.9	53.1	0.06	4.0	F
32nd Street	III	30	54.4	6.5	60.9	0.43	25.3	B
43rd st	III	30	154.5	26.3	180.8	1.29	25.6	B
Total	III		309.6	88.2	397.8	2.54	23.0	C

Arterial Level of Service: WB National Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
32nd Street	III	30	154.5	9.0	163.5	1.29	28.3	B
I-5 NB Off-Ramp	III	30	54.4	31.8	86.2	0.43	17.9	D
28th ST	III	30	9.2	32.7	41.9	0.06	5.1	F
Total	III		218.1	73.5	291.6	1.78	21.9	C

Arterial Level of Service: EB Logan Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
43rd st	III	30	60.0	26.3	86.3	0.47	19.7	C
47th St	III	30	64.1	16.3	80.4	0.53	23.9	C
Euclid Avenue	III	30	63.0	67.7	130.7	0.50	13.7	E
Total	III		187.1	110.3	297.4	1.50	18.2	C

Arterial Level of Service: WB Logan Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Euclid Avenue	III	31	121.3	66.5	187.8	1.04	19.9	C
47th St	III	30	63.0	14.6	77.6	0.50	23.0	C
43rd st	III	30	64.1	32.3	96.4	0.53	19.9	C
Total	III		248.4	113.4	361.8	2.07	20.6	C

Arterial Level of Service: EB Logan Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
43rd st	III	30	154.5	23.8	178.3	1.29	26.0	B
47th St	III	30	64.1	18.9	83.0	0.53	23.2	C
Euclid Avenue	III	30	63.0	67.3	130.3	0.50	13.7	E
Total	III		281.6	110.0	391.6	2.32	21.3	C

Arterial Level of Service: WB Logan Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Euclid Avenue	III	30	28.8	51.6	80.4	0.23	10.1	E
47th St	III	30	63.0	16.3	79.3	0.50	22.5	C
43rd st	III	30	64.1	26.2	90.3	0.53	21.3	C
Total	III		155.9	94.1	250.0	1.26	18.1	C

Arterial Level of Service: EB National Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
28th ST	III	30	91.5	15.6	107.1	0.76	25.6	B
I-5 NB Off-Ramp	III	30	9.2	38.3	47.5	0.06	4.5	F
32nd Street	III	30	54.4	9.7	64.1	0.43	24.1	B
43rd st	III	30	154.5	23.8	178.3	1.29	26.0	B
Total	III		309.6	87.4	397.0	2.54	23.0	C

Arterial Level of Service: WB National Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
32nd Street	III	30	154.5	6.8	161.3	1.29	28.7	B
I-5 NB Off-Ramp	III	30	54.4	44.2	98.6	0.43	15.6	D
28th ST	III	30	9.2	21.6	30.8	0.06	7.0	F
Total	III		218.1	72.6	290.7	1.78	22.0	C

Arterial Level of Service: EB Skyline Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Skyline Dr	III	30	99.3	0.0	99.3	0.83	30.0	B
Valencia Parkway	III	35	25.6	17.9	43.5	0.21	17.7	D
Woodman St	III	35	87.3	45.3	132.6	0.85	23.1	C
East of Woodman	III	35	47.8	0.1	47.9	0.40	29.9	B
Total	III		260.0	63.3	323.3	2.29	25.5	B

Arterial Level of Service: WB Skyline Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
East of Woodman	III	35	27.5	0.2	27.7	0.23	29.8	B
Woodman St	III	35	47.8	29.1	76.9	0.40	18.7	C
Valencia Parkway	III	35	87.3	26.1	113.4	0.85	27.0	B
Skyline Dr	III	35	25.6	2.8	28.4	0.21	27.1	B
Total	III		188.2	58.2	246.4	1.69	24.7	B

Arterial Level of Service: EB Skyline Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Valencia Parkway	III	35	25.6	17.3	42.9	0.21	17.9	D
Woodman St	III	35	87.3	19.8	107.1	0.85	28.5	B
East of Woodman St	III	35	42.4	9.8	52.2	0.35	24.4	B
Total	III		155.3	46.9	202.2	1.42	25.2	B

Arterial Level of Service: WB Skyline Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
East of Woodman St	III	35	32.9	8.8	41.7	0.27	23.7	C
Woodman St	III	35	42.4	17.1	59.5	0.35	21.4	C
Valencia Parkway	III	35	87.3	19.9	107.2	0.85	28.5	B
58th St	III	35	25.6	12.1	37.7	0.21	20.4	C
Total	III		188.2	57.9	246.1	1.69	24.7	B

Arterial Level of Service: NB 47th St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Division Street	II	40	26.1	29.0	55.1	0.24	15.5	E
I-805 SB RAMPS	II	40	23.8	15.9	39.7	0.21	18.8	D
I-805 NB RAMPS	II	40	10.4	2.5	12.9	0.09	25.2	C
Logan Ave	II	40	38.4	19.9	58.3	0.40	24.7	C
Imperial Avenue	II	40	46.6	37.8	84.4	0.50	21.4	D
Market Street	II	40	45.9	28.2	74.1	0.49	24.0	C
North of 94	II	35	61.4	9.9	71.3	0.60	30.2	B
Total	II		252.6	143.2	395.8	2.53	23.0	C

Arterial Level of Service: SB 47th St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
North of 94	II	35	3.3	9.8	13.1	0.03	7.2	F
Market Street	II	35	61.4	24.8	86.2	0.60	25.0	C
Imperial Avenue	II	40	45.9	33.2	79.1	0.49	22.5	C
Logan Ave	II	40	46.6	18.4	65.0	0.50	27.8	C
I-805 NB RAMPS	II	40	38.4	14.7	53.1	0.40	27.1	C
I-805 SB RAMPS	II	40	10.4	3.7	14.1	0.09	23.0	C
Division Street	II	40	23.8	21.1	44.9	0.21	16.6	E
Total	II		229.8	125.7	355.5	2.32	23.5	C

Arterial Level of Service: NB 47th St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
South of Division	II	40	5.6	0.1	5.7	0.05	31.0	B
Division Street	II	40	22.2	31.1	53.3	0.19	13.0	E
I-805 SB RAMPS	II	40	23.8	29.5	53.3	0.21	14.0	E
I-805 NB RAMPS	II	40	10.4	2.7	13.1	0.09	24.8	C
Logan Ave	II	40	38.4	13.6	52.0	0.40	27.7	C
Imperial Avenue	II	40	46.6	28.8	75.4	0.50	23.9	C
Market Street	II	40	45.9	24.5	70.4	0.49	25.3	C
North of 94	II	35	60.3	9.7	70.0	0.59	30.2	B
Total	II		253.2	140.0	393.2	2.52	23.1	C

Arterial Level of Service: SB 47th St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
North of 94	II	35	4.7	13.5	18.2	0.04	7.4	F
Market Street	II	35	60.3	25.7	86.0	0.59	24.6	C
Imperial Avenue	II	40	45.9	44.4	90.3	0.49	19.7	D
Logan Ave	II	40	46.6	15.3	61.9	0.50	29.2	B
I-805 NB RAMPS	II	40	38.4	2.3	40.7	0.40	35.4	A
I-805 SB RAMPS	II	40	10.4	10.5	20.9	0.09	15.5	E
Division Street	II	40	23.8	15.7	39.5	0.21	18.9	D
South of Division	II	40	22.2	0.1	22.3	0.19	31.2	B
Total	II		252.3	127.5	379.8	2.51	23.8	C

Arterial Level of Service: NB Euclid Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Division Street	III	35	36.7	17.5	54.2	0.31	20.3	C
Logan Ave	III	35	60.4	31.0	91.4	0.50	19.8	C
Imperial Avenue	III	35	60.9	41.5	102.4	0.51	17.8	D
Market Street	III	35	47.9	22.9	70.8	0.40	20.3	C
North of SR-94	III	35	95.0	0.2	95.2	0.92	35.0	A
Total	III		300.9	113.1	414.0	2.64	23.0	C

Arterial Level of Service: SB Euclid Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
North of SR-94	III	35	14.8	0.2	15.0	0.11	26.2	B
Market Street	III	35	95.0	23.2	118.2	0.92	28.2	B
Imperial Avenue	III	35	47.9	24.3	72.2	0.40	19.9	C
Logan Ave	III	35	60.9	59.1	120.0	0.51	15.2	D
Division Street	III	35	60.4	15.2	75.6	0.50	24.0	C
Total	III		279.0	122.0	401.0	2.44	21.9	C

Arterial Level of Service: NB Euclid Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
South of Division	III	35	9.1	0.1	9.2	0.06	24.7	B
Division Street	III	35	32.9	17.1	50.0	0.27	19.7	C
Logan Ave	III	35	60.4	35.9	96.3	0.50	18.8	C
Imperial Avenue	III	35	60.9	40.3	101.2	0.51	18.0	C
Market Street	III	35	47.9	23.9	71.8	0.40	20.0	C
North of 94	III	35	86.1	0.3	86.4	0.84	34.9	A
Total	III		297.3	117.6	414.9	2.58	22.4	C

Arterial Level of Service: SB Euclid Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
North of 94	III	35	6.9	0.2	7.1	0.05	24.1	B
Market Street	III	35	86.1	27.1	113.2	0.84	26.6	B
Imperial Avenue	III	35	47.9	35.3	83.2	0.40	17.3	D
Logan Ave	III	35	60.9	59.6	120.5	0.51	15.2	D
Division Street	III	35	60.4	20.2	80.6	0.50	22.5	C
South of Division	III	35	32.9	0.1	33.0	0.27	29.9	B
Total	III		295.1	142.5	437.6	2.57	21.1	C

Appendix E
Peak Period Intersection Turning Movement Counts

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#1

17th St/I-5 SB On-Ramp and J St , City of San Diego

Date: 10/11/2012

Day: Thursday

Project #: CA12_4351_001

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (17th St/I-5 SB On-Ramp)

Lanes					
AM	14	212	4	0	AM
NOON	0	0	0	0	NOON
PM	8	359	3	0	PM

Eastbound Approach (J St)

Lanes	AM	NOON	PM
	143	0	136
	0	0	0
	27	0	19
	52	0	117

Westbound Approach

Lanes	AM	NOON	PM
	0	0	0
	129	0	128
	28	0	32
	31	0	22

CONTROL

Northbound Approach

Lanes				
AM	292	0	0	0	AM
NOON	0	0	0	0	NOON
PM	508	0	0	0	PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	230	0	AM
	0	0	NOON
	370	0	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
143	0	136	157	0	160
79	0	136	31	0	22

	South Leg	
AM	292	0
NOON	0	0
PM	508	0

Total Volume Per Leg

	North Leg
AM	230
NOON	0
PM	370

West Leg AM	NOON	PM	East Leg AM	NOON	PM
222	0	272	188	0	182

	South Leg
AM	292
NOON	0
PM	508

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_001 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

AM

NS/EW Streets:	17th St/I-5 SB On-Ramp			17th St/I-5 SB On-Ramp			J St			J St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM				3	57	3		1	12	14	20		110
7:15 AM				0	77	5		4	14	9	26		135
7:30 AM				0	56	3		3	9	5	17		93
7:45 AM				0	52	3		6	22	7	28		118
8:00 AM				3	55	6		2	6	8	30		110
8:15 AM				0	44	3		4	8	8	39		106
8:30 AM				1	61	2		15	16	5	32		132
8:45 AM				1	46	6		8	7	7	34		109
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	8	448	31	0	43	94	63	226	0	913
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	1.64%	91.99%	6.37%	0.00%	31.39%	68.61%	21.80%	78.20%	0.00%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	0	0	4	212	14	0	27	52	28	129	0	466
PEAK HR FACTOR :		0.000			0.898			0.637			0.835		0.883

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_001 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

PM

NS/EW Streets:	17th St/I-5 SB On-Ramp			17th St/I-5 SB On-Ramp			J St			J St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM				2	75	8		3	26	5	27		146
4:15 PM				2	73	1		2	31	11	18		138
4:30 PM				4	81	3		6	23	6	24		147
4:45 PM				2	93	4		6	27	10	33		175
5:00 PM				0	86	0		4	37	6	25		158
5:15 PM				0	88	2		5	31	7	30		163
5:30 PM				1	92	2		4	22	9	40		170
5:45 PM				1	91	5		9	19	15	29		169
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	12	679	25	0	39	216	69	226	0	1266
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	1.68%	94.83%	3.49%	0.00%	15.29%	84.71%	23.39%	76.61%	0.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	0	0	3	359	8	0	19	117	32	128	0	666
PEAK HR FACTOR :		0.000			0.934			0.829			0.816		0.951

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#2

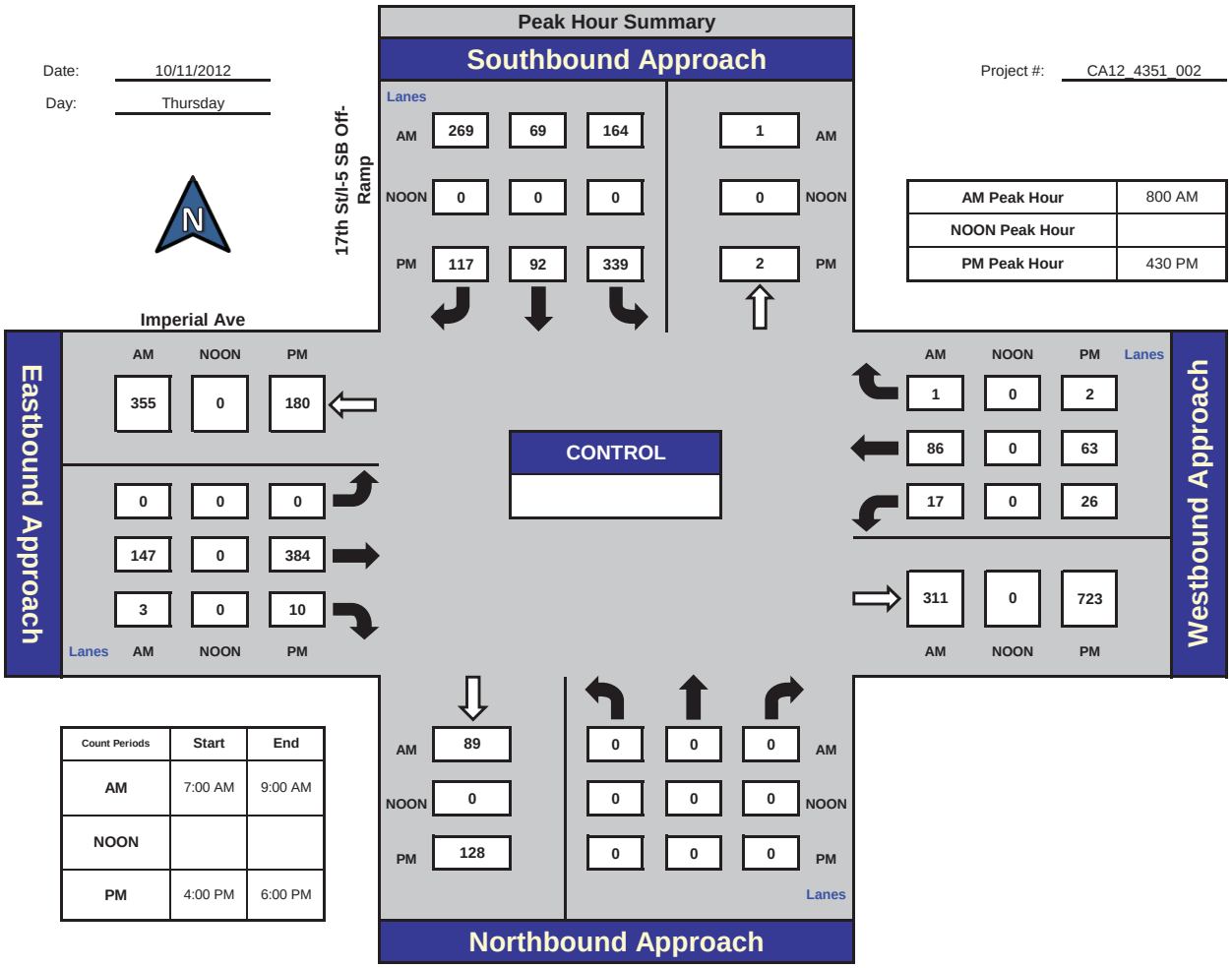
17th St/I-5 SB Off-Ramp and Imperial Ave , City of San Diego

Date: 10/11/2012

Day: Thursday

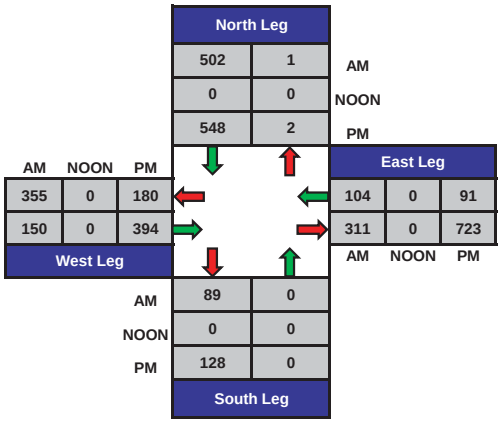
Project #: CA12_4351_002

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	430 PM

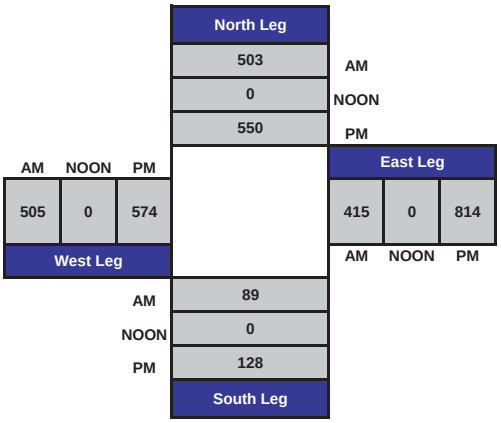


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_002 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

AM

NS/EW Streets:	17th St/I-5 SB Off-Ramp			17th St/I-5 SB Off-Ramp			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM				34	17	37		27	2	2	14	0	133
7:15 AM				43	29	44		32	3	1	18	0	170
7:30 AM				43	19	55		51	4	3	22	0	197
7:45 AM				38	13	58		36	2	4	24	0	175
8:00 AM				41	20	65		36	1	3	21	1	188
8:15 AM				27	13	45		28	0	4	26	0	143
8:30 AM				48	21	85		40	1	5	22	0	222
8:45 AM				48	15	74		43	1	5	17	0	203
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	322	147	463	0	293	14	27	164	1	1431
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	34.55%	15.77%	49.68%	0.00%	95.44%	4.56%	14.06%	85.42%	0.52%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	0	0	0	164	69	269	0	147	3	17	86	1	756
PEAK HR FACTOR :		0.000			0.815			0.852			0.867		0.851

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_002 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

PM

NS/EW Streets:	17th St/I-5 SB Off-Ramp			17th St/I-5 SB Off-Ramp			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM			0	60	32	27	1	62	3	4	9	2	200
4:15 PM			0	79	26	27	0	68	2	3	19	0	224
4:30 PM			0	99	27	42	0	83	2	4	15	0	272
4:45 PM			0	90	27	28	0	58	3	8	22	0	236
5:00 PM			0	65	21	24	0	131	2	10	10	0	263
5:15 PM			0	85	17	23	0	112	3	4	16	2	262
5:30 PM			1	76	17	29	1	75	0	4	17	0	220
5:45 PM			0	84	36	22	2	68	3	4	18	0	237
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	1	638	203	222	4	657	18	41	126	4	1914
APPROACH %'s :	0.00%	0.00%	100.00%	60.02%	19.10%	20.88%	0.59%	96.76%	2.65%	23.98%	73.68%	2.34%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	0	0	339	92	117	0	384	10	26	63	2	1033
PEAK HR FACTOR :		0.000			0.815			0.741			0.758		0.949

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#3

19th St and Market St , City of San Diego

Date: 10/11/2012

Day: Thursday

Project #: CA12_4351_003

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (19th St)

Lanes					
AM	0	0	0	235	AM
NOON	0	0	0	0	NOON
PM	0	0	0	822	PM

Eastbound Approach (Market St)

Lanes	AM	NOON	PM
	592	0	351
	9	0	71
	120	0	337
	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
	5	0	23
	423	0	240
	0	0	0
	146	0	380

Northbound Approach

Lanes					
AM	0	169	221	26	AM
NOON	0	0	0	0	NOON
PM	0	111	728	43	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	0	235	AM
	0	0	NOON
	0	822	PM

West Leg	AM	NOON	PM
	592	0	351
	129	0	408

East Leg	AM	NOON	PM
	428	0	263
	146	0	380

South Leg		
AM	0	416
NOON	0	0
PM	0	882

Total Volume Per Leg

North Leg		
235	AM	
0	NOON	
822	PM	

West Leg	AM	NOON	PM
	721	0	759

East Leg	AM	NOON	PM
	574	0	643

South Leg	
AM	416
NOON	0
PM	882

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_003 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

AM

NS/EW Streets:	19th St			19th St			Market St			Market St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	16	27	3				5	27			63	6	147
7:15 AM	24	56	5				0	20			64	1	170
7:30 AM	29	57	3				3	21			100	2	215
7:45 AM	40	53	8				1	38			114	0	254
8:00 AM	32	37	10				3	28			110	2	222
8:15 AM	56	71	4				1	20			109	1	262
8:30 AM	41	60	4				4	34			90	2	235
8:45 AM	26	39	7				4	26			79	2	183
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	264	400	44	0	0	0	21	214	0	0	729	16	1688
APPROACH %'s :	37.29%	56.50%	6.21%	#DIV/0!	#DIV/0!	#DIV/0!	8.94%	91.06%	0.00%	0.00%	97.85%	2.15%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	169	221	26	0	0	0	9	120	0	0	423	5	973
PEAK HR FACTOR :		0.794			0.000			0.827			0.939		0.928

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_003 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

PM

NS/EW Streets:	19th St			19th St			Market St			Market St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	18	202	11				9	61			52	4	357
4:15 PM	13	204	9				8	77			56	6	373
4:30 PM	28	195	9				12	65			57	4	370
4:45 PM	28	190	11				18	94			57	8	406
5:00 PM	26	159	10				12	95			65	7	374
5:15 PM	29	184	13				29	83			61	4	403
5:30 PM	25	153	9				16	66			60	2	331
5:45 PM	18	107	11				14	69			52	6	277
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	185	1394	83	0	0	0	118	610	0	0	460	41	2891
APPROACH %'s :	11.13%	83.87%	4.99%	#DIV/0!	#DIV/0!	#DIV/0!	16.21%	83.79%	0.00%	0.00%	91.82%	8.18%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	111	728	43	0	0	0	71	337	0	0	240	23	1553
PEAK HR FACTOR :		0.950			0.000			0.911			0.913		0.956

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#4

19th St/I-5 NB Off-Ramp and J St , City of San Diego

Date: 10/11/2012

Day: Thursday

Project #: CA12_4351_004

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (19th St/I-5 NB Off-Ramp)

Lanes					
AM	0	0	0	400	AM
NOON	0	0	0	0	NOON
PM	1	28	6	754	PM

Eastbound Approach (J St)

Lanes	AM	NOON	PM
	162	0	134
	8	0	11
	20	0	10
	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
	9	0	6
	25	0	20
	0	0	1
	49	0	31

CONTROL

Northbound Approach

Lanes				
AM	0	137	383	29	AM
NOON	0	0	0	0	NOON
PM	29	113	737	15	PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	0	400	AM
	0	0	NOON
	35	754	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
162	0	134	34	0	27
28	0	21	49	0	31

	South Leg	
AM	0	549
NOON	0	0
PM	29	865

Total Volume Per Leg

	North Leg
AM	400
NOON	0
PM	789

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
190	0	155	83	0	58

	South Leg
AM	549
NOON	0
PM	894

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_004 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

AM

NS/EW Streets:	19th St/I-5 NB Off-Ramp			19th St/I-5 NB Off-Ramp			J St			J St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	24	64	5				2	0			4	1	100
7:15 AM	30	93	4				1	4			7	2	141
7:30 AM	21	89	3				0	2			7	0	122
7:45 AM	32	88	2				1	4			6	1	134
8:00 AM	33	102	5				3	1			4	2	150
8:15 AM	37	98	2				1	2			9	3	152
8:30 AM	29	101	13				3	11			4	2	163
8:45 AM	38	82	9				1	6			8	2	146
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	244	717	43	0	0	0	12	30	0	0	49	13	1108
APPROACH %'s :	24.30%	71.41%	4.28%	#DIV/0!	#DIV/0!	#DIV/0!	28.57%	71.43%	0.00%	0.00%	79.03%	20.97%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	137	383	29	0	0	0	8	20	0	0	25	9	611
PEAK HR FACTOR :		0.960			0.000			0.500			0.708		0.937

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_004 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

PM

NS/EW Streets:	19th St/I-5 NB Off-Ramp			19th St/I-5 NB Off-Ramp			J St			J St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	26	258	3	0	0	0	3	1		0	5	3	299
4:15 PM	26	177	7	0	0	0	2	2		0	6	1	221
4:30 PM	28	158	3	0	0	0	4	5		0	3	2	203
4:45 PM	33	144	2	6	28	1	2	2		1	6	0	225
5:00 PM	28	147	7	0	0	0	3	2		0	4	2	193
5:15 PM	27	197	4	0	0	0	4	0		0	6	2	240
5:30 PM	44	212	6	0	0	0	5	3		0	2	3	275
5:45 PM	35	149	3	0	0	0	3	5		0	7	0	202
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	247	1442	35	6	28	1	26	20	0	1	39	13	1858
APPROACH %'s :	14.33%	83.64%	2.03%	17.14%	80.00%	2.86%	56.52%	43.48%	0.00%	1.89%	73.58%	24.53%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	113	737	15	6	28	1	11	10	0	1	20	6	948
PEAK HR FACTOR :		0.753			0.250			0.583			0.844		0.793

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#5

19th St/I-5 NB On-Ramp and Imperial Ave , City of San Diego

Date: 10/11/2012

Day: Thursday

Project #: CA12_4351_005

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (19th St/I-5 NB On-Ramp)

Lanes					
AM	0	0	0	780	AM
NOON	0	0	0	0	NOON
PM	0	0	0	759	PM

Eastbound Approach (Imperial Ave)

Lanes	AM	NOON	PM
	103	0	100
	173	0	352
	144	0	373
	0	0	1

Westbound Approach

Lanes	AM	NOON	PM
	255	0	91
	77	0	85
	0	0	0
	167	0	415

Northbound Approach

Lanes					
AM	0	26	352	23	AM
NOON	0	0	0	0	NOON
PM	1	15	316	42	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	0	780	AM
	0	0	NOON
	0	759	PM

West Leg	AM	NOON	PM
	103	0	100
	317	0	726

East Leg	AM	NOON	PM
	332	0	176
	167	0	415

South Leg		
AM	0	401
NOON	0	0
PM	1	373

Total Volume Per Leg

North Leg	
780	AM
0	NOON
759	PM

West Leg	AM	NOON	PM
	420	0	826

East Leg	AM	NOON	PM
	499	0	591

South Leg	
AM	401
NOON	0
PM	374

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_005 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

AM

NS/EW Streets:	19th St/I-5 NB On-Ramp			19th St/I-5 NB On-Ramp			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	4	81	4				30	24			19	89	251
7:15 AM	5	72	3				34	45			12	71	242
7:30 AM	6	85	3				59	35			22	63	273
7:45 AM	10	97	8				38	30			24	70	277
8:00 AM	5	98	9				42	34			19	51	258
8:15 AM	8	79	2				37	24			24	52	226
8:30 AM	5	73	7				44	42			27	43	241
8:45 AM	7	60	7				43	39			20	37	213
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	50	645	43	0	0	0	327	273	0	0	167	476	1981
APPROACH %'s :	6.78%	87.40%	5.83%	#DIV/0!	#DIV/0!	#DIV/0!	54.50%	45.50%	0.00%	0.00%	25.97%	74.03%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	26	352	23	0	0	0	173	144	0	0	77	255	1050
PEAK HR FACTOR :		0.872			0.000			0.843			0.883		0.948

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_005 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

PM

NS/EW Streets:	19th St/I-5 NB On-Ramp			19th St/I-5 NB On-Ramp			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	3	88	5				57	63	0		14	25	255
4:15 PM	2	64	3				67	76	0		20	21	253
4:30 PM	4	90	14				80	114	1		17	17	337
4:45 PM	3	71	10				61	99	0		27	21	292
5:00 PM	4	94	8				117	74	0		21	32	350
5:15 PM	4	61	10				94	86	0		20	21	296
5:30 PM	6	78	7				81	60	1		17	25	275
5:45 PM	6	51	7				66	79	2		16	25	252
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	32	597	64	0	0	0	623	651	4	0	152	187	2310
APPROACH %'s :	4.62%	86.15%	9.24%	#DIV/0!	#DIV/0!	#DIV/0!	48.75%	50.94%	0.31%	0.00%	44.84%	55.16%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	15	316	42	0	0	0	352	373	1	0	85	91	1275
PEAK HR FACTOR :		0.863			0.000			0.931			0.830		0.911

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#6

19th St and Commercial St , City of San Diego

Date: 10/11/2012

Day: Thursday

Project #: CA12_4351_006

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (19th St)

Lanes					
AM	0	0	0	399	AM
NOON	0	0	0	0	NOON
PM	0	0	0	373	PM

Eastbound Approach (Commercial St)

Lanes	AM	NOON	PM
	38	0	24
	20	0	43
	8	0	11
	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
	57	0	43
	19	0	12
	0	0	0
	10	0	13

Northbound Approach

Lanes				
AM	0	19	322	2
NOON	0	0	0	0
PM	0	12	287	2

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		East Leg			West Leg		
						AM	NOON	PM
AM	0	399	76	0	55	38	0	24
NOON	0	0	10	0	13	28	0	54
PM	0	373	AM	NOON	PM			
	South Leg							
AM	0	343						
NOON	0	0						
PM	0	301						

Total Volume Per Leg

	North Leg		East Leg			West Leg		
						AM	NOON	PM
AM	399		86	0	68	66	0	78
NOON	0							
PM	373		AM	NOON	PM			
	South Leg							
AM	343							
NOON	0							
PM	301							

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_006 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

AM

NS/EW Streets:	19th St			19th St			Commercial St			Commercial St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	4	66	1				5	2			4	18	100
7:15 AM	6	59	0				2	1			5	16	89
7:30 AM	3	73	1				6	1			6	20	110
7:45 AM	3	99	0				3	1			8	8	122
8:00 AM	7	82	0				4	1			1	19	114
8:15 AM	6	68	1				7	5			4	10	101
8:30 AM	6	66	3				9	4			8	10	106
8:45 AM	4	57	0				7	4			3	9	84
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	39	570	6	0	0	0	43	19	0	0	39	110	826
APPROACH %'s :	6.34%	92.68%	0.98%	#DIV/0!	#DIV/0!	#DIV/0!	69.35%	30.65%	0.00%	0.00%	26.17%	73.83%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	19	322	2	0	0	0	20	8	0	0	19	57	447
PEAK HR FACTOR :		0.841			0.000			0.583			0.731		0.916

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_006 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

PM

NS/EW Streets:	19th St			19th St			Commercial St			Commercial St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	2	74	0				11	1	0		4	7	99
4:15 PM	5	52	0				11	3	0		8	10	89
4:30 PM	1	88	0				12	1	0		2	9	113
4:45 PM	4	66	0				9	3	0		6	9	97
5:00 PM	3	63	1				14	5	0		3	16	105
5:15 PM	4	70	1				8	2	0		1	9	95
5:30 PM	0	66	3				11	2	0		3	9	94
5:45 PM	1	42	2				8	4	1		3	13	74
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	20	521	7	0	0	0	84	21	1	0	30	82	766
APPROACH %'s :	3.65%	95.07%	1.28%	#DIV/0!	#DIV/0!	#DIV/0!	79.25%	19.81%	0.94%	0.00%	26.79%	73.21%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	12	287	2	0	0	0	43	11	0	0	12	43	410
PEAK HR FACTOR :		0.846			0.000			0.711			0.724		0.907

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#7

I-5 SB Off-Ramp/Beardsley St and Logan Ave , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_007

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach — I-5 SB Off-Ramp/Beardsley St

Lanes					
AM	18	162	108	0	AM
NOON	0	0	0	0	NOON
PM	6	66	118	0	PM

Eastbound Approach — Logan Ave

Lanes	AM	NOON	PM
	134	0	131
	0	0	0
	91	0	247
	19	0	46

Westbound Approach

Lanes	AM	NOON	PM
	0	0	0
	93	0	72
	46	0	22
	246	0	451

CONTROL

Northbound Approach

Lanes				
AM	227	23	0	47	AM
NOON	0	0	0	0	NOON
PM	134	53	0	86	PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	288	0	AM
	0	0	NOON
	190	0	PM

West Leg AM	West Leg NOON	West Leg PM		East Leg AM	East Leg NOON	East Leg PM
134	0	131		139	0	94
110	0	293		246	0	451

	South Leg	
AM	227	70
NOON	0	0
PM	134	139

Total Volume Per Leg

	North Leg
AM	288
NOON	0
PM	190

West Leg AM	West Leg NOON	West Leg PM		East Leg AM	East Leg NOON	East Leg PM
244	0	424		385	0	545

	South Leg
AM	297
NOON	0
PM	273

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_007 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	I-5 SB Off-Ramp/Beardsley St			I-5 SB Off-Ramp/Beardsley St			Logan Ave			Logan Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	3		8	31	33	3		15	5	5	21		124
7:15 AM	1		11	29	48	3		22	5	3	23		145
7:30 AM	2		8	29	40	4		25	7	7	15		137
7:45 AM	8		10	23	52	3		18	6	13	18		151
8:00 AM	5		12	19	41	5		19	4	8	20		133
8:15 AM	5		11	32	33	5		17	6	15	31		155
8:30 AM	9		13	26	43	3		29	5	15	23		166
8:45 AM	4		11	31	45	5		26	4	8	19		153
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	37	0	84	220	335	31	0	171	42	74	170	0	1164
APPROACH %'s :	30.58%	0.00%	69.42%	37.54%	57.17%	5.29%	0.00%	80.28%	19.72%	30.33%	69.67%	0.00%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	23	0	47	108	162	18	0	91	19	46	93	0	607
PEAK HR FACTOR :		0.795			0.889			0.809			0.755		0.914

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_007 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	I-5 SB Off-Ramp/Beardsley St			I-5 SB Off-Ramp/Beardsley St			Logan Ave			Logan Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	7		13	31	24	5		53	7	7	16		163
4:15 PM	10		21	40	27	3		49	5	5	17		177
4:30 PM	14		23	40	19	3		56	3	5	17		180
4:45 PM	10		22	28	21	2		47	11	7	17		165
5:00 PM	15		29	23	23	2		58	7	5	24		186
5:15 PM	16		21	32	10	0		52	17	4	20		172
5:30 PM	12		14	35	12	2		90	11	6	11		193
5:45 PM	5		19	22	10	2		59	5	7	16		145
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	89	0	162	251	146	19	0	464	66	46	138	0	1381
APPROACH %'s :	35.46%	0.00%	64.54%	60.34%	35.10%	4.57%	0.00%	87.55%	12.45%	25.00%	75.00%	0.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	53	0	86	118	66	6	0	247	46	22	72	0	716
PEAK HR FACTOR :		0.790			0.931			0.725			0.810		0.927

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#8

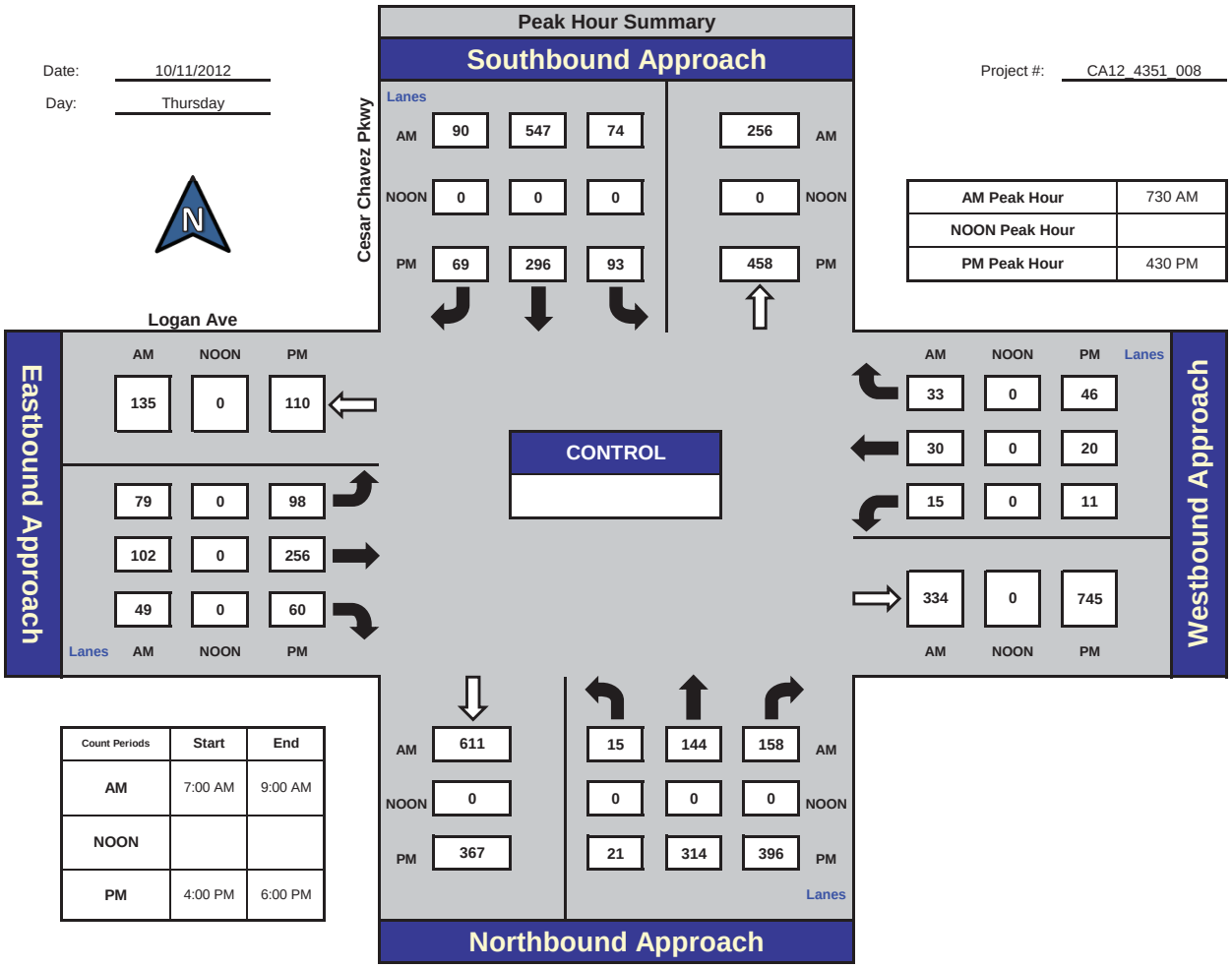
Cesar Chavez Pkwy and Logan Ave , City of San Diego

Date: 10/11/2012

Day: Thursday

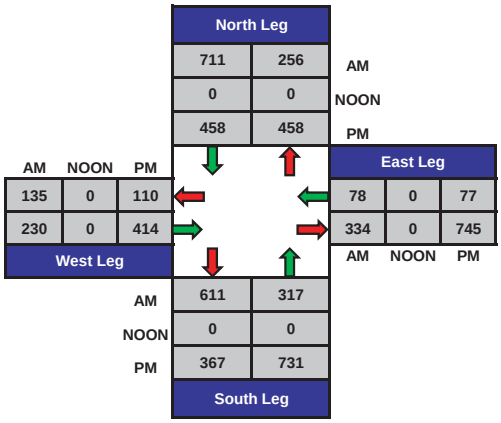
Project #: CA12_4351_008

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

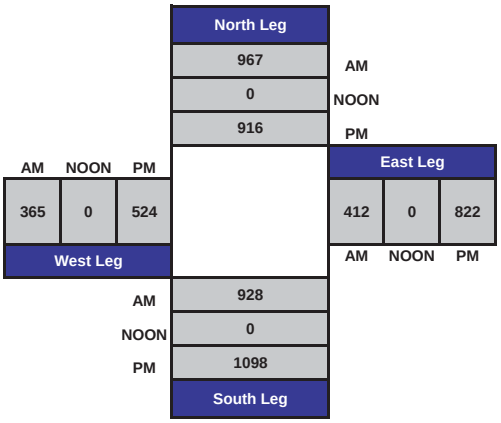


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_008 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

AM

NS/EW Streets:	Cesar Chavez Pkwy			Cesar Chavez Pkwy			Logan Ave			Logan Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	3	30	29	17	91	20	21	24	11	4	8	12	270
7:15 AM	4	37	22	28	113	11	26	22	20	1	10	14	308
7:30 AM	1	26	53	16	151	15	28	27	9	6	8	12	352
7:45 AM	2	46	38	19	144	20	13	22	18	1	8	8	339
8:00 AM	4	30	37	17	117	20	27	26	7	4	6	7	302
8:15 AM	8	42	30	22	135	35	11	27	15	4	8	6	343
8:30 AM	2	42	31	22	142	30	15	29	15	3	6	9	346
8:45 AM	4	25	39	15	135	18	16	39	17	5	8	9	330
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	28	278	279	156	1028	169	157	216	112	28	62	77	2590
APPROACH %'s :	4.79%	47.52%	47.69%	11.53%	75.98%	12.49%	32.37%	44.54%	23.09%	16.77%	37.13%	46.11%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	15	144	158	74	547	90	79	102	49	15	30	33	1336
PEAK HR FACTOR :		0.922			0.926			0.898			0.750		0.949

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_008 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

PM

NS/EW Streets:	Cesar Chavez Pkwy			Cesar Chavez Pkwy			Logan Ave			Logan Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	3	72	88	28	69	15	23	59	18	2	8	14	399
4:15 PM	1	58	69	24	71	17	21	61	19	4	8	13	366
4:30 PM	5	93	98	22	77	16	25	84	10	3	5	13	451
4:45 PM	4	88	111	23	92	18	22	57	18	3	5	16	457
5:00 PM	8	67	98	30	57	15	32	53	10	3	6	8	387
5:15 PM	4	66	89	18	70	20	19	62	22	2	4	9	385
5:30 PM	2	58	76	22	82	16	21	74	23	4	6	7	391
5:45 PM	3	49	60	27	85	14	17	60	15	1	7	5	343
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	30	551	689	194	603	131	180	510	135	22	49	85	3179
APPROACH %'s :	2.36%	43.39%	54.25%	20.91%	64.98%	14.12%	21.82%	61.82%	16.36%	14.10%	31.41%	54.49%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	21	314	396	93	296	69	98	256	60	11	20	46	1680
PEAK HR FACTOR :		0.900			0.861			0.870			0.802		0.919

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_108 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

AM

NS/EW Streets:	Cesar Chavez Blvd			Cesar Chavez Blvd			SR-75 On-Ramp/Logan Ave			SR-75 On-Ramp/Logan Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM			20	3				2		0			25
7:15 AM			20	6				2		1			29
7:30 AM			18	6				6		1			31
7:45 AM			27	2				6		1			36
8:00 AM			14	9				1		0			24
8:15 AM			28	5				1		1			35
8:30 AM			20	3				2		3			28
8:45 AM			12	5				4		0			21
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	159	39	0	0	0	24	0	7	0	0	229
APPROACH %'s :	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	87	22	0	0	0	14	0	3	0	0	126
PEAK HR FACTOR :		0.777			0.611			0.583			0.750		0.875

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_108 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

PM

NS/EW Streets:	Cesar Chavez Blvd			Cesar Chavez Blvd			SR-75 On-Ramp/Logan Ave			SR-75 On-Ramp/Logan Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM			35	3				6	3	1			48
4:15 PM			35	6				5	0	1			47
4:30 PM			44	1				5	0	1			51
4:45 PM			49	2				9	0	0			60
5:00 PM			40	2				4	0	0			46
5:15 PM			49	5				5	0	1			60
5:30 PM			32	4				23	0	0			59
5:45 PM			51	3				17	0	1			72
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	335	26	0	0	0	74	3	5	0	0	443
APPROACH %'s :	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	96.10%	3.90%	100.00%	0.00%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	172	14	0	0	0	49	0	2	0	0	237
PEAK HR FACTOR :		0.843			0.700			0.533			0.500		0.823

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

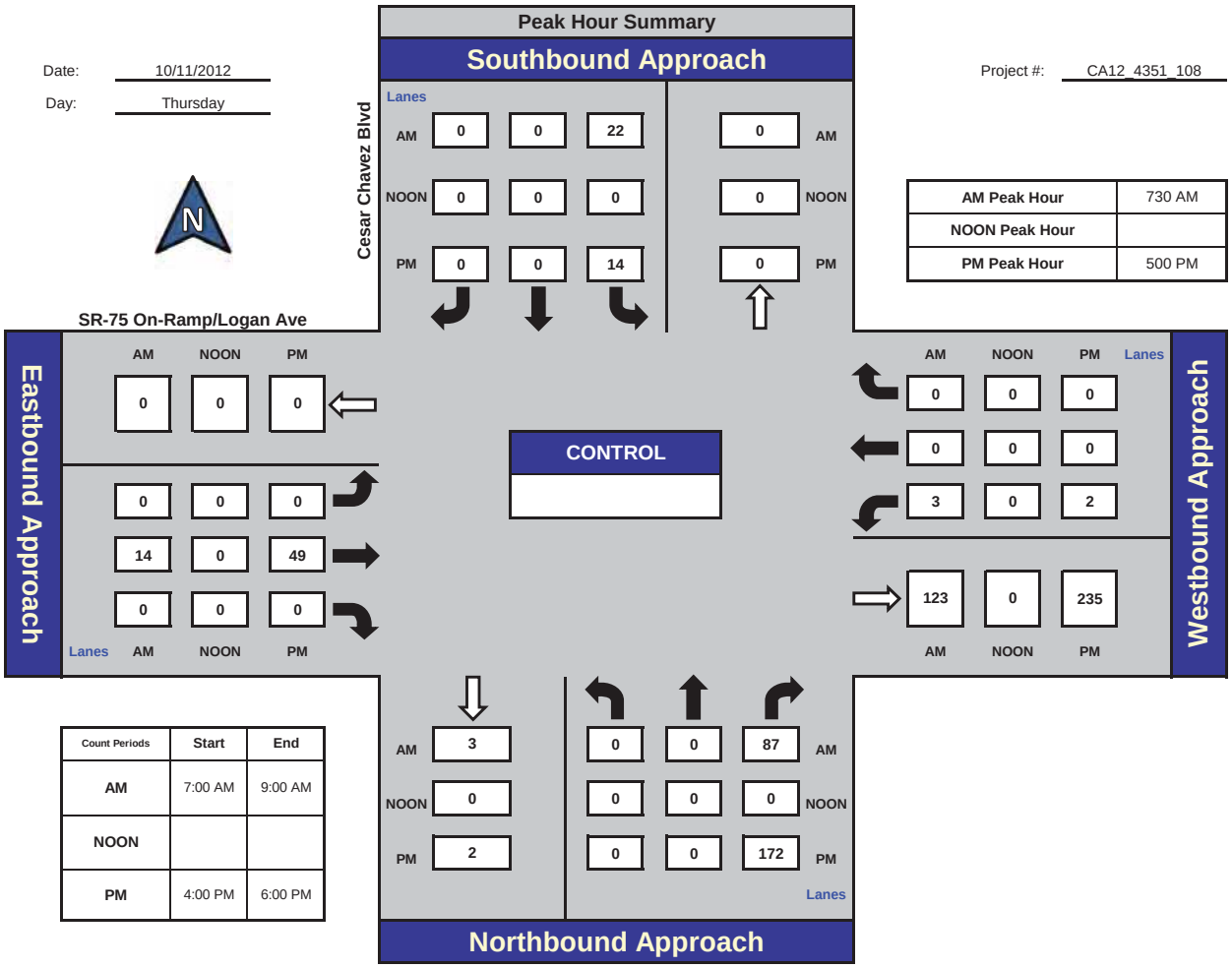
Cesar Chavez Blvd and SR-75 On-Ramp/Logan Ave , City of San Diego

Date: 10/11/2012

Day: Thursday

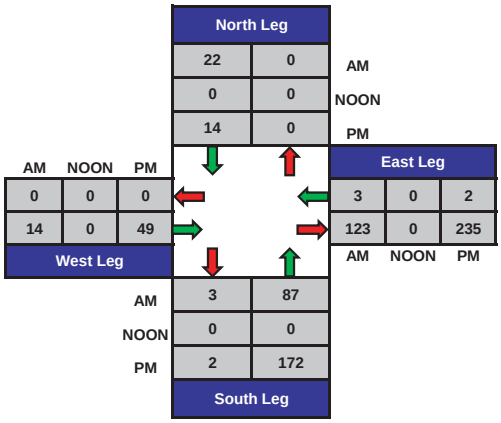
Project #: CA12_4351_108

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

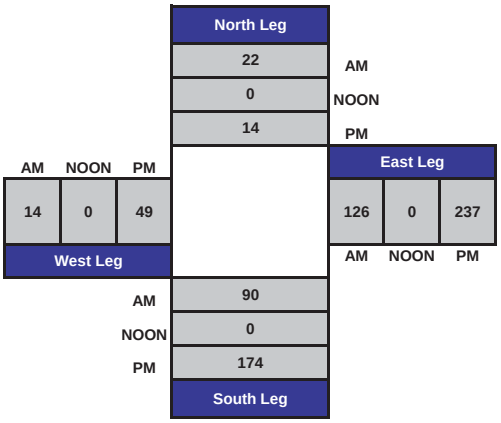


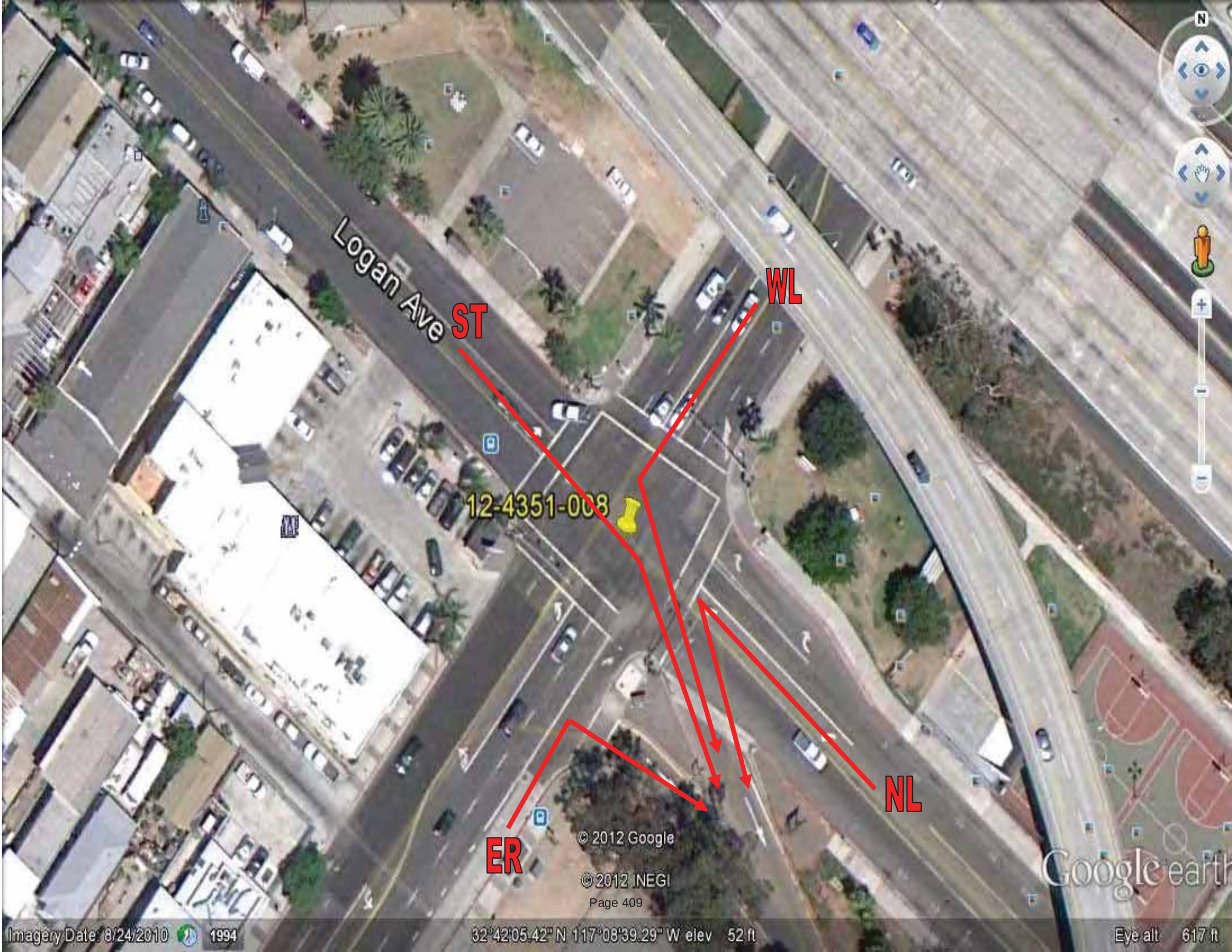
Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg




Logan Ave
ST
WL
12-4351-008
NL
ER
© 2012 Google
© 2012 INEGI
Google earth
Imagery Date: 8/24/2010
1994
32°42'05.42" N 117°08'39.29" W elev 52 ft
Eye alt 617 ft

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#9

Cesar Chavez Pkwy and I-5 NB Ramps , City of San Diego

Date: 10/11/2012

Day: Thursday

Project #: CA12_4351_009

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach

Cesar Chavez Pkwy

Lanes					
AM	27	188	0	168	AM
NOON	0	0	0	0	NOON
PM	25	161	0	344	PM

Eastbound Approach

I-5 NB Ramps

Lanes	AM	NOON	PM
	279	0	293
	0	0	0
	0	0	0
	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
	58	0	103
	115	0	56
	560	0	322
	0	0	0

CONTROL

Northbound Approach

AM	748	137	110	0	AM
NOON	0	0	0	0	NOON
PM	483	212	241	0	PM
					Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
215	168	AM
0	0	NOON
186	344	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
279	0	293	733	0	481
0	0	0	0	0	0

South Leg	
748	247
0	0
483	453

Total Volume Per Leg

North Leg	
383	AM
0	NOON
530	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
279	0	293	733	0	481

South Leg	
995	AM
0	NOON
936	PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_009 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

AM

NS/EW Streets:	Cesar Chavez Pkwy			Cesar Chavez Pkwy			I-5 NB Ramps			I-5 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	36	22			31	11				100	24	16	240
7:15 AM	47	34			42	9				117	27	17	293
7:30 AM	35	30			43	9				141	22	15	295
7:45 AM	43	27			44	11				140	42	13	320
8:00 AM	32	29			42	11				126	31	12	283
8:15 AM	36	24			55	3				139	21	14	292
8:30 AM	26	30			47	2				155	21	19	300
8:45 AM	33	27			49	8				122	23	20	282
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	288	223	0	0	353	64	0	0	0	1040	211	126	2305
APPROACH %'s :	56.36%	43.64%	0.00%	0.00%	84.65%	15.35%	#DIV/0!	#DIV/0!	#DIV/0!	75.53%	15.32%	9.15%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	137	110	0	0	188	27	0	0	0	560	115	58	1195
PEAK HR FACTOR :		0.882			0.927			0.000			0.940		0.934

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_009 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

PM

NS/EW Streets:	Cesar Chavez Pkwy			Cesar Chavez Pkwy			I-5 NB Ramps			I-5 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	55	57			46	6				66	15	25	270
4:15 PM	38	55			34	7				90	9	30	263
4:30 PM	63	67			42	4				71	12	27	286
4:45 PM	56	62			39	8				95	20	21	301
5:00 PM	54	56			36	1				62	16	18	243
5:15 PM	56	37			39	4				79	11	20	246
5:30 PM	49	40			50	9				76	14	26	264
5:45 PM	33	33			53	6				71	37	32	265
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	404	407	0	0	339	45	0	0	0	610	134	199	2138
APPROACH %'s :	49.82%	50.18%	0.00%	0.00%	88.28%	11.72%	#DIV/0!	#DIV/0!	#DIV/0!	64.69%	14.21%	21.10%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	212	241	0	0	161	25	0	0	0	322	56	103	1120
PEAK HR FACTOR :		0.871			0.894			0.000			0.884		0.930

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#10

I-5 SB On-Ramp and Logan Ave , City of San Diego

Date: 10/11/2012

Day: Thursday

Project #: CA12_4351_010

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (I-5 SB On-Ramp)

	Lanes				
AM	0	0	0	297	AM
NOON	0	0	0	0	NOON
PM	0	0	0	607	PM

Eastbound Approach (Logan Ave)

Lanes	AM	NOON	PM
	93	0	81
	239	0	534
	78	0	220
	0	0	0

Westbound Approach

AM	NOON	PM	Lanes
58	0	72	
93	0	80	
0	0	0	
78	0	221	

Northbound Approach

AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	1	1	1	PM
					Lanes

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	0	297	AM
	0	0	NOON
	0	607	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
93	0	81	151	0	152
317	0	754	78	0	221

	South Leg	
AM	0	0
NOON	0	0
PM	0	3

Total Volume Per Leg

	North Leg	
	297	AM
	0	NOON
	607	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
410	0	835	229	0	373

	South Leg
AM	0
NOON	0
PM	3

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_010 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

AM

NS/EW Streets:	I-5 SB On-Ramp			I-5 SB On-Ramp			Logan Ave			Logan Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0						52	22	0		27	16	117
7:15 AM	0						53	15	0		23	14	105
7:30 AM	0						79	20	0		31	18	148
7:45 AM	0						55	21	0		12	10	98
8:00 AM	0						64	20	0		21	10	115
8:15 AM	2						50	23	2		12	8	97
8:30 AM	0						61	28	0		22	21	132
8:45 AM	0						68	18	0		19	11	116
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	0	0	0	0	0	482	167	2	0	167	108	928
APPROACH %'s :	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	74.04%	25.65%	0.31%	0.00%	60.73%	39.27%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	239	78	0	0	93	58	468
PEAK HR FACTOR :		0.000			0.000			0.801			0.770		0.791

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_010 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

PM

NS/EW Streets:	I-5 SB On-Ramp			I-5 SB On-Ramp			Logan Ave			Logan Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	0	0	0				152	28	0		26	15	221
4:15 PM	0	1	0				115	32	3		23	17	191
4:30 PM	0	0	1				136	73	0		23	23	256
4:45 PM	0	0	0				126	71	0		26	14	237
5:00 PM	1	1	0				140	35	0		14	23	214
5:15 PM	0	0	0				132	41	0		17	12	202
5:30 PM	0	0	0				139	29	0		16	18	202
5:45 PM	0	0	0				107	42	1		15	8	173
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	2	1	0	0	0	1047	351	4	0	160	130	1696
APPROACH %'s :	25.00%	50.00%	25.00%	#DIV/0!	#DIV/0!	#DIV/0!	74.68%	25.04%	0.29%	0.00%	55.17%	44.83%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	1	1	1	0	0	0	534	220	0	0	80	72	909
PEAK HR FACTOR :		0.375			0.000			0.902			0.826		0.888

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#11

SR-75 Off- Ramp and National Ave , City of San Diego

Date: 10/11/2012

Day: Thursday

Project #: CA12_4351_011

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (SR-75 Off- Ramp)

Lanes					
AM	109	0	12	0	AM
NOON	0	0	0	0	NOON
PM	123	0	80	0	PM

Eastbound Approach (National Ave)

Lanes	AM	NOON	PM
	258	0	222
	0	0	0
	30	0	49
	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
	0	0	0
	149	0	99
	0	0	0
	42	0	129

Northbound Approach

Lanes					
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	121	0	AM
	0	0	NOON
	203	0	PM

West Leg	AM	NOON	PM
	258	0	222
	30	0	49

East Leg	AM	NOON	PM
	149	0	99
	42	0	129

South Leg		
AM	0	0
NOON	0	0
PM	0	0

Total Volume Per Leg

North Leg		
121	0	AM
0	0	NOON
203	0	PM

West Leg	AM	NOON	PM
	288	0	271

East Leg	AM	NOON	PM
	191	0	228

South Leg		
AM	0	
NOON	0	
PM	0	

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_011 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

AM

NS/EW Streets:	SR-75 Off- Ramp			SR-75 Off- Ramp			National Ave			National Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM				4		14		12			19		49
7:15 AM				5		16		11			18		50
7:30 AM				1		20		21			36		78
7:45 AM				5		32		7			34		78
8:00 AM				2		23		3			37		65
8:15 AM				3		29		8			29		69
8:30 AM				2		25		12			49		88
8:45 AM				5		15		6			41		67
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	27	0	174	0	80	0	0	263	0	544
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	13.43%	0.00%	86.57%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	0	0	12	0	109	0	30	0	0	149	0	300
PEAK HR FACTOR :		0.000			0.818			0.625			0.760		0.852

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_011 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

PM

NS/EW Streets:	SR-75 Off- Ramp			SR-75 Off- Ramp			National Ave			National Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM				16		28		8			17		69
4:15 PM				35		18		9			28		90
4:30 PM				14		50		13			28		105
4:45 PM				15		27		19			26		87
5:00 PM				8		17		8			13		46
5:15 PM				7		27		9			29		72
5:30 PM				4		25		6			35		70
5:45 PM				4		17		6			39		66
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	103	0	209	0	78	0	0	215	0	605
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	33.01%	0.00%	66.99%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	0	0	80	0	123	0	49	0	0	99	0	351
PEAK HR FACTOR :		0.000			0.793			0.645			0.884		0.836

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#12

25th St and SR-94 WB Off-Ramp/F St , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_012

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (25th St)

Lanes					
AM	92	335	0	401	AM
NOON	0	0	0	0	NOON
PM	47	596	0	354	PM

Eastbound Approach (SR-94 WB Off-Ramp/F St)

Lanes	AM	NOON	PM
	649	0	226
	0	0	0
	0	0	0
	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
	158	0	157
	420	0	83
	100	0	181
	0	0	0

Northbound Approach

Lanes					
AM	435	137	243	0	AM
NOON	0	0	0	0	NOON
PM	777	96	197	0	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	427	401	AM
	0	0	NOON
	643	354	PM

West Leg	AM	NOON	PM
	649	0	226
	0	0	0

East Leg	AM	NOON	PM
	678	0	421
	0	0	0

	South Leg	
AM	435	380
NOON	0	0
PM	777	293

Total Volume Per Leg

	North Leg
AM	828
NOON	0
PM	997

West Leg	AM	NOON	PM
	649	0	226

East Leg	AM	NOON	PM
	678	0	421

	South Leg
AM	815
NOON	0
PM	1070

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_012 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	25th St			25th St			SR-94 WB Off-Ramp/F St			SR-94 WB Off-Ramp/F St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	26	49			59	14				32	54	65	299
7:15 AM	34	41			86	24				21	69	47	322
7:30 AM	41	62			108	26				31	110	37	415
7:45 AM	29	72			75	30				18	125	47	396
8:00 AM	33	68			66	12				30	116	27	352
8:15 AM	37	48			73	21				30	75	37	321
8:30 AM	27	42			80	20				38	58	63	328
8:45 AM	25	47			69	14				37	18	44	254
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	252	429	0	0	616	161	0	0	0	237	625	367	2687
APPROACH %'s :	37.00%	63.00%	0.00%	0.00%	79.28%	20.72%	#DIV/0!	#DIV/0!	#DIV/0!	19.28%	50.85%	29.86%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	137	243	0	0	335	92	0	0	0	100	420	158	1485
PEAK HR FACTOR :		0.922			0.797			0.000			0.892		0.895

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_012 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	25th St			25th St			SR-94 WB Off-Ramp/F St			SR-94 WB Off-Ramp/F St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	16	35			112	13				39	20	25	260
4:15 PM	23	48			148	9				34	15	39	316
4:30 PM	26	50			138	9				40	18	34	315
4:45 PM	28	41			133	14				34	27	40	317
5:00 PM	19	55			151	13				50	20	39	347
5:15 PM	23	51			174	11				57	18	44	378
5:30 PM	21	57			115	16				41	16	40	306
5:45 PM	16	52			115	15				47	23	44	312
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	172	389	0	0	1086	100	0	0	0	342	157	305	2551
APPROACH %'s :	30.66%	69.34%	0.00%	0.00%	91.57%	8.43%	#DIV/0!	#DIV/0!	#DIV/0!	42.54%	19.53%	37.94%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	96	197	0	0	596	47	0	0	0	181	83	157	1357
PEAK HR FACTOR :		0.964			0.869			0.000			0.884		0.897

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#13

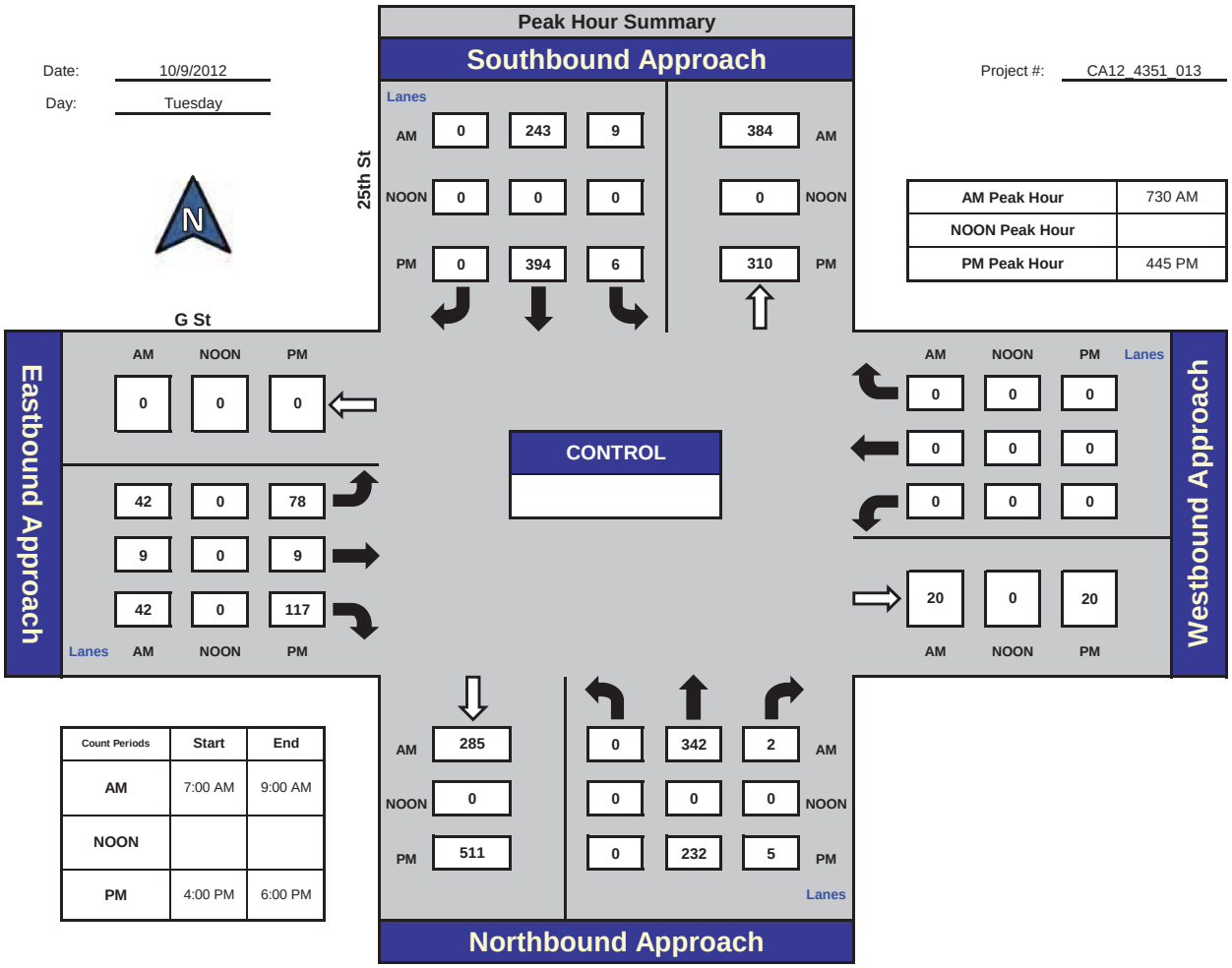
25th St and G St , City of San Diego

Date: 10/9/2012

Day: Tuesday

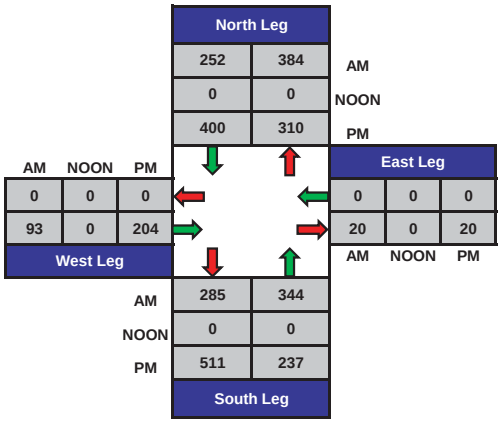
Project #: CA12_4351_013

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	445 PM

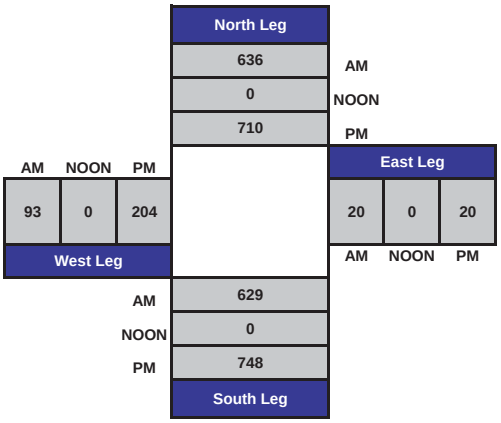


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_013 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	25th St			25th St			G St			G St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM		65	0	0	53		10	0	5				133
7:15 AM		69	1	3	52		6	0	7				138
7:30 AM		85	0	3	68		18	2	9				185
7:45 AM		97	0	2	53		7	1	11				171
8:00 AM		84	2	2	67		12	6	13				186
8:15 AM		76	0	2	55		5	0	9				147
8:30 AM		62	0	1	73		10	0	9				155
8:45 AM		51	1	0	73		18	1	16				160
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	589	4	13	494	0	86	10	79	0	0	0	1275
APPROACH %'s :	0.00%	99.33%	0.67%	2.56%	97.44%	0.00%	49.14%	5.71%	45.14%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	342	2	9	243	0	42	9	42	0	0	0	689
PEAK HR FACTOR :		0.887			0.887			0.750			0.000		0.926

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_013 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	25th St			25th St			G St			G St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM		32	3	3	69		17	6	39				169
4:15 PM		45	1	3	84		29	5	33				200
4:30 PM		51	3	2	87		23	4	22				192
4:45 PM		59	0	2	88		15	1	37				202
5:00 PM		57	1	2	99		18	3	28				208
5:15 PM		62	3	1	122		16	4	24				232
5:30 PM		54	1	1	85		29	1	28				199
5:45 PM		47	3	1	107		19	1	10				188
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	407	15	15	741	0	166	25	221	0	0	0	1590
APPROACH %'s :	0.00%	96.45%	3.55%	1.98%	98.02%	0.00%	40.29%	6.07%	53.64%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	232	5	6	394	0	78	9	117	0	0	0	841
PEAK HR FACTOR :		0.912			0.813			0.879			0.000		0.906

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#13

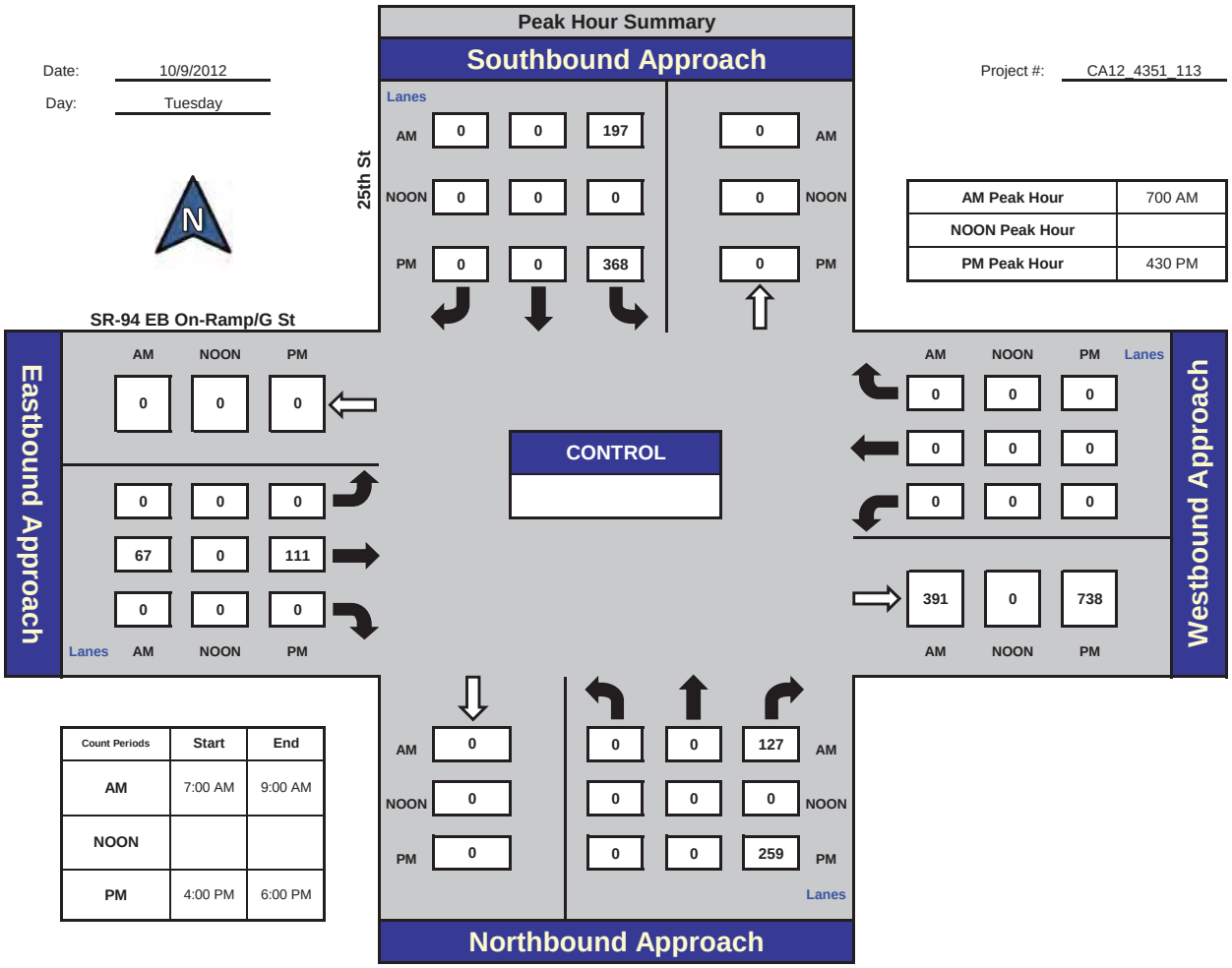
25th St and SR-94 EB On-Ramp/G St , City of San Diego

Date: 10/9/2012

Day: Tuesday

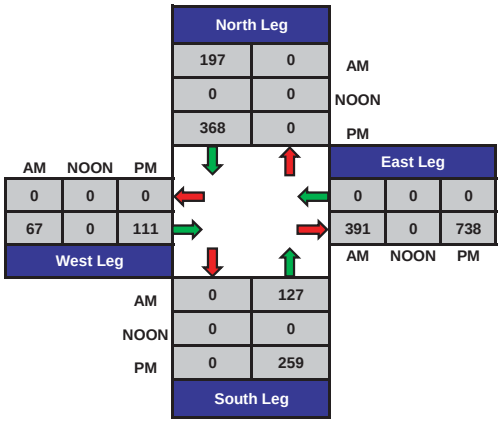
Project #: CA12_4351_113

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	430 PM

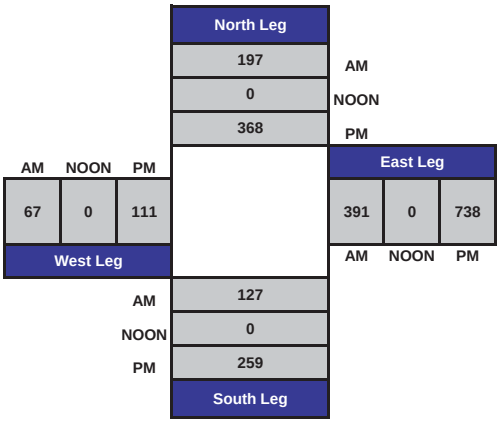


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_113 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	25th St			25th St			SR-94 EB On-Ramp/G St			SR-94 EB On-Ramp/G St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM			27	38				9					74
7:15 AM			28	51				16					95
7:30 AM			40	66				20					126
7:45 AM			32	42				22					96
8:00 AM			21	27				21					69
8:15 AM			19	43				15					77
8:30 AM			40	50				21					111
8:45 AM			32	40				27					99
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	239	357	0	0	0	151	0	0	0	0	747
APPROACH %'s :	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	0	127	197	0	0	0	67	0	0	0	0	391
PEAK HR FACTOR :		0.794			0.746			0.761			0.000		0.776

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_113 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	25th St			25th St			SR-94 EB On-Ramp/G St			SR-94 EB On-Ramp/G St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM			65	82				41					188
4:15 PM			55	98				34					187
4:30 PM			69	90				26					185
4:45 PM			65	73				30					168
5:00 PM			67	102				27					196
5:15 PM			58	103				28					189
5:30 PM			56	71				25					152
5:45 PM			47	57				26					130
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	482	676	0	0	0	237	0	0	0	0	1395
APPROACH %'s :	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	0	259	368	0	0	0	111	0	0	0	0	738
PEAK HR FACTOR :		0.938			0.893			0.925			0.000		0.941

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#14

25th St and Market St , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_014

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (25th St)

Lanes					
AM	82	157	48	466	AM
NOON	0	0	0	0	NOON
PM	76	286	161	462	PM

Eastbound Approach (Market St)

Lanes	AM	NOON	PM
	586	0	285
	41	0	71
	82	0	249
	24	0	36

Westbound Approach

Lanes	AM	NOON	PM
	254	0	129
	466	0	170
	41	0	31
	159	0	459

Northbound Approach

Lanes					
AM	222	38	171	29	AM
NOON	0	0	0	0	NOON
PM	353	39	262	49	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	287	466	AM
	0	0	NOON
	523	462	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
586	0	285	761	0	330
147	0	356	159	0	459

	South Leg	
AM	222	238
NOON	0	0
PM	353	350

Total Volume Per Leg

	North Leg
AM	753
NOON	0
PM	985

West Leg AM	NOON	PM	East Leg AM	NOON	PM
733	0	641	920	0	789

	South Leg
AM	460
NOON	0
PM	703

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_014 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	25th St			25th St			Market St			Market St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	7	37	5	13	30	10	10	18	8	3	77	51	269
7:15 AM	8	43	8	14	31	13	6	12	3	8	78	48	272
7:30 AM	8	59	3	15	42	21	14	20	6	8	123	53	372
7:45 AM	12	43	11	7	38	17	10	19	8	8	143	75	391
8:00 AM	13	31	6	11	43	22	11	27	8	12	113	68	365
8:15 AM	5	38	9	15	34	22	6	16	2	13	87	58	305
8:30 AM	6	42	10	14	37	24	11	26	9	7	72	43	301
8:45 AM	13	45	4	26	39	24	11	27	5	3	56	34	287
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	72	338	56	115	294	153	79	165	49	62	749	430	2562
APPROACH %'s :	15.45%	72.53%	12.02%	20.46%	52.31%	27.22%	26.96%	56.31%	16.72%	5.00%	60.35%	34.65%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	38	171	29	48	157	82	41	82	24	41	466	254	1433
PEAK HR FACTOR :		0.850			0.920			0.799			0.842		0.916

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_014 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	25th St			25th St			Market St			Market St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	3	57	11	44	45	21	17	49	6	7	30	22	312
4:15 PM	10	62	11	43	52	18	15	69	7	7	38	19	351
4:30 PM	11	61	11	32	62	21	15	52	8	4	42	34	353
4:45 PM	10	53	7	52	63	16	23	64	12	10	44	33	387
5:00 PM	12	79	20	35	71	23	18	58	7	6	38	27	394
5:15 PM	6	69	11	42	90	16	15	75	9	11	46	35	425
5:30 PM	11	61	10	31	56	20	20	54	16	12	30	25	346
5:45 PM	6	53	12	38	55	21	25	43	7	11	33	19	323
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	69	495	93	317	494	156	148	464	72	68	301	214	2891
APPROACH %'s :	10.50%	75.34%	14.16%	32.78%	51.09%	16.13%	21.64%	67.84%	10.53%	11.66%	51.63%	36.71%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	39	262	49	161	286	76	71	249	36	31	170	129	1559
PEAK HR FACTOR :		0.788			0.883			0.899			0.897		0.917

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#15

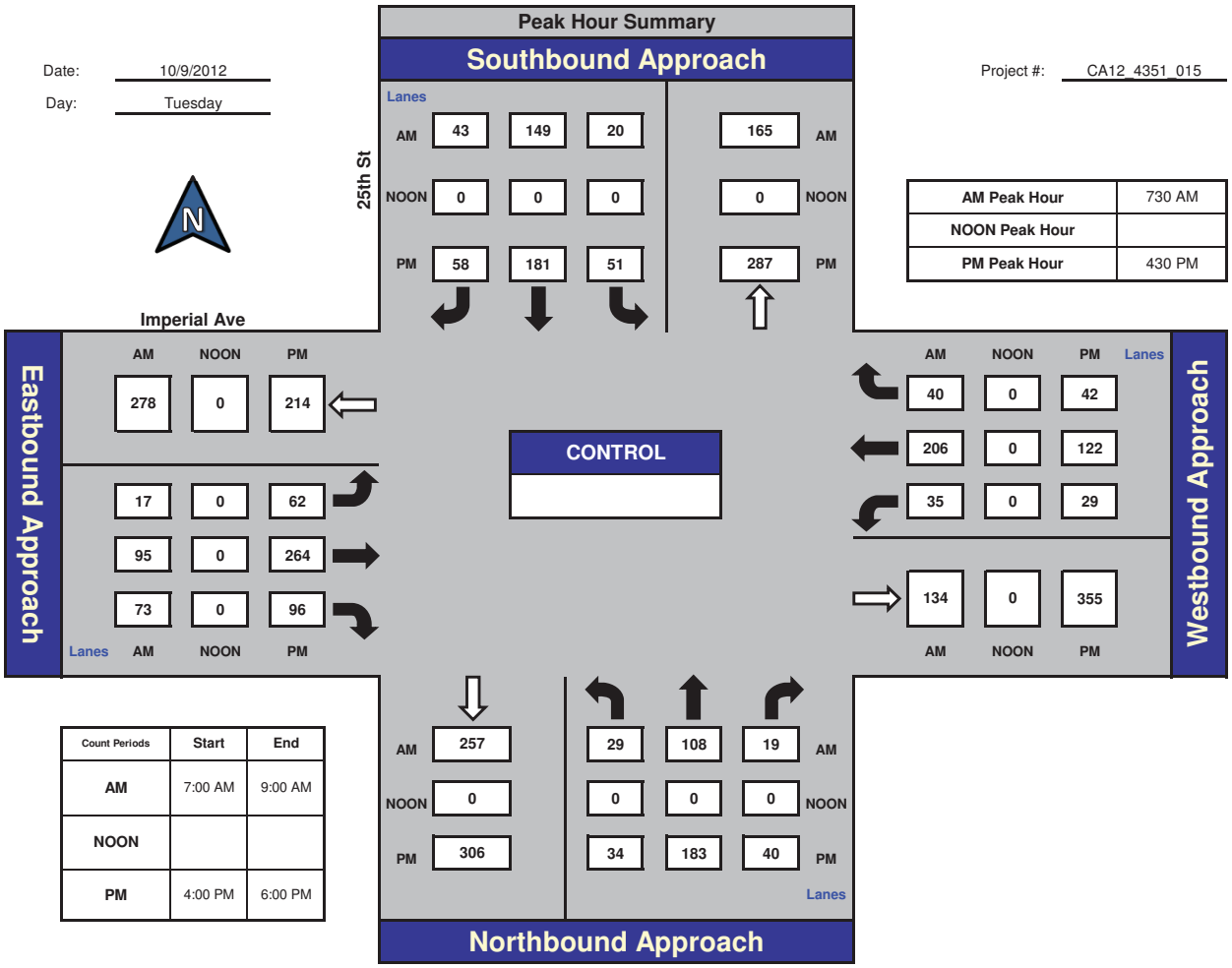
25th St and Imperial Ave , City of San Diego

Date: 10/9/2012

Day: Tuesday

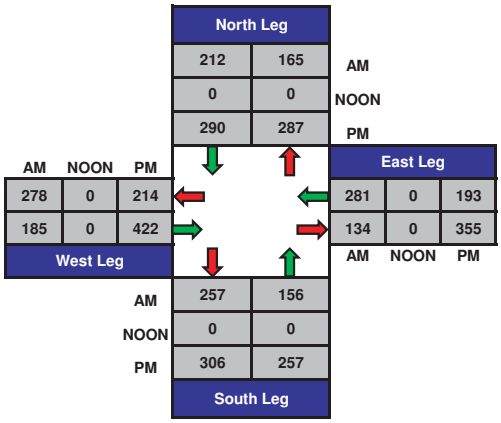
Project #: CA12_4351_015

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

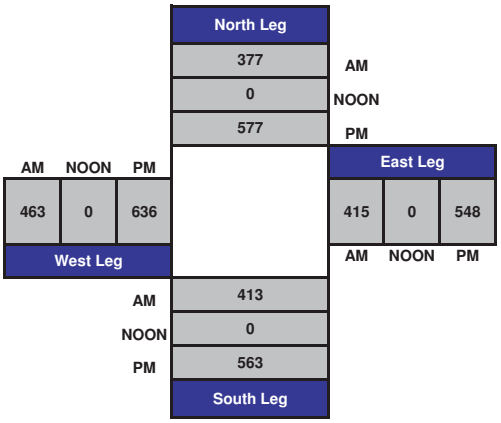


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_015 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	25th St			25th St			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	6	27	6	3	24	6	7	20	17	10	66	12	204
7:15 AM	6	22	6	4	27	10	5	26	7	11	58	6	188
7:30 AM	7	32	5	5	35	10	7	22	17	6	59	7	212
7:45 AM	7	22	6	3	41	18	3	19	21	10	51	16	217
8:00 AM	6	31	2	8	43	7	2	28	23	8	47	9	214
8:15 AM	9	23	6	4	30	8	5	26	12	11	49	8	191
8:30 AM	8	28	7	9	35	6	7	24	8	9	49	9	199
8:45 AM	14	32	3	7	25	10	8	30	11	9	27	10	186
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	63	217	41	43	260	75	44	195	116	74	406	77	1611
APPROACH %'s :	19.63%	67.60%	12.77%	11.38%	68.78%	19.84%	12.39%	54.93%	32.68%	13.29%	72.89%	13.82%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	29	108	19	20	149	43	17	95	73	35	206	40	834
PEAK HR FACTOR :		0.886			0.855			0.873			0.912		0.961

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_015 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	25th St			25th St			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	7	54	10	7	40	9	19	71	28	9	26	15	295
4:15 PM	5	48	14	14	37	11	19	58	21	15	25	8	275
4:30 PM	13	52	11	13	47	18	18	53	26	9	31	11	302
4:45 PM	9	51	10	10	43	15	12	71	13	5	34	8	281
5:00 PM	5	48	10	16	42	9	20	67	27	9	34	13	300
5:15 PM	7	32	9	12	49	16	12	73	30	6	23	10	279
5:30 PM	9	34	9	11	35	15	16	42	24	8	31	7	241
5:45 PM	6	27	10	10	44	9	12	47	22	14	25	4	230
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	61	346	83	93	337	102	128	482	191	75	229	76	2203
APPROACH %'s :	12.45%	70.61%	16.94%	17.48%	63.35%	19.17%	15.98%	60.17%	23.85%	19.74%	60.26%	20.00%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	34	183	40	51	181	58	62	264	96	29	122	42	1162
PEAK HR FACTOR :		0.845			0.929			0.917			0.862		0.962

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#16

25th St/Cesar Chavez Pkwy and Commercial St , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_016

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (25th St/Cesar Chavez Pkwy)

Lanes					
AM	10	153	43	125	AM
NOON	0	0	0	0	NOON
PM	13	50	107	214	PM

Eastbound Approach (Commercial St)

Lanes	AM	NOON	PM
	32	0	37
	2	0	1
	1	0	3
	2	0	4

Westbound Approach

Lanes	AM	NOON	PM
	52	0	67
	21	0	20
	7	0	14
	50	0	124

Northbound Approach

Lanes					
AM	162	1	71	6	AM
NOON	0	0	0	0	NOON
PM	68	4	146	14	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	206	125	AM
	0	0	NOON
	170	214	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
32	0	37	80	0	101
5	0	8	50	0	124

	South Leg	
AM	162	78
NOON	0	0
PM	68	164

Total Volume Per Leg

	North Leg
AM	331
NOON	0
PM	384

West Leg AM	NOON	PM	East Leg AM	NOON	PM
37	0	45	130	0	225

	South Leg
AM	240
NOON	0
PM	232

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_016 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	25th St/Cesar Chavez Pkwy			25th St/Cesar Chavez Pkwy			Commercial St			Commercial St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	16	2	13	19	1	0	0	0	1	4	11	67
7:15 AM	1	10	1	15	10	0	0	0	0	1	8	17	63
7:30 AM	0	7	3	15	22	4	1	0	0	4	7	20	83
7:45 AM	1	21	0	14	44	1	1	0	0	3	4	12	101
8:00 AM	0	16	2	12	43	3	0	1	0	2	8	15	102
8:15 AM	0	13	1	4	41	4	0	0	1	1	5	11	81
8:30 AM	0	21	3	13	25	2	1	0	1	1	4	14	85
8:45 AM	1	17	2	12	25	3	2	0	0	2	4	13	81
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	121	14	98	229	18	5	1	2	15	44	113	663
APPROACH %'s :	2.17%	87.68%	10.14%	28.41%	66.38%	5.22%	62.50%	12.50%	25.00%	8.72%	25.58%	65.70%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	1	71	6	43	153	10	2	1	2	7	21	52	369
PEAK HR FACTOR :		0.813			0.873			0.625			0.800		0.904

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_016 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	25th St/Cesar Chavez Pkwy			25th St/Cesar Chavez Pkwy			Commercial St			Commercial St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	1	24	0	25	20	3	1	1	1	3	9	13	101
4:15 PM	1	38	3	22	10	2	0	1	0	7	4	18	106
4:30 PM	1	42	5	31	9	3	0	0	1	3	4	19	118
4:45 PM	1	42	6	29	11	5	0	1	2	1	3	17	118
5:00 PM	1	37	2	30	11	2	0	0	0	2	6	8	99
5:15 PM	0	21	0	30	34	5	0	1	0	0	1	14	106
5:30 PM	1	27	3	19	23	1	0	1	0	4	2	11	92
5:45 PM	0	18	3	24	36	6	0	0	1	2	2	18	110
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	6	249	22	210	154	27	1	5	5	22	31	118	850
APPROACH %'s :	2.17%	89.89%	7.94%	53.71%	39.39%	6.91%	9.09%	45.45%	45.45%	12.87%	18.13%	69.01%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	4	146	14	107	50	13	1	3	4	14	20	67	443
PEAK HR FACTOR :		0.837			0.885			0.667			0.871		0.939

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

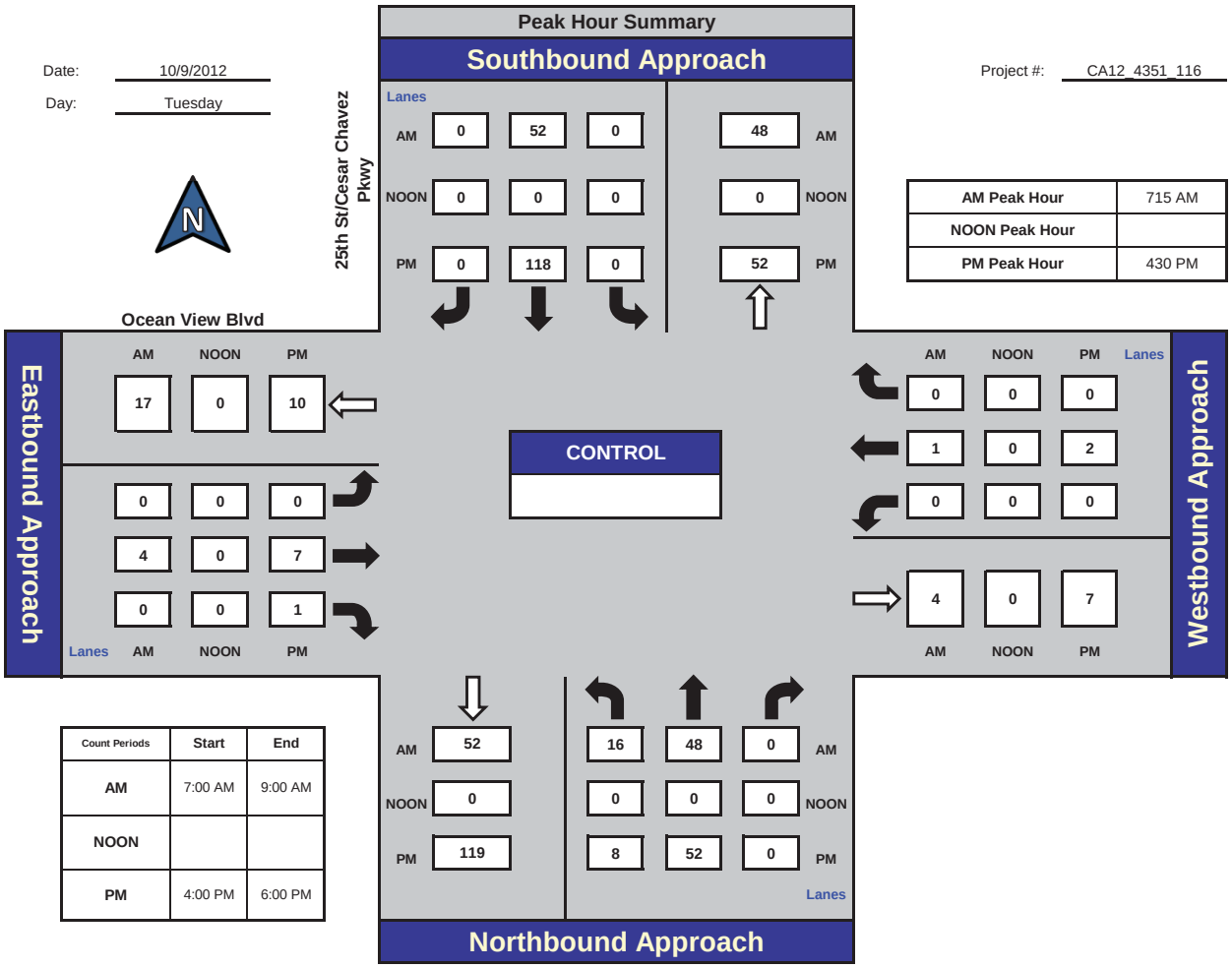
25th St/Cesar Chavez Pkwy and Ocean View Blvd , City of San Diego

Date: 10/9/2012

Day: Tuesday

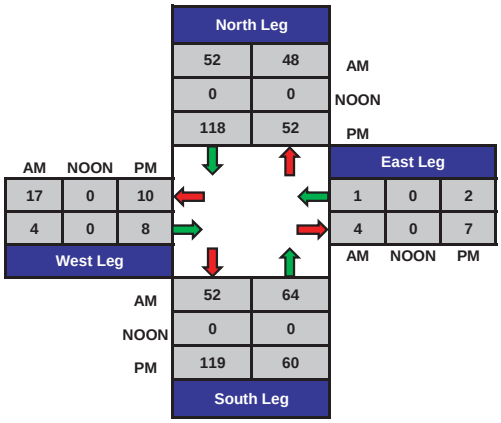
Project #: CA12_4351_116

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

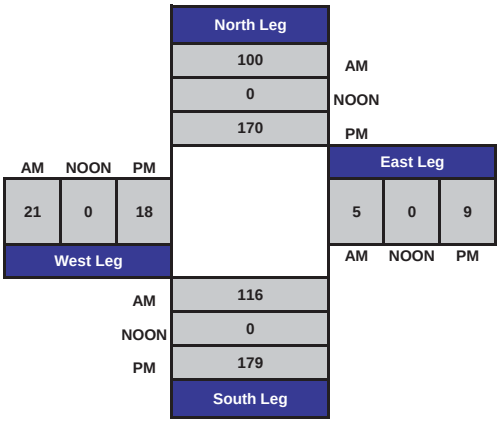


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_116 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	25th St/Cesar Chavez Pkwy			25th St/Cesar Chavez Pkwy			Ocean View Blvd			Ocean View Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	4	7			10			0			0		21
7:15 AM	4	14			13			1			0		32
7:30 AM	5	15			15			2			0		37
7:45 AM	1	9			12			1			1		24
8:00 AM	6	10			12			0			0		28
8:15 AM	3	9			3			0			1		16
8:30 AM	2	11			10			0			0		23
8:45 AM	1	8			12			0			1		22
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	26	83	0	0	87	0	0	4	0	0	3	0	203
APPROACH %'s :	23.85%	76.15%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	16	48	0	0	52	0	0	4	0	0	1	0	121
PEAK HR FACTOR :		0.800			0.867			0.500			0.250		0.818

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_116 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	25th St/Cesar Chavez Pkwy			25th St/Cesar Chavez Pkwy			Ocean View Blvd			Ocean View Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	2	9			25			1	0		1		38
4:15 PM	1	13			24			3	1		0		42
4:30 PM	4	13			29			2	0		1		49
4:45 PM	2	11			29			3	1		1		47
5:00 PM	0	9			30			2	0		0		41
5:15 PM	2	19			30			0	0		0		51
5:30 PM	1	9			20			0	1		1		32
5:45 PM	1	8			23			0	0		0		32
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	13	91	0	0	210	0	0	11	3	0	4	0	332
APPROACH %'s :	12.50%	87.50%	0.00%	0.00%	100.00%	0.00%	0.00%	78.57%	21.43%	0.00%	100.00%	0.00%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	8	52	0	0	118	0	0	7	1	0	2	0	188
PEAK HR FACTOR :		0.714			0.983			0.500			0.500		0.922

CONTROL :

25th St
ST
016
Comm
ER
ET
Pueblo St
Cesar E. Chavez Pkwy
Ocean View Blvd
© 2012 Google
© 2012 INEGI
32°42'19.18" N 117°08'24.50" W elev 62 ft

25th St
NT
016
Comm
NL
NR
WT
Pueblo St
Cesar E. Chavez Pkwy
Ocean View Blvd
© 2012 Google
© 2012 INEGI
32°42'19.18" N 117°08'24.50" W elev 62 ft

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#17

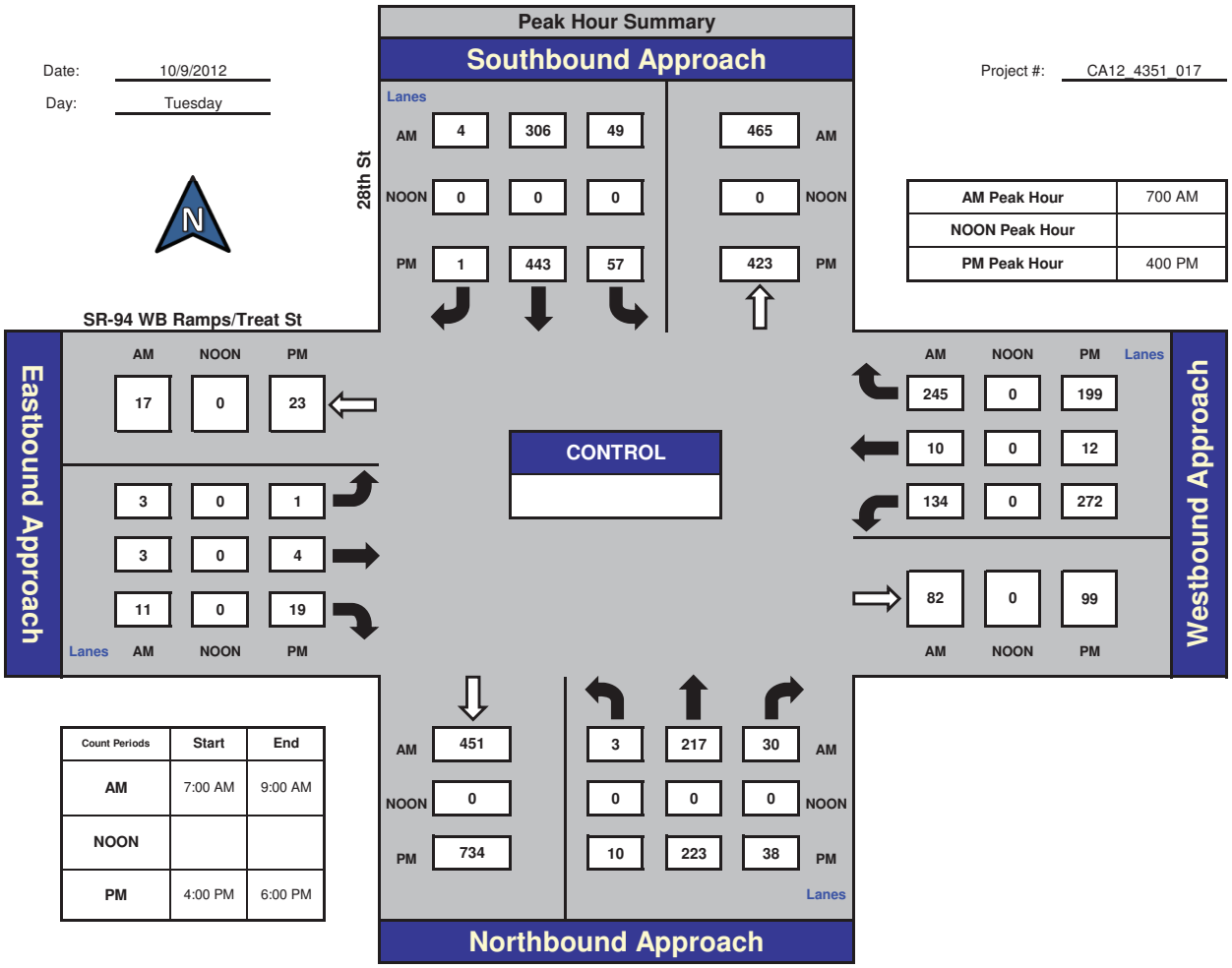
28th St and SR-94 WB Ramps/Treat St , City of San Diego

Date: 10/9/2012

Day: Tuesday

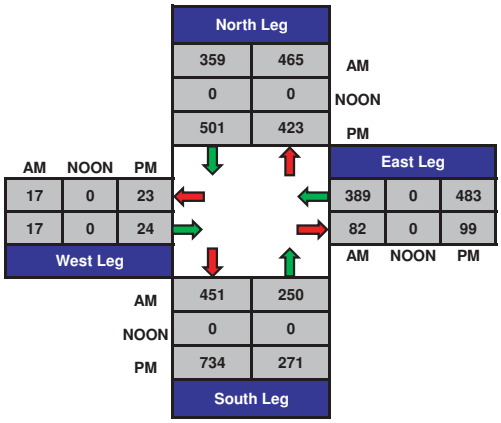
Project #: CA12_4351_017

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

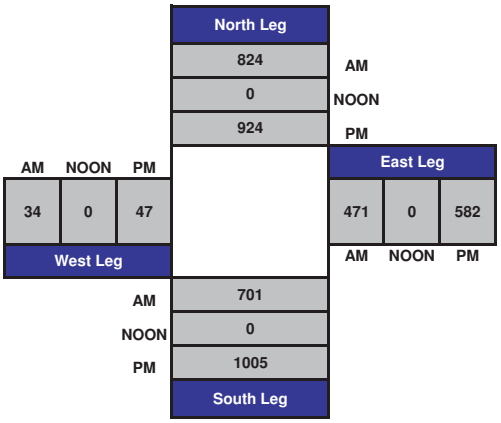


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_017 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	28th St			28th St			SR-94 WB Ramps/Treat St			SR-94 WB Ramps/Treat St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	2	61	5	8	88	2	1	0	3	33	3	61	267
7:15 AM	0	42	7	16	74	2	0	1	3	34	4	51	234
7:30 AM	0	53	10	7	82	0	0	0	2	27	2	67	250
7:45 AM	1	61	8	18	62	0	2	2	3	40	1	66	264
8:00 AM	1	31	12	11	61	1	0	0	2	41	2	61	223
8:15 AM	1	31	11	12	42	0	0	2	2	36	0	65	202
8:30 AM	0	30	13	11	59	0	0	1	1	36	1	52	204
8:45 AM	3	35	9	9	45	0	0	1	2	41	1	40	186
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	8	344	75	92	513	5	3	7	18	288	14	463	1830
APPROACH %'s :	1.87%	80.56%	17.56%	15.08%	84.10%	0.82%	10.71%	25.00%	64.29%	37.65%	1.83%	60.52%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	3	217	30	49	306	4	3	3	11	134	10	245	1015
PEAK HR FACTOR :		0.893			0.916			0.607			0.909		0.950

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_017 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	28th St			28th St			SR-94 WB Ramps/Treat St			SR-94 WB Ramps/Treat St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	2	62	11	8	133	0	0	1	3	58	6	54	338
4:15 PM	5	48	8	16	111	0	0	1	6	78	3	58	334
4:30 PM	1	63	12	18	96	1	1	1	2	70	0	54	319
4:45 PM	2	50	7	15	103	0	0	1	8	66	3	33	288
5:00 PM	2	42	12	9	93	1	0	0	3	49	6	36	253
5:15 PM	3	50	10	7	92	1	0	1	3	69	3	40	279
5:30 PM	2	51	8	10	69	1	0	1	3	53	3	34	235
5:45 PM	0	32	13	11	76	0	0	0	5	38	1	30	206
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	17	398	81	94	773	4	1	6	33	481	25	339	2252
APPROACH %'s :	3.43%	80.24%	16.33%	10.79%	88.75%	0.46%	2.50%	15.00%	82.50%	56.92%	2.96%	40.12%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	10	223	38	57	443	1	1	4	19	272	12	199	1279
PEAK HR FACTOR :		0.891			0.888			0.667			0.869		0.946

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#18

28th St and SR-94 EB Ramps , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_018

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Peak Hour Summary

Southbound Approach (28th St)

Lanes					
AM	0	246	250	272	AM
NOON	0	0	0	0	NOON
PM	0	346	391	286	PM

Eastbound Approach (SR-94 EB Ramps)

Lanes	AM	NOON	PM
	0	0	0
	0	0	0
	0	0	0
	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
	87	0	131
	0	0	0
	61	0	65
	457	0	646

Northbound Approach

Lanes					
AM	307	0	185	207	AM
NOON	0	0	0	0	NOON
PM	411	0	155	255	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	496	272	AM
	0	0	NOON
	737	286	PM

West Leg	AM	NOON	PM
	0	0	0
	0	0	0

East Leg	AM	NOON	PM
	148	0	196
	457	0	646

	South Leg	
AM	307	392
NOON	0	0
PM	411	410

Total Volume Per Leg

	North Leg
AM	768
NOON	0
PM	1023

West Leg	AM	NOON	PM
	0	0	0

East Leg	AM	NOON	PM
	605	0	842

	South Leg
AM	699
NOON	0
PM	821

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_018 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	28th St			28th St			SR-94 EB Ramps			SR-94 EB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM		28	41	55	33					10		13	180
7:15 AM		34	52	48	57					19		22	232
7:30 AM		40	55	73	71					17		19	275
7:45 AM		60	64	72	68					13		26	303
8:00 AM		51	36	57	50					12		20	226
8:15 AM		24	41	61	51					12		13	202
8:30 AM		26	38	54	47					8		17	190
8:45 AM		32	38	59	52					15		21	217
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	295	365	479	429	0	0	0	0	106	0	151	1825
APPROACH %'s :	0.00%	44.70%	55.30%	52.75%	47.25%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	41.25%	0.00%	58.75%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	185	207	250	246	0	0	0	0	61	0	87	1036
PEAK HR FACTOR :		0.790			0.861			0.000			0.902		0.855

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_018 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	28th St			28th St			SR-94 EB Ramps			SR-94 EB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM		27	62	90	78					17		28	302
4:15 PM		34	68	119	79					20		30	350
4:30 PM		36	64	104	96					18		35	353
4:45 PM		43	60	87	83					11		34	318
5:00 PM		42	63	81	88					16		32	322
5:15 PM		40	51	79	111					17		28	326
5:30 PM		22	59	70	100					22		52	325
5:45 PM		35	60	69	82					15		37	298
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	279	487	699	717	0	0	0	0	136	0	276	2594
APPROACH %'s :	0.00%	36.42%	63.58%	49.36%	50.64%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	33.01%	0.00%	66.99%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	0	155	255	391	346	0	0	0	0	65	0	131	1343
PEAK HR FACTOR :		0.976			0.921			0.000			0.925		0.951

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#19

28th St and Imperial Ave , City of San Diego

Date: 5/18/2011

Day: Wednesday

Project #: CA11_4139_004

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Peak Hour Summary

Southbound Approach (28th St)

	Lanes 0	1	0	
AM	48	115	22	201 AM
NOON	0	0	0	0 NOON
PM	67	178	35	292 PM

Eastbound Approach (Imperial Ave)

Lanes	AM	NOON	PM
	292	0	252
0	29	0	51
1	79	0	220
0	10	0	50

Westbound Approach

	AM	NOON	PM	Lanes
	23	0	31	0
	208	0	154	1
	21	0	29	1
	131	0	298	

CONTROL: Signalized

Northbound Approach

AM	146	36	149	30 AM
NOON	0	0	0	0 NOON
PM	257	31	210	43 PM
		0	1	0 Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	185	201	AM
	0	0	NOON
	280	292	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
292	0	252	252	0	214
118	0	321	131	0	298

	South Leg	
AM	146	215
NOON	0	0
PM	257	284

Total Volume Per Leg

	North Leg
AM	386
NOON	0
PM	572

West Leg AM	NOON	PM	East Leg AM	NOON	PM
410	0	573	383	0	512

	South Leg
AM	361
NOON	0
PM	541

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_4139_004 **Day:** WEDNESDAY

City: City of San Diego **Date:** 5/18/2011

AM

NS/EW Streets:	28th St			28th St			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	1	1	0	
7:00 AM	6	30	3	3	29	7	8	18	4	2	40	5	155
7:15 AM	11	29	3	6	23	6	7	22	8	4	47	3	169
7:30 AM	9	39	3	4	22	12	3	20	3	6	58	3	182
7:45 AM	6	36	18	5	41	13	12	14	2	6	57	5	215
8:00 AM	8	42	5	5	34	11	8	19	4	5	46	8	195
8:15 AM	13	32	4	8	18	12	6	26	1	4	47	7	178
8:30 AM	8	32	4	6	19	7	5	14	8	5	32	5	145
8:45 AM	9	30	6	5	30	9	6	20	4	3	31	7	160
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	70	270	46	42	216	77	55	153	34	35	358	43	1399
APPROACH %'s :	18.13%	69.95%	11.92%	12.54%	64.48%	22.99%	22.73%	63.22%	14.05%	8.03%	82.11%	9.86%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	36	149	30	22	115	48	29	79	10	21	208	23	770
PEAK HR FACTOR :		0.896			0.784			0.894			0.926		0.895

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_4139_004 **Day:** WEDNESDAY

City: City of San Diego **Date:** 5/18/2011

PM

NS/EW Streets:	28th St			28th St			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	1	1	0	
4:00 PM	5	46	9	12	31	23	21	54	12	10	35	8	266
4:15 PM	7	60	7	6	43	18	12	66	14	14	44	7	298
4:30 PM	8	46	10	6	41	11	9	59	11	6	40	5	252
4:45 PM	4	45	10	12	45	17	16	52	19	7	36	9	272
5:00 PM	12	59	16	11	49	21	14	43	6	2	34	10	277
5:15 PM	6	40	5	7	44	20	10	45	15	3	31	6	232
5:30 PM	3	36	3	5	36	17	8	49	10	3	42	7	219
5:45 PM	12	33	10	7	27	11	9	43	10	4	29	6	201
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	57	365	70	66	316	138	99	411	97	49	291	58	2017
APPROACH %'s :	11.59%	74.19%	14.23%	12.69%	60.77%	26.54%	16.31%	67.71%	15.98%	12.31%	73.12%	14.57%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	31	210	43	35	178	67	51	220	50	29	154	31	1099
PEAK HR FACTOR :		0.816			0.864			0.872			0.823		0.922

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#20

28th St and Commercial St , City of San Diego

Date: 5/18/2011

Day: Wednesday

Project #: CA11_4139_011

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (28th St)

	Lanes 0	1	0	
AM	12	127	5	222 AM
NOON	0	0	0	0 NOON
PM	19	222	12	273 PM

Eastbound Approach (Commercial St)

Lanes	AM	NOON	PM
	53	0	52
0	10	0	20
1	15	0	29
0	5	0	15

Westbound Approach

AM	NOON	PM	Lanes
9	0	23	0
23	0	23	1
5	0	10	0
31	0	48	

CONTROL: Signalized

Northbound Approach

AM	137	18	203	11 AM
NOON	0	0	0	0 NOON
PM	247	10	230	7 PM
		0	1	0 Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	144	222	AM
	0	0	NOON
	253	273	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
53	0	52	37	0	56
30	0	64	31	0	48

	South Leg	
AM	137	232
NOON	0	0
PM	247	247

Total Volume Per Leg

	North Leg
AM	366
NOON	0
PM	526

West Leg AM	NOON	PM	East Leg AM	NOON	PM
83	0	116	68	0	104

	South Leg
AM	369
NOON	0
PM	494

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_4139_011 **Day:** WEDNESDAY

City: City of San Diego **Date:** 5/18/2011

AM

NS/EW Streets:	28th St			28th St			Commercial St			Commercial St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	5	36	0	2	33	0	1	2	2	0	4	1	86
7:15 AM	5	37	4	2	30	1	2	3	1	3	4	2	94
7:30 AM	6	45	0	0	31	2	6	4	1	0	6	3	104
7:45 AM	4	63	4	1	41	2	1	3	1	3	5	0	128
8:00 AM	4	47	3	2	34	5	1	3	0	0	8	2	109
8:15 AM	4	48	4	2	21	3	2	5	3	2	4	4	102
8:30 AM	3	32	6	2	25	1	2	7	6	0	3	6	93
8:45 AM	2	33	2	5	31	2	0	5	6	2	5	6	99
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	33	341	23	16	246	16	15	32	20	10	39	24	815
APPROACH %'s :	8.31%	85.89%	5.79%	5.76%	88.49%	5.76%	22.39%	47.76%	29.85%	13.70%	53.42%	32.88%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	18	203	11	5	127	12	10	15	5	5	23	9	443
PEAK HR FACTOR :		0.817			0.818			0.682			0.925		0.865

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_4139_011 **Day:** WEDNESDAY

City: City of San Diego **Date:** 5/18/2011

PM

NS/EW Streets:	28th St			28th St			Commercial St			Commercial St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
4:00 PM	1	66	1	2	50	6	8	7	5	3	9	6	164
4:15 PM	4	48	0	4	60	1	3	4	4	2	4	4	138
4:30 PM	3	68	2	3	59	10	4	12	3	1	3	7	175
4:45 PM	2	48	4	3	53	2	5	6	3	4	7	6	143
5:00 PM	1	56	2	3	51	5	3	12	8	0	4	4	149
5:15 PM	2	46	2	3	60	3	5	4	4	2	3	2	136
5:30 PM	2	51	1	3	52	2	3	6	4	3	3	1	131
5:45 PM	1	38	0	0	38	4	3	1	5	0	2	2	94
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	16	421	12	21	423	33	34	52	36	15	35	32	1130
APPROACH %'s :	3.56%	93.76%	2.67%	4.40%	88.68%	6.92%	27.87%	42.62%	29.51%	18.29%	42.68%	39.02%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	10	230	7	12	222	19	20	29	15	10	23	23	620
PEAK HR FACTOR :		0.846			0.878			0.800			0.778		0.886

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#21

28th St and Ocean View Blvd , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_019

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (28th St)

Lanes					
AM	12	108	32	132	AM
NOON	0	0	0	0	NOON
PM	3	130	52	154	PM

Eastbound Approach (Ocean View Blvd)

Lanes	AM	NOON	PM
	145	0	109
	5	0	5
	84	0	120
	21	0	35

Westbound Approach

Lanes	AM	NOON	PM
	33	0	19
	119	0	89
	101	0	74
	214	0	271

Northbound Approach

Lanes					
AM	230	14	94	98	AM
NOON	0	0	0	0	NOON
PM	239	17	130	99	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	152	132	AM
	0	0	NOON
	185	154	PM

West Leg	AM	NOON	PM
	145	0	109
	110	0	160

East Leg	AM	NOON	PM
	253	0	182
	214	0	271

	South Leg	
AM	230	206
NOON	0	0
PM	239	246

Total Volume Per Leg

	North Leg
AM	284
NOON	0
PM	339

West Leg	AM	NOON	PM
	255	0	269

East Leg	AM	NOON	PM
	467	0	453

	South Leg
AM	436
NOON	0
PM	485

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_019 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	28th St			28th St			Ocean View Blvd			Ocean View Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	3	31	49	11	24	3	1	38	8	29	33	10	240
7:15 AM	0	28	29	12	38	5	4	24	6	33	34	12	225
7:30 AM	5	17	10	7	20	1	0	12	5	27	28	8	140
7:45 AM	6	18	10	2	26	3	0	10	2	12	24	3	116
8:00 AM	1	25	9	2	22	1	1	13	7	17	14	7	119
8:15 AM	2	19	9	7	18	3	1	15	4	11	15	4	108
8:30 AM	3	14	10	3	21	1	0	17	3	18	15	4	109
8:45 AM	0	18	11	8	20	3	1	9	5	20	18	7	120
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	20	170	137	52	189	20	8	138	40	167	181	55	1177
APPROACH %'s :	6.12%	51.99%	41.90%	19.92%	72.41%	7.66%	4.30%	74.19%	21.51%	41.44%	44.91%	13.65%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	14	94	98	32	108	12	5	84	21	101	119	33	721
PEAK HR FACTOR :		0.620			0.691			0.585			0.801		0.751

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_019 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	28th St			28th St			Ocean View Blvd			Ocean View Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	4	30	29	10	31	0	1	41	14	27	19	3	209
4:15 PM	4	34	29	14	29	0	1	23	8	17	21	7	187
4:30 PM	4	38	19	11	37	1	1	32	7	19	24	4	197
4:45 PM	5	28	22	17	33	2	2	24	6	11	25	5	180
5:00 PM	5	39	28	14	33	0	0	18	10	15	29	2	193
5:15 PM	3	22	23	14	26	1	1	29	10	20	21	8	178
5:30 PM	6	22	28	11	17	2	0	18	5	8	18	1	136
5:45 PM	7	21	15	14	22	3	0	21	10	16	19	16	164
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	38	234	193	105	228	9	6	206	70	133	176	46	1444
APPROACH %'s :	8.17%	50.32%	41.51%	30.70%	66.67%	2.63%	2.13%	73.05%	24.82%	37.46%	49.58%	12.96%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	17	130	99	52	130	3	5	120	35	74	89	19	773
PEAK HR FACTOR :		0.918			0.889			0.714			0.929		0.925

CONTROL :

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

#22

DATE: 10/24/12 WEDNESDAY	LOCATION:	SAN DIEGO	PROJECT #:	CA12-1026-01
	NORTH & SOUTH:	27TH	LOCATION #:	7
	EAST & WEST:	NATIONAL	CONTROL:	1-WAY STOP (NB)

NOTES:

AM		▲ N	
PM			
MD	◄ W		E ►
OTHER		S ▼	
OTHER			

		NORTHBOUND 27TH			SOUTHBOUND 27TH			EASTBOUND NATIONAL			WESTBOUND NATIONAL				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 0	WL 0	WT 2	WR X	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	8		43					29	1	17	61		159					0
	7:15 AM	3		58					27	0	14	47		149					0
	7:30 AM	1		44					28	3	15	68		159					0
	7:45 AM	12		40					20	3	12	70		157					0
	8:00 AM	6		36					31	1	7	69		150					0
	8:15 AM	7		28					28	2	11	74		150					0
	8:30 AM	10		37					34	3	9	64		157					0
	8:45 AM	3		38					42	2	7	49		141					0
	VOLUMES	50	0	324	0	0	0	0	239	15	92	502	0	1,222	0	0	0	0	0
	APPROACH %	13%	0%	87%	0%	0%	0%	0%	94%	6%	15%	85%	0%						
	APP/DEPART	374	/	0	0	/	107	254	/	563	594	/	552	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	24	0	185	0	0	0	0	104	7	58	246	0	624					
	APPROACH %	11%	0%	89%	0%	0%	0%	0%	94%	6%	19%	81%	0%						
	PEAK HR FACTOR		0.857			0.000			0.895			0.916		0.981					
	APP/DEPART	209	/	0	0	/	65	111	/	289	304	/	270	0					
PM	4:00 PM	6		59					97	7	6	50		225					0
	4:15 PM	5		39					125	3	9	57		238					0
	4:30 PM	6		60					117	4	10	50		247					0
	4:45 PM	4		63					119	0	7	33		226					0
	5:00 PM	3		48					76	0	8	58		193					0
	5:15 PM	3		49					80	1	5	40		178					0
	5:30 PM	6		49					60	0	12	41		168					0
	5:45 PM	8		33					28	0	7	26		102					0
	VOLUMES	41	0	400	0	0	0	0	702	15	64	355	0	1,577	0	0	0	0	0
	APPROACH %	9%	0%	91%	0%	0%	0%	0%	98%	2%	15%	85%	0%						
	APP/DEPART	441	/	0	0	/	79	717	/	1,102	419	/	396	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	21	0	221	0	0	0	0	458	14	32	190	0	936					
	APPROACH %	9%	0%	91%	0%	0%	0%	0%	97%	3%	14%	86%	0%						
	PEAK HR FACTOR		0.903			0.000			0.922			0.841		0.947					
	APP/DEPART	242	/	0	0	/	46	472	/	679	222	/	211	0					

27TH

NORTH SIDE

NATIONAL WEST SIDE

EAST SIDE **NATIONAL**

SOUTH SIDE

27TH

		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM		1		1	2					0					0
	7:15 AM		2			2					0		1			1
	7:30 AM		2	1	4	7					0					0
	7:45 AM		6			6					0		1			1
	8:00 AM		4	1	1	6					0			1		1
	8:15 AM		4			4					0		2			2
	8:30 AM		4	2	1	7					0		1			1
	8:45 AM		2			2					0		1			1
	TOTAL	0	25	4	7	36	0	0	0	0	0	0	6	1	0	7
PM	4:00 PM		2	1	2	5					0					0
	4:15 PM		2		1	3					0		1			1
	4:30 PM		4	1		5					0				1	1
	4:45 PM		3	2		5					0		2			2
	5:00 PM		2	2	2	6					0		1			1
	5:15 PM		5			5					0		1	1		2
	5:30 PM		4	1	1	6					0					0
	5:45 PM		2			2					0		1			1
	TOTAL	0	24	7	6	37	0	0	0	0	0	0	6	1	1	8

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

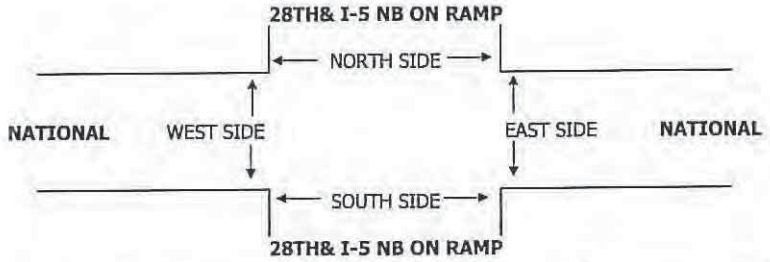
#23

DATE: 10/24/12 WEDNESDAY	LOCATION:	SAN DIEGO	PROJECT #:	CA12-1026-01
	NORTH & SOUTH:	28TH& I-5 NB ON RAMP	LOCATION #:	8
	EAST & WEST:	NATIONAL	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND 28TH& I-5 NB ON RAMP			SOUTHBOUND 28TH& I-5 NB ON RAMP			EASTBOUND NATIONAL			WESTBOUND NATIONAL				I-5 NB ON RAMP				
	LANES:	NL 1	NT 1	NR 1	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 1	WR 0	TOTAL	NB X	SB X	EB X	WR X	TTL
AM	7:00 AM	5	11	3	5	20	40	8	47	2	37	133	9	320				162	162
	7:15 AM	8	11	1	7	29	56	26	40	3	30	153	24	388				140	140
	7:30 AM	5	19	6	13	36	51	29	43	4	21	143	10	380				125	125
	7:45 AM	11	16	4	16	43	58	27	48	8	23	152	13	419				134	134
	8:00 AM	12	17	4	8	28	46	15	43	9	23	130	15	350				118	118
	8:15 AM	14	14	9	9	23	34	21	44	6	22	123	17	336				83	83
	8:30 AM	5	9	2	3	26	36	17	42	8	23	121	16	308				82	82
	8:45 AM	6	17	3	10	28	36	14	34	10	33	104	20	315				60	60
	VOLUMES	66	114	32	71	233	357	157	341	50	212	1,059	124	2,816	0	0	0	904	904
	APPROACH %	31%	54%	15%	11%	35%	54%	29%	62%	9%	15%	76%	9%						
	APP/DEPART	212	/	395	661	/	495	548	/	444	1,395	/	1,482	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	36	63	15	44	136	211	97	174	24	97	578	62	1,537					
	APPROACH %	32%	55%	13%	11%	35%	54%	33%	59%	8%	13%	78%	8%						
	PEAK HR FACTOR		0.864			0.835			0.889			0.890		0.917					
	APP/DEPART	114	/	222	391	/	257	295	/	233	737	/	825	0					
PM	4:00 PM	9	20	11	14	33	19	30	109	18	34	82	39	418				52	52
	4:15 PM	9	12	14	16	49	33	16	127	29	35	68	38	446				57	57
	4:30 PM	8	17	15	7	44	24	22	116	31	39	71	28	422				52	52
	4:45 PM	9	21	10	13	37	26	22	113	22	40	88	21	422				53	53
	5:00 PM	9	19	7	13	40	25	27	97	26	38	76	38	415				45	45
	5:15 PM	6	20	11	19	46	21	16	80	31	37	83	28	398				49	49
	5:30 PM	3	15	10	11	36	22	13	66	26	39	66	45	352				46	46
	5:45 PM	5	14	13	14	39	20	15	53	21	30	65	33	322				49	49
	VOLUMES	58	138	91	107	324	190	161	761	204	292	599	270	3,195	0	0	0	403	403
	APPROACH %	20%	48%	32%	17%	52%	31%	14%	68%	18%	25%	52%	23%						
	APP/DEPART	287	/	569	621	/	820	1,126	/	959	1,161	/	847	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	35	70	50	50	163	102	90	465	100	148	309	126	1,708					
	APPROACH %	23%	45%	32%	16%	52%	32%	14%	71%	15%	25%	53%	22%						
	PEAK HR FACTOR		0.969			0.804			0.952			0.940		0.957					
	APP/DEPART	155	/	286	315	/	411	655	/	565	583	/	446	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	3	1	7	2	13					0		1			1
	7:15 AM	4	1	6	1	12					0	1	1		1	3
	7:30 AM	11	4	17	3	35					0	2		2		4
	7:45 AM	5	2	5		12					0		1		1	2
	8:00 AM	4	2	7	1	14					0	3		1	1	5
	8:15 AM	6	2	5		13					0					0
	8:30 AM	9	3	12	2	26					0	2			1	3
	8:45 AM	3		4		7					0		1			1
	TOTAL	45	15	63	9	132	0	0	0	0	0	8	4	3	4	19
PM	4:00 PM	9	3	14	2	28					0	2	1	1		4
	4:15 PM	14	5	18	4	41					0	1				1
	4:30 PM	9	2	11	2	24					0	1			1	2
	4:45 PM	11	6	10	15	42					0		1			1
	5:00 PM	9	4	13	4	30					0	2		2		4
	5:15 PM	6	3	5	2	16					0		1	1	1	3
	5:30 PM	12	7	9	4	32					0	3			1	4
	5:45 PM	8	5	13	6	32					0	2	1		1	4
	TOTAL	78	35	93	39	245	0	0	0	0	0	11	4	4	4	23

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

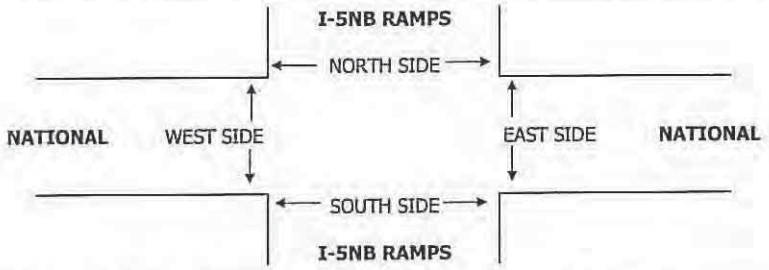
#24

DATE: 10/24/12 WEDNESDAY	LOCATION:	SAN DIEGO	PROJECT #:	CA12-1026-01
	NORTH & SOUTH:	I-5NB RAMPS	LOCATION #:	9
	EAST & WEST:	NATIONAL	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N / ◄ W / E ► / S ▼

		NORTHBOUND I-5NB RAMPS			SOUTHBOUND I-5NB RAMPS			EASTBOUND NATIONAL			WESTBOUND NATIONAL				I-5 ON RAMP FROM 28TH				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL X	WT 1	WR X	TOTAL	NR X	SB X	EB X	WB X	TTL
AM	7:00 AM	71		13					51	9		121		265	75				75
	7:15 AM	50		33					44	11		168		306	81				81
	7:30 AM	58		24					50	7		101		240	88				88
	7:45 AM	74		22					62	5		127		290	65				65
	8:00 AM	84		32					37	6		80		239	69				69
	8:15 AM	73		14					58	9		77		231	66				66
	8:30 AM	85		14					42	11		78		230	55				55
	8:45 AM	99		20					36	5		62		222	65				65
	VOLUMES	594	0	172	0	0	0	0	380	63	0	814	0	2,023	564	0	0	0	564
	APPROACH %	78%	0%	22%	0%	0%	0%	0%	86%	14%	0%	100%	0%						
	APP/DEPART	766	/	0	0	/	63	443	/	552	814	/	1,408	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	253	0	92	0	0	0	0	207	32	0	517	0	1,101					
	APPROACH %	73%	0%	27%	0%	0%	0%	0%	87%	13%	0%	100%	0%						
	PEAK HR FACTOR		0.898			0.000			0.892			0.769		0.900					
	APP/DEPART	345	/	0	0	/	32	239	/	299	517	/	770	0					
PM	4:00 PM	76		42					101	13		88		320	120				120
	4:15 PM	84		33					111	18		68		314	127				127
	4:30 PM	67		37					134	15		70		323	122				122
	4:45 PM	70		35					116	16		72		309	103				103
	5:00 PM	70		33					128	15		88		334	107				107
	5:15 PM	72		29					99	14		70		284	78				78
	5:30 PM	67		26					78	11		65		247	88				88
	5:45 PM	65		33					70	3		72		243	66				66
	VOLUMES	571	0	268	0	0	0	0	837	105	0	593	0	2,374	811	0	0	0	811
	APPROACH %	68%	0%	32%	0%	0%	0%	0%	89%	11%	0%	100%	0%						
	APP/DEPART	839	/	0	0	/	105	942	/	1,105	593	/	1,164	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	291	0	138	0	0	0	0	489	64	0	298	0	1,280					
	APPROACH %	68%	0%	32%	0%	0%	0%	0%	88%	12%	0%	100%	0%						
	PEAK HR FACTOR		0.917			0.000			0.928			0.847		0.958					
	APP/DEPART	429	/	0	0	/	64	553	/	627	298	/	589	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM		2	1		3					0		1			1
	7:15 AM		3			3					0		2		1	3
	7:30 AM		4	1	1	6					0	1				1
	7:45 AM		5		1	6					0		2			2
	8:00 AM	1	2		2	5					0	1			1	2
	8:15 AM	1	1			2					0		1			1
	8:30 AM		4	1	1	6					0					0
	8:45 AM		1	2		3					0		1			1
	TOTAL	2	22	5	5	34	0	0	0	0	0	2	7	0	2	11
PM	4:00 PM		3			3					0		1			1
	4:15 PM		6	1	1	8					0				1	1
	4:30 PM		3			3					0	1	1			2
	4:45 PM	2	6	1	1	10					0	1	1	1		3
	5:00 PM	1	5		2	8					0		2			2
	5:15 PM		2	2		4					0					0
	5:30 PM		5			5					0					0
	5:45 PM	1	6	1		8					0		1			1
	TOTAL	4	36	5	4	49	0	0	0	0	0	2	6	1	1	10

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#25

28th St/I-5 SB Off-Ramp and Boston Ave , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_020

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (28th St/I-5 SB Off-Ramp)

Lanes					
AM	25	510	128	383	AM
NOON	0	0	0	0	NOON
PM	30	618	220	556	PM

Eastbound Approach (Boston Ave)

Lanes	AM	NOON	PM
	48	0	43
	19	0	41
	51	0	208
	11	0	9

Westbound Approach

Lanes	AM	NOON	PM
	51	0	44
	15	0	9
	7	0	5
	241	0	650

Northbound Approach

Lanes					
AM	528	8	313	62	AM
NOON	0	0	0	0	NOON
PM	632	4	471	222	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	663	383	AM
	0	0	NOON
	868	556	PM

West Leg	AM	NOON	PM
	48	0	43
	81	0	258

East Leg	AM	NOON	PM
	73	0	58
	241	0	650

	South Leg	
AM	528	383
NOON	0	0
PM	632	697

Total Volume Per Leg

	North Leg
AM	1046
NOON	0
PM	1424

West Leg	AM	NOON	PM
	129	0	301

East Leg	AM	NOON	PM
	314	0	708

	South Leg
AM	911
NOON	0
PM	1329

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_020 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	28th St/I-5 SB Off-Ramp			28th St/I-5 SB Off-Ramp			Boston Ave			Boston Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	1	86	17	30	122	3	4	17	5	0	1	6	292
7:15 AM	2	69	17	26	133	8	5	10	0	2	6	16	294
7:30 AM	0	76	14	33	134	4	5	8	4	3	4	16	301
7:45 AM	5	82	14	39	121	10	5	16	2	2	4	13	313
8:00 AM	5	73	25	26	99	3	5	15	1	1	4	3	260
8:15 AM	2	65	13	29	116	6	2	9	2	2	2	6	254
8:30 AM	2	72	17	23	103	7	8	14	3	1	2	7	259
8:45 AM	3	76	18	24	117	2	1	23	2	2	3	11	282
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	20	599	135	230	945	43	35	112	19	13	26	78	2255
APPROACH %'s :	2.65%	79.44%	17.90%	18.88%	77.59%	3.53%	21.08%	67.47%	11.45%	11.11%	22.22%	66.67%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	8	313	62	128	510	25	19	51	11	7	15	51	1200
PEAK HR FACTOR :		0.921			0.969			0.779			0.760		0.958

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_020 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	28th St/I-5 SB Off-Ramp			28th St/I-5 SB Off-Ramp			Boston Ave			Boston Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	1	138	76	44	155	8	8	56	1	2	0	7	496
4:15 PM	1	115	40	66	158	8	10	46	3	3	4	10	464
4:30 PM	2	108	60	52	145	7	14	69	1	0	4	16	478
4:45 PM	0	110	46	58	160	7	9	37	4	0	1	11	443
5:00 PM	0	86	50	57	124	3	12	41	2	6	2	9	392
5:15 PM	0	111	39	57	145	5	6	22	2	2	1	9	399
5:30 PM	0	95	41	65	108	4	9	21	3	1	1	6	354
5:45 PM	4	63	36	47	100	6	9	18	1	0	2	8	294
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	8	826	388	446	1095	48	77	310	17	14	15	76	3320
APPROACH %'s :	0.65%	67.59%	31.75%	28.07%	68.91%	3.02%	19.06%	76.73%	4.21%	13.33%	14.29%	72.38%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	4	471	222	220	618	30	41	208	9	5	9	44	1881
PEAK HR FACTOR :		0.810			0.935			0.768			0.725		0.948

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#26

I-5 SB On-Ramp and Boston Ave , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_021

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (I-5 SB On-Ramp)

Lanes					
AM	0	0	0	291	AM
NOON	0	0	0	0	NOON
PM	0	0	0	748	PM

Eastbound Approach (Boston Ave)

Lanes	AM	NOON	PM
	67	0	39
	219	0	607
	36	0	41
	9	0	9

Westbound Approach

Lanes	AM	NOON	PM
	44	0	86
	59	0	38
	2	0	0
	39	0	44

Northbound Approach

Lanes					
AM	11	8	28	3	AM
NOON	0	0	0	0	NOON
PM	9	1	55	3	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	0	291	AM
	0	0	NOON
	0	748	PM

West Leg			East Leg		
AM	NOON	PM			
67	0	39	105	0	124
264	0	657	39	0	44
			AM	NOON	PM

	South Leg	
AM	11	39
NOON	0	0
PM	9	59

Total Volume Per Leg

	North Leg
	291 AM
	0 NOON
	748 PM

West Leg			East Leg		
AM	NOON	PM			
331	0	696	144	0	168
			AM	NOON	PM

	South Leg
AM	50
NOON	0
PM	68

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_021 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	I-5 SB On-Ramp			I-5 SB On-Ramp			Boston Ave			Boston Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	0	11	1				58	6	3	1	6	6	92
7:15 AM	5	6	1				43	10	0	0	16	14	95
7:30 AM	2	4	0				56	6	3	1	21	12	105
7:45 AM	1	7	1				62	14	3	0	16	12	116
8:00 AM	1	5	0				60	4	3	1	6	6	86
8:15 AM	0	5	1				44	4	0	1	10	12	77
8:30 AM	0	10	1				53	5	0	0	9	14	92
8:45 AM	0	6	1				61	3	2	1	9	9	92
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	9	54	6	0	0	0	437	52	14	5	93	85	755
APPROACH %'s :	13.04%	78.26%	8.70%	#DIV/0!	#DIV/0!	#DIV/0!	86.88%	10.34%	2.78%	2.73%	50.82%	46.45%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	8	28	3	0	0	0	219	36	9	2	59	44	408
PEAK HR FACTOR :		0.813			0.000			0.835			0.772		0.879

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_021 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	I-5 SB On-Ramp			I-5 SB On-Ramp			Boston Ave			Boston Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	0	16	0				165	10	0	0	9	22	222
4:15 PM	0	12	2				151	12	3	0	7	26	213
4:30 PM	1	12	1				157	10	5	0	10	18	214
4:45 PM	0	15	0				134	9	1	0	12	20	191
5:00 PM	0	8	3				128	13	3	1	4	12	172
5:15 PM	1	9	3				102	13	0	2	14	10	154
5:30 PM	0	10	0				131	6	1	0	7	13	168
5:45 PM	0	6	2				88	9	2	0	6	11	124
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	88	11	0	0	0	1056	82	15	3	69	132	1458
APPROACH %'s :	1.98%	87.13%	10.89%	#DIV/0!	#DIV/0!	#DIV/0!	91.59%	7.11%	1.30%	1.47%	33.82%	64.71%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	1	55	3	0	0	0	607	41	9	0	38	86	840
PEAK HR FACTOR :		0.922			0.000			0.939			0.939		0.946

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#27

30th St and Imperial Ave , City of San Diego

Date: 5/18/2011

Day: Wednesday

Project #: CA11_4139_006

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach

30th St

	Lanes 0	1	0		
AM	8	57	34	76	AM
NOON	0	0	0	0	NOON
PM	25	67	33	123	PM

Eastbound Approach

Imperial Ave

Lanes	AM	NOON	PM
	229	0	221
1	14	0	29
1	108	0	228
0	10	0	37

Westbound Approach

Lanes	AM	NOON	PM
0	22	0	25
1	203	0	154
1	16	0	19
	165	0	298

CONTROL

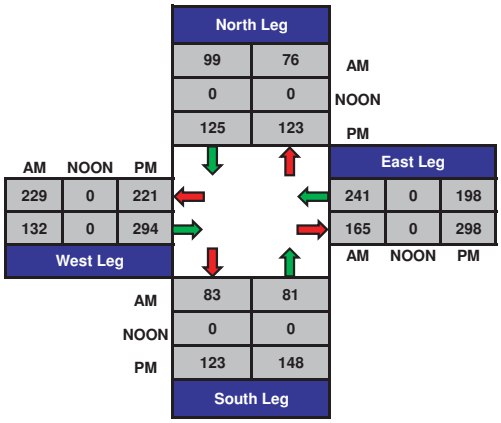
Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

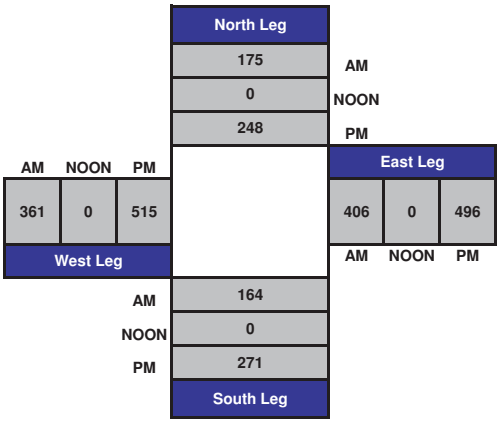
Northbound Approach

AM	83	18	40	23
NOON	0	0	0	0
PM	123	42	69	37
Lanes		0	1	0

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_4139_006 **Day:** WEDNESDAY

City: City of San Diego **Date:** 5/18/2011

AM

NS/EW Streets:	30th St			30th St			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	1	0	1	1	0	
7:00 AM	5	10	4	4	4	4	3	16	1	5	33	0	89
7:15 AM	7	4	1	6	7	4	2	24	1	4	42	7	109
7:30 AM	5	7	4	8	9	4	3	28	0	6	54	7	135
7:45 AM	5	12	6	10	17	1	6	26	3	6	55	9	156
8:00 AM	5	15	5	7	21	2	4	25	2	2	48	3	139
8:15 AM	3	6	8	9	10	1	1	29	5	2	46	3	123
8:30 AM	4	8	10	6	11	4	1	18	2	4	33	0	101
8:45 AM	9	11	3	2	9	3	2	24	6	3	31	2	105
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	43	73	41	52	88	23	22	190	20	32	342	31	957
APPROACH %'s :	27.39%	46.50%	26.11%	31.90%	53.99%	14.11%	9.48%	81.90%	8.62%	7.90%	84.44%	7.65%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	18	40	23	34	57	8	14	108	10	16	203	22	553
PEAK HR FACTOR :		0.810			0.825			0.943			0.861		0.886

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_4139_006 **Day:** WEDNESDAY

City: City of San Diego **Date:** 5/18/2011

PM

NS/EW Streets:	30th St			30th St			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	1	0	1	1	0	
4:00 PM	10	16	7	9	17	9	6	65	11	3	36	8	197
4:15 PM	7	21	8	9	19	2	11	57	11	8	47	3	203
4:30 PM	15	15	14	8	16	3	6	59	8	2	33	5	184
4:45 PM	10	17	8	7	15	11	6	47	7	6	38	9	181
5:00 PM	5	15	5	9	28	8	4	43	9	5	31	2	164
5:15 PM	5	16	10	6	17	6	3	52	6	3	36	3	163
5:30 PM	10	12	6	10	15	5	3	50	8	5	29	5	158
5:45 PM	7	12	10	7	12	6	4	52	8	3	31	3	155
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	69	124	68	65	139	50	43	425	68	35	281	38	1405
APPROACH %'s :	26.44%	47.51%	26.05%	25.59%	54.72%	19.69%	8.02%	79.29%	12.69%	9.89%	79.38%	10.73%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	42	69	37	33	67	25	29	228	37	19	154	25	765
PEAK HR FACTOR :		0.841			0.893			0.896			0.853		0.942

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#28

30th St and Commercial St , City of San Diego

Date: 5/18/2011

Day: Wednesday

Project #: CA11_4139_012

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (30th St)

	Lanes 0	1	0		
AM	11	96	3	100	AM
NOON	0	0	0	0	NOON
PM	14	110	3	153	PM

Eastbound Approach (Commercial St)

Lanes	AM	NOON	PM
	49	0	58
0	7	0	11
1	28	0	40
0	7	0	11

Westbound Approach

AM	NOON	PM	Lanes
9	0	21	0
29	0	33	1
2	0	0	0
35	0	50	

CONTROL

Signalized

Northbound Approach

AM	105	9	84	4	AM
NOON	0	0	0	0	NOON
PM	121	11	121	7	PM
		0	1	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	110	100	AM
	0	0	NOON
	127	153	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
49	0	58	40	0	54
42	0	62	35	0	50

	South Leg	
AM	105	97
NOON	0	0
PM	121	139

Total Volume Per Leg

	North Leg	
	210	AM
	0	NOON
	280	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
91	0	120	75	0	104

	South Leg
AM	202
NOON	0
PM	260

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_4139_012 **Day:** WEDNESDAY

City: City of San Diego **Date:** 5/18/2011

AM

NS/EW Streets:	30th St			30th St			Commercial St			Commercial St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	0	16	0	2	5	0	0	2	0	0	5	2	32
7:15 AM	2	9	4	1	11	0	0	6	0	1	6	2	42
7:30 AM	3	15	5	0	13	2	1	4	1	0	9	3	56
7:45 AM	2	21	0	0	22	3	0	8	0	2	7	4	69
8:00 AM	4	22	1	1	36	2	2	4	3	0	5	2	82
8:15 AM	3	23	2	2	24	4	1	4	0	0	8	3	74
8:30 AM	0	18	1	0	14	2	4	12	4	0	9	0	64
8:45 AM	2	13	0	0	15	3	2	9	0	0	5	2	51
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	16	137	13	6	140	16	10	49	8	3	54	18	470
APPROACH %'s :	9.64%	82.53%	7.83%	3.70%	86.42%	9.88%	14.93%	73.13%	11.94%	4.00%	72.00%	24.00%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	9	84	4	3	96	11	7	28	7	2	29	9	289
PEAK HR FACTOR :		0.866			0.705			0.525			0.769		0.881

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_4139_012 **Day:** WEDNESDAY

City: City of San Diego **Date:** 5/18/2011

PM

NS/EW Streets:	30th St			30th St			Commercial St			Commercial St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
4:00 PM	5	27	2	0	32	2	1	11	4	0	11	8	103
4:15 PM	1	33	4	3	28	5	1	10	1	0	10	7	103
4:30 PM	2	32	1	0	22	3	6	12	2	0	6	4	90
4:45 PM	3	29	0	0	28	4	3	7	4	0	6	2	86
5:00 PM	0	22	1	0	39	2	6	11	5	2	5	0	93
5:15 PM	4	28	0	0	23	0	1	5	7	1	5	0	74
5:30 PM	0	27	1	0	25	2	2	4	2	0	2	1	66
5:45 PM	3	31	0	0	27	2	1	3	1	1	3	0	72
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	18	229	9	3	224	20	21	63	26	4	48	22	687
APPROACH %'s :	7.03%	89.45%	3.52%	1.21%	90.69%	8.10%	19.09%	57.27%	23.64%	5.41%	64.86%	29.73%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	11	121	7	3	110	14	11	40	11	0	33	21	382
PEAK HR FACTOR :		0.914			0.882			0.775			0.711		0.927

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#29

Broadway and SR-94 WB Ramps , City of San Diego

Date: 10/11/2012

Day: Thursday

Project #: CA12_4351_022

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (Broadway)

Lanes					
AM	0	528	40	576	AM
NOON	0	0	0	0	NOON
PM	0	456	59	638	PM

Eastbound Approach (SR-94 WB Ramps)

Lanes	AM	NOON	PM
	0	0	0
	0	0	0
	0	0	0
	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
	479	0	523
	0	0	0
	183	0	257
	90	0	123

CONTROL

Northbound Approach

Lanes					
AM	711	0	97	50	AM
NOON	0	0	0	0	NOON
PM	713	0	115	64	PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		East Leg			West Leg			South Leg	
AM	568	576	662	0	780	0	0	0	711	147
NOON	0	0	90	0	123	0	0	0	0	0
PM	515	638	AM	NOON	PM	AM	NOON	PM	713	179

Total Volume Per Leg

	North Leg	East Leg			West Leg			South Leg
AM	1144	752	0	903	0	0	0	858
NOON	0	AM	NOON	PM	AM	NOON	PM	0
PM	1153							892

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_022 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

AM

NS/EW Streets:	Broadway			Broadway			SR-94 WB Ramps			SR-94 WB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM		20	11	7	97					57		85	277
7:15 AM		23	15	11	118					36		82	285
7:30 AM		25	12	10	139					45		119	350
7:45 AM		31	9	11	124					51		174	400
8:00 AM		19	15	8	131					46		118	337
8:15 AM		22	14	11	134					41		68	290
8:30 AM		20	13	9	123					44		113	322
8:45 AM		23	14	16	98					58		171	380
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	183	103	83	964	0	0	0	0	378	0	930	2641
APPROACH %'s :	0.00%	63.99%	36.01%	7.93%	92.07%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	28.90%	0.00%	71.10%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	97	50	40	528	0	0	0	0	183	0	479	1377
PEAK HR FACTOR :		0.919			0.953			0.000			0.736		0.861

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_022 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

PM

NS/EW Streets:	Broadway			Broadway			SR-94 WB Ramps			SR-94 WB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM		28	13	19	128					78		135	401
4:15 PM		27	17	10	106					63		122	345
4:30 PM		39	15	19	110					52		131	366
4:45 PM		21	19	11	112					64		135	362
5:00 PM		23	20	17	102					65		127	354
5:15 PM		28	13	9	103					59		137	349
5:30 PM		31	10	17	99					84		150	391
5:45 PM		23	9	18	101					51		166	368
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	220	116	120	861	0	0	0	0	516	0	1103	2936
APPROACH %'s :	0.00%	65.48%	34.52%	12.23%	87.77%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	31.87%	0.00%	68.13%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	115	64	59	456	0	0	0	0	257	0	523	1474
PEAK HR FACTOR :		0.829			0.876			0.000			0.915		0.919

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#30

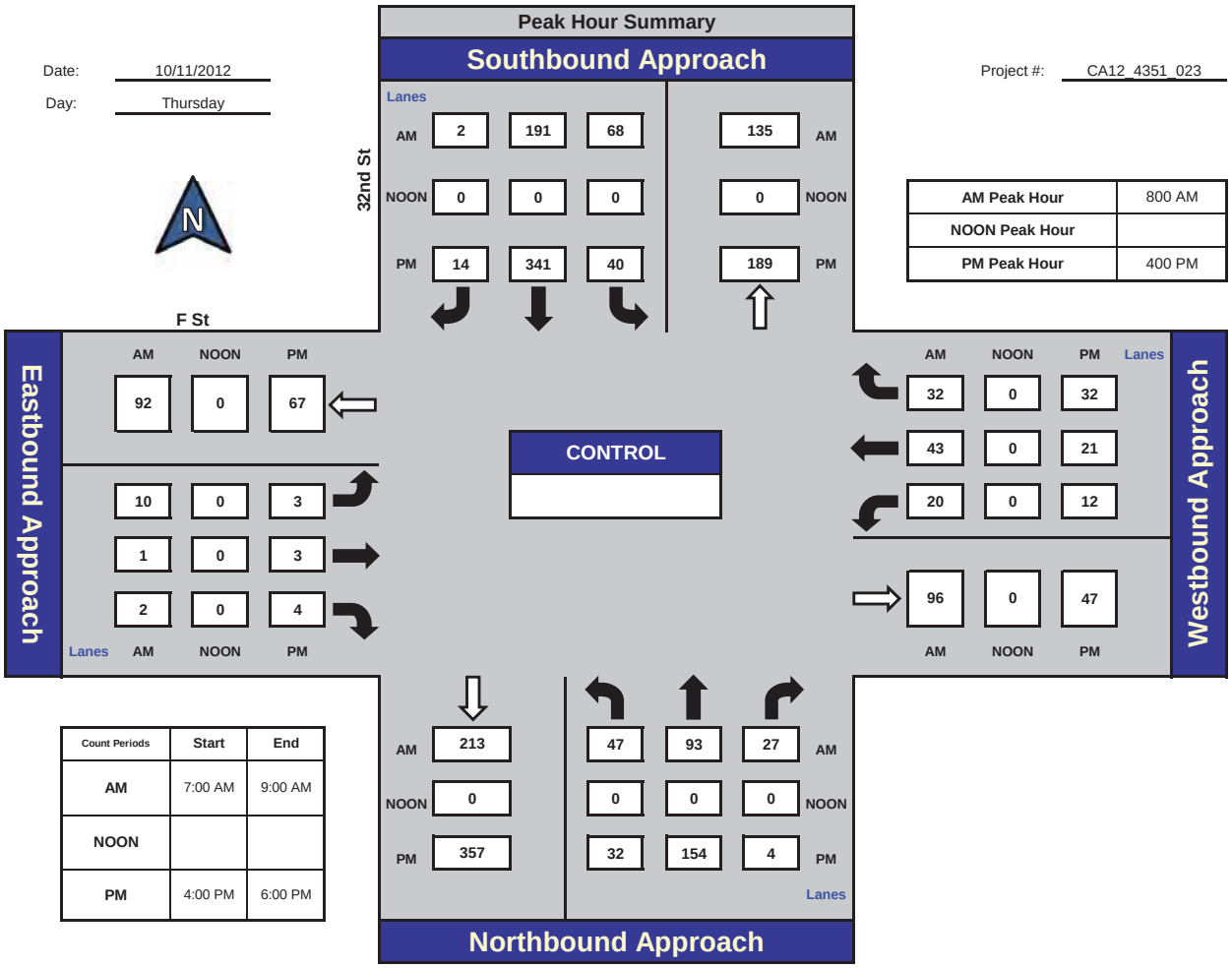
32nd St and F St , City of San Diego

Date: 10/11/2012

Day: Thursday

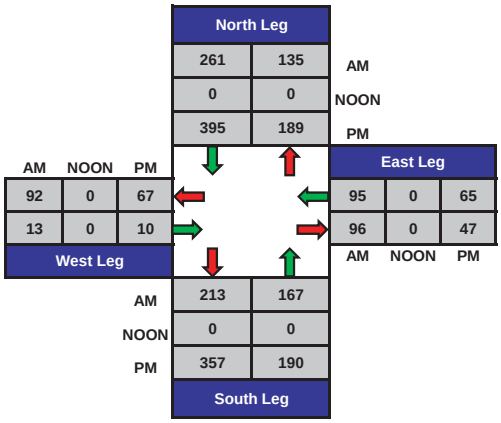
Project #: CA12_4351_023

AM Peak Hour	800 AM
NOON Peak Hour	
PM Peak Hour	400 PM

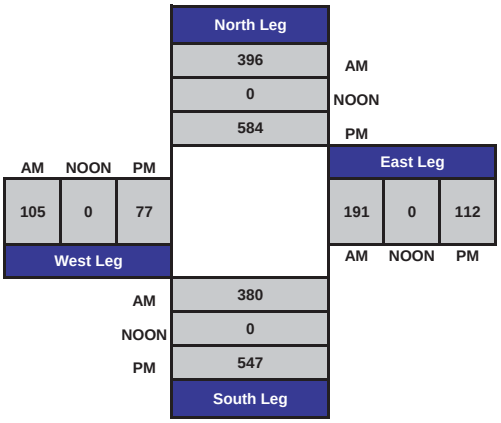


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_023 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

AM

NS/EW Streets:	32nd St			32nd St			F St			F St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	13	30	1	16	41	1	0	0	0	2	2	8	114
7:15 AM	8	39	0	11	39	0	0	1	0	2	6	4	110
7:30 AM	8	24	9	16	40	0	1	0	0	5	11	11	125
7:45 AM	13	30	3	16	43	1	0	0	0	5	7	6	124
8:00 AM	11	26	5	14	55	0	2	0	0	4	7	9	133
8:15 AM	16	15	9	14	39	0	2	1	1	5	10	10	122
8:30 AM	12	27	3	23	40	1	2	0	1	4	13	8	134
8:45 AM	8	25	10	17	57	1	4	0	0	7	13	5	147
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	89	216	40	127	354	4	11	2	2	34	69	61	1009
APPROACH %'s :	25.80%	62.61%	11.59%	26.19%	72.99%	0.82%	73.33%	13.33%	13.33%	20.73%	42.07%	37.20%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	47	93	27	68	191	2	10	1	2	20	43	32	536
PEAK HR FACTOR :		0.971			0.870			0.813			0.950		0.912

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_023 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

PM

NS/EW Streets:	32nd St			32nd St			F St			F St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	5	40	2	9	98	4	0	2	2	5	4	8	179
4:15 PM	10	29	1	10	75	3	1	0	1	0	5	8	143
4:30 PM	8	54	1	16	80	3	0	0	0	3	8	7	180
4:45 PM	9	31	0	5	88	4	2	1	1	4	4	9	158
5:00 PM	12	27	2	4	61	2	1	1	1	6	5	2	124
5:15 PM	7	46	2	7	76	2	0	0	1	2	2	8	153
5:30 PM	11	30	1	6	73	3	0	1	2	1	7	4	139
5:45 PM	7	35	1	5	59	1	0	0	0	2	5	3	118
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	69	292	10	62	610	22	4	5	8	23	40	49	1194
APPROACH %'s :	18.60%	78.71%	2.70%	8.93%	87.90%	3.17%	23.53%	29.41%	47.06%	20.54%	35.71%	43.75%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	32	154	4	40	341	14	3	3	4	12	21	32	660
PEAK HR FACTOR :		0.754			0.890			0.625			0.903		0.917

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

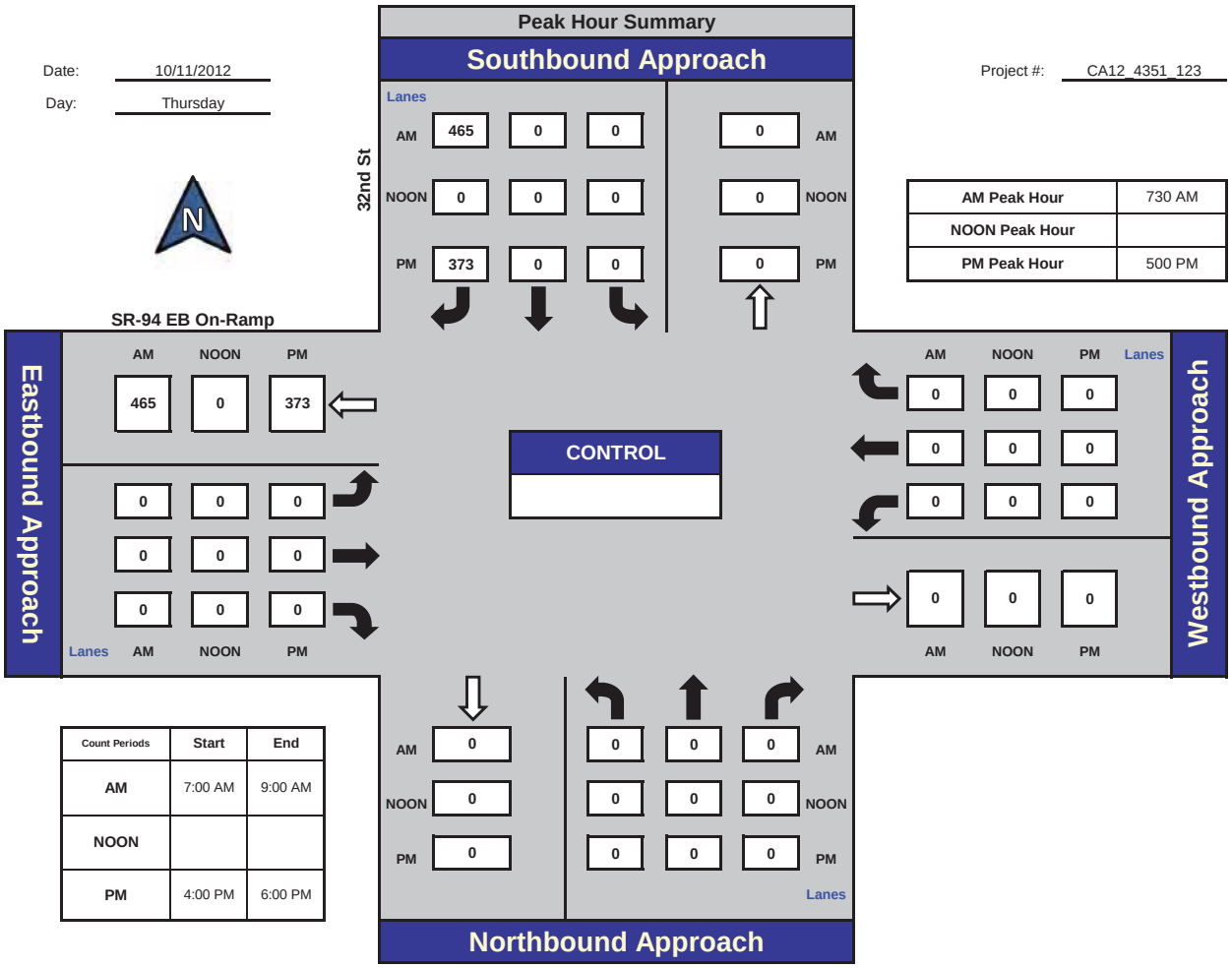
32nd St and SR-94 EB On-Ramp , City of San Diego

Date: 10/11/2012

Day: Thursday

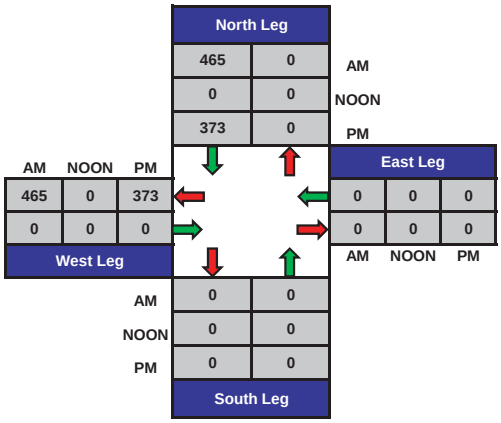
Project #: CA12_4351_123

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

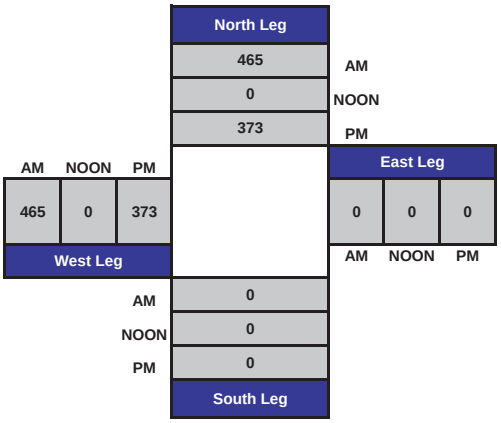


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_123 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

AM

NS/EW Streets:	32nd St			32nd St			SR-94 EB On-Ramp			SR-94 EB On-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM						99							99
7:15 AM						101							101
7:30 AM						124							124
7:45 AM						112							112
8:00 AM						111							111
8:15 AM						118							118
8:30 AM						109							109
8:45 AM						83							83
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	857	0	0	0	0	0	0	857
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	465	0	0	0	0	0	0	465
PEAK HR FACTOR :		0.000			0.938			0.000			0.000		0.938

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_123 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

PM

NS/EW Streets:	32nd St			32nd St			SR-94 EB On-Ramp			SR-94 EB On-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM						94							94
4:15 PM						86							86
4:30 PM						68							68
4:45 PM						74							74
5:00 PM						97							97
5:15 PM						94							94
5:30 PM						92							92
5:45 PM						90							90
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	695	0	0	0	0	0	0	695
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	373	0	0	0	0	0	0	373
PEAK HR FACTOR :		0.000			0.961			0.000			0.000		0.961

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#31

32nd St and Market St , City of San Diego

Date: 10/11/2012

Day: Thursday

Project #: CA12_4351_024

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (32nd St)

Lanes					
AM	93	95	45	199	AM
NOON	0	0	0	0	NOON
PM	56	146	199	195	PM

Eastbound Approach (Market St)

Lanes	AM	NOON	PM
	946	0	422
	26	0	26
	278	0	531
	23	0	55

Westbound Approach

Lanes	AM	NOON	PM
	93	0	84
	806	0	332
	114	0	51
	399	0	842

Northbound Approach

Lanes					
AM	232	47	80	76	AM
NOON	0	0	0	0	NOON
PM	252	34	85	112	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	233	199	AM
	0	0	NOON
	401	195	PM

West Leg	AM	NOON	PM
	946	0	422
	327	0	612

East Leg	AM	NOON	PM
	1013	0	467
	399	0	842

South Leg		
AM	232	203
NOON	0	0
PM	252	231

Total Volume Per Leg

North Leg		
432	0	596
AM	NOON	PM

West Leg	AM	NOON	PM
	1273	0	1034

East Leg	AM	NOON	PM
	1412	0	1309

South Leg			
AM	435		
NOON	0		
PM	483		

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_024 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

AM

NS/EW Streets:	32nd St			32nd St			Market St			Market St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	6	25	13	7	18	7	4	39	4	17	140	22	302
7:15 AM	7	18	20	10	28	11	5	49	4	30	147	27	356
7:30 AM	10	17	21	11	20	22	5	58	7	31	209	17	428
7:45 AM	22	27	16	11	25	17	7	97	8	35	260	35	560
8:00 AM	8	18	19	13	22	43	9	74	4	18	190	14	432
8:15 AM	7	17	15	10	15	18	4	67	4	9	133	13	312
8:30 AM	7	11	11	10	25	12	5	44	4	13	110	14	266
8:45 AM	9	14	17	10	10	9	9	41	4	19	89	25	256
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	76	147	132	82	163	139	48	469	39	172	1278	167	2912
APPROACH %'s :	21.41%	41.41%	37.18%	21.35%	42.45%	36.20%	8.63%	84.35%	7.01%	10.64%	79.04%	10.33%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	47	80	76	45	95	93	26	278	23	114	806	93	1776
PEAK HR FACTOR :		0.781			0.747			0.730			0.767		0.793

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_024 **Day:** THURSDAY

City: City of San Diego **Date:** 10/11/2012

PM

NS/EW Streets:	32nd St			32nd St			Market St			Market St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	10	28	40	70	40	19	5	136	15	10	83	22	478
4:15 PM	13	20	29	46	39	13	6	130	14	10	75	22	417
4:30 PM	7	23	17	41	28	12	6	130	10	16	72	22	384
4:45 PM	4	14	26	42	39	12	9	135	16	15	102	18	432
5:00 PM	9	16	21	30	39	12	4	126	28	14	84	14	397
5:15 PM	10	19	36	31	36	15	3	122	19	14	80	19	404
5:30 PM	5	11	19	39	29	8	6	115	17	14	59	14	336
5:45 PM	6	15	16	20	25	11	2	109	11	10	65	11	301
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	64	146	204	319	275	102	41	1003	130	103	620	142	3149
APPROACH %'s :	15.46%	35.27%	49.28%	45.83%	39.51%	14.66%	3.49%	85.43%	11.07%	11.91%	71.68%	16.42%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	34	85	112	199	146	56	26	531	55	51	332	84	1711
PEAK HR FACTOR :		0.740			0.777			0.956			0.865		0.895

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#32

32nd St and Imperial Ave , City of San Diego

Date: 5/18/2011

Day: Wednesday

Project #: CA11_4139_008

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (32nd St)

	Lanes 0	1	0	
AM	31	81	46	196 AM
NOON	0	0	0	0 NOON
PM	38	87	78	183 PM

Eastbound Approach (Imperial Ave)

Lanes	AM	NOON	PM
	245	0	189
1	24	0	35
1	110	0	223
0	16	0	38

Westbound Approach

Lanes	AM	NOON	PM
0	103	0	59
1	201	0	131
1	12	0	19
	164	0	329

CONTROL: Signalized

Northbound Approach

AM	109	13	69	8 AM
NOON	0	0	0	0 NOON
PM	144	20	89	28 PM
Lanes		0	1	0 Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	158	196	AM
	0	0	NOON
	203	183	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
245	0	189	316	0	209
150	0	296	164	0	329

	South Leg	
AM	109	90
NOON	0	0
PM	144	137

Total Volume Per Leg

	North Leg
AM	354
NOON	0
PM	386

West Leg AM	NOON	PM	East Leg AM	NOON	PM
395	0	485	480	0	538

	South Leg
AM	199
NOON	0
PM	281

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_4139_008 **Day:** WEDNESDAY

City: City of San Diego **Date:** 5/18/2011

AM

NS/EW Streets:	32nd St			32nd St			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	1	0	1	1	0	
7:00 AM	2	8	7	4	14	7	2	13	4	3	25	10	99
7:15 AM	4	20	5	6	12	16	3	19	6	2	35	19	147
7:30 AM	3	12	3	6	17	11	6	27	5	2	57	31	180
7:45 AM	2	25	4	17	22	8	4	28	4	4	65	34	217
8:00 AM	2	17	0	16	21	7	7	27	2	1	41	26	167
8:15 AM	6	15	1	7	21	5	7	28	5	5	38	12	150
8:30 AM	3	16	5	14	8	2	8	16	5	4	31	9	121
8:45 AM	1	17	3	10	15	6	0	18	3	1	34	8	116
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	23	130	28	80	130	62	37	176	34	22	326	149	1197
APPROACH %'s :	12.71%	71.82%	15.47%	29.41%	47.79%	22.79%	14.98%	71.26%	13.77%	4.43%	65.59%	29.98%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	13	69	8	46	81	31	24	110	16	12	201	103	714
PEAK HR FACTOR :		0.726			0.840			0.938			0.767		0.823

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_4139_008 **Day:** WEDNESDAY

City: City of San Diego **Date:** 5/18/2011

PM

NS/EW Streets:	32nd St			32nd St			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	1	1	0	1	1	0	
4:00 PM	6	26	4	15	27	9	9	62	10	5	33	13	219
4:15 PM	3	25	8	17	17	8	5	57	6	7	39	16	208
4:30 PM	3	21	9	28	25	8	9	51	17	4	24	19	218
4:45 PM	8	17	7	18	18	13	12	53	5	3	35	11	200
5:00 PM	3	21	11	34	24	11	6	49	5	5	30	12	211
5:15 PM	4	19	7	19	22	10	11	50	7	7	37	9	202
5:30 PM	4	16	7	9	18	14	6	57	5	4	25	19	184
5:45 PM	3	13	7	16	17	7	5	52	11	5	25	12	173
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	34	158	60	156	168	80	63	431	66	40	248	111	1615
APPROACH %'s :	13.49%	62.70%	23.81%	38.61%	41.58%	19.80%	11.25%	76.96%	11.79%	10.03%	62.16%	27.82%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	20	89	28	78	87	38	35	223	38	19	131	59	845
PEAK HR FACTOR :		0.951			0.832			0.914			0.843		0.965

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#33

32nd St and Commercial St , City of San Diego

Date: 5/18/2011

Day: Wednesday

Project #: CA11_4139_013

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (32nd St)

	Lanes 0	1	0	
AM	18	87	0	90 AM
NOON	0	0	0	0 NOON
PM	16	122	0	137 PM

Eastbound Approach (Commercial St)

Lanes	AM	NOON	PM
	33	0	21
0	12	0	34
1	0	0	2
0	17	0	19

Westbound Approach

AM	NOON	PM	Lanes
1	0	1	0
1	0	0	1
1	0	0	0
1	0	3	

Northbound Approach

AM	105	14	77	1 AM
NOON	0	0	0	0 NOON
PM	141	5	102	1 PM
Lanes		0	1	0 Lanes

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	105	90	AM
	0	0	NOON
	138	137	PM

West Leg			East Leg		
AM	NOON	PM			
33	0	21	3	0	1
29	0	55	1	0	3
			AM	NOON	PM

	South Leg	
AM	105	92
NOON	0	0
PM	141	108

Total Volume Per Leg

	North Leg
	195 AM
	0 NOON
	275 PM

West Leg			East Leg		
AM	NOON	PM			
62	0	76	4	0	4
			AM	NOON	PM

	South Leg
AM	197
NOON	0
PM	249

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_4139_013 **Day:** WEDNESDAY

City: City of San Diego **Date:** 5/18/2011

AM

NS/EW Streets:	32nd St			32nd St			Commercial St			Commercial St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	5	16	0	2	20	4	3		3	0	1	0	54
7:15 AM	2	23	0	0	18	3	2		3	0	0	2	53
7:30 AM	2	16	0	0	15	8	2		4	0	0	0	47
7:45 AM	5	26	1	0	24	4	5		5	1	0	1	72
8:00 AM	2	12	0	0	21	2	5		3	0	1	0	46
8:15 AM	5	23	0	0	27	4	0		5	0	0	0	64
8:30 AM	2	12	0	0	16	2	9		4	0	0	0	45
8:45 AM	3	17	0	0	15	2	6		3	0	2	0	48
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	26	145	1	2	156	29	32	0	30	1	4	3	429
APPROACH %'s :	15.12%	84.30%	0.58%	1.07%	83.42%	15.51%	51.61%	0.00%	48.39%	12.50%	50.00%	37.50%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	14	77	1	0	87	18	12	0	17	1	1	1	229
PEAK HR FACTOR :		0.719			0.847			0.725			0.375		0.795

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA11_4139_013 **Day:** WEDNESDAY

City: City of San Diego **Date:** 5/18/2011

PM

NS/EW Streets:	32nd St			32nd St			Commercial St			Commercial St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
4:00 PM	0	23	0		31	6	12	0	9	0		0	81
4:15 PM	2	24	0		31	4	11	1	3	0		1	77
4:30 PM	0	26	0		38	4	8	0	3	0		0	79
4:45 PM	3	29	1		22	2	3	1	4	0		0	65
5:00 PM	0	26	0		33	1	6	0	7	0		0	73
5:15 PM	1	24	0		32	2	5	0	6	0		0	70
5:30 PM	0	22	0		23	1	4	0	2	2		0	54
5:45 PM	0	21	0		29	4	2	0	2	0		0	58
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	6	195	1	0	239	24	51	2	36	2	0	1	557
APPROACH %'s :	2.97%	96.53%	0.50%	0.00%	90.87%	9.13%	57.30%	2.25%	40.45%	66.67%	0.00%	33.33%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	5	102	1	0	122	16	34	2	19	0	0	1	302
PEAK HR FACTOR :		0.818			0.821			0.655			0.250		0.932

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#34

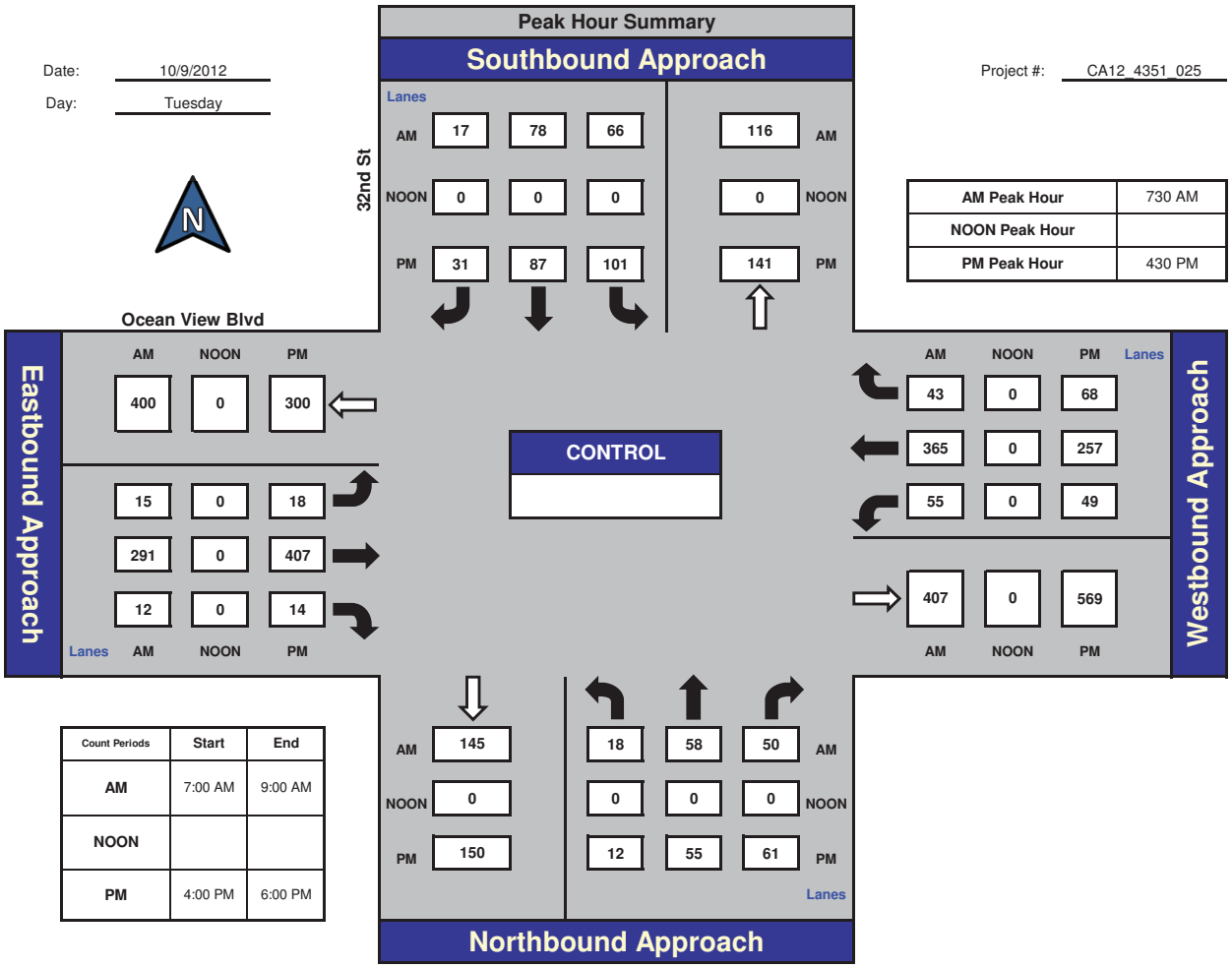
32nd St and Ocean View Blvd , City of San Diego

Date: 10/9/2012

Day: Tuesday

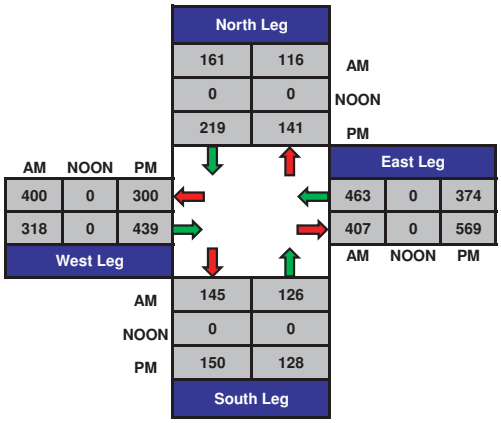
Project #: CA12_4351_025

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	430 PM

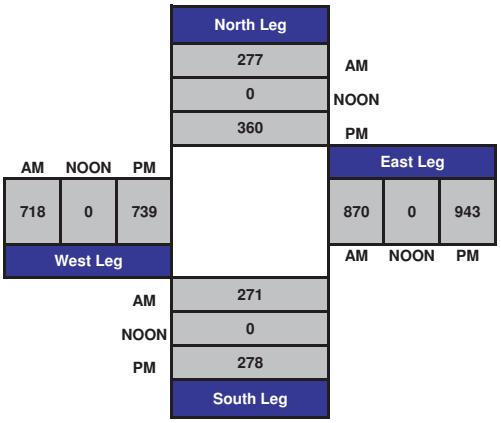


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_025 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	32nd St			32nd St			Ocean View Blvd			Ocean View Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	2	9	7	17	9	2	0	44	0	1	56	13	160
7:15 AM	1	13	10	16	10	5	3	48	1	10	93	10	220
7:30 AM	5	19	6	18	9	4	2	54	2	3	109	10	241
7:45 AM	7	9	16	12	14	3	4	99	3	12	109	15	303
8:00 AM	2	7	6	20	22	5	3	77	5	19	78	12	256
8:15 AM	4	23	22	16	33	5	6	61	2	21	69	6	268
8:30 AM	0	23	15	28	13	6	4	65	4	19	46	7	230
8:45 AM	1	9	12	17	9	1	3	41	1	20	39	14	167
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	22	112	94	144	119	31	25	489	18	105	599	87	1845
APPROACH %'s :	9.65%	49.12%	41.23%	48.98%	40.48%	10.54%	4.70%	91.92%	3.38%	13.27%	75.73%	11.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	18	58	50	66	78	17	15	291	12	55	365	43	1068
PEAK HR FACTOR :		0.643			0.745			0.750			0.851		0.881

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_025 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	32nd St			32nd St			Ocean View Blvd			Ocean View Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	5	20	16	31	16	6	3	79	8	17	71	13	285
4:15 PM	3	22	16	22	24	6	1	94	3	8	51	9	259
4:30 PM	3	17	19	19	17	8	3	100	1	9	65	24	285
4:45 PM	3	18	12	25	27	7	3	115	4	11	60	17	302
5:00 PM	4	8	13	33	21	7	12	97	5	15	78	12	305
5:15 PM	2	12	17	24	22	9	0	95	4	14	54	15	268
5:30 PM	1	13	18	26	24	4	4	84	3	8	78	16	279
5:45 PM	1	13	18	27	18	9	6	77	5	10	83	15	282
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	22	123	129	207	169	56	32	741	33	92	540	121	2265
APPROACH %'s :	8.03%	44.89%	47.08%	47.92%	39.12%	12.96%	3.97%	91.94%	4.09%	12.22%	71.71%	16.07%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	12	55	61	101	87	31	18	407	14	49	257	68	1160
PEAK HR FACTOR :		0.821			0.898			0.900			0.890		0.951

CONTROL :

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

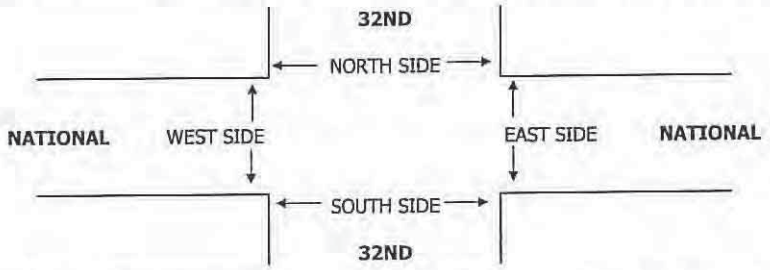
#35

DATE: 10/25/12 THURSDAY	LOCATION:	SAN DIEGO	PROJECT #:	CA12-1026-01
	NORTH & SOUTH:	32ND	LOCATION #:	13
	EAST & WEST:	NATIONAL	CONTROL:	SIGNAL

NOTES:

AM		▲ N	
PM			
MD	◄ W		E ►
OTHER		S ▼	
OTHER			

		NORTHBOUND 32ND			SOUTHBOUND 32ND			EASTBOUND NATIONAL			WESTBOUND NATIONAL				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	9	4	2	3	14	10	3	32	9	3	109	2	200					0
	7:15 AM	12	4	4	5	10	4	8	41	3	11	121	6	229					0
	7:30 AM	14	6	5	6	12	8	4	50	11	14	131	7	268					0
	7:45 AM	10	8	2	7	18	9	12	61	7	9	108	9	260					0
	8:00 AM	18	4	4	5	22	9	5	41	7	11	90	9	225					0
	8:15 AM	11	4	4	4	16	7	8	51	9	10	77	5	206					0
	8:30 AM	9	5	2	4	9	8	8	40	12	8	68	4	177					0
	8:45 AM	10	6	3	5	12	9	9	33	7	11	55	5	165					0
	VOLUMES	93	41	26	39	113	64	57	349	65	77	759	47	1,730	0	0	0	0	0
	APPROACH %	58%	26%	16%	18%	52%	30%	12%	74%	14%	9%	86%	5%						
	APP/DEPART	160	/	145	216	/	255	471	/	414	883	/	916	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	54	22	15	23	62	30	29	193	28	45	450	31	982					
	APPROACH %	59%	24%	16%	20%	54%	26%	12%	77%	11%	9%	86%	6%						
	PEAK HR FACTOR		0.875			0.799			0.781			0.865		0.916					
	APP/DEPART	91	/	82	115	/	135	250	/	231	526	/	534	0					
PM	4:00 PM	10	7	9	10	17	7	14	108	18	7	50	10	267					0
	4:15 PM	8	2	15	15	20	10	11	86	12	8	82	16	285					0
	4:30 PM	12	14	12	14	12	5	12	80	15	2	75	5	258					0
	4:45 PM	19	7	15	15	19	8	13	108	11	9	44	11	279					0
	5:00 PM	15	10	18	7	22	12	18	116	19	9	55	18	319					0
	5:15 PM	18	5	22	19	26	8	15	116	10	12	41	9	301					0
	5:30 PM	9	8	16	18	19	9	9	88	18	8	52	12	266					0
	5:45 PM	16	7	9	11	15	10	11	74	11	9	51	13	237					0
	VOLUMES	107	60	116	109	150	69	103	776	114	64	450	94	2,212	0	0	0	0	0
	APPROACH %	38%	21%	41%	33%	46%	21%	10%	78%	11%	11%	74%	15%						
	APP/DEPART	283	/	257	328	/	328	993	/	1,001	608	/	626	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	61	30	71	59	86	37	55	428	58	38	192	50	1,165					
	APPROACH %	38%	19%	44%	32%	47%	20%	10%	79%	11%	14%	69%	18%						
	PEAK HR FACTOR		0.900			0.858			0.884			0.854		0.913					
	APP/DEPART	162	/	135	182	/	182	541	/	558	280	/	290	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	2	5	1	3	11					0					0
	7:15 AM	6	2	4	7	19					0					0
	7:30 AM	2	7	9	9	27					0					0
	7:45 AM	4	9	7	11	31					0					0
	8:00 AM	8	11	5	5	29					0					0
	8:15 AM	5	5	2	4	16					0					0
	8:30 AM	7	5	5	5	22					0					0
	8:45 AM	1	6		3	10					0					0
	TOTAL	35	50	33	47	165	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM	3	6	7	5	21					0					0
	4:15 PM	2	9	9	4	24					0					0
	4:30 PM	6	12	11	4	33					0					0
	4:45 PM	4	15	5	6	30					0					0
	5:00 PM	3	9	9	3	24					0					0
	5:15 PM	2	3	5	1	11					0					0
	5:30 PM		1		1	2					0					0
	5:45 PM	1	2	2		5					0					0
	TOTAL	21	57	48	24	150	0	0	0	0	0	0	0	0	0	0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#36

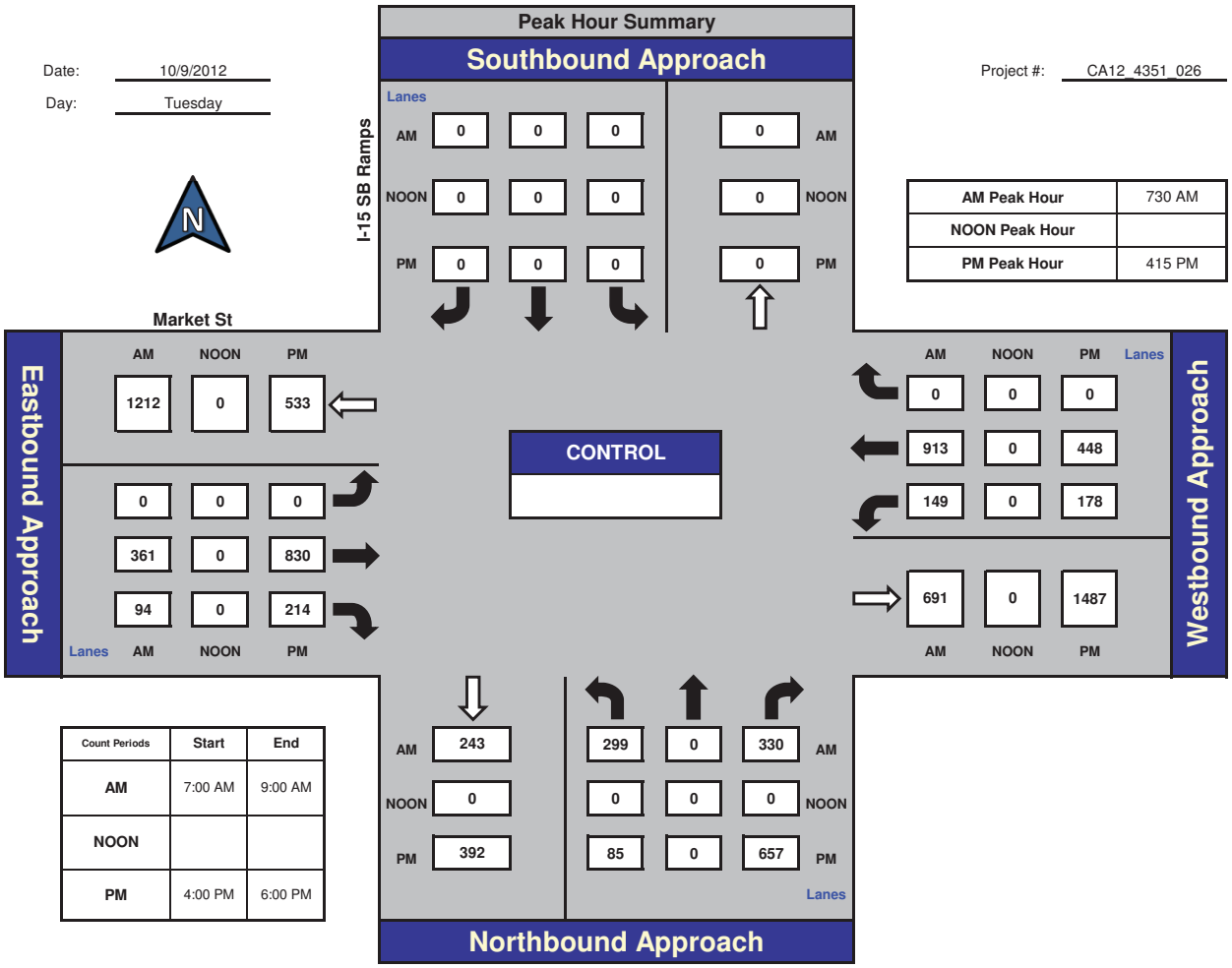
I-15 SB Ramps and Market St , City of San Diego

Date: 10/9/2012

Day: Tuesday

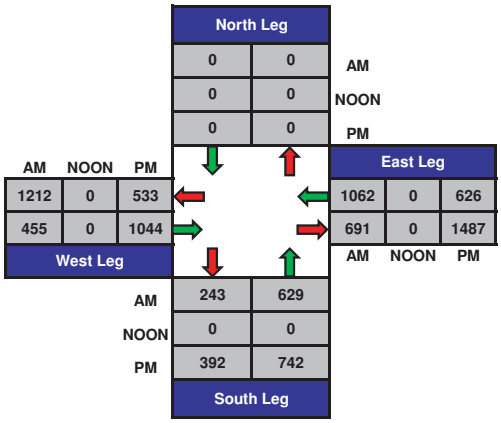
Project #: CA12_4351_026

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	415 PM

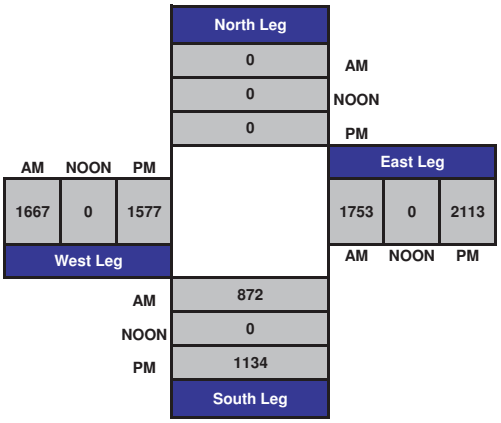


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_026 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	I-15 SB Ramps			I-15 SB Ramps			Market St			Market St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	36		78					44	22	36	152		368
7:15 AM	34		60					56	18	42	197		407
7:30 AM	53		81					69	20	40	252		515
7:45 AM	95		92					104	28	45	292		656
8:00 AM	100		69					97	23	32	198		519
8:15 AM	51		88					91	23	32	171		456
8:30 AM	35		58					78	28	32	120		351
8:45 AM	29		58					57	35	30	110		319
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	433	0	584	0	0	0	0	596	197	289	1492	0	3591
APPROACH %'s :	42.58%	0.00%	57.42%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	75.16%	24.84%	16.23%	83.77%	0.00%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	299	0	330	0	0	0	0	361	94	149	913	0	2146
PEAK HR FACTOR :		0.841			0.000			0.862			0.788		0.818

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_026 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	I-15 SB Ramps			I-15 SB Ramps			Market St			Market St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	17		191					182	67	48	105		610
4:15 PM	20		190					190	61	30	109		600
4:30 PM	30		164					195	46	54	113		602
4:45 PM	25		158					205	43	38	100		569
5:00 PM	10		145					240	64	56	126		641
5:15 PM	10		186					174	44	37	105		556
5:30 PM	10		193					174	38	44	93		552
5:45 PM	27		190					139	30	43	99		528
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	149	0	1417	0	0	0	0	1499	393	350	850	0	4658
APPROACH %'s :	9.51%	0.00%	90.49%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	79.23%	20.77%	29.17%	70.83%	0.00%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	85	0	657	0	0	0	0	830	214	178	448	0	2412
PEAK HR FACTOR :		0.883			0.000			0.859			0.860		0.941

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#37

I-15 NB Ramps and Market St , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_027

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Peak Hour Summary

Southbound Approach (I-15 NB Ramps)

Lanes					
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM

Eastbound Approach (Market St)

Lanes	AM	NOON	PM
	1101	0	612
	0	0	0
	444	0	1107
	188	0	369

Westbound Approach

Lanes	AM	NOON	PM
	0	0	0
	942	0	514
	372	0	443
	611	0	1328

Northbound Approach

Lanes					
AM	560	159	0	167	AM
NOON	0	0	0	0	NOON
PM	812	98	0	221	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
AM	0	0	AM
NOON	0	0	NOON
PM	0	0	PM

West Leg	AM	NOON	PM	East Leg	AM	NOON	PM
AM	1101	0	612	AM	1314	0	957
NOON	632	0	1476	NOON	611	0	1328

	South Leg	
AM	560	326
NOON	0	0
PM	812	319

Total Volume Per Leg

	North Leg
AM	0
NOON	0
PM	0

West Leg	AM	NOON	PM	East Leg	AM	NOON	PM
	1733	0	2088		1925	0	2285

	South Leg
AM	886
NOON	0
PM	1131

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_027 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	I-15 NB Ramps			I-15 NB Ramps			Market St			Market St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	31		29					68	53	96	157		434
7:15 AM	32		30					78	37	111	213		501
7:30 AM	36		35					103	51	121	255		601
7:45 AM	52		51					138	55	71	290		657
8:00 AM	39		51					125	45	69	184		513
8:15 AM	44		41					143	38	64	149		479
8:30 AM	34		34					94	40	63	121		386
8:45 AM	34		40					87	27	52	98		338
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	302	0	311	0	0	0	0	836	346	647	1467	0	3909
APPROACH %'s :	49.27%	0.00%	50.73%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	70.73%	29.27%	30.61%	69.39%	0.00%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	159	0	167	0	0	0	0	444	188	372	942	0	2272
PEAK HR FACTOR :		0.791			0.000			0.819			0.874		0.865

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_027 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	I-15 NB Ramps			I-15 NB Ramps			Market St			Market St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	29		52					241	106	91	127		646
4:15 PM	23		57					289	102	104	112		687
4:30 PM	21		51					246	106	109	144		677
4:45 PM	21		63					283	65	112	111		655
5:00 PM	33		50					289	96	118	147		733
5:15 PM	16		45					286	76	97	131		651
5:30 PM	19		53					261	65	109	111		618
5:45 PM	19		33					274	75	83	131		615
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	181	0	404	0	0	0	0	2169	691	823	1014	0	5282
APPROACH %'s :	30.94%	0.00%	69.06%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	75.84%	24.16%	44.80%	55.20%	0.00%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	98	0	221	0	0	0	0	1107	369	443	514	0	2752
PEAK HR FACTOR :		0.949			0.000			0.944			0.903		0.939

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#38

I-15 SB Ramps and Ocean View Blvd , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_028

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (I-15 SB Ramps)

Lanes					
AM	247	0	202	233	AM
NOON	0	0	0	0	NOON
PM	300	0	473	252	PM

Eastbound Approach (Ocean View Blvd)

Lanes	AM	NOON	PM
	523	0	552
	97	0	149
	393	0	532
	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
	136	0	103
	276	0	252
	0	0	0
	595	0	1005

Northbound Approach

Lanes				
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	449	233	AM
	0	0	NOON
	773	252	PM

West Leg			East Leg		
AM	NOON	PM			
523	0	552	412	0	355
490	0	681	595	0	1005
			AM	NOON	PM

	South Leg	
AM	0	0
NOON	0	0
PM	0	0

Total Volume Per Leg

	North Leg
AM	682
NOON	0
PM	1025

West Leg			East Leg		
AM	NOON	PM			
1013	0	1233	1007	0	1360
			AM	NOON	PM

	South Leg
AM	0
NOON	0
PM	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_028 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	I-15 SB Ramps			I-15 SB Ramps			Ocean View Blvd			Ocean View Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM				24		39	34	81			45	39	262
7:15 AM				25		72	21	89			48	25	280
7:30 AM				59		55	23	86			85	33	341
7:45 AM				43		66	27	109			85	45	375
8:00 AM				51		77	28	101			51	31	339
8:15 AM				49		49	19	97			55	27	296
8:30 AM				37		42	29	107			45	41	301
8:45 AM				46		46	28	73			48	38	279
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	334	0	446	209	743	0	0	462	279	2473
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	42.82%	0.00%	57.18%	21.95%	78.05%	0.00%	0.00%	62.35%	37.65%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	0	0	0	202	0	247	97	393	0	0	276	136	1351
PEAK HR FACTOR :		0.000			0.877			0.901			0.792		0.901

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_028 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	I-15 SB Ramps			I-15 SB Ramps			Ocean View Blvd			Ocean View Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM				131		81	41	110			64	29	456
4:15 PM				122		51	30	128			58	22	411
4:30 PM				87		57	49	138			79	28	438
4:45 PM				95		59	34	150			60	23	421
5:00 PM				122		86	43	132			73	27	483
5:15 PM				109		64	38	139			60	28	438
5:30 PM				121		78	34	132			57	20	442
5:45 PM				121		72	34	129			62	28	446
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	908	0	548	303	1058	0	0	513	205	3535
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	62.36%	0.00%	37.64%	22.26%	77.74%	0.00%	0.00%	71.45%	28.55%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	0	0	473	0	300	149	532	0	0	252	103	1809
PEAK HR FACTOR :		0.000			0.929			0.962			0.888		0.936

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#39

I-15 NB Ramps and Ocean View Blvd , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_029

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (I-15 NB Ramps)

Lanes					
AM	68	31	51	778	AM
NOON	0	0	0	0	NOON
PM	90	44	117	580	PM

Eastbound Approach (Ocean View Blvd)

Lanes	AM	NOON	PM
	407	0	351
	248	0	265
	212	0	494
	104	0	243

Westbound Approach

Lanes	AM	NOON	PM
	303	0	179
	276	0	208
	13	0	19
	276	0	646

CONTROL

Northbound Approach

Lanes					
AM	148	63	227	13	AM
NOON	0	0	0	0	NOON
PM	306	53	136	35	PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	150	778	AM
	0	0	NOON
	251	580	PM

West Leg	AM	NOON	PM
	407	0	351
	564	0	1002

East Leg	AM	NOON	PM
	592	0	406
	276	0	646

	South Leg	
AM	148	303
NOON	0	0
PM	306	224

Total Volume Per Leg

	North Leg
AM	928
NOON	0
PM	831

West Leg	AM	NOON	PM
	971	0	1353

East Leg	AM	NOON	PM
	868	0	1052

	South Leg
AM	451
NOON	0
PM	530

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_029 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	I-15 NB Ramps			I-15 NB Ramps			Ocean View Blvd			Ocean View Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	13	37	1	11	3	13	58	28	12	1	53	70	300
7:15 AM	18	58	3	13	8	13	56	26	16	4	52	90	357
7:30 AM	18	62	5	11	5	20	69	53	38	1	74	81	437
7:45 AM	16	62	3	14	9	23	58	59	30	3	92	64	433
8:00 AM	11	45	2	13	9	12	65	74	20	5	58	68	382
8:15 AM	14	36	6	11	4	17	57	58	29	9	49	66	356
8:30 AM	12	37	2	13	11	15	51	53	32	6	59	56	347
8:45 AM	17	30	8	20	9	16	47	47	36	8	54	48	340
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	119	367	30	106	58	129	461	398	213	37	491	543	2952
APPROACH %'s :	23.06%	71.12%	5.81%	36.18%	19.80%	44.03%	43.00%	37.13%	19.87%	3.45%	45.85%	50.70%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	63	227	13	51	31	68	248	212	104	13	276	303	1609
PEAK HR FACTOR :		0.891			0.815			0.881			0.931		0.920

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_029 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	I-15 NB Ramps			I-15 NB Ramps			Ocean View Blvd			Ocean View Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	18	46	6	29	6	23	60	128	57	5	54	42	474
4:15 PM	15	34	8	19	12	20	70	130	63	3	47	38	459
4:30 PM	16	32	8	22	7	32	65	103	58	6	57	43	449
4:45 PM	11	37	14	32	9	25	67	104	68	7	47	38	459
5:00 PM	18	35	7	35	7	26	66	129	68	3	57	42	493
5:15 PM	11	26	6	31	16	23	65	132	57	6	56	40	469
5:30 PM	13	38	8	19	12	16	67	129	50	3	48	59	462
5:45 PM	19	26	6	24	8	26	55	130	61	7	53	40	455
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	121	274	63	211	77	191	515	985	482	40	419	342	3720
APPROACH %'s :	26.42%	59.83%	13.76%	44.05%	16.08%	39.87%	25.98%	49.70%	24.32%	4.99%	52.31%	42.70%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	53	136	35	117	44	90	265	494	243	19	208	179	1883
PEAK HR FACTOR :		0.903			0.896			0.952			0.923		0.955

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#40

I-15 Ramps and Main St , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_030

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Peak Hour Summary

Southbound Approach (I-15 Ramps)

Lanes					
AM	276	0	123	174	AM
NOON	0	0	0	0	NOON
PM	100	0	401	377	PM

Eastbound Approach (Main St)

Lanes	AM	NOON	PM
	735	0	346
	33	0	223
	150	0	576
	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
	141	0	154
	459	0	246
	0	0	0
	273	0	977

Northbound Approach

Lanes				
AM	0	0	0	0	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	399	174	AM
	0	0	NOON
	501	377	PM

West Leg	AM	NOON	PM
	735	0	346
	183	0	799

East Leg	AM	NOON	PM
	600	0	400
	273	0	977

South Leg		
AM	0	0
NOON	0	0
PM	0	0

Total Volume Per Leg

	North Leg	
	573	AM
	0	NOON
	878	PM

West Leg	AM	NOON	PM
	918	0	1145

East Leg	AM	NOON	PM
	873	0	1377

South Leg	
AM	0
NOON	0
PM	0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_030 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	I-15 Ramps			I-15 Ramps			Main St			Main St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM				43		41	13	26			77	23	223
7:15 AM				35		86	3	26			111	34	295
7:30 AM				28		68	14	46			120	44	320
7:45 AM				33		67	10	44			105	46	305
8:00 AM				27		55	6	34			123	17	262
8:15 AM				21		41	14	45			90	26	237
8:30 AM				23		34	8	44			83	34	226
8:45 AM				14		40	10	51			95	13	223
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	224	0	432	78	316	0	0	804	237	2091
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	34.15%	0.00%	65.85%	19.80%	80.20%	0.00%	0.00%	77.23%	22.77%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	0	0	123	0	276	33	150	0	0	459	141	1182
PEAK HR FACTOR :		0.000			0.824			0.763			0.915		0.923

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_030 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	I-15 Ramps			I-15 Ramps			Main St			Main St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM				41		33	56	119			82	50	381
4:15 PM				90		25	48	120			58	56	397
4:30 PM				143		19	62	178			59	31	492
4:45 PM				103		25	59	142			63	32	424
5:00 PM				65		31	54	136			66	35	387
5:15 PM				61		31	33	101			61	32	319
5:30 PM				52		26	45	125			48	16	312
5:45 PM				67		19	22	112			64	26	310
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	622	0	209	379	1033	0	0	501	278	3022
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	74.85%	0.00%	25.15%	26.84%	73.16%	0.00%	0.00%	64.31%	35.69%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	0	0	0	401	0	100	223	576	0	0	246	154	1700
PEAK HR FACTOR :		0.000			0.773			0.832			0.877		0.864

CONTROL :

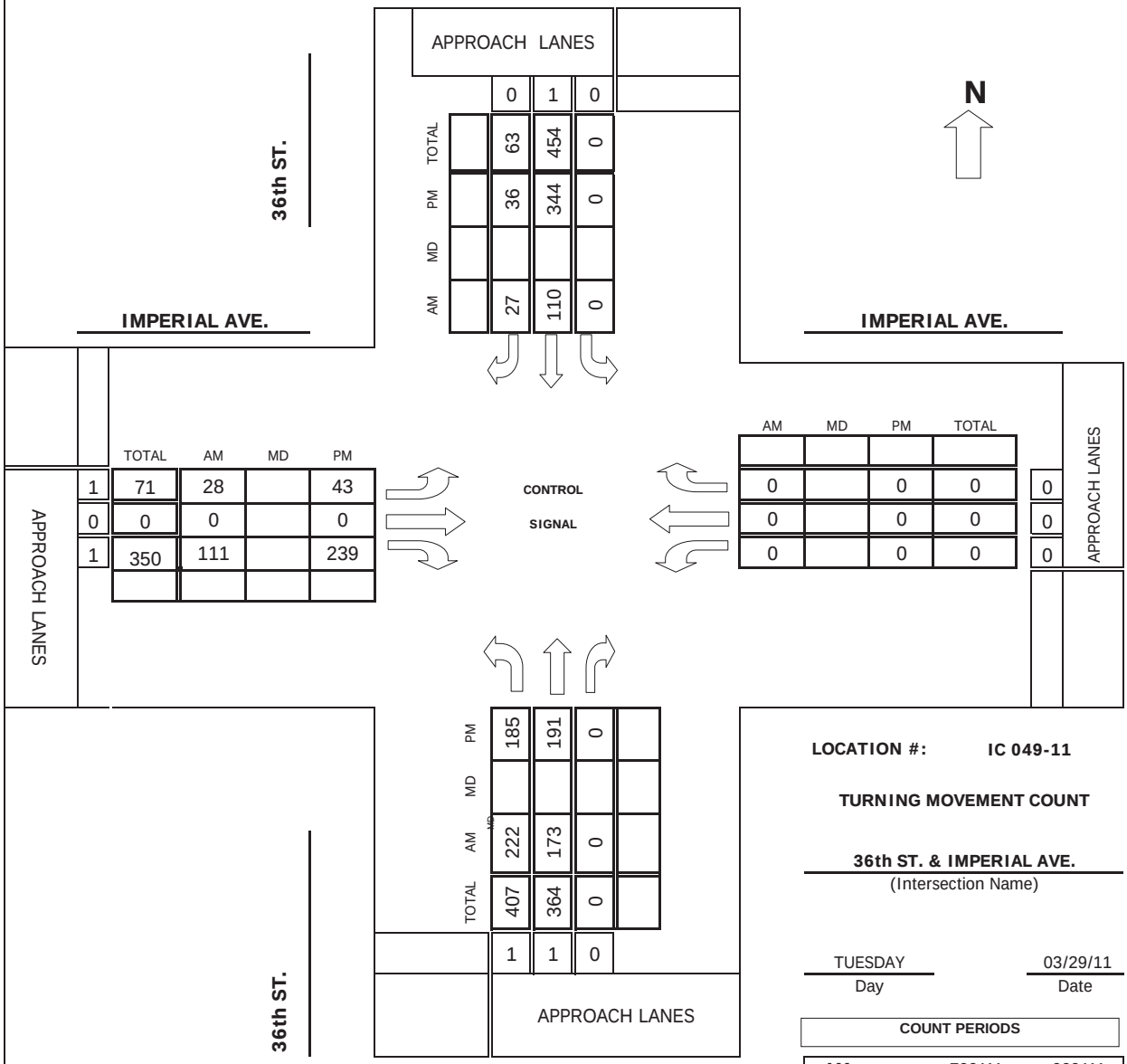
Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

#41

Project #: IC 049-11

TMC SUMMARY OF 36th ST. & IMPERIAL AVE.



LOCATION #: IC 049-11

TURNING MOVEMENT COUNT

36th ST. & IMPERIAL AVE.
(Intersection Name)

TUESDAY — Day
03/29/11 — Date

COUNT PERIODS

AM	700AM	-	900AM
NOON		-	
PM	400PM	-	600PM

AM PEAK HOUR 730 AM

NOON PEAK HOUR

PM PEAK HOUR 415 PM

Intersection Turning Movement
Prepared by:

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

N-S STREET:	36th ST.	DATE:	03/29/11	LOCATION:	SAN DIEGO
E-W STREET:	IMPERIAL AVE.	DAY:	TUESDAY	PROJECT#	IC 049-11

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	1	0	1	0	0	0	
6:00 AM													
6:15 AM													
6:30 AM													
6:45 AM													
7:00 AM	39	33	0	0	19	2	10	0	13	0	0	0	116
7:15 AM	51	30	0	0	11	3	7	0	22	0	0	0	124
7:30 AM	62	32	0	0	14	7	11	0	22	0	0	0	148
7:45 AM	63	41	0	0	27	13	5	0	40	0	0	0	189
8:00 AM	52	45	0	0	41	4	7	0	25	0	0	0	174
8:15 AM	45	55	0	0	28	3	5	0	24	0	0	0	160
8:30 AM	32	50	0	0	24	5	6	0	26	0	0	0	143
8:45 AM	33	42	0	0	21	5	6	0	24	0	0	0	131
9:00 AM													
9:15 AM													
9:30 AM													
9:45 AM													
10:00 AM													
10:15 AM													
10:30 AM													
10:45 AM													
11:00 AM													
11:15 AM													
11:30 AM													
11:45 AM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	377	328	0	0	185	42	57	0	196	0	0	0	1185
Approach %	53.48	46.52	0.00	0.00	81.50	18.50	22.53	0.00	77.47	####	####	####	
App/Depart	705	/	385	227	/	381	253	/	0	0	/	419	

AM Peak Hr Begins at: 730 AM

PEAK													
Volumes	222	173	0	0	110	27	28	0	111	0	0	0	671
Approach %	56.20	43.80	0.00	0.00	80.29	19.71	20.14	0.00	79.86	####	####	####	
PEAK HR. FACTOR:	0.950			0.761			0.772			0.000			0.888

CONTROL: SIGNAL
COMMENT 1:
COMMENT 2:

Intersection Turning Movement

FIELD DATA SERVICES OF ARIZONA, INC.
520.316.6745

N-S STREET:	36th ST.	DATE:	03/29/11	LOCATION:	SAN DIEGO
E-W STREET:	IMPERIAL AVE.	DAY:	TUESDAY	PROJECT#	IC 049-11

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	1	0	0	1	0	1	0	1	0	0	0	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	49	33	0	0	78	8	12	0	61	0	0	0	241
4:15 PM	44	41	0	0	88	11	8	0	68	0	0	0	260
4:30 PM	54	45	0	0	80	10	11	0	54	0	0	0	254
4:45 PM	45	55	0	0	87	8	10	0	55	0	0	0	260
5:00 PM	42	50	0	0	89	7	14	0	62	0	0	0	264
5:15 PM	24	54	0	0	77	5	15	0	77	0	0	0	252
5:30 PM	26	42	0	0	70	9	8	0	66	0	0	0	221
5:45 PM	34	39	0	0	75	12	7	0	73	0	0	0	240
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													

TOTAL	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
Volumes	318	359	0	0	644	70	85	0	516	0	0	0	1992
Approach %	46.97	53.03	0.00	0.00	90.20	9.80	14.14	0.00	85.86	####	####	####	
App/Depart	677	/	444	714	/	1160	601	/	0	0	/	388	

PM Peak Hr Begins at: 415 PM

PEAK													
Volumes	185	191	0	0	344	36	43	0	239	0	0	0	1038
Approach %	49.20	50.80	0.00	0.00	90.53	9.47	15.25	0.00	84.75	####	####	####	
PEAK HR. FACTOR:	0.940			0.960			0.928			0.000			0.983

CONTROL: SIGNAL
COMMENT 1: 0
COMMENT 2: 0

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#42

36th St and Ocean View Blvd , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_031

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (36th St)

Lanes					
AM	67	48	25	106	AM
NOON	0	0	0	0	NOON
PM	76	106	28	128	PM

Eastbound Approach (Ocean View Blvd)

Lanes	AM	NOON	PM
	564	0	409
	27	0	66
	248	0	545
	29	0	33

Westbound Approach

Lanes	AM	NOON	PM
	34	0	14
	446	0	306
	15	0	22
	287	0	600

Northbound Approach

Lanes					
AM	92	51	45	14	AM
NOON	0	0	0	0	NOON
PM	161	27	48	27	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	140	106	AM
	0	0	NOON
	210	128	PM

West Leg	AM	NOON	PM
	564	0	409
	304	0	644

East Leg	AM	NOON	PM
	495	0	342
	287	0	600

	South Leg	
AM	92	110
NOON	0	0
PM	161	102

Total Volume Per Leg

	North Leg
AM	246
NOON	0
PM	338

West Leg	AM	NOON	PM
	868	0	1053

East Leg	AM	NOON	PM
	782	0	942

	South Leg
AM	202
NOON	0
PM	263

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_031 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	36th St			36th St			Ocean View Blvd			Ocean View Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	8	2	0	6	3	15	4	36	1	2	98	3	178
7:15 AM	11	9	4	4	8	14	2	30	7	5	124	2	220
7:30 AM	9	9	4	3	10	25	4	57	3	5	131	4	264
7:45 AM	13	11	4	7	20	20	7	64	6	4	114	13	283
8:00 AM	13	15	2	10	9	11	10	66	13	5	102	8	264
8:15 AM	16	10	4	5	9	11	6	61	7	1	99	9	238
8:30 AM	11	7	3	4	14	17	6	61	4	9	90	2	228
8:45 AM	8	8	7	7	15	10	4	68	6	11	87	3	234
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	89	71	28	46	88	123	43	443	47	42	845	44	1909
APPROACH %'s :	47.34%	37.77%	14.89%	17.90%	34.24%	47.86%	8.07%	83.11%	8.82%	4.51%	90.76%	4.73%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	51	45	14	25	48	67	27	248	29	15	446	34	1049
PEAK HR FACTOR :		0.917			0.745			0.854			0.884		0.927

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_031 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	36th St			36th St			Ocean View Blvd			Ocean View Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	8	15	6	11	21	14	11	119	19	6	79	4	313
4:15 PM	6	10	10	17	28	13	14	130	14	7	66	4	319
4:30 PM	10	19	10	8	33	18	19	113	10	2	81	4	327
4:45 PM	7	18	5	13	29	13	23	111	11	2	71	8	311
5:00 PM	6	11	6	9	29	15	16	147	4	5	72	0	320
5:15 PM	7	7	4	5	23	19	21	134	15	11	78	8	332
5:30 PM	7	12	8	5	31	21	13	131	8	4	79	3	322
5:45 PM	7	18	9	9	23	21	16	133	6	2	77	3	324
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	58	110	58	77	217	134	133	1018	87	39	603	34	2568
APPROACH %'s :	25.66%	48.67%	25.66%	17.99%	50.70%	31.31%	10.74%	82.23%	7.03%	5.77%	89.20%	5.03%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	27	48	27	28	106	76	66	545	33	22	306	14	1298
PEAK HR FACTOR :		0.750			0.921			0.947			0.881		0.977

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#43

I-5 SB Off-Ramp/Yama St and Main St , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_032

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (I-5 SB Off-Ramp/Yama St)

Lanes					
AM	92	399	229	0	AM
NOON	0	0	0	0	NOON
PM	93	40	769	0	PM

Eastbound Approach (Main St)

Lanes	AM	NOON	PM
	558	0	426
	0	0	0
	149	0	570
	108	0	242

Westbound Approach

Lanes	AM	NOON	PM
	0	0	0
	438	0	292
	375	0	179
	473	0	1520

Northbound Approach

Lanes					
AM	882	28	0	95	AM
NOON	0	0	0	0	NOON
PM	461	41	0	181	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	AM	NOON	PM
North Leg	720	0	
	0	0	
	902	0	
West Leg	558	0	426
	257	0	812
South Leg	882	123	
	0	0	
	461	222	
East Leg	813	0	471
	473	0	1520

Total Volume Per Leg

	AM	NOON	PM
North Leg	720	0	902
West Leg	815	0	1238
South Leg	1005	0	683
East Leg	1286	0	1991

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_032 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	I-5 SB Off-Ramp/Yama St			I-5 SB Off-Ramp/Yama St			Main St			Main St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	10		33	46	120	24		36	28	116	82		495
7:15 AM	8		19	48	104	27		31	29	109	121		496
7:30 AM	6		33	60	96	23		33	26	76	118		471
7:45 AM	4		10	75	79	18		49	25	74	117		451
8:00 AM	7		26	57	42	27		40	31	65	118		413
8:15 AM	10		26	56	27	18		36	25	48	99		345
8:30 AM	17		39	65	20	18		42	27	61	105		394
8:45 AM	7		29	58	23	19		48	28	54	79		345
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	69	0	215	465	511	174	0	315	219	603	839	0	3410
APPROACH %'s :	24.30%	0.00%	75.70%	40.43%	44.43%	15.13%	0.00%	58.99%	41.01%	41.82%	58.18%	0.00%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	28	0	95	229	399	92	0	149	108	375	438	0	1913
PEAK HR FACTOR :		0.715			0.947			0.868			0.884		0.964

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_032 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	I-5 SB Off-Ramp/Yama St			I-5 SB Off-Ramp/Yama St			Main St			Main St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	19		116	184	28	45		105	54	54	66		671
4:15 PM	6		53	153	18	45		116	57	41	68		557
4:30 PM	4		50	122	7	17		146	58	36	78		518
4:45 PM	9		49	179	11	28		151	73	40	70		610
5:00 PM	5		41	186	13	24		162	72	41	85		629
5:15 PM	15		60	187	11	23		123	44	54	66		583
5:30 PM	12		31	217	5	18		134	53	44	71		585
5:45 PM	7		36	227	11	37		115	65	48	55		601
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	77	0	436	1455	104	237	0	1052	476	358	559	0	4754
APPROACH %'s :	15.01%	0.00%	84.99%	81.01%	5.79%	13.20%	0.00%	68.85%	31.15%	39.04%	60.96%	0.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	41	0	181	769	40	93	0	570	242	179	292	0	2407
PEAK HR FACTOR :		0.740			0.940			0.868			0.935		0.957

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#44

Yama St and I-5 SB On-Ramp , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_033

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (Yama St)

Lanes					
AM	0	744	137	123	AM
NOON	0	0	0	0	NOON
PM	0	156	317	300	PM

Eastbound Approach (I-5 SB On-Ramp)

Lanes	AM	NOON	PM
	0	0	0
	0	0	0
	0	0	0
	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
	0	0	0
	0	0	0
	0	0	0
	199	0	491

Northbound Approach

Lanes				
AM	744	0	123	62	AM
NOON	0	0	0	0	NOON
PM	156	0	300	174	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	881	123	AM
	0	0	NOON
	473	300	PM

West Leg	AM	NOON	PM
	0	0	0
	0	0	0

East Leg	AM	NOON	PM
	0	0	0
	199	0	491

	South Leg	
AM	744	185
NOON	0	0
PM	156	474

Total Volume Per Leg

	North Leg
AM	1004
NOON	0
PM	773

West Leg	AM	NOON	PM
	0	0	0

East Leg	AM	NOON	PM
	199	0	491

	South Leg
AM	929
NOON	0
PM	630

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_033 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	Yama St			Yama St			I-5 SB On-Ramp			I-5 SB On-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM		39	14	35	229								317
7:15 AM		30	20	25	217								292
7:30 AM		31	13	40	156								240
7:45 AM		23	15	37	142								217
8:00 AM		29	12	35	97								173
8:15 AM		33	14	24	69								140
8:30 AM		55	15	34	71								175
8:45 AM		37	17	31	82								167
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	277	120	261	1063	0	0	0	0	0	0	0	1721
APPROACH %'s :	0.00%	69.77%	30.23%	19.71%	80.29%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	123	62	137	744	0	0	0	0	0	0	0	1066
PEAK HR FACTOR :		0.873			0.834			0.000			0.000		0.841

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_033 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	Yama St			Yama St			I-5 SB On-Ramp			I-5 SB On-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM		133	67	95	41								336
4:15 PM		60	23	70	46								199
4:30 PM		53	47	71	29								200
4:45 PM		54	37	81	40								212
5:00 PM		49	34	85	45								213
5:15 PM		67	41	66	35								209
5:30 PM		51	22	76	33								182
5:45 PM		37	30	65	55								187
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	504	301	609	324	0	0	0	0	0	0	0	1738
APPROACH %'s :	0.00%	62.61%	37.39%	65.27%	34.73%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	300	174	317	156	0	0	0	0	0	0	0	947
PEAK HR FACTOR :		0.593			0.869			0.000			0.000		0.705

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#45

Osborn St and I-5 NB Ramps , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_034

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (Osborn St)

Lanes					
AM	0	143	11	2080	AM
NOON	0	0	0	0	NOON
PM	0	288	70	613	PM

Eastbound Approach (I-5 NB Ramps)

Lanes	AM	NOON	PM
	0	0	0
	0	0	0
	0	0	0
	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
	507	0	105
	0	0	0
	44	0	81
	69	0	178

Northbound Approach

AM	187	0	1573	58	AM
NOON	0	0	0	0	NOON
PM	369	0	508	108	PM
		Lanes			

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	154	2080	AM
	0	0	NOON
	358	613	PM

West Leg	AM	NOON	PM
	0	0	0
	0	0	0

East Leg	AM	NOON	PM
	551	0	186
	69	0	178

	South Leg	
AM	187	1631
NOON	0	0
PM	369	616

Total Volume Per Leg

	North Leg
AM	2234
NOON	0
PM	971

West Leg	AM	NOON	PM
	0	0	0

East Leg	AM	NOON	PM
	620	0	364

	South Leg
AM	1818
NOON	0
PM	985

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_034 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	Osborn St			Osborn St			I-5 NB Ramps			I-5 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM		386	9	3	41					11		113	563
7:15 AM		409	14	3	35					9		99	569
7:30 AM		398	21	4	38					13		151	625
7:45 AM		380	14	1	29					11		144	579
8:00 AM		363	12	5	40					13		60	493
8:15 AM		260	15	8	47					10		37	377
8:30 AM		200	7	11	52					4		29	303
8:45 AM		145	14	5	79					12		37	292
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2541	106	40	361	0	0	0	0	83	0	670	3801
APPROACH %'s :	0.00%	96.00%	4.00%	9.98%	90.02%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	11.02%	0.00%	88.98%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	1573	58	11	143	0	0	0	0	44	0	507	2336
PEAK HR FACTOR :		0.964			0.875			0.000			0.840		0.934

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_034 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	Osborn St			Osborn St			I-5 NB Ramps			I-5 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM		152	37	20	71					22		30	332
4:15 PM		110	31	12	71					10		21	255
4:30 PM		121	19	18	79					30		28	295
4:45 PM		125	21	20	67					19		26	278
5:00 PM		109	38	19	56					15		24	261
5:15 PM		85	30	25	49					21		27	237
5:30 PM		92	38	25	49					16		29	249
5:45 PM		77	24	21	55					18		20	215
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	871	238	160	497	0	0	0	0	151	0	205	2122
APPROACH %'s :	0.00%	78.54%	21.46%	24.35%	75.65%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	42.42%	0.00%	57.58%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	508	108	70	288	0	0	0	0	81	0	105	1160
PEAK HR FACTOR :		0.815			0.923			0.000			0.802		0.873

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#46

Osborn St and Division St , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_035

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach

Osborn St

Lanes					
AM	138	29	14	1630	AM
NOON	0	0	0	0	NOON
PM	197	89	81	622	PM

Eastbound Approach

Division St

Lanes	AM	NOON	PM
	296	0	337
	342	0	298
	123	0	364
	13	0	13

Westbound Approach

Lanes	AM	NOON	PM
	448	0	143
	144	0	122
	42	0	51
	143	0	500

CONTROL

Northbound Approach

Lanes				
AM	84	14	840	6	AM
NOON	0	0	0	0	NOON
PM	153	18	181	55	PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

North Leg		
181	1630	AM
0	0	NOON
367	622	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
296	0	337	634	0	316
478	0	675	143	0	500

South Leg	
84	860
0	0
153	254

Total Volume Per Leg

North Leg	
1811	AM
0	NOON
989	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
774	0	1012	777	0	816

South Leg	
944	AM
0	NOON
407	PM

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_035 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	Osborn St			Osborn St			Division St			Division St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	3	211	2	2	6	41	70	21	2	10	32	115	515
7:15 AM	5	213	0	5	4	33	97	30	3	9	36	112	547
7:30 AM	2	216	1	4	13	33	97	35	2	13	32	109	557
7:45 AM	4	200	3	3	6	31	78	37	6	10	44	112	534
8:00 AM	3	194	12	5	9	37	55	32	5	8	29	119	508
8:15 AM	7	137	6	9	11	36	45	32	0	13	34	90	420
8:30 AM	4	94	11	7	17	32	36	20	4	8	33	76	342
8:45 AM	5	55	5	10	19	62	36	28	2	20	28	63	333
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	33	1320	40	45	85	305	514	235	24	91	268	796	3756
APPROACH %'s :	2.37%	94.76%	2.87%	10.34%	19.54%	70.11%	66.49%	30.40%	3.10%	7.88%	23.20%	68.92%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	14	840	6	14	29	138	342	123	13	42	144	448	2153
PEAK HR FACTOR :		0.982			0.905			0.892			0.955		0.966

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_035 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	Osborn St			Osborn St			Division St			Division St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	7	57	16	24	24	47	101	91	3	12	28	33	443
4:15 PM	4	44	12	16	16	46	65	90	3	10	34	33	373
4:30 PM	4	34	13	21	31	54	71	87	5	13	30	38	401
4:45 PM	3	46	14	20	18	50	61	96	2	16	30	39	395
5:00 PM	6	63	14	23	17	31	49	102	11	13	20	32	381
5:15 PM	4	49	14	10	21	38	48	90	6	15	22	23	340
5:30 PM	3	53	8	18	20	29	45	90	3	10	26	35	340
5:45 PM	3	41	13	14	16	43	37	86	6	19	32	22	332
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	34	387	104	146	163	338	477	732	39	108	222	255	3005
APPROACH %'s :	6.48%	73.71%	19.81%	22.57%	25.19%	52.24%	38.22%	58.65%	3.13%	18.46%	37.95%	43.59%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	18	181	55	81	89	197	298	364	13	51	122	143	1612
PEAK HR FACTOR :		0.794			0.866			0.865			0.929		0.910

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#47

Home Ave/SR-94 WB On-Ramp and Ash St/Federal Blvd , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_136

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (Home Ave/SR-94 WB On-Ramp)

	Lanes				
AM	0	452	0	0	AM
NOON	0	0	0	0	NOON
PM	0	394	0	0	PM

Eastbound Approach (Ash St/Federal Blvd)

Lanes	AM	NOON	PM
	9	0	13
	0	0	0
	0	0	0
	73	0	35

Westbound Approach

Lanes	AM	NOON	PM
	0	0	0
	0	0	0
	80	0	51
	0	0	0

Northbound Approach

					Lanes
AM	605	9	0	0	AM
NOON	0	0	0	0	NOON
PM	480	13	0	0	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	452	0	AM
	0	0	NOON
	394	0	PM

West Leg	AM	NOON	PM
	9	0	13
	73	0	35

East Leg	AM	NOON	PM
	80	0	51
	0	0	0

	South Leg	
AM	605	9
NOON	0	0
PM	480	13

Total Volume Per Leg

	North Leg
AM	452
NOON	0
PM	394

West Leg	AM	NOON	PM
	82	0	48

East Leg	AM	NOON	PM
	80	0	51

	South Leg
AM	614
NOON	0
PM	493

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_136 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	Home Ave/SR-94 WB On-Ramp			Home Ave/SR-94 WB On-Ramp			Ash St/Federal Blvd			Ash St/Federal Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	1				127				13	23			164
7:15 AM	4				115				19	15			153
7:30 AM	3				99				21	30			153
7:45 AM	1				111				20	12			144
8:00 AM	0				115				10	23			148
8:15 AM	2				105				9	17			133
8:30 AM	2				114				12	17			145
8:45 AM	0				103				11	17			131
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	13	0	0	0	889	0	0	0	115	154	0	0	1171
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	9	0	0	0	452	0	0	0	73	80	0	0	614
PEAK HR FACTOR :		0.563			0.890			0.869			0.667		0.936

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_136 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	Home Ave/SR-94 WB On-Ramp			Home Ave/SR-94 WB On-Ramp			Ash St/Federal Blvd			Ash St/Federal Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	6				103				12	17			138
4:15 PM	5				94				9	12			120
4:30 PM	1				106				9	7			123
4:45 PM	1				91				5	15			112
5:00 PM	2				92				10	13			117
5:15 PM	2				97				10	10			119
5:30 PM	2				98				13	18			131
5:45 PM	2				99				6	8			115
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	21	0	0	0	780	0	0	0	74	100	0	0	975
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	13	0	0	0	394	0	0	0	35	51	0	0	493
PEAK HR FACTOR :		0.542			0.929			0.729			0.750		0.893

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#47

Home Ave and Ash St/Federal Blvd , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_036

AM Peak Hour	730 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Peak Hour Summary

Southbound Approach (Home Ave)

Lanes					
AM	7	2	59	386	AM
NOON	0	0	0	0	NOON
PM	30	1	66	725	PM

Eastbound Approach (Ash St/Federal Blvd)

Lanes	AM	NOON	PM
	35	0	68
	48	0	28
	18	0	9
	0	0	1

Westbound Approach

Lanes	AM	NOON	PM
	81	0	77
	13	0	11
	0	0	6
	179	0	281

Northbound Approach

Lanes					
AM	2	15	257	102	AM
NOON	0	0	0	0	NOON
PM	8	27	620	206	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		East Leg			West Leg			South Leg	
AM	68	386	94	0	94	35	0	68	2	374
NOON	0	0	179	0	281	66	0	38	0	0
PM	97	725							8	853

Total Volume Per Leg

	North Leg	East Leg			West Leg			South Leg
AM	454	273	0	375	101	0	106	376
NOON	0							0
PM	822							861

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_036 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	Home Ave			Home Ave			Ash St/Federal Blvd			Ash St/Federal Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	2	50	25	6	0	2	6	4			1	19	115
7:15 AM	6	59	22	6	2	1	8	3			1	14	122
7:30 AM	3	57	22	23	0	1	22	6			3	24	161
7:45 AM	4	69	26	16	0	2	13	6			5	20	161
8:00 AM	3	68	26	13	1	0	7	3			1	20	142
8:15 AM	5	63	28	7	1	4	6	3			4	17	138
8:30 AM	7	61	19	15	2	4	8	1			5	16	138
8:45 AM	1	55	28	12	0	8	15	5			3	12	139
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	31	482	196	98	6	22	85	31	0	0	23	142	1116
APPROACH %'s :	4.37%	67.98%	27.64%	77.78%	4.76%	17.46%	73.28%	26.72%	0.00%	0.00%	13.94%	86.06%	
PEAK HR START TIME :	730 AM												TOTAL
PEAK HR VOL :	15	257	102	59	2	7	48	18	0	0	13	81	602
PEAK HR FACTOR :		0.944			0.708			0.589			0.870		0.935

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_036 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	Home Ave			Home Ave			Ash St/Federal Blvd			Ash St/Federal Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	6	151	62	15	0	7	4	3	0	2	2	12	264
4:15 PM	9	142	53	11	0	8	6	2	1	2	4	28	266
4:30 PM	9	162	38	19	0	4	8	0	0	4	2	18	264
4:45 PM	4	152	57	17	1	13	9	4	0	0	2	13	272
5:00 PM	5	164	58	19	0	5	5	3	0	0	3	18	280
5:15 PM	7	133	44	16	1	11	1	4	0	3	3	11	234
5:30 PM	12	139	51	15	0	7	8	5	0	0	1	20	258
5:45 PM	9	123	54	17	0	17	7	5	0	4	4	16	256
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	61	1166	417	129	2	72	48	26	1	15	21	136	2094
APPROACH %'s :	3.71%	70.92%	25.36%	63.55%	0.99%	35.47%	64.00%	34.67%	1.33%	8.72%	12.21%	79.07%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	27	620	206	66	1	30	28	9	1	6	11	77	1082
PEAK HR FACTOR :		0.939			0.782			0.731			0.691		0.966

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Home Ave/SR-94 WB On-Ramp and Ash St/Federal Blvd , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_136

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (Home Ave/SR-94 WB On-Ramp)

	Lanes				
AM	0	452	0	0	AM
NOON	0	0	0	0	NOON
PM	0	394	0	0	PM

Eastbound Approach (Ash St/Federal Blvd)

Lanes	AM	NOON	PM
	9	0	13
	0	0	0
	0	0	0
	73	0	35

Westbound Approach

Lanes	AM	NOON	PM
	0	0	0
	0	0	0
	80	0	51
	0	0	0

CONTROL

Northbound Approach

AM	605	9	0	0	AM
NOON	0	0	0	0	NOON
PM	480	13	0	0	PM
		Lanes			

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	452	0	AM
	0	0	NOON
	394	0	PM

West Leg	AM	NOON	PM
	9	0	13
	73	0	35

East Leg	AM	NOON	PM
	80	0	51
	0	0	0

	South Leg	
AM	605	9
NOON	0	0
PM	480	13

Total Volume Per Leg

	North Leg
AM	452
NOON	0
PM	394

West Leg	AM	NOON	PM
	82	0	48

East Leg	AM	NOON	PM
	80	0	51

	South Leg
AM	614
NOON	0
PM	493

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_136 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	Home Ave/SR-94 WB On-Ramp			Home Ave/SR-94 WB On-Ramp			Ash St/Federal Blvd			Ash St/Federal Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	1				127				13	23			164
7:15 AM	4				115				19	15			153
7:30 AM	3				99				21	30			153
7:45 AM	1				111				20	12			144
8:00 AM	0				115				10	23			148
8:15 AM	2				105				9	17			133
8:30 AM	2				114				12	17			145
8:45 AM	0				103				11	17			131
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	13	0	0	0	889	0	0	0	115	154	0	0	1171
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	9	0	0	0	452	0	0	0	73	80	0	0	614
PEAK HR FACTOR :		0.563			0.890			0.869			0.667		0.936

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_136 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	Home Ave/SR-94 WB On-Ramp			Home Ave/SR-94 WB On-Ramp			Ash St/Federal Blvd			Ash St/Federal Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	6				103				12	17			138
4:15 PM	5				94				9	12			120
4:30 PM	1				106				9	7			123
4:45 PM	1				91				5	15			112
5:00 PM	2				92				10	13			117
5:15 PM	2				97				10	10			119
5:30 PM	2				98				13	18			131
5:45 PM	2				99				6	8			115
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	21	0	0	0	780	0	0	0	74	100	0	0	975
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	13	0	0	0	394	0	0	0	35	51	0	0	493
PEAK HR FACTOR :		0.542			0.929			0.729			0.750		0.893

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#48

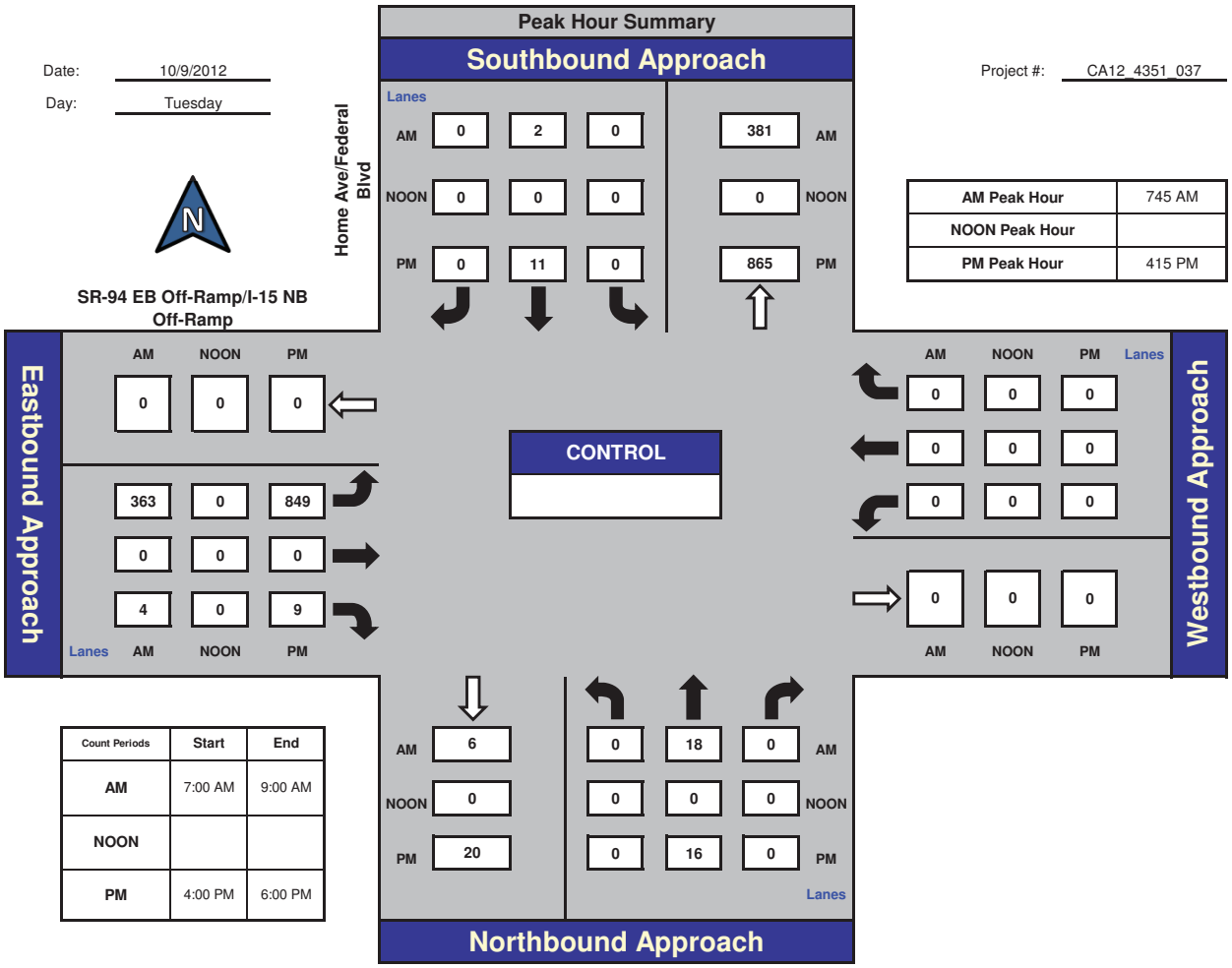
Home Ave/Federal Blvd and SR-94 EB Off-Ramp/I-15 NB Off-Ramp , City of San Diego

Date: 10/9/2012

Day: Tuesday

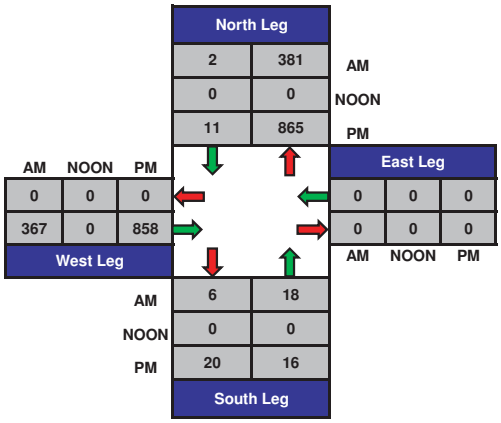
Project #: CA12_4351_037

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	415 PM

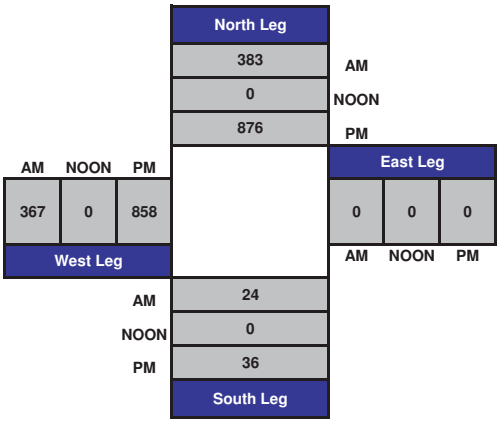


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_037 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	Home Ave/Federal Blvd			Home Ave/Federal Blvd			SR-94 EB Off-Ramp/I-15 NB Off-Ramp			SR-94 EB Off-Ramp/I-15 NB Off-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM		2			0		80		1				83
7:15 AM		7			2		81		0				90
7:30 AM		3			0		88		0				91
7:45 AM		1			0		100		1				102
8:00 AM		4			1		94		1				100
8:15 AM		8			0		85		1				94
8:30 AM		5			1		84		1				91
8:45 AM		1			0		83		0				84
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	31	0	0	4	0	695	0	5	0	0	0	735
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	99.29%	0.00%	0.71%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	18	0	0	2	0	363	0	4	0	0	0	387
PEAK HR FACTOR :		0.563			0.500			0.908			0.000		0.949

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

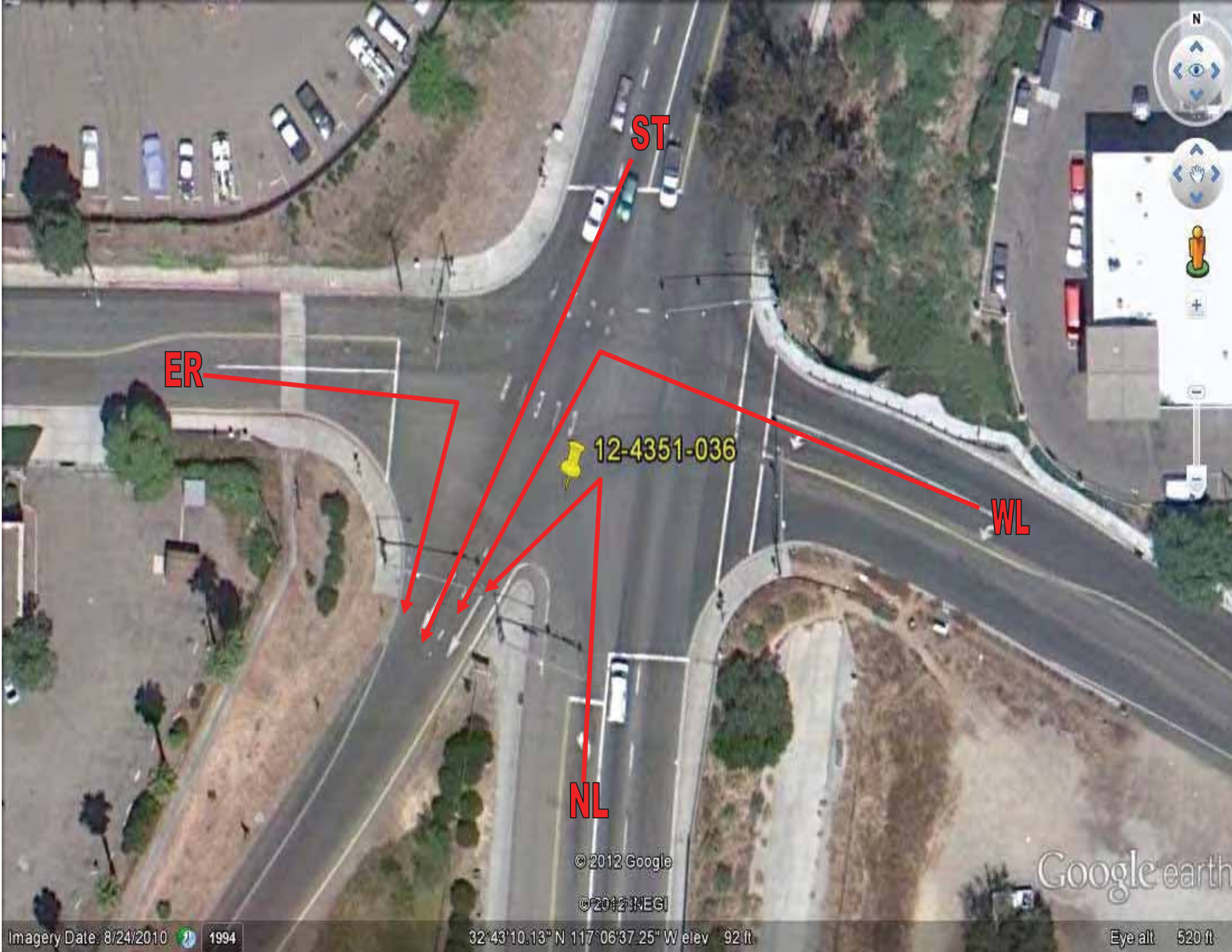
Project ID: CA12_4351_037 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	Home Ave/Federal Blvd			Home Ave/Federal Blvd			SR-94 EB Off-Ramp/I-15 NB Off-Ramp			SR-94 EB Off-Ramp/I-15 NB Off-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM		2			0		228		2				232
4:15 PM		3			1		209		1				214
4:30 PM		4			5		206		4				219
4:45 PM		5			4		205		2				216
5:00 PM		4			1		229		2				236
5:15 PM		1			3		184		1				189
5:30 PM		3			2		213		4				222
5:45 PM		3			4		189		1				197
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	25	0	0	20	0	1663	0	17	0	0	0	1725
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	98.99%	0.00%	1.01%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	0	16	0	0	11	0	849	0	9	0	0	0	885
PEAK HR FACTOR :		0.800			0.550			0.929			0.000		0.938

CONTROL :


ST
ER
12-4351-036
WL
NL
© 2012 Google
© 2012 NEGI
Google earth
Imagery Date: 8/24/2010
1994
32°43'10.13" N 117°06'37.25" W elev 92 ft
Eye alt 520 ft

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#49

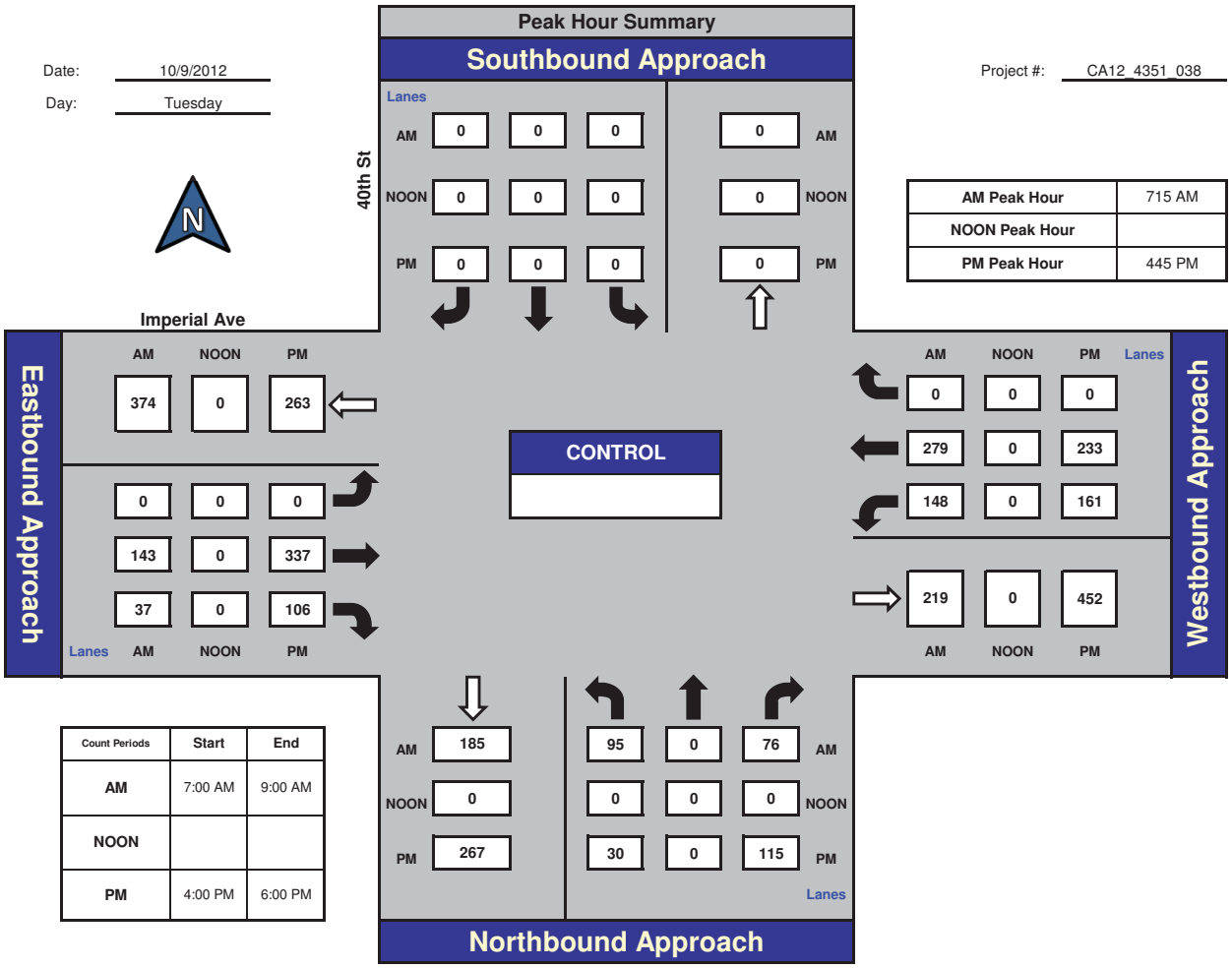
40th St and Imperial Ave , City of San Diego

Date: 10/9/2012

Day: Tuesday

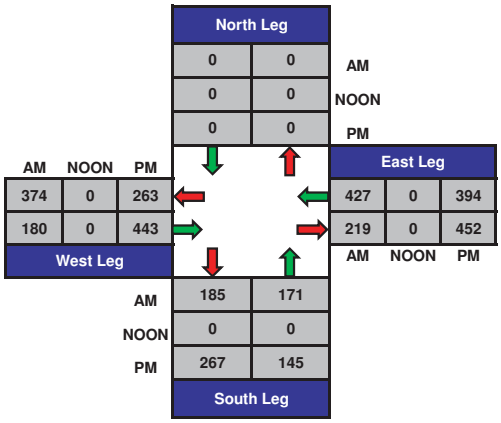
Project #: CA12_4351_038

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	445 PM

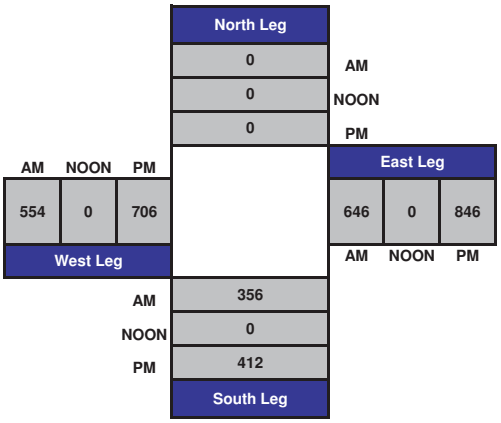


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_038 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	40th St			40th St			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	17		16					30	6	23	47		139
7:15 AM	24		16					34	5	35	64		178
7:30 AM	28		16					35	6	42	70		197
7:45 AM	21		24					38	9	43	89		224
8:00 AM	22		20					36	17	28	56		179
8:15 AM	16		22					36	10	28	53		165
8:30 AM	8		30					45	7	31	45		166
8:45 AM	10		18					33	3	23	44		131
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	146	0	162	0	0	0	0	287	63	253	468	0	1379
APPROACH %'s :	47.40%	0.00%	52.60%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	82.00%	18.00%	35.09%	64.91%	0.00%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	95	0	76	0	0	0	0	143	37	148	279	0	778
PEAK HR FACTOR :		0.950			0.000			0.849			0.809		0.868

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_038 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	40th St			40th St			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	13		25					82	18	37	41		216
4:15 PM	5		12					84	25	32	69		227
4:30 PM	8		26					70	20	31	50		205
4:45 PM	7		34					79	21	42	44		227
5:00 PM	4		23					85	25	42	62		241
5:15 PM	10		29					101	29	43	61		273
5:30 PM	9		29					72	31	34	66		241
5:45 PM	6		20					81	20	33	48		208
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	62	0	198	0	0	0	0	654	189	294	441	0	1838
APPROACH %'s :	23.85%	0.00%	76.15%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	77.58%	22.42%	40.00%	60.00%	0.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	30	0	115	0	0	0	0	337	106	161	233	0	982
PEAK HR FACTOR :		0.884			0.000			0.852			0.947		0.899

CONTROL :

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

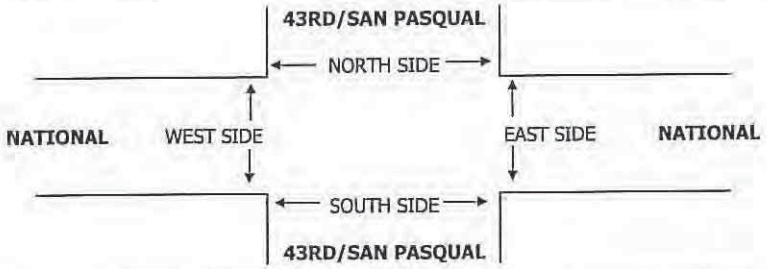
DATE: 10/24/12 WEDNESDAY	LOCATION:	SAN DIEGO	PROJECT #:	CA12-1026-01
	NORTH & SOUTH:	43RD/SAN PASQUAL	LOCATION #:	22
	EAST & WEST:	NATIONAL	CONTROL:	SIGNAL

#50

NOTES:

AM		▲ N	
PM			
MD	◄ W		E ►
OTHER		S ▼	
OTHER			

		NORTHBOUND 43RD/SAN PASQUAL			SOUTHBOUND 43RD/SAN PASQUAL			EASTBOUND NATIONAL			WESTBOUND NATIONAL				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	85	31	14	2	7	4	5	28	34	12	52	11	285					0
	7:15 AM	81	32	14	0	8	7	7	28	20	22	66	3	288					0
	7:30 AM	97	44	26	0	12	9	11	25	33	18	70	9	354					0
	7:45 AM	77	56	22	1	18	12	18	37	27	26	51	12	357					0
	8:00 AM	67	46	22	1	16	9	8	33	33	22	47	6	310					0
	8:15 AM	41	41	18	4	11	11	9	40	19	27	48	8	277					0
	8:30 AM	40	33	20	2	17	9	12	33	26	20	41	9	262					0
	8:45 AM	42	42	17	1	9	7	7	35	20	19	33	7	239					0
	VOLUMES	530	325	153	11	98	68	77	259	212	166	408	65	2,372	0	0	0	0	0
	APPROACH %	53%	32%	15%	6%	55%	38%	14%	47%	39%	26%	64%	10%						
	APP/DEPART	1,008	/	467	177	/	476	548	/	423	639	/	1,006	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	322	178	84	2	54	37	44	123	113	88	234	30	1,309					
	APPROACH %	55%	30%	14%	2%	58%	40%	16%	44%	40%	25%	66%	9%						
	PEAK HR FACTOR		0.874			0.750			0.854			0.907		0.917					
	APP/DEPART	584	/	252	93	/	255	280	/	209	352	/	593	0					
PM	4:00 PM	31	23	37	3	23	9	4	47	72	25	36	5	315					0
	4:15 PM	35	29	36	4	41	7	12	44	88	20	33	9	358					0
	4:30 PM	33	30	38	9	44	9	9	48	70	28	30	11	359					0
	4:45 PM	47	39	34	9	35	6	11	45	66	26	39	5	362					0
	5:00 PM	43	33	25	3	63	10	9	68	99	18	33	7	411					0
	5:15 PM	41	44	29	6	58	11	10	59	77	26	38	8	407					0
	5:30 PM	40	41	23	7	50	8	8	41	84	23	35	7	367					0
	5:45 PM	42	41	26	5	55	12	11	28	70	26	27	9	352					0
	VOLUMES	312	280	248	46	369	72	74	380	626	192	271	61	2,931	0	0	0	0	0
	APPROACH %	37%	33%	30%	9%	76%	15%	7%	35%	58%	37%	52%	12%						
	APP/DEPART	840	/	415	487	/	1,187	1,080	/	674	524	/	655	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	171	157	111	25	206	35	38	213	326	93	145	27	1,547					
	APPROACH %	39%	36%	25%	9%	77%	13%	7%	37%	56%	35%	55%	10%						
	PEAK HR FACTOR		0.915			0.875			0.820			0.920		0.941					
	APP/DEPART	439	/	222	266	/	625	577	/	349	265	/	351	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	8	6	7	6	27					0					0
	7:15 AM	9	5	9	7	30					0			1		1
	7:30 AM	5	4	5	9	23					0	1	2			3
	7:45 AM	5	9	5	8	27					0					0
	8:00 AM	4	6	6	5	21					0		1			1
	8:15 AM	6	9	7	1	23					0	1				1
	8:30 AM	5	5	4	2	16					0					0
	8:45 AM	8	5		3	16					0					0
	TOTAL	50	49	43	41	183	0	0	0	0	0	2	3	1	0	6
PM	4:00 PM	6	5	6	6	23					0					0
	4:15 PM	5	4	4	5	18					0					0
	4:30 PM	7	9	5	5	26					0					0
	4:45 PM	11	6	4	9	30					0					0
	5:00 PM	5	2	4	2	13					0			1		1
	5:15 PM	4	7	9	1	21					0	1		1		2
	5:30 PM	9	8		5	22					0					0
	5:45 PM		8	5	5	18					0					0
	TOTAL	47	49	37	38	171	0	0	0	0	0	1	0	2	0	3

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#51

43rd St and I-805 Ramps , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_039

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (43rd St)

Lanes					
AM	25	165	292	780	AM
NOON	0	0	0	0	NOON
PM	43	335	413	711	PM

Eastbound Approach (I-805 Ramps)

Lanes	AM	NOON	PM
	120	0	243
	11	0	38
	44	0	128
	15	0	33

Westbound Approach

Lanes	AM	NOON	PM
	543	0	396
	57	0	110
	234	0	224
	717	0	853

Northbound Approach

Lanes				
AM	414	38	226	381
NOON	0	0	0	0
PM	592	90	277	312

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		East Leg			West Leg			South Leg	
AM	482	780	834	0	730	120	0	243	414	645
NOON	0	0	717	0	853	70	0	199	0	0
PM	791	711							592	679

Total Volume Per Leg

	North Leg	East Leg			West Leg			South Leg
AM	1262	1551	0	1583	190	0	442	1059
NOON	0							0
PM	1502							1271

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_039 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	43rd St			43rd St			I-805 Ramps			I-805 Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	3	33	111	70	25	9	1	11	1	56	7	125	452
7:15 AM	6	52	82	70	46	5	1	9	5	65	11	129	481
7:30 AM	11	56	89	80	40	4	3	7	4	68	19	161	542
7:45 AM	18	85	99	72	54	7	6	17	5	45	20	128	556
8:00 AM	14	69	65	52	42	4	3	17	3	49	18	115	451
8:15 AM	14	57	77	53	43	7	5	9	6	44	24	129	468
8:30 AM	19	41	62	52	39	9	10	17	8	49	22	103	431
8:45 AM	9	58	40	58	40	5	6	19	5	40	9	118	407
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	94	451	625	507	329	50	35	106	37	416	130	1008	3788
APPROACH %'s :	8.03%	38.55%	53.42%	57.22%	37.13%	5.64%	19.66%	59.55%	20.79%	26.77%	8.37%	64.86%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	38	226	381	292	165	25	11	44	15	234	57	543	2031
PEAK HR FACTOR :		0.798			0.906			0.625			0.841		0.913

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_039 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	43rd St			43rd St			I-805 Ramps			I-805 Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	18	68	61	78	55	15	8	26	11	60	15	77	492
4:15 PM	27	57	65	87	56	6	14	33	11	55	31	85	527
4:30 PM	32	42	64	94	78	12	9	30	10	69	23	81	544
4:45 PM	24	66	69	106	76	7	14	26	9	71	30	87	585
5:00 PM	20	73	78	121	90	10	9	29	9	56	27	111	633
5:15 PM	20	68	83	109	77	13	8	29	7	57	24	89	584
5:30 PM	28	55	76	106	84	9	12	34	9	56	27	89	585
5:45 PM	22	81	75	77	84	11	9	36	8	55	32	107	597
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	191	510	571	778	600	83	83	243	74	479	209	726	4547
APPROACH %'s :	15.02%	40.09%	44.89%	53.25%	41.07%	5.68%	20.75%	60.75%	18.50%	33.88%	14.78%	51.34%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	90	277	312	413	335	43	38	128	33	224	110	396	2399
PEAK HR FACTOR :		0.954			0.895			0.905			0.941		0.947

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#52

43rd St/Highland Ave and Division St , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_040

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (43rd St/Highland Ave)

Lanes					
AM	127	456	65	222	AM
NOON	0	0	0	0	NOON
PM	100	186	80	461	PM

Eastbound Approach (Division St)

Lanes	AM	NOON	PM
	533	0	569
	61	0	83
	193	0	377
	92	0	72

Westbound Approach

Lanes	AM	NOON	PM
	61	0	77
	334	0	355
	172	0	61
	283	0	514

Northbound Approach

Lanes					
AM	720	72	100	25	AM
NOON	0	0	0	0	NOON
PM	319	114	301	57	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	648	222	AM
	0	0	NOON
	366	461	PM

West Leg	AM	NOON	PM
	533	0	569
	346	0	532

East Leg	AM	NOON	PM
	567	0	493
	283	0	514

	South Leg	
AM	720	197
NOON	0	0
PM	319	472

Total Volume Per Leg

	North Leg
AM	870
NOON	0
PM	827

West Leg	AM	NOON	PM
	879	0	1101

East Leg	AM	NOON	PM
	850	0	1007

	South Leg
AM	917
NOON	0
PM	791

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_040 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	43rd St/Highland Ave			43rd St/Highland Ave			Division St			Division St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	10	19	0	16	112	24	8	40	35	31	58	15	368
7:15 AM	13	24	3	16	125	41	6	38	31	31	56	13	397
7:30 AM	17	25	10	14	125	31	11	47	17	48	101	18	464
7:45 AM	20	25	8	23	104	25	23	61	29	58	103	14	493
8:00 AM	22	26	4	12	102	30	21	47	15	35	74	16	404
8:15 AM	16	33	7	13	78	24	20	44	25	29	78	24	391
8:30 AM	19	19	2	13	78	13	15	57	18	17	64	16	331
8:45 AM	20	27	6	15	53	21	6	49	27	9	62	12	307
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	137	198	40	122	777	209	110	383	197	258	596	128	3155
APPROACH %'s :	36.53%	52.80%	10.67%	11.01%	70.13%	18.86%	15.94%	55.51%	28.55%	26.27%	60.69%	13.03%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	72	100	25	65	456	127	61	193	92	172	334	61	1758
PEAK HR FACTOR :		0.929			0.890			0.765			0.810		0.891

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_040 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	43rd St/Highland Ave			43rd St/Highland Ave			Division St			Division St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	33	76	12	24	50	18	18	74	20	12	69	19	425
4:15 PM	18	99	13	17	30	27	26	74	21	6	94	16	441
4:30 PM	20	70	12	17	45	16	22	100	13	5	82	21	423
4:45 PM	26	91	15	29	41	24	30	99	13	8	85	14	475
5:00 PM	34	81	14	19	49	37	21	95	24	15	78	20	487
5:15 PM	20	70	11	18	43	24	24	88	18	15	83	15	429
5:30 PM	18	79	17	25	44	22	11	96	15	14	105	21	467
5:45 PM	42	71	15	18	50	17	27	98	15	17	89	21	480
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	211	637	109	167	352	185	179	724	139	92	685	147	3627
APPROACH %'s :	22.05%	66.56%	11.39%	23.72%	50.00%	26.28%	17.18%	69.48%	13.34%	9.96%	74.13%	15.91%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	114	301	57	80	186	100	83	377	72	61	355	77	1863
PEAK HR FACTOR :		0.915			0.871			0.950			0.880		0.956

CONTROL :

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: NELSON/NYGAARD CONSULTING ASSOCIATES
PROJECT: SAN DIEGO TRAFFI CCOUNTS
DATE: TUESDAY, MAY 24, 2011
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S I-805 SB RAMPS
E/W MARKET STREET

#53

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	23	1	24	1	0	1	24	0	24	0	0	0	118	2	120	31	0	31
715-730	22	2	24	0	0	0	35	1	36	0	0	0	140	3	143	37	4	41
730-745	33	4	37	0	0	0	30	0	30	0	0	0	197	2	199	42	1	43
745-800	44	2	46	0	0	0	32	0	32	0	0	0	185	5	190	43	2	45
800-815	33	1	34	0	0	0	22	0	22	0	0	0	177	3	180	42	0	42
815-830	26	0	26	1	0	1	41	0	41	0	0	0	129	2	131	37	5	42
830-845	16	0	16	0	0	0	24	0	24	0	0	0	93	4	97	46	0	46
845-900	23	4	27	1	0	1	31	1	32	0	0	0	104	2	106	24	3	27
HOUR TOTALS																		
700-800	122	9	131	1	0	1	121	1	122	0	0	0	640	12	652	153	7	160
715-815	132	9	141	0	0	0	119	1	120	0	0	0	699	13	712	164	7	171
730-830	136	7	143	1	0	1	125	0	125	0	0	0	688	12	700	164	8	172
745-845	119	3	122	1	0	1	119	0	119	0	0	0	584	14	598	168	7	175
800-900	98	5	103	2	0	2	118	1	119	0	0	0	503	11	514	149	8	157

PEAK HOUR
715-815

PEAK HOUR FACTOR
0.92

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	0	0	0	0	0	0	0	0	0	36	1	37	65	1	66	0	0	0	298	5	303
715-730	0	0	0	0	0	0	0	0	0	40	1	41	60	2	62	0	0	0	334	13	347
730-745	0	0	0	0	0	0	0	0	0	29	0	29	55	4	59	0	0	0	386	11	397
745-800	0	0	0	0	0	0	0	0	0	34	2	36	61	2	63	0	0	0	399	13	412
800-815	0	0	0	0	0	0	0	0	0	26	0	26	56	3	59	0	0	0	356	7	363
815-830	0	0	0	0	0	0	0	0	0	31	2	33	70	3	73	0	0	0	335	12	347
830-845	0	0	0	0	0	0	0	0	0	29	0	29	87	3	90	0	0	0	295	7	302
845-900	0	0	0	0	0	0	0	0	0	38	1	39	72	2	74	0	0	0	293	13	306
HOUR TOTALS																					
700-800	0	0	0	0	0	0	0	0	0	139	4	143	241	9	250	0	0	0	1417	42	1459
715-815	0	0	0	0	0	0	0	0	0	129	3	132	232	11	243	0	0	0	1475	44	1519
730-830	0	0	0	0	0	0	0	0	0	120	4	124	242	12	254	0	0	0	1476	43	1519
745-845	0	0	0	0	0	0	0	0	0	120	4	124	274	11	285	0	0	0	1385	39	1424
800-900	0	0	0	0	0	0	0	0	0	124	3	127	285	11	296	0	0	0	1279	39	1318

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: NELSON/NYGAARD CONSULTING ASSOCIATES
PROJECT: SAN DIEGO TRAFFI CCOUNTS
DATE: TUESDAY, MAY 24, 2011
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S I-805 SB RAMPS
E/W MARKET STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	57	0	57	0	0	0	68	1	69	0	0	0	130	4	134	50	0	50
415-430	45	1	46	0	0	0	96	0	96	0	0	0	129	1	130	35	0	35
430-445	36	0	36	0	0	0	83	1	84	0	0	0	110	2	112	48	0	48
445-500	38	2	40	0	0	0	80	2	82	0	0	0	97	0	97	35	0	35
500-515	38	2	40	1	0	1	82	0	82	0	0	0	109	0	109	39	0	39
515-530	52	0	52	0	0	0	74	0	74	0	0	0	117	0	117	46	0	46
530-545	35	1	36	0	0	0	70	0	70	0	0	0	114	1	115	43	0	43
545-600	31	0	31	1	0	1	55	0	55	0	0	0	111	0	111	28	0	28
HOUR TOTALS																		
400-500	176	3	179	0	0	0	327	4	331	0	0	0	466	7	473	168	0	168
415-515	157	5	162	1	0	1	341	3	344	0	0	0	445	3	448	157	0	157
430-530	164	4	168	1	0	1	319	3	322	0	0	0	433	2	435	168	0	168
445-545	163	5	168	1	0	1	306	2	308	0	0	0	437	1	438	163	0	163
500-600	156	3	159	2	0	2	281	0	281	0	0	0	451	1	452	156	0	156

PEAK HOUR
400-500

PEAK HOUR FACTOR
0.97

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	0	0	0	0	0	0	0	0	0	76	0	76	117	2	119	0	0	0	498	7	505
415-430	0	0	0	0	0	0	0	0	0	63	1	64	122	1	123	0	0	0	490	4	494
430-445	0	0	0	0	0	0	0	0	0	73	1	74	127	0	127	0	0	0	477	4	481
445-500	0	0	0	0	0	0	0	0	0	82	0	82	140	1	141	0	0	0	472	5	477
500-515	0	0	0	0	0	0	0	0	0	95	0	95	125	1	126	0	0	0	489	3	492
515-530	0	0	0	0	0	0	0	0	0	73	0	73	121	0	121	0	0	0	483	0	483
530-545	0	0	0	0	0	0	0	0	0	65	0	65	132	1	133	0	0	0	459	3	462
545-600	0	0	0	0	0	0	0	0	0	68	0	68	122	1	123	0	0	0	416	1	417
HOUR TOTALS																					
400-500	0	0	0	0	0	0	0	0	0	294	2	296	506	4	510	0	0	0	1937	20	1957
415-515	0	0	0	0	0	0	0	0	0	313	2	315	514	3	517	0	0	0	1928	16	1944
430-530	0	0	0	0	0	0	0	0	0	323	1	324	513	2	515	0	0	0	1921	12	1933
445-545	0	0	0	0	0	0	0	0	0	315	0	315	518	3	521	0	0	0	1903	11	1914
500-600	0	0	0	0	0	0	0	0	0	301	0	301	500	3	503	0	0	0	1847	7	1854

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: NELSON/NYGAARD CONSULTING ASSOCIATES
PROJECT: SAN DIEGO TRAFFI CCOUNTS
DATE: TUESDAY, MAY 24, 2011
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S I-805 NB RAMPS
E/W MARKET STREET

#54

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	0	0	0	0	0	0	0	0	0	70	0	70	101	1	102	0	0	0
715-730	0	0	0	0	0	0	0	0	0	99	0	99	124	6	130	0	0	0
730-745	0	0	0	0	0	0	0	0	0	80	1	81	179	1	180	0	0	0
745-800	0	0	0	0	0	0	0	0	0	74	0	74	161	2	163	0	0	0
800-815	0	0	0	0	0	0	0	0	0	69	0	69	145	1	146	0	0	0
815-830	0	0	0	0	0	0	0	0	0	44	1	45	122	1	123	0	0	0
830-845	0	0	0	0	0	0	0	0	0	59	0	59	114	2	116	0	0	0
845-900	0	0	0	0	0	0	0	0	0	41	0	41	102	2	104	0	0	0
HOUR TOTALS																		
700-800	0	0	0	0	0	0	0	0	0	323	1	324	565	10	575	0	0	0
715-815	0	0	0	0	0	0	0	0	0	322	1	323	609	10	619	0	0	0
730-830	0	0	0	0	0	0	0	0	0	267	2	269	607	5	612	0	0	0
745-845	0	0	0	0	0	0	0	0	0	246	1	247	542	6	548	0	0	0
800-900	0	0	0	0	0	0	0	0	0	213	1	214	483	6	489	0	0	0

PEAK HOUR
715-815

PEAK HOUR FACTOR
0.91

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	39	0	39	0	0	0	48	0	48	0	0	0	67	0	67	17	0	17	342	1	343
715-730	47	0	47	0	0	0	56	0	56	0	0	0	76	5	81	14	0	14	416	11	427
730-745	36	0	36	1	0	1	65	0	65	0	0	0	69	4	73	10	1	11	440	7	447
745-800	59	1	60	0	1	1	79	2	81	0	0	0	92	0	92	14	3	17	479	9	488
800-815	43	2	45	0	0	0	73	1	74	0	0	0	69	2	71	13	0	13	412	6	418
815-830	36	0	36	0	0	0	45	2	47	0	0	0	90	2	92	11	4	15	348	10	358
830-845	37	1	38	2	0	2	29	1	30	0	0	0	93	3	96	17	1	18	351	8	359
845-900	27	1	28	0	0	0	39	0	39	0	0	0	84	3	87	23	3	26	316	9	325
HOUR TOTALS																					
700-800	181	1	182	1	1	2	248	2	250	0	0	0	304	9	313	55	4	59	1677	28	1705
715-815	185	3	188	1	1	2	273	3	276	0	0	0	306	11	317	51	4	55	1747	33	1780
730-830	174	3	177	1	1	2	262	5	267	0	0	0	320	8	328	48	8	56	1679	32	1711
745-845	175	4	179	2	1	3	226	6	232	0	0	0	344	7	351	55	8	63	1590	33	1623
800-900	143	4	147	2	0	2	186	4	190	0	0	0	336	10	346	64	8	72	1427	33	1460

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: NELSON/NYGAARD CONSULTING ASSOCIATES
PROJECT: SAN DIEGO TRAFFI CCOUNTS
DATE: TUESDAY, MAY 24, 2011
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S I-805 NB RAMPS
E/W MARKET STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	0	0	0	0	0	0	0	0	0	28	0	28	104	0	104	0	0	0
415-430	0	0	0	0	0	0	0	0	0	31	0	31	113	1	114	0	0	0
430-445	0	0	0	0	0	0	0	0	0	27	0	27	107	1	108	0	0	0
445-500	0	0	0	0	0	0	0	0	0	41	0	41	91	0	91	0	0	0
500-515	0	0	0	0	0	0	0	0	0	35	0	35	115	0	115	0	0	0
515-530	0	0	0	0	0	0	0	0	0	28	0	28	102	0	102	0	0	0
530-545	0	0	0	0	0	0	0	0	0	26	0	26	106	0	106	0	0	0
545-600	0	0	0	0	0	0	0	0	0	19	0	19	73	0	73	0	0	0
HOUR TOTALS																		
400-500	0	0	0	0	0	0	0	0	0	127	0	127	415	2	417	0	0	0
415-515	0	0	0	0	0	0	0	0	0	134	0	134	426	2	428	0	0	0
430-530	0	0	0	0	0	0	0	0	0	131	0	131	415	1	416	0	0	0
445-545	0	0	0	0	0	0	0	0	0	130	0	130	414	0	414	0	0	0
500-600	0	0	0	0	0	0	0	0	0	108	0	108	396	0	396	0	0	0

PEAK HOUR
415-515

PEAK HOUR FACTOR
0.95

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	30	0	30	1	0	1	67	5	72	0	0	0	161	2	163	24	3	27	415	10	425
415-430	42	1	43	1	0	1	49	1	50	0	0	0	195	0	195	33	1	34	464	4	468
430-445	30	1	31	1	0	1	49	1	50	0	0	0	187	0	187	40	0	40	441	3	444
445-500	35	0	35	0	0	0	45	0	45	0	0	0	179	2	181	26	0	26	417	2	419
500-515	25	1	26	0	0	0	53	3	56	0	0	0	190	0	190	22	1	23	440	5	445
515-530	46	0	46	1	0	1	46	0	46	0	0	0	167	0	167	26	0	26	416	0	416
530-545	42	1	43	0	0	0	48	1	49	0	0	0	170	0	170	24	3	27	416	5	421
545-600	45	1	46	0	0	0	65	0	65	0	0	0	153	0	153	23	3	26	378	4	382
HOUR TOTALS																					
400-500	137	2	139	3	0	3	210	7	217	0	0	0	722	4	726	123	4	127	1737	19	1756
415-515	132	3	135	2	0	2	196	5	201	0	0	0	751	2	753	121	2	123	1762	14	1776
430-530	136	2	138	2	0	2	193	4	197	0	0	0	723	2	725	114	1	115	1714	10	1724
445-545	148	2	150	1	0	1	192	4	196	0	0	0	706	2	708	98	4	102	1689	12	1701
500-600	158	3	161	1	0	1	212	4	216	0	0	0	680	0	680	95	7	102	1650	14	1664

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#55

I-805 SB Ramps and Imperial Ave , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_041

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (I-805 SB Ramps)

Lanes					
AM	483	0	354	0	AM
NOON	0	0	0	0	NOON
PM	377	0	459	0	PM

Eastbound Approach (Imperial Ave)

Lanes	AM	NOON	PM
	1026	0	851
	0	0	0
	375	0	735
	138	0	256

Westbound Approach

Lanes	AM	NOON	PM
	0	0	0
	543	0	474
	186	0	207
	729	0	1194

Northbound Approach

Lanes					
AM	324	0	0	0	AM
NOON	0	0	0	0	NOON
PM	463	0	0	0	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	837	0	AM
	0	0	NOON
	836	0	PM

West Leg	AM	NOON	PM
	1026	0	851
	513	0	991

East Leg	AM	NOON	PM
	729	0	681
	729	0	1194

South Leg		
AM	324	0
NOON	0	0
PM	463	0

Total Volume Per Leg

North Leg	
837	AM
0	NOON
836	PM

West Leg	AM	NOON	PM
	1539	0	1842

East Leg	AM	NOON	PM
	1458	0	1875

South Leg	
AM	324
NOON	0
PM	463

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_041 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	I-805 SB Ramps			I-805 SB Ramps			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM				92		79		62	24	48	92		397
7:15 AM				96		69		82	19	52	134		452
7:30 AM				92		133		73	18	46	129		491
7:45 AM				97		170		84	44	46	148		589
8:00 AM				79		117		89	31	44	145		505
8:15 AM				97		105		91	31	41	115		480
8:30 AM				81		91		111	32	55	135		505
8:45 AM				82		113		101	25	37	93		451
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	716	0	877	0	693	224	369	991	0	3870
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	44.95%	0.00%	55.05%	0.00%	75.57%	24.43%	27.13%	72.87%	0.00%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	0	0	354	0	483	0	375	138	186	543	0	2079
PEAK HR FACTOR :		0.000			0.784			0.897			0.939		0.882

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_041 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	I-805 SB Ramps			I-805 SB Ramps			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM				127		88		170	41	58	112		596
4:15 PM				123		85		131	67	39	122		567
4:30 PM				127		87		199	50	47	107		617
4:45 PM				103		94		159	80	41	113		590
5:00 PM				103		84		208	74	58	119		646
5:15 PM				126		112		169	52	61	135		655
5:30 PM				95		92		140	62	40	147		576
5:45 PM				136		113		123	50	47	132		601
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	940	0	755	0	1299	476	391	987	0	4848
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	55.46%	0.00%	44.54%	0.00%	73.18%	26.82%	28.37%	71.63%	0.00%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	0	0	459	0	377	0	735	256	207	474	0	2508
PEAK HR FACTOR :		0.000			0.878			0.879			0.869		0.957

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#56

I-805 NB Ramps and Imperial Ave , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_042

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (I-805 NB Ramps)

Lanes					
AM	0	0	0	1251	AM
NOON	0	0	0	0	NOON
PM	0	0	0	969	PM

Eastbound Approach (Imperial Ave)

Lanes	AM	NOON	PM
	741	0	693
	172	0	389
	520	0	793
	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
	1076	0	580
	594	0	525
	0	0	0
	639	0	1006

Northbound Approach

Lanes				
AM	0	147	3	119	AM
NOON	0	0	0	0	NOON
PM	0	168	0	213	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	AM	NOON	PM
North Leg	0	0	0
	1251	0	969
West Leg	741	0	693
	692	0	1182
East Leg	1670	0	1105
	639	0	1006
South Leg	0	0	0
	269	0	381

Total Volume Per Leg

	AM	NOON	PM
North Leg	1251	0	969
West Leg	1433	0	1875
East Leg	2309	0	2111
South Leg	269	0	381

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_042 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	I-805 NB Ramps			I-805 NB Ramps			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	30	2	35				33	119			116	269	604
7:15 AM	31	2	44				38	142			148	252	657
7:30 AM	23	1	26				37	125			159	325	696
7:45 AM	45	0	29				44	140			142	245	645
8:00 AM	48	0	20				53	113			145	254	633
8:15 AM	31	0	27				53	136			121	207	575
8:30 AM	34	1	22				53	135			159	192	596
8:45 AM	24	0	23				50	137			102	178	514
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	266	6	226	0	0	0	361	1047	0	0	1092	1922	4920
APPROACH %'s :	53.41%	1.20%	45.38%	#DIV/0!	#DIV/0!	#DIV/0!	25.64%	74.36%	0.00%	0.00%	36.23%	63.77%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	147	3	119	0	0	0	172	520	0	0	594	1076	2631
PEAK HR FACTOR :		0.873			0.000			0.940			0.863		0.945

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_042 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	I-805 NB Ramps			I-805 NB Ramps			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	36	1	40				110	180			137	161	665
4:15 PM	33	1	55				75	186			125	176	651
4:30 PM	40	0	42				95	223			116	146	662
4:45 PM	40	0	59				74	183			116	119	591
5:00 PM	41	0	48				112	205			135	157	698
5:15 PM	47	0	64				108	182			158	158	717
5:30 PM	37	0	39				75	166			141	134	592
5:45 PM	43	1	56				58	197			141	147	643
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	317	3	403	0	0	0	707	1522	0	0	1069	1198	5219
APPROACH %'s :	43.85%	0.41%	55.74%	#DIV/0!	#DIV/0!	#DIV/0!	31.72%	68.28%	0.00%	0.00%	47.15%	52.85%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	168	0	213	0	0	0	389	793	0	0	525	580	2668
PEAK HR FACTOR :		0.858			0.000			0.929			0.874		0.930

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#57

SR-94 WB On-Ramp and A St , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_043

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Peak Hour Summary

Southbound Approach (SR-94 WB On-Ramp)

Lanes					
AM	23	93	0	23	AM
NOON	0	0	0	0	NOON
PM	16	62	2	20	PM

Eastbound Approach (A St)

Lanes	AM	NOON	PM
	32	0	23
	21	0	20
	3	0	10
	149	0	174

Westbound Approach

Lanes	AM	NOON	PM
	2	0	0
	9	0	7
	13	0	6
	3	0	12

CONTROL

Northbound Approach

Lanes				
AM	255	0	0	0	AM
NOON	0	0	0	0	NOON
PM	242	0	0	0	PM

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	116	23	AM
	0	0	NOON
	80	20	PM

West Leg AM	West Leg NOON	West Leg PM		East Leg AM	East Leg NOON	East Leg PM
32	0	23		24	0	13
173	0	204		3	0	12

	South Leg	
AM	255	0
NOON	0	0
PM	242	0

Total Volume Per Leg

	North Leg
AM	139
NOON	0
PM	100

West Leg AM	West Leg NOON	West Leg PM		East Leg AM	East Leg NOON	East Leg PM
205	0	227		27	0	25

	South Leg
AM	255
NOON	0
PM	242

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_043 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	SR-94 WB On-Ramp			SR-94 WB On-Ramp			A St			A St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM					23	5	7	1	39	3	4	1	83
7:15 AM					28	6	2	1	35	4	2	0	78
7:30 AM					25	6	6	0	41	4	1	0	83
7:45 AM					17	6	6	1	34	2	2	1	69
8:00 AM					19	4	2	2	25	2	2	0	56
8:15 AM					17	5	2	0	35	3	1	0	63
8:30 AM					17	6	4	0	53	0	1	0	81
8:45 AM					33	3	4	1	35	2	1	1	80
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	179	41	33	6	297	20	14	3	593
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	81.36%	18.64%	9.82%	1.79%	88.39%	54.05%	37.84%	8.11%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	0	0	0	93	23	21	3	149	13	9	2	313
PEAK HR FACTOR :		0.000			0.853			0.920			0.750		0.943

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_043 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	SR-94 WB On-Ramp			SR-94 WB On-Ramp			A St			A St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM				0	19	4	6	2	44	1	2	0	78
4:15 PM				0	13	3	3	2	49	1	0	0	71
4:30 PM				0	15	3	4	1	47	0	4	0	74
4:45 PM				2	15	6	7	5	34	4	1	0	74
5:00 PM				0	12	5	6	3	37	3	2	0	68
5:15 PM				1	18	8	7	3	31	2	0	0	70
5:30 PM				1	21	6	9	2	33	1	1	3	77
5:45 PM				1	14	9	4	5	28	3	1	0	65
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	5	127	44	46	23	303	15	11	3	577
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	2.84%	72.16%	25.00%	12.37%	6.18%	81.45%	51.72%	37.93%	10.34%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	0	0	2	62	16	20	10	174	6	7	0	297
PEAK HR FACTOR :		0.000			0.870			0.944			0.650		0.952

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#58

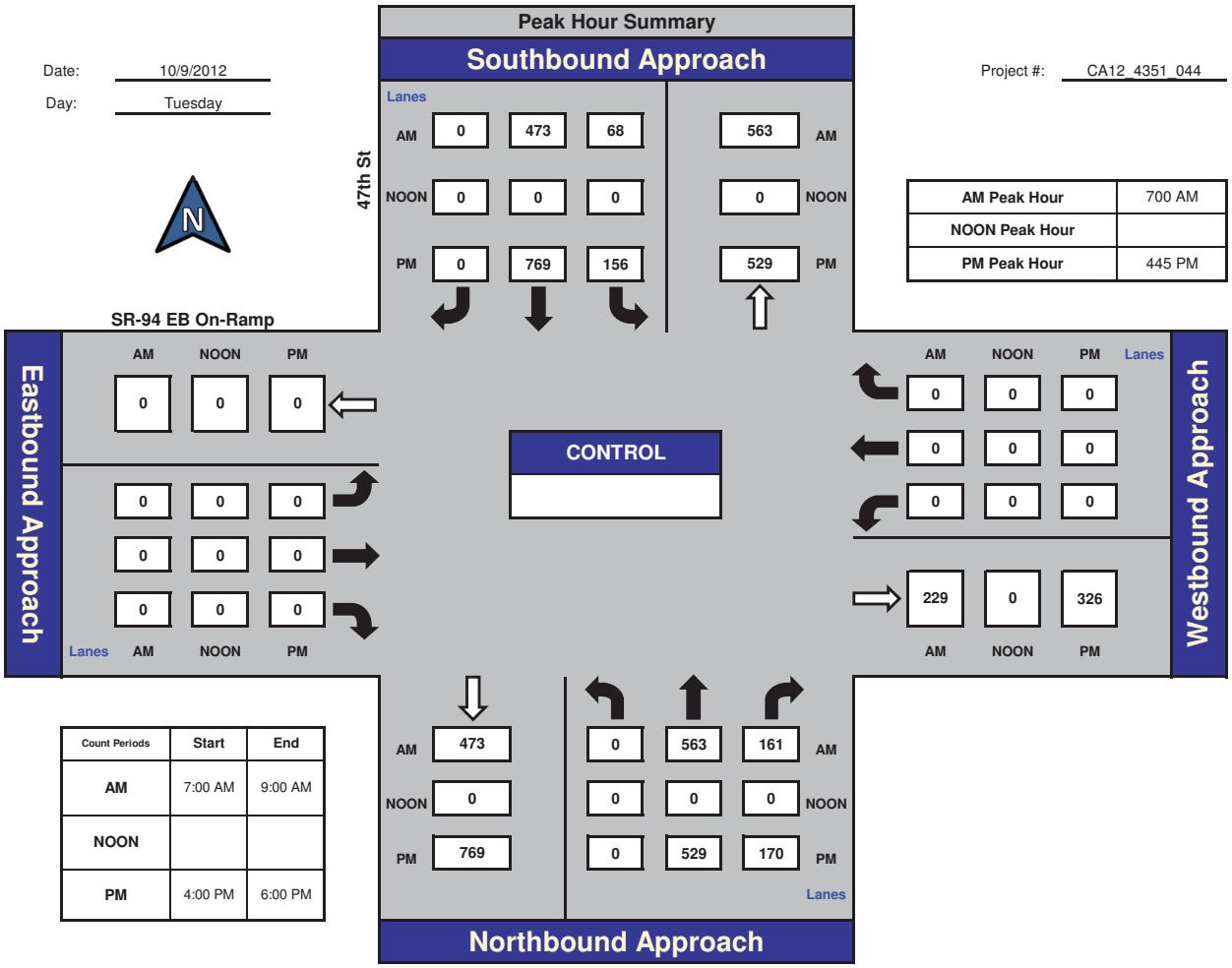
47th St and SR-94 EB On-Ramp , City of San Diego

Date: 10/9/2012

Day: Tuesday

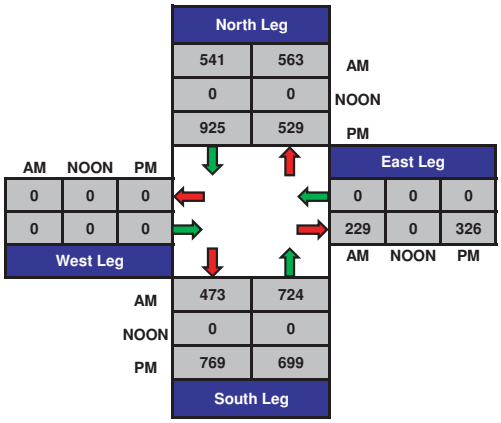
Project #: CA12_4351_044

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	445 PM

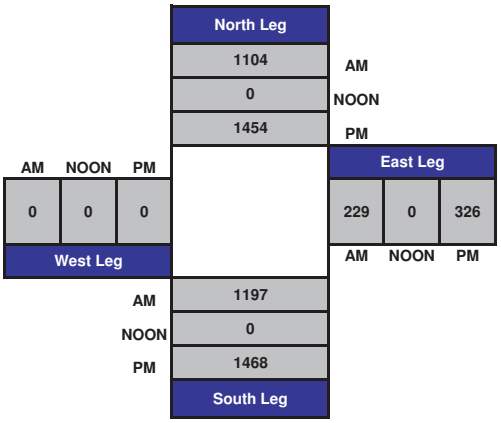


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_044 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	47th St			47th St			SR-94 EB On-Ramp			SR-94 EB On-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM		120	34	21	104								279
7:15 AM		143	46	12	132								333
7:30 AM		162	48	16	114								340
7:45 AM		138	33	19	123								313
8:00 AM		98	36	19	96								249
8:15 AM		103	37	21	99								260
8:30 AM		103	37	24	91								255
8:45 AM		150	32	12	66								260
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1017	303	144	825	0	0	0	0	0	0	0	2289
APPROACH %'s :	0.00%	77.05%	22.95%	14.86%	85.14%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	563	161	68	473	0	0	0	0	0	0	0	1265
PEAK HR FACTOR :		0.862			0.939			0.000			0.000		0.930

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_044 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	47th St			47th St			SR-94 EB On-Ramp			SR-94 EB On-Ramp			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM		132	51	30	150								363
4:15 PM		136	42	31	143								352
4:30 PM		141	40	34	180								395
4:45 PM		121	36	34	194								385
5:00 PM		134	50	40	180								404
5:15 PM		130	47	45	188								410
5:30 PM		144	37	37	207								425
5:45 PM		100	36	32	158								326
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1038	339	283	1400	0	0	0	0	0	0	0	3060
APPROACH %'s :	0.00%	75.38%	24.62%	16.82%	83.18%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	0	529	170	156	769	0	0	0	0	0	0	0	1624
PEAK HR FACTOR :		0.950			0.948			0.000			0.000		0.955

CONTROL :

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: NELSON/NYGAARD CONSULTING ASSOCIATES
PROJECT: SAN DIEGO TRAFFI CCOUNTS
DATE: TUESDAY, MAY 24, 2011
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S 47TH STREET
E/W MARKET STREET

#59

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	35	1	36	73	0	73	11	0	11	12	0	12	80	2	82	19	1	20
715-730	49	1	50	72	0	72	14	0	14	32	0	32	97	1	98	8	0	8
730-745	52	1	53	64	0	64	24	0	24	23	0	23	118	3	121	11	0	11
745-800	43	1	44	52	1	53	22	0	22	17	0	17	111	0	111	13	0	13
800-815	37	0	37	47	1	48	8	0	8	15	0	15	90	1	91	14	0	14
815-830	32	3	35	42	0	42	14	0	14	15	0	15	81	1	82	12	0	12
830-845	45	1	46	42	0	42	11	1	12	11	0	11	71	1	72	11	0	11
845-900	24	3	27	41	0	41	12	0	12	8	0	8	54	0	54	10	0	10
HOUR TOTALS																		
700-800	179	4	183	261	1	262	71	0	71	84	0	84	406	6	412	51	1	52
715-815	181	3	184	235	2	237	68	0	68	87	0	87	416	5	421	46	0	46
730-830	164	5	169	205	2	207	68	0	68	70	0	70	400	5	405	50	0	50
745-845	157	5	162	183	2	185	55	1	56	58	0	58	353	3	356	50	0	50
800-900	138	7	145	172	1	173	45	1	46	49	0	49	296	3	299	47	0	47

PEAK HOUR
700-800

PEAK HOUR FACTOR
0.9

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	4	0	4	100	0	100	44	0	44	16	0	16	26	0	26	43	0	43	463	4	467
715-730	7	0	7	118	0	118	38	0	38	16	0	16	34	1	35	54	0	54	539	3	542
730-745	8	0	8	93	0	93	43	0	43	11	1	12	24	0	24	24	4	28	495	9	504
745-800	9	0	9	61	2	63	30	0	30	19	1	20	34	0	34	31	0	31	442	5	447
800-815	6	0	6	56	1	57	32	0	32	8	0	8	37	0	37	32	1	33	382	4	386
815-830	9	0	9	43	0	43	29	0	29	16	0	16	29	3	32	27	0	27	349	7	356
830-845	10	0	10	47	1	48	26	0	26	15	0	15	33	1	34	36	1	37	358	6	364
845-900	10	1	11	49	2	51	23	0	23	13	0	13	21	2	23	20	1	21	285	9	294
HOUR TOTALS																					
700-800	28	0	28	372	2	374	155	0	155	62	2	64	118	1	119	152	4	156	1939	21	1960
715-815	30	0	30	328	3	331	143	0	143	54	2	56	129	1	130	141	5	146	1858	21	1879
730-830	32	0	32	253	3	256	134	0	134	54	2	56	124	3	127	114	5	119	1668	25	1693
745-845	34	0	34	207	4	211	117	0	117	58	1	59	133	4	137	126	2	128	1531	22	1553
800-900	35	1	36	195	4	199	110	0	110	52	0	52	120	6	126	115	3	118	1374	26	1400

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: NELSON/NYGAARD CONSULTING ASSOCIATES
PROJECT: SAN DIEGO TRAFFI CCOUNTS
DATE: TUESDAY, MAY 24, 2011
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S 47TH STREET
E/W MARKET STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	26	0	26	86	0	86	27	0	27	12	0	12	48	1	49	8	0	8
415-430	19	1	20	76	0	76	24	0	24	20	0	20	57	0	57	17	0	17
430-445	20	0	20	87	2	89	25	0	25	20	0	20	51	1	52	19	0	19
445-500	25	0	25	94	0	94	27	0	27	13	0	13	50	0	50	19	0	19
500-515	18	0	18	92	0	92	33	0	33	22	0	22	62	0	62	23	0	23
515-530	26	0	26	102	0	102	20	0	20	14	0	14	62	0	62	20	0	20
530-545	23	0	23	77	0	77	29	0	29	19	0	19	59	0	59	14	0	14
545-600	23	0	23	70	0	70	23	0	23	20	0	20	44	0	44	19	0	19
HOUR TOTALS																		
400-500	90	1	91	343	2	345	103	0	103	65	0	65	206	2	208	63	0	63
415-515	82	1	83	349	2	351	109	0	109	75	0	75	220	1	221	78	0	78
430-530	89	0	89	375	2	377	105	0	105	69	0	69	225	1	226	81	0	81
445-545	92	0	92	365	0	365	109	0	109	68	0	68	233	0	233	76	0	76
500-600	90	0	90	341	0	341	105	0	105	75	0	75	227	0	227	76	0	76

PEAK HOUR
415-515

PEAK HOUR FACTOR
0.96

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	22	0	22	62	0	62	20	0	20	29	0	29	101	1	102	64	0	64	505	2	507
415-430	13	0	13	69	0	69	17	0	17	42	0	42	90	0	90	69	1	70	513	2	515
430-445	18	0	18	65	0	65	22	0	22	49	0	49	92	0	92	49	2	51	517	5	522
445-500	22	0	22	59	0	59	21	0	21	49	0	49	102	4	106	58	1	59	539	5	544
500-515	16	0	16	53	0	53	21	0	21	42	0	42	88	1	89	40	1	41	510	2	512
515-530	12	0	12	60	0	60	15	0	15	45	0	45	79	0	79	41	1	42	496	1	497
530-545	25	0	25	73	0	73	19	0	19	37	0	37	84	0	84	55	1	56	514	1	515
545-600	12	0	12	65	0	65	17	0	17	32	1	33	91	0	91	47	4	51	463	5	468
HOUR TOTALS																					
400-500	75	0	75	255	0	255	80	0	80	169	0	169	385	5	390	240	4	244	2074	14	2088
415-515	69	0	69	246	0	246	81	0	81	182	0	182	372	5	377	216	5	221	2079	14	2093
430-530	68	0	68	237	0	237	79	0	79	185	0	185	361	5	366	188	5	193	2062	13	2075
445-545	75	0	75	245	0	245	76	0	76	173	0	173	353	5	358	194	4	198	2059	9	2068
500-600	65	0	65	251	0	251	72	0	72	156	1	157	342	1	343	183	7	190	1983	9	1992

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: NELSON/NYGAARD CONSULTING ASSOCIATES
PROJECT: SAN DIEGO TRAFFI CCOUNTS
DATE: TUESDAY, MAY 24, 2011
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S 47TH STREET
E/W IMPERIAL AVENUE

#60

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	24	0	24	33	1	34	13	0	13	16	0	16	331	2	333	16	0	16
715-730	43	0	43	68	0	68	27	0	27	22	0	22	337	0	337	41	0	41
730-745	32	2	34	29	0	29	13	0	13	11	0	11	355	1	356	21	0	21
745-800	36	0	36	37	0	37	9	0	9	6	0	6	276	1	277	9	0	9
800-815	24	0	24	32	1	33	8	0	8	8	1	9	248	3	251	16	0	16
815-830	36	0	36	39	0	39	5	0	5	5	0	5	251	4	255	22	0	22
830-845	28	0	28	43	1	44	4	0	4	7	0	7	224	2	226	34	1	35
845-900	27	1	28	40	0	40	7	0	7	8	1	9	227	8	235	24	0	24
HOUR TOTALS																		
700-800	135	2	137	167	1	168	62	0	62	55	0	55	1299	4	1303	87	0	87
715-815	135	2	137	166	1	167	57	0	57	47	1	48	1216	5	1221	87	0	87
730-830	128	2	130	137	1	138	35	0	35	30	1	31	1130	9	1139	68	0	68
745-845	124	0	124	151	2	153	26	0	26	26	1	27	999	10	1009	81	1	82
800-900	115	1	116	154	2	156	24	0	24	28	2	30	950	17	967	96	1	97

PEAK HOUR
700-800

PEAK HOUR FACTOR
0.79

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	23	0	23	64	0	64	39	0	39	23	0	23	127	6	133	27	0	27	736	9	745
715-730	27	0	27	116	0	116	93	0	93	31	0	31	134	6	140	19	0	19	958	6	964
730-745	9	0	9	53	0	53	44	1	45	12	0	12	114	2	116	23	2	25	716	8	724
745-800	15	0	15	41	1	42	32	0	32	20	0	20	119	2	121	18	0	18	618	4	622
800-815	14	0	14	48	0	48	38	0	38	24	0	24	108	3	111	17	0	17	585	8	593
815-830	29	0	29	47	0	47	51	0	51	27	2	29	126	6	132	17	0	17	655	12	667
830-845	29	0	29	49	0	49	52	0	52	28	0	28	112	1	113	25	0	25	635	5	640
845-900	30	0	30	45	0	45	45	0	45	18	4	22	107	3	110	17	1	18	595	18	613
HOUR TOTALS																					
700-800	74	0	74	274	1	275	208	1	209	86	0	86	494	16	510	87	2	89	3028	27	3055
715-815	65	0	65	258	1	259	207	1	208	87	0	87	475	13	488	77	2	79	2877	26	2903
730-830	67	0	67	189	1	190	165	1	166	83	2	85	467	13	480	75	2	77	2574	32	2606
745-845	87	0	87	185	1	186	173	0	173	99	2	101	465	12	477	77	0	77	2493	29	2522
800-900	102	0	102	189	0	189	186	0	186	97	6	103	453	13	466	76	1	77	2470	43	2513

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: NELSON/NYGAARD CONSULTING ASSOCIATES
PROJECT: SAN DIEGO TRAFFI CCOUNTS
DATE: TUESDAY, MAY 24, 2011
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S 47TH STREET
E/W IMPERIAL AVENUE

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	36	0	36	51	0	51	19	0	19	13	0	13	209	1	210	26	1	27
415-430	38	0	38	44	0	44	11	0	11	15	0	15	212	3	215	20	0	20
430-445	36	0	36	44	0	44	29	0	29	11	0	11	203	0	203	23	0	23
445-500	35	0	35	63	0	63	21	1	22	12	0	12	215	2	217	19	0	19
500-515	49	0	49	76	0	76	29	0	29	8	0	8	196	2	198	26	0	26
515-530	41	0	41	51	0	51	26	0	26	6	0	6	217	0	217	21	0	21
530-545	40	0	40	62	0	62	27	0	27	3	0	3	221	1	222	23	0	23
545-600	29	0	29	60	0	60	15	0	15	11	0	11	204	2	206	24	0	24
HOUR TOTALS																		
400-500	145	0	145	202	0	202	80	1	81	51	0	51	839	6	845	88	1	89
415-515	158	0	158	227	0	227	90	1	91	46	0	46	826	7	833	88	0	88
430-530	161	0	161	234	0	234	105	1	106	37	0	37	831	4	835	89	0	89
445-545	165	0	165	252	0	252	103	1	104	29	0	29	849	5	854	89	0	89
500-600	159	0	159	249	0	249	97	0	97	28	0	28	838	5	843	94	0	94

PEAK HOUR
445-545

PEAK HOUR FACTOR
0.98

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	21	0	21	52	0	52	42	0	42	24	0	24	187	1	188	30	0	30	710	3	713
415-430	24	0	24	44	0	44	42	1	43	33	0	33	217	2	219	30	0	30	730	6	736
430-445	27	0	27	62	0	62	39	0	39	17	0	17	178	0	178	38	0	38	707	0	707
445-500	25	0	25	46	0	46	39	0	39	32	0	32	214	0	214	44	0	44	765	3	768
500-515	39	0	39	46	0	46	55	0	55	24	0	24	171	0	171	35	0	35	754	2	756
515-530	41	0	41	50	0	50	54	1	55	19	0	19	201	0	201	46	0	46	773	1	774
530-545	41	2	43	57	0	57	47	0	47	24	0	24	199	1	200	36	0	36	780	4	784
545-600	38	0	38	43	0	43	46	0	46	21	0	21	225	0	225	20	0	20	736	2	738
HOUR TOTALS																					
400-500	97	0	97	204	0	204	162	1	163	106	0	106	796	3	799	142	0	142	2912	12	2924
415-515	115	0	115	198	0	198	175	1	176	106	0	106	780	2	782	147	0	147	2956	11	2967
430-530	132	0	132	204	0	204	187	1	188	92	0	92	764	0	764	163	0	163	2999	6	3005
445-545	146	2	148	199	0	199	195	1	196	99	0	99	785	1	786	161	0	161	3072	10	3082
500-600	159	2	161	196	0	196	202	1	203	88	0	88	796	1	797	137	0	137	3043	9	3052

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#61

47th St and Logan Ave , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_045

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (47th St)

Lanes					
AM	103	121	113	549	AM
NOON	0	0	0	0	NOON
PM	120	229	196	369	PM

Eastbound Approach (Logan Ave)

Lanes	AM	NOON	PM
	401	0	424
	122	0	123
	153	0	231
	58	0	75

Westbound Approach

Lanes	AM	NOON	PM
	185	0	111
	242	0	218
	111	0	105
	328	0	560

Northbound Approach

Lanes					
AM	290	56	242	62	AM
NOON	0	0	0	0	NOON
PM	409	86	135	133	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	337	549	AM
	0	0	NOON
	545	369	PM

West Leg	AM	NOON	PM
	401	0	424
	333	0	429

East Leg	AM	NOON	PM
	538	0	434
	328	0	560

South Leg		
AM	290	360
NOON	0	0
PM	409	354

Total Volume Per Leg

North Leg	
886	AM
0	NOON
914	PM

West Leg	AM	NOON	PM
	734	0	853

East Leg	AM	NOON	PM
	866	0	994

South Leg	
AM	650
NOON	0
PM	763

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_045 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	47th St			47th St			Logan Ave			Logan Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	8	51	13	9	36	21	48	24	15	25	36	60	346
7:15 AM	12	66	8	22	42	42	41	27	12	23	67	63	425
7:30 AM	12	76	13	28	29	25	31	40	15	34	61	43	407
7:45 AM	18	50	19	33	26	17	26	34	14	29	62	32	360
8:00 AM	14	50	22	30	24	19	24	52	17	25	52	47	376
8:15 AM	9	42	18	18	30	20	29	24	9	16	44	52	311
8:30 AM	12	61	18	34	38	20	41	34	16	20	24	59	377
8:45 AM	9	64	18	44	48	25	39	20	12	19	29	58	385
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	94	460	129	218	273	189	279	255	110	191	375	414	2987
APPROACH %'s :	13.76%	67.35%	18.89%	32.06%	40.15%	27.79%	43.32%	39.60%	17.08%	19.49%	38.27%	42.24%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	56	242	62	113	121	103	122	153	58	111	242	185	1568
PEAK HR FACTOR :		0.891			0.795			0.895			0.879		0.922

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_045 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	47th St			47th St			Logan Ave			Logan Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	16	31	26	35	57	24	25	41	20	28	35	32	370
4:15 PM	13	41	27	45	63	18	25	43	20	23	33	16	367
4:30 PM	13	32	37	50	52	30	25	47	20	26	45	29	406
4:45 PM	20	37	31	48	65	34	29	53	21	23	60	27	448
5:00 PM	25	33	45	55	45	28	28	74	22	35	59	29	478
5:15 PM	22	31	25	44	57	31	32	58	15	22	52	29	418
5:30 PM	19	34	32	49	62	27	34	46	17	25	47	26	418
5:45 PM	15	39	26	51	60	35	22	44	17	24	52	33	418
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	143	278	249	377	461	227	220	406	152	206	383	221	3323
APPROACH %'s :	21.34%	41.49%	37.16%	35.40%	43.29%	21.31%	28.28%	52.19%	19.54%	25.43%	47.28%	27.28%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	86	135	133	196	229	120	123	231	75	105	218	111	1762
PEAK HR FACTOR :		0.859			0.927			0.865			0.882		0.922

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#62

47th St and I-805 NB Ramps , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_046

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Peak Hour Summary

Southbound Approach (47th St)

Lanes					
AM	236	322	0	401	AM
NOON	0	0	0	0	NOON
PM	130	390	0	576	PM

Eastbound Approach (I-805 NB Ramps)

Lanes	AM	NOON	PM
	680	0	485
	0	0	0
	0	0	0
	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
	102	0	237
	0	0	0
	25	0	96
	0	0	0

Northbound Approach

Lanes					
AM	347	444	299	0	AM
NOON	0	0	0	0	NOON
PM	486	355	339	0	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	558	401	AM
	0	0	NOON
	520	576	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
680	0	485	127	0	333
0	0	0	0	0	0

	South Leg	
AM	347	743
NOON	0	0
PM	486	694

Total Volume Per Leg

	North Leg
AM	959
NOON	0
PM	1096

West Leg AM	NOON	PM	East Leg AM	NOON	PM
680	0	485	127	0	333

	South Leg
AM	1090
NOON	0
PM	1180

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_046 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	47th St			47th St			I-805 NB Ramps			I-805 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	100	57			69	68				12		23	329
7:15 AM	110	76			81	74				3		23	367
7:30 AM	126	83			93	68				4		29	403
7:45 AM	96	69			77	49				7		24	322
8:00 AM	112	71			71	45				11		26	336
8:15 AM	99	47			60	43				10		32	291
8:30 AM	102	54			64	50				11		33	314
8:45 AM	81	51			64	49				11		31	287
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	826	508	0	0	579	446	0	0	0	69	0	221	2649
APPROACH %'s :	61.92%	38.08%	0.00%	0.00%	56.49%	43.51%	#DIV/0!	#DIV/0!	#DIV/0!	23.79%	0.00%	76.21%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	444	299	0	0	322	236	0	0	0	25	0	102	1428
PEAK HR FACTOR :		0.889			0.866			0.000			0.858		0.886

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_046 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	47th St			47th St			I-805 NB Ramps			I-805 NB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	79	76			97	43				29		54	378
4:15 PM	73	79			95	28				29		54	358
4:30 PM	95	89			93	28				24		45	374
4:45 PM	78	88			104	29				22		70	391
5:00 PM	109	83			98	45				21		68	424
5:15 PM	77	71			81	31				18		48	326
5:30 PM	91	91			100	27				22		47	378
5:45 PM	88	83			90	34				26		45	366
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	690	660	0	0	758	265	0	0	0	191	0	431	2995
APPROACH %'s :	51.11%	48.89%	0.00%	0.00%	74.10%	25.90%	#DIV/0!	#DIV/0!	#DIV/0!	30.71%	0.00%	69.29%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	355	339	0	0	390	130	0	0	0	96	0	237	1547
PEAK HR FACTOR :		0.904			0.909			0.000			0.905		0.912

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#63

47th St and I-805 SB Ramps , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_047

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Peak Hour Summary

Southbound Approach (47th St)

Lanes					
AM	0	169	173	741	AM
NOON	0	0	0	0	NOON
PM	0	298	192	700	PM

Eastbound Approach (I-805 SB Ramps)

Lanes	AM	NOON	PM
	0	0	0
	77	0	182
	0	0	2
	320	0	790

Westbound Approach

Lanes	AM	NOON	PM
	0	0	0
	0	0	0
	0	0	0
	356	0	370

Northbound Approach

Lanes				
AM	489	0	664	183	AM
NOON	0	0	0	0	NOON
PM	1088	0	518	176	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	342	741	AM
	0	0	NOON
	490	700	PM

West Leg AM	NOON	PM	East Leg AM	NOON	PM
0	0	0	0	0	0
397	0	974	356	0	370

	South Leg	
AM	489	847
NOON	0	0
PM	1088	694

Total Volume Per Leg

	North Leg
AM	1083
NOON	0
PM	1190

West Leg AM	NOON	PM	East Leg AM	NOON	PM
397	0	974	356	0	370

	South Leg
AM	1336
NOON	0
PM	1782

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_047 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	47th St			47th St			I-805 SB Ramps			I-805 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM		150	63	37	45		15	0	60				370
7:15 AM		171	54	40	46		14	0	77				402
7:30 AM		183	47	53	41		17	0	77				418
7:45 AM		153	33	42	47		19	0	94				388
8:00 AM		157	49	38	35		27	0	72				378
8:15 AM		122	23	34	38		14	0	91				322
8:30 AM		134	37	38	33		20	1	58				321
8:45 AM		104	41	44	36		19	0	89				333
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1174	347	326	321	0	145	1	618	0	0	0	2932
APPROACH %'s :	0.00%	77.19%	22.81%	50.39%	49.61%	0.00%	18.98%	0.13%	80.89%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	664	183	173	169	0	77	0	320	0	0	0	1586
PEAK HR FACTOR :		0.921			0.910			0.878			0.000		0.949

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_047 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	47th St			47th St			I-805 SB Ramps			I-805 SB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM		115	33	56	71		38	1	179				493
4:15 PM		118	47	46	83		40	0	185				519
4:30 PM		124	49	51	66		53	0	207				550
4:45 PM		119	50	46	73		49	1	204				542
5:00 PM		157	30	49	76		40	1	194				547
5:15 PM		116	31	29	65		47	0	221				509
5:30 PM		129	42	53	69		46	0	191				530
5:45 PM		135	34	36	84		36	0	181				506
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1013	316	366	587	0	349	3	1562	0	0	0	4196
APPROACH %'s :	0.00%	76.22%	23.78%	38.41%	61.59%	0.00%	18.23%	0.16%	81.61%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	0	518	176	192	298	0	182	2	790	0	0	0	2158
PEAK HR FACTOR :		0.928			0.950			0.937			0.000		0.981

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#64

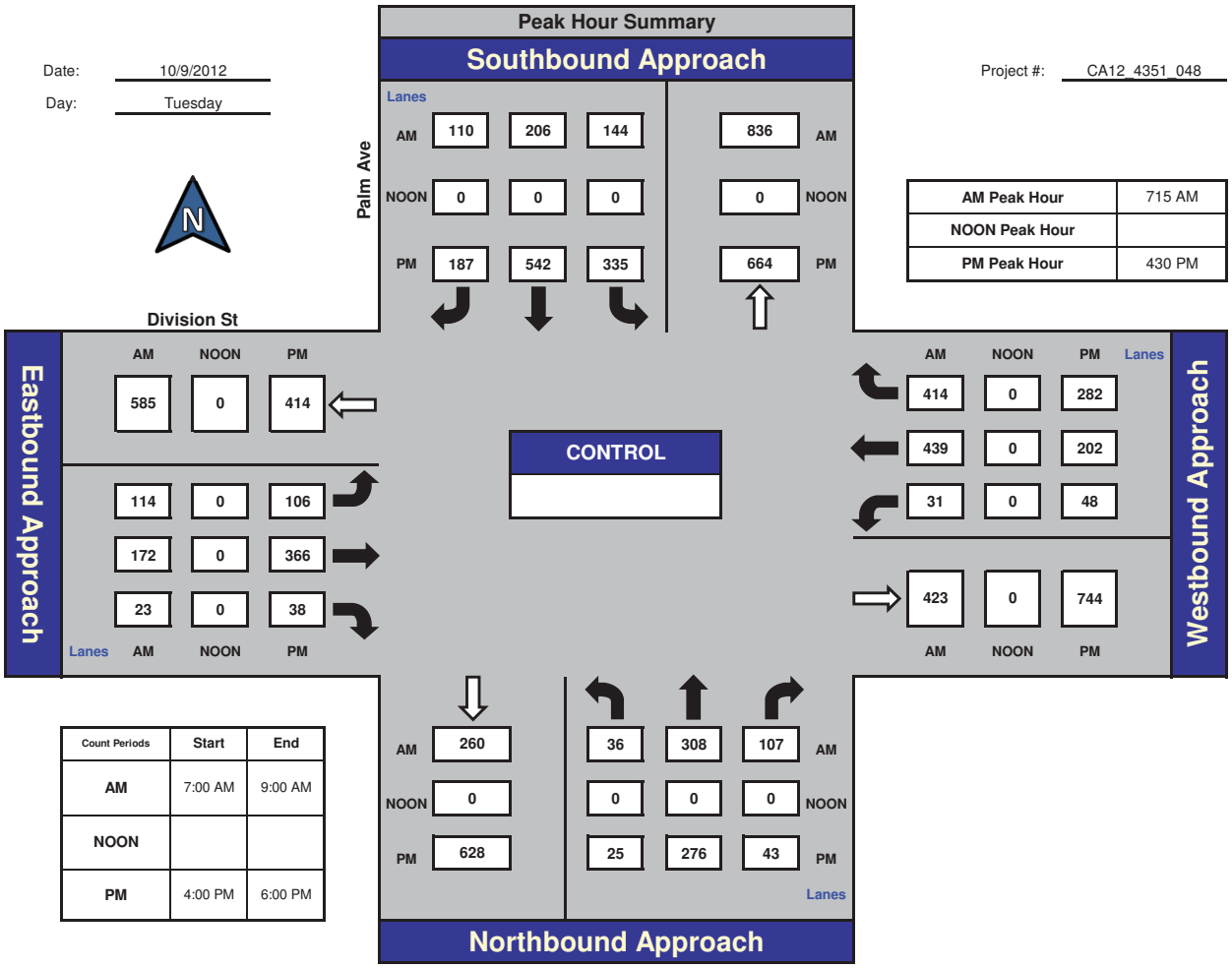
Palm Ave and Division St , City of San Diego

Date: 10/9/2012

Day: Tuesday

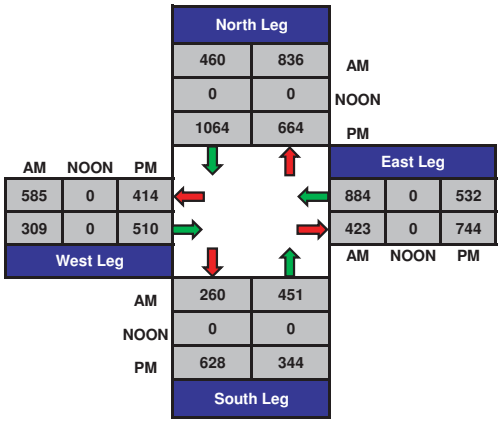
Project #: CA12_4351_048

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

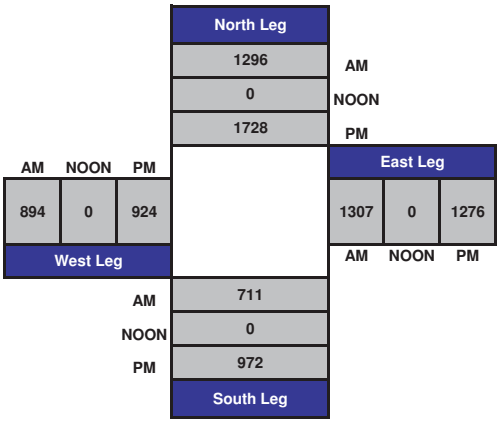


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_048 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	Palm Ave			Palm Ave			Division St			Division St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	8	74	15	36	39	30	32	37	6	5	124	102	508
7:15 AM	8	75	22	27	45	30	28	31	2	4	117	117	506
7:30 AM	11	84	28	37	50	29	33	40	10	6	112	101	541
7:45 AM	11	68	29	38	69	30	25	45	7	7	106	89	524
8:00 AM	6	81	28	42	42	21	28	56	4	14	104	107	533
8:15 AM	11	53	42	36	63	16	18	73	6	11	89	78	496
8:30 AM	6	62	31	34	46	20	19	54	2	10	87	93	464
8:45 AM	9	43	5	39	43	30	17	32	1	8	68	80	375
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	70	540	200	289	397	206	200	368	38	65	807	767	3947
APPROACH %'s :	8.64%	66.67%	24.69%	32.40%	44.51%	23.09%	33.00%	60.73%	6.27%	3.97%	49.24%	46.80%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	36	308	107	144	206	110	114	172	23	31	439	414	2104
PEAK HR FACTOR :		0.917			0.839			0.878			0.929		0.972

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_048 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	Palm Ave			Palm Ave			Division St			Division St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	6	61	10	77	101	43	36	74	6	6	51	66	537
4:15 PM	1	54	20	95	143	34	26	92	8	13	49	73	608
4:30 PM	6	76	9	83	131	40	28	93	7	13	45	69	600
4:45 PM	5	64	9	81	132	51	28	99	10	9	45	72	605
5:00 PM	9	77	10	89	127	54	28	86	13	8	54	77	632
5:15 PM	5	59	15	82	152	42	22	88	8	18	58	64	613
5:30 PM	2	58	12	81	131	41	37	74	10	9	59	72	586
5:45 PM	1	71	28	73	125	39	24	86	6	8	44	71	576
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	35	520	113	661	1042	344	229	692	68	84	405	564	4757
APPROACH %'s :	5.24%	77.84%	16.92%	32.29%	50.90%	16.81%	23.15%	69.97%	6.88%	7.98%	38.46%	53.56%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	25	276	43	335	542	187	106	366	38	48	202	282	2450
PEAK HR FACTOR :		0.896			0.964			0.931			0.950		0.969

CONTROL :

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: NELSON/NYGAARD CONSULTING ASSOCIATES
PROJECT: SAN DIEGO TRAFFI CCOUNTS
DATE: TUESDAY, MAY 24, 2011
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S EUCLID AVENUE
E/W SR-94 EB RAMPS

#65

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	0	0	0	102	7	109	26	1	27	76	2	78	0	0	0	0	0	0
715-730	0	0	0	106	3	109	20	0	20	93	0	93	0	0	0	0	0	0
730-745	0	0	0	99	3	102	43	1	44	104	3	107	0	0	0	0	0	0
745-800	0	0	0	114	7	121	31	0	31	110	1	111	0	0	0	0	0	0
800-815	0	0	0	120	5	125	33	2	35	94	0	94	0	0	0	0	0	0
815-830	0	0	0	131	4	135	39	1	40	96	1	97	0	0	0	0	0	0
830-845	0	0	0	129	3	132	37	1	38	94	3	97	0	0	0	0	0	0
845-900	0	0	0	115	2	117	42	2	44	105	1	106	0	0	0	0	0	0
HOUR TOTALS																		
700-800	0	0	0	421	20	441	120	2	122	383	6	389	0	0	0	0	0	0
715-815	0	0	0	439	18	457	127	3	130	401	4	405	0	0	0	0	0	0
730-830	0	0	0	464	19	483	146	4	150	404	5	409	0	0	0	0	0	0
745-845	0	0	0	494	19	513	140	4	144	394	5	399	0	0	0	0	0	0
800-900	0	0	0	495	14	509	151	6	157	389	5	394	0	0	0	0	0	0

PEAK HOUR
715-815

PEAK HOUR FACTOR
0.95

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	39	2	41	169	4	173	0	0	0	63	3	66	0	0	0	0	0	0	475	19	494
715-730	63	2	65	195	1	196	0	0	0	54	1	55	0	0	0	0	0	0	531	7	538
730-745	56	4	60	209	1	210	0	0	0	61	0	61	0	0	0	0	0	0	572	12	584
745-800	47	0	47	202	5	207	0	0	0	71	1	72	0	0	0	0	0	0	575	14	589
800-815	37	0	37	167	6	173	0	0	0	68	1	69	0	0	0	0	0	0	519	14	533
815-830	34	3	37	146	4	150	0	0	0	65	2	67	0	0	0	0	0	0	511	15	526
830-845	45	1	46	161	3	164	0	0	0	72	0	72	0	0	0	0	0	0	538	11	549
845-900	52	1	53	161	2	163	0	0	0	54	1	55	0	0	0	0	0	0	529	9	538
HOUR TOTALS																					
700-800	205	8	213	775	11	786	0	0	0	249	5	254	0	0	0	0	0	0	2153	52	2205
715-815	203	6	209	773	13	786	0	0	0	254	3	257	0	0	0	0	0	0	2197	47	2244
730-830	174	7	181	724	16	740	0	0	0	265	4	269	0	0	0	0	0	0	2177	55	2232
745-845	163	4	167	676	18	694	0	0	0	276	4	280	0	0	0	0	0	0	2143	54	2197
800-900	168	5	173	635	15	650	0	0	0	259	4	263	0	0	0	0	0	0	2097	49	2146

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: NELSON/NYGAARD CONSULTING ASSOCIATES
PROJECT: SAN DIEGO TRAFFI CCOUNTS
DATE: TUESDAY, MAY 24, 2011
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S EUCLID AVENUE
E/W SR-94 EB RAMPS

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	0	0	0	132	6	138	60	1	61	128	4	132	0	0	0	0	0	0
415-430	0	0	0	144	2	146	61	2	63	158	6	164	0	0	0	0	0	0
430-445	0	0	0	160	0	160	57	0	57	149	8	157	0	0	0	0	0	0
445-500	0	0	0	160	1	161	56	0	56	167	2	169	0	0	0	0	0	0
500-515	0	0	0	152	2	154	51	1	52	178	1	179	0	0	0	0	0	0
515-530	0	0	0	157	2	159	45	0	45	150	1	151	0	0	0	0	0	0
530-545	0	0	0	161	1	162	45	0	45	148	3	151	0	0	0	0	0	0
545-600	0	0	0	152	1	153	55	0	55	141	1	142	0	0	0	0	0	0
HOUR TOTALS																		
400-500	0	0	0	596	9	605	234	3	237	602	20	622	0	0	0	0	0	0
415-515	0	0	0	616	5	621	225	3	228	652	17	669	0	0	0	0	0	0
430-530	0	0	0	629	5	634	209	1	210	644	12	656	0	0	0	0	0	0
445-545	0	0	0	630	6	636	197	1	198	643	7	650	0	0	0	0	0	0
500-600	0	0	0	622	6	628	196	1	197	617	6	623	0	0	0	0	0	0

PEAK HOUR
430-530

PEAK HOUR FACTOR
0.97

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	54	0	54	185	0	185	0	0	0	152	1	153	0	0	0	0	0	0	711	12	723
415-430	51	1	52	170	3	173	0	0	0	114	2	116	0	0	0	0	0	0	698	16	714
430-445	53	1	54	181	2	183	0	0	0	124	2	126	0	0	0	0	0	0	724	13	737
445-500	58	0	58	191	0	191	0	0	0	131	2	133	0	0	0	0	0	0	763	5	768
500-515	49	0	49	178	8	186	0	0	0	125	3	128	0	0	0	0	0	0	733	15	748
515-530	62	0	62	188	1	189	0	0	0	126	2	128	0	0	0	0	0	0	728	6	734
530-545	38	1	39	173	0	173	0	0	0	122	0	122	0	0	0	0	0	0	687	5	692
545-600	49	0	49	164	0	164	0	0	0	106	1	107	0	0	0	0	0	0	667	3	670
HOUR TOTALS																					
400-500	216	2	218	727	5	732	0	0	0	521	7	528	0	0	0	0	0	0	2896	46	2942
415-515	211	2	213	720	13	733	0	0	0	494	9	503	0	0	0	0	0	0	2918	49	2967
430-530	222	1	223	738	11	749	0	0	0	506	9	515	0	0	0	0	0	0	2948	39	2987
445-545	207	1	208	730	9	739	0	0	0	504	7	511	0	0	0	0	0	0	2911	31	2942
500-600	198	1	199	703	9	712	0	0	0	479	6	485	0	0	0	0	0	0	2815	29	2844

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: NELSON/NYGAARD CONSULTING ASSOCIATES
PROJECT: SAN DIEGO TRAFFI CCOUNTS
DATE: TUESDAY, MAY 24, 2011
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S EUCLID AVENUE
E/W SR-94 WB RAMPS

#66

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	103	2	105	102	4	106	0	0	0	0	0	0	0	0	0	0	0	0
715-730	112	3	115	98	3	101	0	0	0	0	0	0	0	0	0	0	0	0
730-745	119	3	122	97	1	98	0	0	0	0	0	0	0	0	0	0	0	0
745-800	110	4	114	112	1	113	0	0	0	0	0	0	0	0	0	0	0	0
800-815	100	3	103	98	3	101	0	0	0	0	0	0	0	0	0	0	0	0
815-830	96	3	99	114	3	117	0	0	0	0	0	0	0	0	0	0	0	0
830-845	100	1	101	123	3	126	0	0	0	0	0	0	0	0	0	0	0	0
845-900	128	2	130	108	1	109	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
700-800	444	12	456	409	9	418	0	0	0	0	0	0	0	0	0	0	0	0
715-815	441	13	454	405	8	413	0	0	0	0	0	0	0	0	0	0	0	0
730-830	425	13	438	421	8	429	0	0	0	0	0	0	0	0	0	0	0	0
745-845	406	11	417	447	10	457	0	0	0	0	0	0	0	0	0	0	0	0
800-900	424	9	433	443	10	453	0	0	0	0	0	0	0	0	0	0	0	0

PEAK HOUR
715-815

PEAK HOUR FACTOR
0.94

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	99	2	101	149	7	156	0	0	0	36	0	36	0	0	0	29	1	30	518	16	534
715-730	109	0	109	181	6	187	0	0	0	47	0	47	0	0	0	26	1	27	573	13	586
730-745	117	0	117	205	3	208	0	0	0	64	1	65	0	0	0	26	1	27	628	9	637
745-800	92	4	96	232	7	239	0	0	0	52	0	52	0	0	0	17	2	19	615	18	633
800-815	66	3	69	180	4	184	0	0	0	45	0	45	0	0	0	32	2	34	521	15	536
815-830	66	3	69	184	4	188	0	0	0	44	1	45	0	0	0	36	3	39	540	17	557
830-845	67	1	68	192	3	195	0	0	0	36	3	39	0	0	0	31	1	32	549	12	561
845-900	70	2	72	191	1	192	0	0	0	38	3	41	0	0	0	33	3	36	568	12	580
HOUR TOTALS																					
700-800	417	6	423	767	23	790	0	0	0	199	1	200	0	0	0	98	5	103	2334	56	2390
715-815	384	7	391	798	20	818	0	0	0	208	1	209	0	0	0	101	6	107	2337	55	2392
730-830	341	10	351	801	18	819	0	0	0	205	2	207	0	0	0	111	8	119	2304	59	2363
745-845	291	11	302	788	18	806	0	0	0	177	4	181	0	0	0	116	8	124	2225	62	2287
800-900	269	9	278	747	12	759	0	0	0	163	7	170	0	0	0	132	9	141	2178	56	2234

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: NELSON/NYGAARD CONSULTING ASSOCIATES
PROJECT: SAN DIEGO TRAFFI CCOUNTS
DATE: TUESDAY, MAY 24, 2011
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S EUCLID AVENUE
E/W SR-94 WB RAMPS

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	136	0	136	148	1	149	0	0	0	0	0	0	0	0	0	0	0	0
415-430	108	0	108	170	1	171	0	0	0	0	0	0	0	0	0	0	0	0
430-445	113	0	113	155	1	156	0	0	0	0	0	0	0	0	0	0	0	0
445-500	111	0	111	186	0	186	0	0	0	0	0	0	0	0	0	0	0	0
500-515	130	0	130	164	3	167	0	0	0	0	0	0	0	0	0	0	0	0
515-530	100	0	100	142	4	146	0	0	0	0	0	0	0	0	0	0	0	0
530-545	120	0	120	170	0	170	0	0	0	0	0	0	0	0	0	0	0	0
545-600	104	0	104	149	0	149	0	0	0	0	0	0	0	0	0	0	0	0
HOUR TOTALS																		
400-500	468	0	468	659	3	662	0	0	0	0	0	0	0	0	0	0	0	0
415-515	462	0	462	675	5	680	0	0	0	0	0	0	0	0	0	0	0	0
430-530	454	0	454	647	8	655	0	0	0	0	0	0	0	0	0	0	0	0
445-545	461	0	461	662	7	669	0	0	0	0	0	0	0	0	0	0	0	0
500-600	454	0	454	625	7	632	0	0	0	0	0	0	0	0	0	0	0	0

PEAK HOUR
415-515

PEAK HOUR FACTOR
0.96

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	71	0	71	261	4	265	0	0	0	49	0	49	0	0	0	42	0	42	707	5	712
415-430	65	2	67	267	6	273	0	0	0	42	4	46	0	0	0	28	0	28	680	13	693
430-445	74	0	74	279	8	287	0	0	0	31	1	32	0	0	0	23	0	23	675	10	685
445-500	78	1	79	285	1	286	0	0	0	48	0	48	0	0	0	26	0	26	734	2	736
500-515	71	1	72	295	1	296	0	0	0	41	0	41	0	0	0	17	1	18	718	6	724
515-530	68	0	68	267	2	269	0	0	0	50	0	50	0	0	0	31	1	32	658	7	665
530-545	68	0	68	263	2	265	0	0	0	35	1	36	0	0	0	20	1	21	676	4	680
545-600	61	1	62	255	0	255	0	0	0	50	0	50	0	0	0	33	0	33	652	1	653
HOUR TOTALS																					
400-500	288	3	291	1092	19	1111	0	0	0	170	5	175	0	0	0	119	0	119	2796	30	2826
415-515	288	4	292	1126	16	1142	0	0	0	162	5	167	0	0	0	94	1	95	2807	31	2838
430-530	291	2	293	1126	12	1138	0	0	0	170	1	171	0	0	0	97	2	99	2785	25	2810
445-545	285	2	287	1110	6	1116	0	0	0	174	1	175	0	0	0	94	3	97	2786	19	2805
500-600	268	2	270	1080	5	1085	0	0	0	176	1	177	0	0	0	101	3	104	2704	18	2722

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: NELSON/NYGAARD CONSULTING ASSOCIATES
PROJECT: SAN DIEGO TRAFFI CCOUNTS
DATE: TUESDAY, MAY 24, 2011
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S EUCLID AVENUE
E/W MARKET STREET

#67

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	17	0	17	108	2	110	39	1	40	87	2	89	71	1	72	14	0	14
715-730	18	0	18	97	2	99	40	2	42	88	2	90	86	3	89	13	0	13
730-745	19	2	21	112	2	114	31	0	31	64	0	64	91	1	92	14	0	14
745-800	19	0	19	106	2	108	36	0	36	61	3	64	85	0	85	16	0	16
800-815	16	0	16	83	2	85	22	1	23	51	2	53	47	0	47	12	0	12
815-830	11	1	12	71	1	72	21	2	23	40	0	40	30	1	31	19	0	19
830-845	14	0	14	96	0	96	44	2	46	54	1	55	52	0	52	16	0	16
845-900	20	0	20	83	0	83	43	0	43	65	1	66	34	0	34	21	2	23
HOUR TOTALS																		
700-800	73	2	75	423	8	431	146	3	149	300	7	307	333	5	338	57	0	57
715-815	72	2	74	398	8	406	129	3	132	264	7	271	309	4	313	55	0	55
730-830	65	3	68	372	7	379	110	3	113	216	5	221	253	2	255	61	0	61
745-845	60	1	61	356	5	361	123	5	128	206	6	212	214	1	215	63	0	63
800-900	61	1	62	333	3	336	130	5	135	210	4	214	163	1	164	68	2	70

PEAK HOUR
700-800

PEAK HOUR FACTOR
0.91

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	16	1	17	126	8	134	35	1	36	18	2	20	9	1	10	5	1	6	545	20	565
715-730	18	0	18	176	7	183	48	0	48	11	1	12	18	0	18	15	4	19	628	21	649
730-745	9	2	11	147	7	154	39	1	40	9	0	9	28	1	29	5	1	6	568	17	585
745-800	14	3	17	137	4	141	35	1	36	12	1	13	32	1	33	8	0	8	561	15	576
800-815	8	0	8	118	8	126	23	1	24	14	1	15	12	2	14	6	0	6	412	17	429
815-830	12	1	13	96	0	96	15	0	15	10	2	12	6	0	6	6	1	7	337	9	346
830-845	12	3	15	108	3	111	22	2	24	22	7	29	29	0	29	12	2	14	481	20	501
845-900	8	2	10	112	3	115	18	1	19	14	2	16	26	3	29	9	1	10	453	15	468
HOUR TOTALS																					
700-800	57	6	63	586	26	612	157	3	160	50	4	54	87	3	90	33	6	39	2302	73	2375
715-815	49	5	54	578	26	604	145	3	148	46	3	49	90	4	94	34	5	39	2169	70	2239
730-830	43	6	49	498	19	517	112	3	115	45	4	49	78	4	82	25	2	27	1878	58	1936
745-845	46	7	53	459	15	474	95	4	99	58	11	69	79	3	82	32	3	35	1791	61	1852
800-900	40	6	46	434	14	448	78	4	82	60	12	72	73	5	78	33	4	37	1683	61	1744

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: NELSON/NYGAARD CONSULTING ASSOCIATES
PROJECT: SAN DIEGO TRAFFI CCOUNTS
DATE: TUESDAY, MAY 24, 2011
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S EUCLID AVENUE
E/W MARKET STREET

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	10	0	10	171	1	172	93	2	95	58	1	59	23	0	23	18	1	19
415-430	20	0	20	166	0	166	60	1	61	47	0	47	42	0	42	19	0	19
430-445	13	1	14	134	0	134	62	0	62	55	0	55	38	0	38	12	0	12
445-500	15	0	15	187	0	187	76	0	76	41	0	41	36	0	36	12	0	12
500-515	10	0	10	155	1	156	63	4	67	45	0	45	46	0	46	29	0	29
515-530	8	0	8	162	2	164	80	2	82	53	0	53	35	0	35	24	0	24
530-545	11	0	11	151	0	151	74	2	76	41	1	42	60	0	60	20	0	20
545-600	8	0	8	150	0	150	60	0	60	40	0	40	52	0	52	28	0	28
HOUR TOTALS																		
400-500	58	1	59	658	1	659	291	3	294	201	1	202	139	0	139	61	1	62
415-515	58	1	59	642	1	643	261	5	266	188	0	188	162	0	162	72	0	72
430-530	46	1	47	638	3	641	281	6	287	194	0	194	155	0	155	77	0	77
445-545	44	0	44	655	3	658	293	8	301	180	1	181	177	0	177	85	0	85
500-600	37	0	37	618	3	621	277	8	285	179	1	180	193	0	193	101	0	101

PEAK HOUR
400-500

PEAK HOUR FACTOR
0.96

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	20	1	21	147	0	147	26	0	26	36	2	38	70	1	71	21	2	23	693	11	704
415-430	22	1	23	147	5	152	22	0	22	27	1	28	78	1	79	19	1	20	669	10	679
430-445	19	1	20	137	2	139	38	2	40	27	2	29	90	0	90	21	1	22	646	9	655
445-500	15	3	18	146	3	149	30	1	31	29	2	31	87	4	91	27	0	27	701	13	714
500-515	13	7	20	114	2	116	27	1	28	38	6	44	88	1	89	30	1	31	658	23	681
515-530	23	3	26	137	4	141	27	0	27	20	2	22	52	0	52	19	1	20	640	14	654
530-545	17	2	19	118	1	119	23	1	24	36	2	38	66	2	68	22	2	24	639	13	652
545-600	33	2	35	115	2	117	18	0	18	31	1	32	67	1	68	27	0	27	629	6	635
HOUR TOTALS																					
400-500	76	6	82	577	10	587	116	3	119	119	7	126	325	6	331	88	4	92	2709	43	2752
415-515	69	12	81	544	12	556	117	4	121	121	11	132	343	6	349	97	3	100	2674	55	2729
430-530	70	14	84	534	11	545	122	4	126	114	12	126	317	5	322	97	3	100	2645	59	2704
445-545	68	15	83	515	10	525	107	3	110	123	12	135	293	7	300	98	4	102	2638	63	2701
500-600	86	14	100	484	9	493	95	2	97	125	11	136	273	4	277	98	4	102	2566	56	2622

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: NELSON/NYGAARD CONSULTING ASSOCIATES
PROJECT: SAN DIEGO TRAFFI CCOUNTS
DATE: TUESDAY, MAY 24, 2011
PERIOD: 7:00 AM TO 9:00 AM
INTERSECTION: N/S EUCLID AVENUE
E/W IMPERIAL AVENUE

#68

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	32	0	32	45	1	46	28	0	28	28	1	29	245	4	249	14	0	14
715-730	38	2	40	36	5	41	20	0	20	39	2	41	267	2	269	20	1	21
730-745	21	2	23	43	3	46	29	2	31	40	5	45	233	1	234	18	0	18
745-800	17	3	20	31	3	34	32	0	32	38	2	40	202	5	207	26	0	26
800-815	30	3	33	39	5	44	35	2	37	45	6	51	224	12	236	17	0	17
815-830	30	2	32	34	2	36	23	0	23	46	1	47	193	5	198	15	0	15
830-845	23	6	29	45	5	50	35	5	40	36	6	42	185	6	191	17	1	18
845-900	24	3	27	35	3	38	31	0	31	27	1	28	140	4	144	12	2	14
HOUR TOTALS																		
700-800	108	7	115	155	12	167	109	2	111	145	10	155	947	12	959	78	1	79
715-815	106	10	116	149	16	165	116	4	120	162	15	177	926	20	946	81	1	82
730-830	98	10	108	147	13	160	119	4	123	169	14	183	852	23	875	76	0	76
745-845	100	14	114	149	15	164	125	7	132	165	15	180	804	28	832	75	1	76
800-900	107	14	121	153	15	168	124	7	131	154	14	168	742	27	769	61	3	64

PEAK HOUR
715-815

PEAK HOUR FACTOR
0.9

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
700-715	6	0	6	50	2	52	46	1	47	13	1	14	131	4	135	21	2	23	659	16	675
715-730	14	0	14	98	3	101	48	0	48	11	0	11	148	4	152	62	3	65	801	22	823
730-745	14	0	14	75	3	78	63	1	64	11	1	12	110	9	119	32	3	35	689	30	719
745-800	27	0	27	99	3	102	53	0	53	15	0	15	109	6	115	27	3	30	676	25	701
800-815	18	0	18	68	4	72	68	2	70	9	1	10	113	2	115	28	3	31	694	40	734
815-830	12	0	12	37	3	40	29	1	30	8	1	9	104	6	110	33	1	34	564	22	586
830-845	7	2	9	64	2	66	83	3	86	11	1	12	110	6	116	12	4	16	628	47	675
845-900	11	0	11	54	2	56	48	2	50	14	1	15	84	2	86	39	1	40	519	21	540
HOUR TOTALS																					
700-800	61	0	61	322	11	333	210	2	212	50	2	52	498	23	521	142	11	153	2825	93	2918
715-815	73	0	73	340	13	353	232	3	235	46	2	48	480	21	501	149	12	161	2860	117	2977
730-830	71	0	71	279	13	292	213	4	217	43	3	46	436	23	459	120	10	130	2623	117	2740
745-845	64	2	66	268	12	280	233	6	239	43	3	46	436	20	456	100	11	111	2562	134	2696
800-900	48	2	50	223	11	234	228	8	236	42	4	46	411	16	427	112	9	121	2405	130	2535

WILTEC

Phone: (626) 564-1944 Fax: (626) 564-0969

INTERSECTION TURNING MOVEMENT COUNT SUMMARY

CLIENT: NELSON/NYGAARD CONSULTING ASSOCIATES
PROJECT: SAN DIEGO TRAFFI CCOUNTS
DATE: TUESDAY, MAY 24, 2011
PERIOD: 4:00 PM TO 6:00 PM
INTERSECTION: N/S EUCLID AVENUE
E/W IMPERIAL AVENUE

	1 SBRT			2 SBTH			3 SBLT			4 WBRT			5 WBTH			6 WBLT		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	54	4	58	70	3	73	55	5	60	36	0	36	156	7	163	20	0	20
415-430	42	1	43	85	1	86	60	7	67	42	4	46	123	4	127	16	0	16
430-445	44	4	48	59	4	63	67	0	67	40	1	41	168	7	175	14	2	16
445-500	44	0	44	87	2	89	63	3	66	23	0	23	131	5	136	18	0	18
500-515	64	2	66	81	5	86	50	3	53	29	1	30	143	5	148	19	0	19
515-530	65	2	67	95	3	98	50	1	51	36	2	38	144	4	148	26	1	27
530-545	44	3	47	69	1	70	46	2	48	34	2	36	157	3	160	19	0	19
545-600	45	1	46	75	5	80	52	0	52	21	2	23	132	0	132	8	0	8
HOUR TOTALS																		
400-500	184	9	193	301	10	311	245	15	260	141	5	146	578	23	601	68	2	70
415-515	194	7	201	312	12	324	240	13	253	134	6	140	565	21	586	67	2	69
430-530	217	8	225	322	14	336	230	7	237	128	4	132	586	21	607	77	3	80
445-545	217	7	224	332	11	343	209	9	218	122	5	127	575	17	592	82	1	83
500-600	218	8	226	320	14	334	198	6	204	120	7	127	576	12	588	72	1	73

PEAK HOUR
430-530

PEAK HOUR FACTOR
0.96

	7 NBRT			8 NBTH			9 NBLT			10 EBRT			11 EBTH			12 EBLT			ALL MOVEMENTS TOTALS		
15-MIN COUNTS	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL	CARS	TRUCKS	TOTAL
400-415	21	0	21	67	3	70	26	0	26	27	0	27	211	0	211	55	3	58	798	25	823
415-430	22	0	22	62	2	64	22	1	23	12	0	12	183	8	191	41	0	41	710	28	738
430-445	16	0	16	63	0	63	48	0	48	28	1	29	210	2	212	27	5	32	784	26	810
445-500	26	1	27	64	5	69	40	0	40	20	0	20	183	3	186	34	0	34	733	19	752
500-515	24	0	24	60	5	65	58	3	61	16	0	16	183	3	186	26	0	26	753	27	780
515-530	21	0	21	66	2	68	71	1	72	15	0	15	178	0	178	23	0	23	790	16	806
530-545	15	0	15	51	2	53	46	0	46	18	0	18	207	4	211	43	2	45	749	19	768
545-600	16	0	16	62	3	65	38	0	38	26	1	27	197	2	199	39	0	39	711	14	725
HOUR TOTALS																					
400-500	85	1	86	256	10	266	136	1	137	87	1	88	787	13	800	157	8	165	3025	98	3123
415-515	88	1	89	249	12	261	168	4	172	76	1	77	759	16	775	128	5	133	2980	100	3080
430-530	87	1	88	253	12	265	217	4	221	79	1	80	754	8	762	110	5	115	3060	88	3148
445-545	86	1	87	241	14	255	215	4	219	69	0	69	751	10	761	126	2	128	3025	81	3106
500-600	76	0	76	239	12	251	213	4	217	75	1	76	765	9	774	131	2	133	3003	76	3079

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#69

Euclid Ave and Olvera Ave , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_049

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (Euclid Ave)

Lanes					
AM	110	207	11	641	AM
NOON	0	0	0	0	NOON
PM	135	340	20	426	PM

Eastbound Approach (Olvera Ave)

Lanes	AM	NOON	PM
	433	0	354
	73	0	124
	79	0	175
	0	0	0

Westbound Approach

Lanes	AM	NOON	PM
	35	0	23
	233	0	147
	42	0	32
	114	0	225

Northbound Approach

Lanes					
AM	249	90	533	24	AM
NOON	0	0	0	0	NOON
PM	372	72	279	30	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	328	641	AM
	0	0	NOON
	495	426	PM

West Leg	AM	NOON	PM
	433	0	354
	152	0	299

East Leg	AM	NOON	PM
	310	0	202
	114	0	225

	South Leg	
AM	249	647
NOON	0	0
PM	372	381

Total Volume Per Leg

	North Leg	
	969	AM
	0	NOON
	921	PM

West Leg	AM	NOON	PM
	585	0	653

East Leg	AM	NOON	PM
	424	0	427

	South Leg
AM	896
NOON	0
PM	753

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_049 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	Euclid Ave			Euclid Ave			Olvera Ave			Olvera Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	24	82	1	3	46	19	10	30		5	45	13	278
7:15 AM	30	130	5	4	54	23	11	23		10	78	10	378
7:30 AM	21	120	5	0	44	33	23	23		9	61	9	348
7:45 AM	19	164	6	3	60	26	22	16		12	45	6	379
8:00 AM	20	119	8	4	49	28	17	17		11	49	10	332
8:15 AM	11	90	8	2	42	17	19	16		14	40	12	271
8:30 AM	26	67	5	3	45	13	17	19		12	34	6	247
8:45 AM	7	69	3	4	54	19	13	30		10	34	11	254
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	158	841	41	23	394	178	132	174	0	83	386	77	2487
APPROACH %'s :	15.19%	80.87%	3.94%	3.87%	66.22%	29.92%	43.14%	56.86%	0.00%	15.20%	70.70%	14.10%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	90	533	24	11	207	110	73	79	0	42	233	35	1437
PEAK HR FACTOR :		0.856			0.921			0.826			0.791		0.948

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_049 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	Euclid Ave			Euclid Ave			Olvera Ave			Olvera Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	15	83	12	4	63	34	18	41		11	23	6	310
4:15 PM	16	49	10	7	82	23	20	51		3	29	6	296
4:30 PM	18	68	7	2	103	27	25	35		7	32	2	326
4:45 PM	17	73	6	9	77	48	27	45		11	29	7	349
5:00 PM	12	62	11	7	80	28	37	55		8	48	8	356
5:15 PM	25	76	6	2	80	32	35	40		6	38	6	346
5:30 PM	10	52	7	2	78	32	35	42		11	42	7	318
5:45 PM	14	58	10	5	71	22	31	29		10	34	6	290
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	127	521	69	38	634	246	228	338	0	67	275	48	2591
APPROACH %'s :	17.71%	72.66%	9.62%	4.14%	69.06%	26.80%	40.28%	59.72%	0.00%	17.18%	70.51%	12.31%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	72	279	30	20	340	135	124	175	0	32	147	23	1377
PEAK HR FACTOR :		0.890			0.924			0.813			0.789		0.967

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#70

Euclid Ave and Logan Ave , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_050

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (Euclid Ave)

Lanes					
AM	0	230	13	658	AM
NOON	0	0	0	0	NOON
PM	0	352	29	389	PM

Eastbound Approach (Logan Ave)

Lanes	AM	NOON	PM
	0	0	0
	0	0	0
	23	0	42
	56	0	97

Westbound Approach

Lanes	AM	NOON	PM
	49	0	25
	0	0	0
	7	0	7
	39	0	81

Northbound Approach

Lanes				
AM	293	0	609	3	AM
NOON	0	0	0	0	NOON
PM	456	0	364	10	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	243	658	AM
	0	0	NOON
	381	389	PM

West Leg	AM	NOON	PM
	0	0	0
	79	0	139

East Leg	AM	NOON	PM
	56	0	32
	39	0	81

	South Leg	
AM	293	612
NOON	0	0
PM	456	374

Total Volume Per Leg

	North Leg
AM	901
NOON	0
PM	770

West Leg	AM	NOON	PM
	79	0	139

East Leg	AM	NOON	PM
	95	0	113

	South Leg
AM	905
NOON	0
PM	830

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_050 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	Euclid Ave			Euclid Ave			Logan Ave			Logan Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM		87	0	9	43			4	5	0		21	169
7:15 AM		150	0	4	55			6	15	1		17	248
7:30 AM		136	0	5	54			4	10	1		13	223
7:45 AM		182	2	2	69			5	16	2		11	289
8:00 AM		141	1	2	52			8	15	3		8	230
8:15 AM		108	2	1	68			7	10	1		6	203
8:30 AM		84	2	2	56			19	14	1		14	192
8:45 AM		72	1	1	64			6	16	0		5	165
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	960	8	26	461	0	0	59	101	9	0	95	1719
APPROACH %'s :	0.00%	99.17%	0.83%	5.34%	94.66%	0.00%	0.00%	36.88%	63.13%	8.65%	0.00%	91.35%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	0	609	3	13	230	0	0	23	56	7	0	49	990
PEAK HR FACTOR :		0.832			0.856			0.859			0.778		0.856

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_050 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	Euclid Ave			Euclid Ave			Logan Ave			Logan Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM		107	4	7	77			9	14	1		4	223
4:15 PM		66	3	6	74			12	27	0		10	198
4:30 PM		94	1	7	101			5	20	2		4	234
4:45 PM		92	4	10	73			12	19	1		5	216
5:00 PM		78	1	6	97			14	30	1		8	235
5:15 PM		100	4	6	81			11	28	3		8	241
5:30 PM		63	5	5	85			13	18	2		6	197
5:45 PM		69	2	5	76			14	21	2		15	204
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	669	24	52	664	0	0	90	177	12	0	60	1748
APPROACH %'s :	0.00%	96.54%	3.46%	7.26%	92.74%	0.00%	0.00%	33.71%	66.29%	16.67%	0.00%	83.33%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	364	10	29	352	0	0	42	97	7	0	25	926
PEAK HR FACTOR :		0.899			0.882			0.790			0.727		0.961

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#71

Euclid Ave and Division St , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_051

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach (Euclid Ave)

Lanes					
AM	90	192	38	652	AM
NOON	0	0	0	0	NOON
PM	80	313	76	367	PM

Eastbound Approach (Division St)

Lanes	AM	NOON	PM
	853	0	476
	40	0	79
	144	0	524
	71	0	88

Westbound Approach

Lanes	AM	NOON	PM
	95	0	40
	604	0	298
	87	0	61
	225	0	670

Northbound Approach

Lanes				
AM	350	159	517	43	AM
NOON	0	0	0	0	NOON
PM	462	98	248	70	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	320	652	AM
	0	0	NOON
	469	367	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
853	0	476	786	0	399
255	0	691	225	0	670

	South Leg	
AM	350	719
NOON	0	0
PM	462	416

Total Volume Per Leg

	North Leg
AM	972
NOON	0
PM	836

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
1108	0	1167	1011	0	1069

	South Leg
AM	1069
NOON	0
PM	878

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_051 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	Euclid Ave			Euclid Ave			Division St			Division St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	21	59	11	9	28	20	8	25	9	19	180	24	413
7:15 AM	26	106	11	12	29	28	6	40	14	18	180	22	492
7:30 AM	33	140	16	12	53	16	10	32	20	22	162	17	533
7:45 AM	42	156	9	5	58	25	14	31	23	31	122	35	551
8:00 AM	58	115	7	9	52	21	10	41	14	16	140	21	504
8:15 AM	42	88	11	6	55	8	15	39	20	10	101	10	405
8:30 AM	17	69	9	7	38	17	6	29	26	12	106	11	347
8:45 AM	12	57	10	9	68	11	11	34	24	17	88	12	353
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	251	790	84	69	381	146	80	271	150	145	1079	152	3598
APPROACH %'s :	22.31%	70.22%	7.47%	11.58%	63.93%	24.50%	15.97%	54.09%	29.94%	10.54%	78.42%	11.05%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	159	517	43	38	192	90	40	144	71	87	604	95	2080
PEAK HR FACTOR :		0.868			0.909			0.938			0.893		0.944

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_051 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	Euclid Ave			Euclid Ave			Division St			Division St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	22	83	19	23	66	14	13	104	24	18	73	8	467
4:15 PM	17	66	25	15	69	15	22	149	26	22	75	6	507
4:30 PM	25	70	18	23	80	19	23	119	29	16	74	7	503
4:45 PM	22	49	20	10	82	20	22	135	25	10	72	14	481
5:00 PM	21	55	15	20	80	26	18	132	18	17	67	7	476
5:15 PM	30	74	17	23	71	15	16	138	16	18	85	12	515
5:30 PM	31	42	22	18	87	20	20	111	18	15	85	16	485
5:45 PM	27	65	19	26	77	15	15	101	20	18	84	6	473
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	195	504	155	158	612	144	149	989	176	134	615	76	3907
APPROACH %'s :	22.83%	59.02%	18.15%	17.29%	66.96%	15.75%	11.34%	75.27%	13.39%	16.24%	74.55%	9.21%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	98	248	70	76	313	80	79	524	88	61	298	40	1975
PEAK HR FACTOR :		0.860			0.931			0.949			0.867		0.959

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#72

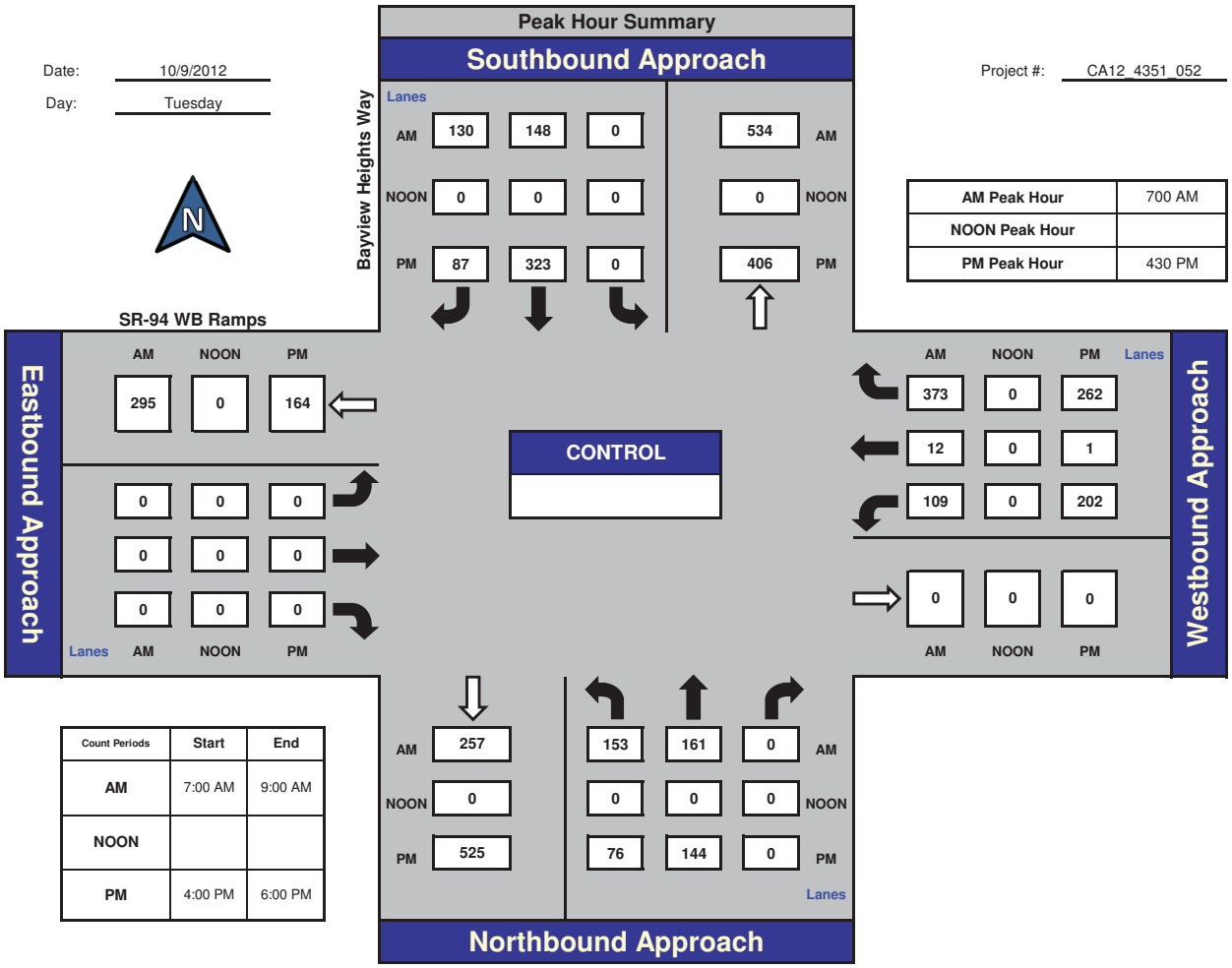
Bayview Heights Way and SR-94 WB Ramps , City of San Diego

Date: 10/9/2012

Day: Tuesday

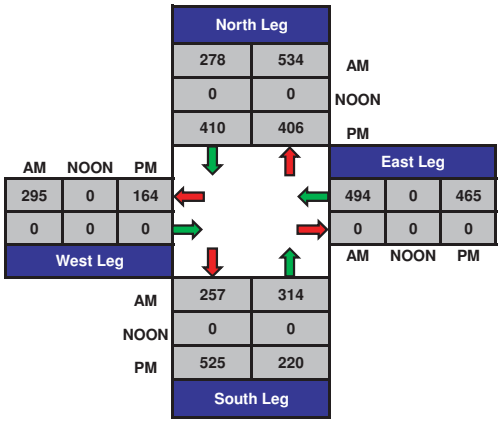
Project #: CA12_4351_052

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	430 PM

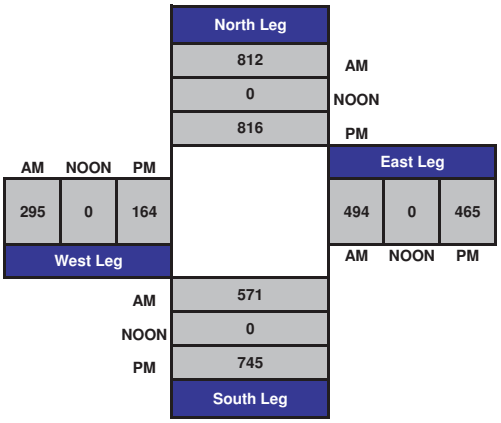


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_052 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	Bayview Heights Way			Bayview Heights Way			SR-94 WB Ramps			SR-94 WB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	33	33			35	28				40	2	89	260
7:15 AM	48	46			37	32				30	3	89	285
7:30 AM	41	49			43	36				21	3	84	277
7:45 AM	31	33			33	34				18	4	111	264
8:00 AM	20	40			43	21				18	1	107	250
8:15 AM	27	29			36	14				23	1	83	213
8:30 AM	23	20			39	20				25	0	55	182
8:45 AM	14	19			24	23				23	0	40	143
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	237	269	0	0	290	208	0	0	0	198	14	658	1874
APPROACH %'s :	46.84%	53.16%	0.00%	0.00%	58.23%	41.77%	#DIV/0!	#DIV/0!	#DIV/0!	22.76%	1.61%	75.63%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	153	161	0	0	148	130	0	0	0	109	12	373	1086
PEAK HR FACTOR :		0.835			0.880			0.000			0.929		0.953

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_052 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	Bayview Heights Way			Bayview Heights Way			SR-94 WB Ramps			SR-94 WB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	20	36			70	16				44	0	66	252
4:15 PM	21	32			76	16				49	0	68	262
4:30 PM	35	31			77	20				56	1	68	288
4:45 PM	12	45			78	21				47	0	63	266
5:00 PM	12	30			92	22				46	0	68	270
5:15 PM	17	38			76	24				53	0	63	271
5:30 PM	15	41			66	20				47	0	78	267
5:45 PM	23	48			60	15				74	1	63	284
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	155	301	0	0	595	154	0	0	0	416	2	537	2160
APPROACH %'s :	33.99%	66.01%	0.00%	0.00%	79.44%	20.56%	#DIV/0!	#DIV/0!	#DIV/0!	43.56%	0.21%	56.23%	
PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	76	144	0	0	323	87	0	0	0	202	1	262	1095
PEAK HR FACTOR :		0.833			0.899			0.000			0.930		0.951

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#73

Kelton Rd and SR-94 EB Ramps , City of San Diego

Date: 10/9/2012

Day: Tuesday

Project #: CA12_4351_053

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Kelton Rd)

Lanes					
AM	0	136	122	317	AM
NOON	0	0	0	0	NOON
PM	0	256	252	224	PM

Eastbound Approach (SR-94 EB Ramps)

Lanes	AM	NOON	PM
	0	0	0
	38	0	103
	0	0	17
	91	0	202

Westbound Approach

Lanes	AM	NOON	PM
	0	0	0
	0	0	0
	0	0	0
	220	0	345

Northbound Approach

Lanes				
AM	227	0	279	98	AM
NOON	0	0	0	0	NOON
PM	458	0	121	76	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	258	317	AM
	0	0	NOON
	508	224	PM

West Leg	AM	NOON	PM
	0	0	0
	129	0	322

East Leg	AM	NOON	PM
	0	0	0
	220	0	345

	South Leg		
AM	227	377	
NOON	0	0	
PM	458	197	

Total Volume Per Leg

	North Leg		
	575		AM
	0		NOON
	732		PM

West Leg	AM	NOON	PM
	129	0	322

East Leg	AM	NOON	PM
	220	0	345

	South Leg		
AM	604		
NOON	0		
PM	655		

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_053 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	Kelton Rd			Kelton Rd			SR-94 EB Ramps			SR-94 EB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM		61	12	27	44		6	0	43				193
7:15 AM		90	34	34	38		6	0	19				221
7:30 AM		74	30	26	30		12	0	13				185
7:45 AM		54	22	35	24		14	0	16				165
8:00 AM		42	13	36	25		12	0	15				143
8:15 AM		46	16	31	28		16	0	10				147
8:30 AM		31	19	32	24		10	0	10				126
8:45 AM		20	13	35	21		10	1	15				115
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	418	159	256	234	0	86	1	141	0	0	0	1295
APPROACH %'s :	0.00%	72.44%	27.56%	52.24%	47.76%	0.00%	37.72%	0.44%	61.84%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	279	98	122	136	0	38	0	91	0	0	0	764
PEAK HR FACTOR :		0.760			0.896			0.658			0.000		0.864

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_053 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	Kelton Rd			Kelton Rd			SR-94 EB Ramps			SR-94 EB Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM		26	17	65	44		22	0	48				222
4:15 PM		27	12	67	63		34	1	47				251
4:30 PM		27	28	66	62		32	0	42				257
4:45 PM		28	27	71	52		24	2	36				240
5:00 PM		28	17	84	56		20	1	37				243
5:15 PM		22	22	53	71		26	3	61				258
5:30 PM		36	13	57	61		27	7	45				246
5:45 PM		35	24	58	68		30	6	59				280
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	229	160	521	477	0	215	20	375	0	0	0	1997
APPROACH %'s :	0.00%	58.87%	41.13%	52.20%	47.80%	0.00%	35.25%	3.28%	61.48%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	0	121	76	252	256	0	103	17	202	0	0	0	1027
PEAK HR FACTOR :		0.835			0.907			0.847			0.000		0.917

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#74

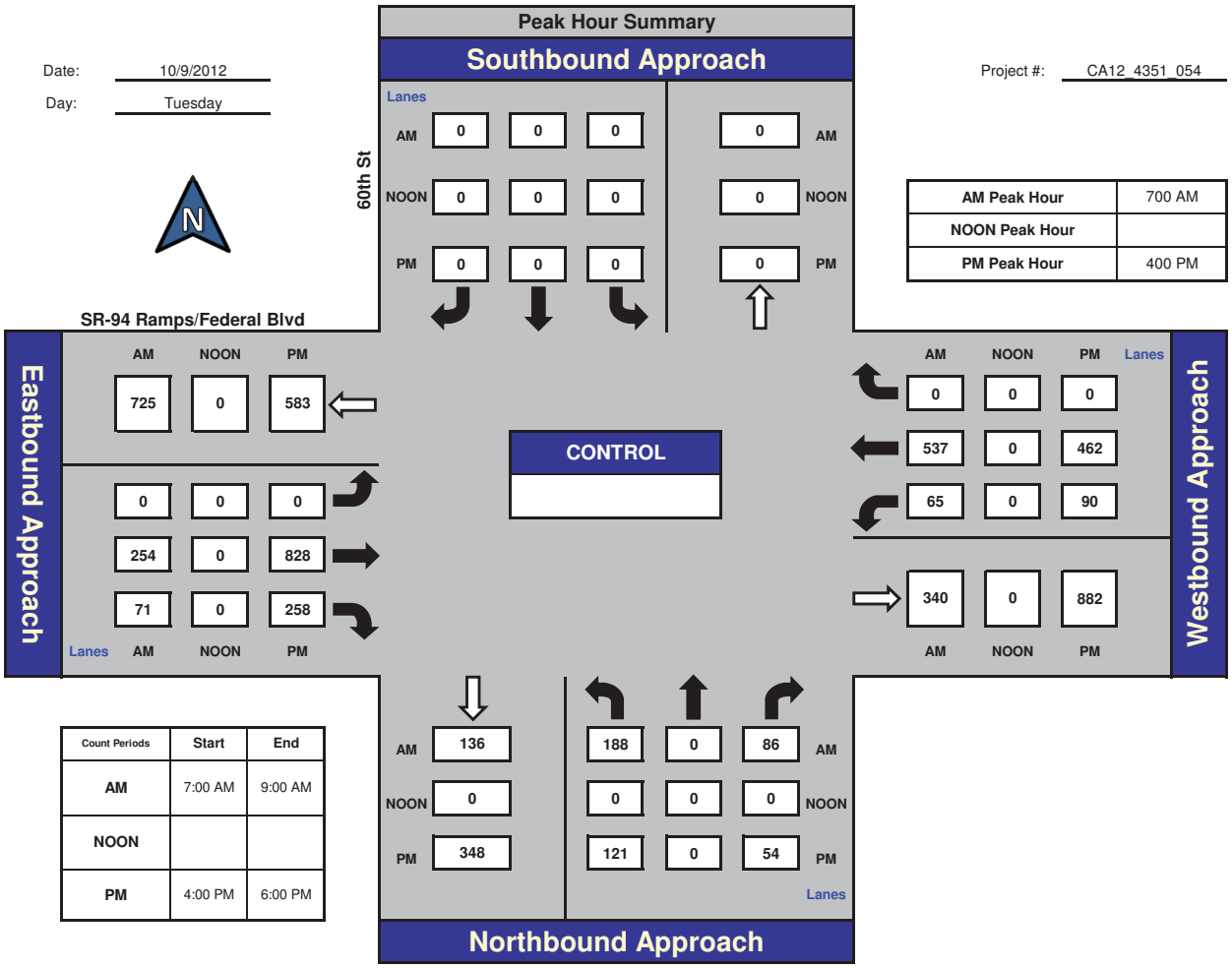
60th St and SR-94 Ramps/Federal Blvd , City of San Diego

Date: 10/9/2012

Day: Tuesday

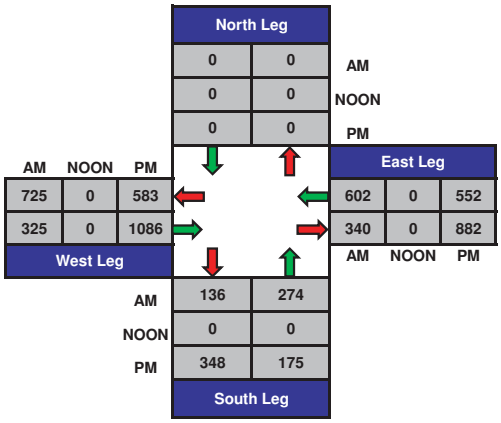
Project #: CA12_4351_054

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

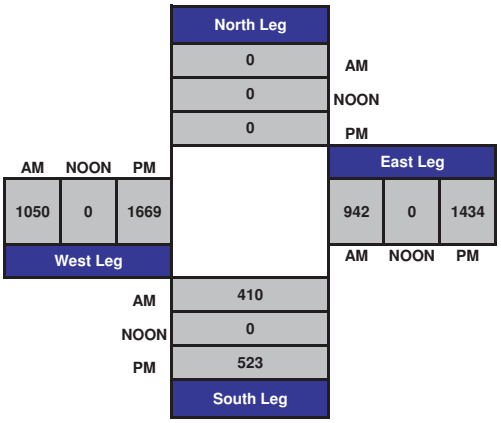


Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_054 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

AM

NS/EW Streets:	60th St			60th St			SR-94 Ramps/Federal Blvd			SR-94 Ramps/Federal Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	45		13					49	9	14	141		271
7:15 AM	48		18					60	26	21	135		308
7:30 AM	50		37					71	18	11	131		318
7:45 AM	45		18					74	18	19	130		304
8:00 AM	42		18					58	11	17	116		262
8:15 AM	43		24					64	22	9	129		291
8:30 AM	50		18					58	20	6	123		275
8:45 AM	36		14					64	15	13	102		244
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	359	0	160	0	0	0	0	498	139	110	1007	0	2273
APPROACH %'s :	69.17%	0.00%	30.83%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	78.18%	21.82%	9.85%	90.15%	0.00%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	188	0	86	0	0	0	0	254	71	65	537	0	1201
PEAK HR FACTOR :		0.787			0.000			0.883			0.965		0.944

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_054 **Day:** TUESDAY

City: City of San Diego **Date:** 10/9/2012

PM

NS/EW Streets:	60th St			60th St			SR-94 Ramps/Federal Blvd			SR-94 Ramps/Federal Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	34		18					227	60	20	130		489
4:15 PM	28		16					192	68	25	90		419
4:30 PM	36		11					199	58	24	124		452
4:45 PM	23		9					210	72	21	118		453
5:00 PM	39		10					201	76	25	118		469
5:15 PM	43		19					197	63	18	91		431
5:30 PM	30		26					160	61	19	92		388
5:45 PM	39		19					176	71	21	91		417
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	272	0	128	0	0	0	0	1562	529	173	854	0	3518
APPROACH %'s :	68.00%	0.00%	32.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	74.70%	25.30%	16.85%	83.15%	0.00%	
PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	121	0	54	0	0	0	0	828	258	90	462	0	1813
PEAK HR FACTOR :		0.841			0.000			0.946			0.920		0.927

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#75

Valencia Pkwy and Imperial Ave , City of San Diego

Date: 10/10/2012

Day: Wednesday

Project #: CA12_4351_055

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Peak Hour Summary

Southbound Approach (Valencia Pkwy)

Lanes					
AM	14	7	15	87	AM
NOON	0	0	0	0	NOON
PM	59	34	48	125	PM

Eastbound Approach (Imperial Ave)

Lanes	AM	NOON	PM
	976	0	661
	18	0	49
	298	0	495
	152	0	236

Westbound Approach

Lanes	AM	NOON	PM
	41	0	49
	725	0	433
	74	0	84
	358	0	578

Northbound Approach

Lanes				
AM	233	237	28	45	AM
NOON	0	0	0	0	NOON
PM	354	169	27	35	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	36	87	AM
	0	0	NOON
	141	125	PM

West Leg	AM	NOON	PM
	976	0	661
	468	0	780

East Leg	AM	NOON	PM
	840	0	566
	358	0	578

	South Leg	
AM	233	310
NOON	0	0
PM	354	231

Total Volume Per Leg

	North Leg
AM	123
NOON	0
PM	266

West Leg	AM	NOON	PM
	1444	0	1441

East Leg	AM	NOON	PM
	1198	0	1144

	South Leg
AM	543
NOON	0
PM	585

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_055 **Day:** WEDNESDAY

City: City of San Diego **Date:** 10/10/2012

AM

NS/EW Streets:	Valencia Pkwy			Valencia Pkwy			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	62	9	10	2	1	3	4	65	56	10	204	15	441
7:15 AM	56	14	13	2	1	4	7	91	46	19	161	13	427
7:30 AM	64	2	12	7	3	2	3	73	29	31	206	6	438
7:45 AM	55	3	10	4	2	5	4	69	21	14	154	7	348
8:00 AM	49	2	8	5	0	9	4	62	29	9	134	7	318
8:15 AM	57	2	8	5	2	6	5	54	19	14	132	4	308
8:30 AM	52	2	17	5	4	5	6	56	37	18	115	3	320
8:45 AM	57	4	12	5	3	7	4	65	35	19	104	2	317
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	452	38	90	35	16	41	37	535	272	134	1210	57	2917
APPROACH %'s :	77.93%	6.55%	15.52%	38.04%	17.39%	44.57%	4.38%	63.39%	32.23%	9.56%	86.37%	4.07%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	237	28	45	15	7	14	18	298	152	74	725	41	1654
PEAK HR FACTOR :		0.934			0.750			0.813			0.864		0.938

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_055 **Day:** WEDNESDAY

City: City of San Diego **Date:** 10/10/2012

PM

NS/EW Streets:	Valencia Pkwy			Valencia Pkwy			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	40	8	6	14	12	24	12	121	54	16	102	12	421
4:15 PM	43	8	6	10	9	18	16	121	70	24	84	17	426
4:30 PM	48	6	10	10	9	13	13	108	50	14	101	9	391
4:45 PM	32	9	10	15	9	18	16	134	59	24	112	12	450
5:00 PM	46	4	9	13	7	10	4	132	57	22	136	11	451
5:15 PM	35	3	3	4	6	4	8	148	56	9	111	7	394
5:30 PM	35	2	14	9	4	3	4	126	58	15	98	10	378
5:45 PM	24	2	13	1	4	7	2	113	41	11	112	3	333
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	303	42	71	76	60	97	75	1003	445	135	856	81	3244
APPROACH %'s :	72.84%	10.10%	17.07%	32.62%	25.75%	41.63%	4.92%	65.86%	29.22%	12.59%	79.85%	7.56%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	169	27	35	48	34	59	49	495	236	84	433	49	1718
PEAK HR FACTOR :		0.902			0.839			0.933			0.837		0.952

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#76

Valencia Pkwy and Skyline Dr , City of San Diego

Date: 10/10/2012

Day: Wednesday

Project #: CA12_4351_056

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Peak Hour Summary

Southbound Approach (Valencia Pkwy)

Lanes					
AM	77	80	102	310	AM
NOON	0	0	0	0	NOON
PM	60	77	195	205	PM

Eastbound Approach (Skyline Dr)

Lanes	AM	NOON	PM
	513	0	232
	29	0	33
	183	0	269
	23	0	31

Westbound Approach

Lanes	AM	NOON	PM
	192	0	99
	375	0	149
	71	0	27
	336	0	516

Northbound Approach

Lanes					
AM	174	61	89	51	AM
NOON	0	0	0	0	NOON
PM	135	23	73	52	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	259	310	AM
	0	0	NOON
	332	205	PM

West Leg	AM	NOON	PM
	513	0	232
	235	0	333

East Leg	AM	NOON	PM
	638	0	275
	336	0	516

South Leg		
AM	174	201
NOON	0	0
PM	135	148

Total Volume Per Leg

North Leg	
569	AM
0	NOON
537	PM

West Leg	AM	NOON	PM
	748	0	565

East Leg	AM	NOON	PM
	974	0	791

South Leg	
AM	375
NOON	0
PM	283

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_056 **Day:** WEDNESDAY

City: City of San Diego **Date:** 10/10/2012

AM

NS/EW Streets:	Valencia Pkwy			Valencia Pkwy			Skyline Dr			Skyline Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	14	22	12	34	15	18	6	64	4	16	83	51	339
7:15 AM	17	24	16	37	31	27	9	61	7	29	131	44	433
7:30 AM	19	24	14	17	25	15	8	21	4	19	77	47	290
7:45 AM	11	19	9	14	9	17	6	37	8	7	84	50	271
8:00 AM	8	14	12	17	9	7	8	32	7	12	62	37	225
8:15 AM	7	17	6	15	7	16	2	15	3	11	49	38	186
8:30 AM	10	10	7	16	9	24	16	29	8	3	51	45	228
8:45 AM	10	10	6	30	13	19	14	33	11	6	38	36	226
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	96	140	82	180	118	143	69	292	52	103	575	348	2198
APPROACH %'s :	30.19%	44.03%	25.79%	40.82%	26.76%	32.43%	16.71%	70.70%	12.59%	10.04%	56.04%	33.92%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	61	89	51	102	80	77	29	183	23	71	375	192	1333
PEAK HR FACTOR :		0.882			0.682			0.763			0.782		0.770

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_056 **Day:** WEDNESDAY

City: City of San Diego **Date:** 10/10/2012

PM

NS/EW Streets:	Valencia Pkwy			Valencia Pkwy			Skyline Dr			Skyline Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	5	11	13	55	30	9	7	59	5	2	29	37	262
4:15 PM	6	17	10	44	25	18	10	65	8	8	29	26	266
4:30 PM	5	20	11	53	17	16	5	68	10	5	45	26	281
4:45 PM	6	22	15	52	20	9	9	63	4	5	37	17	259
5:00 PM	6	14	16	46	15	17	9	73	9	9	38	30	282
5:15 PM	2	14	13	58	20	12	11	53	3	6	41	29	262
5:30 PM	2	17	18	31	23	10	5	56	2	6	39	35	244
5:45 PM	2	17	10	46	20	14	10	54	3	11	32	23	242
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	34	132	106	385	170	105	66	491	44	52	290	223	2098
APPROACH %'s :	12.50%	48.53%	38.97%	58.33%	25.76%	15.91%	10.98%	81.70%	7.32%	9.20%	51.33%	39.47%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	23	73	52	195	77	60	33	269	31	27	149	99	1088
PEAK HR FACTOR :		0.860			0.954			0.915			0.893		0.965

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#77

Division St and Plaza Blvd , City of San Diego

Date: 10/10/2012

Day: Wednesday

Project #: CA12_4351_057

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (Division St)

Lanes					
AM	18	28	66	349	AM
NOON	0	0	0	0	NOON
PM	25	93	180	171	PM

Eastbound Approach (Plaza Blvd)

Lanes	AM	NOON	PM
	211	0	138
	25	0	34
	66	0	118
	11	0	46

Westbound Approach

Lanes	AM	NOON	PM
	213	0	80
	165	0	81
	17	0	15
	147	0	307

Northbound Approach

Lanes					
AM	56	28	111	15	AM
NOON	0	0	0	0	NOON
PM	154	32	57	9	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	AM	NOON	PM
North Leg	112	0	298
	349	0	171
West Leg	211	0	138
	102	0	198
East Leg	395	0	176
	147	0	307
South Leg	56	0	154
	154	0	98

Total Volume Per Leg

	AM	NOON	PM
North Leg	461	0	469
West Leg	313	0	336
East Leg	542	0	483
South Leg	210	0	252

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_057 **Day:** WEDNESDAY

City: City of San Diego **Date:** 10/10/2012

AM

NS/EW Streets:	Division St			Division St			Plaza Blvd			Plaza Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	7	37	10	27	4	7	6	29	3	8	53	65	256
7:15 AM	12	35	3	17	12	5	10	11	1	5	61	73	245
7:30 AM	5	15	2	12	9	2	4	14	2	2	26	40	133
7:45 AM	4	24	0	10	3	4	5	12	5	2	25	35	129
8:00 AM	7	19	1	11	17	4	5	9	2	2	15	27	119
8:15 AM	6	18	4	16	7	6	8	12	2	0	24	24	127
8:30 AM	7	13	1	12	8	4	6	4	4	1	21	23	104
8:45 AM	5	19	1	11	5	7	3	11	3	0	23	14	102
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	53	180	22	116	65	39	47	102	22	20	248	301	1215
APPROACH %'s :	20.78%	70.59%	8.63%	52.73%	29.55%	17.73%	27.49%	59.65%	12.87%	3.51%	43.59%	52.90%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	28	111	15	66	28	18	25	66	11	17	165	213	763
PEAK HR FACTOR :		0.713			0.737			0.671			0.710		0.745

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_057 **Day:** WEDNESDAY

City: City of San Diego **Date:** 10/10/2012

PM

NS/EW Streets:	Division St			Division St			Plaza Blvd			Plaza Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	6	9	3	40	20	7	6	32	14	3	28	17	185
4:15 PM	7	7	3	42	23	5	8	29	11	3	23	24	185
4:30 PM	4	9	4	41	16	6	8	33	9	0	17	17	164
4:45 PM	6	14	1	51	18	6	15	33	10	2	25	13	194
5:00 PM	11	14	1	40	21	7	10	35	13	2	23	21	198
5:15 PM	7	12	4	50	28	7	4	28	13	5	13	24	195
5:30 PM	8	17	3	39	26	5	5	22	10	6	20	22	183
5:45 PM	5	7	4	42	18	6	9	24	12	5	29	18	179
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	54	89	23	345	170	49	65	236	92	26	178	156	1483
APPROACH %'s :	32.53%	53.61%	13.86%	61.17%	30.14%	8.69%	16.54%	60.05%	23.41%	7.22%	49.44%	43.33%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	32	57	9	180	93	25	34	118	46	15	81	80	770
PEAK HR FACTOR :		0.875			0.876			0.853			0.917		0.972

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#78

Woodman St and Imperial Ave , City of San Diego

Date: 10/10/2012

Day: Wednesday

Project #: CA12_4351_058

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Woodman St)

Lanes					
AM	0	0	0	1	AM
NOON	0	0	0	0	NOON
PM	0	0	0	0	PM

Eastbound Approach (Imperial Ave)

Lanes	AM	NOON	PM
	896	0	579
	0	0	0
	294	0	606
	106	0	236

Westbound Approach

Lanes	AM	NOON	PM
	0	0	0
	582	0	424
	88	0	202
	428	0	715

Northbound Approach

Lanes					
AM	194	314	1	134	AM
NOON	0	0	0	0	NOON
PM	438	155	0	109	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	0	1	AM
	0	0	NOON
	0	0	PM

West Leg	AM	NOON	PM
	896	0	579
	400	0	842

East Leg	AM	NOON	PM
	670	0	626
	428	0	715

South Leg		
AM	194	449
NOON	0	0
PM	438	264

Total Volume Per Leg

North Leg	
1	AM
0	NOON
0	PM

West Leg	AM	NOON	PM
	1296	0	1421

East Leg	AM	NOON	PM
	1098	0	1341

South Leg	
AM	643
NOON	0
PM	702

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_058 **Day:** WEDNESDAY

City: City of San Diego **Date:** 10/10/2012

AM

NS/EW Streets:	Woodman St			Woodman St			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	102	0	23					66	25	19	132		367
7:15 AM	89	1	24					83	40	24	179		440
7:30 AM	81	0	54					80	23	24	131		393
7:45 AM	42	0	33					65	18	21	140		319
8:00 AM	41	0	14					61	23	17	105		261
8:15 AM	46	0	24					68	15	24	146		323
8:30 AM	33	0	34					71	24	16	102		280
8:45 AM	27	0	19					58	18	11	86		219
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	461	1	225	0	0	0	0	552	186	156	1021	0	2602
APPROACH %'s :	67.10%	0.15%	32.75%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	74.80%	25.20%	13.25%	86.75%	0.00%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	314	1	134	0	0	0	0	294	106	88	582	0	1519
PEAK HR FACTOR :		0.831			0.000			0.813			0.825		0.863

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_058 **Day:** WEDNESDAY

City: City of San Diego **Date:** 10/10/2012

PM

NS/EW Streets:	Woodman St			Woodman St			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	31		42				0	164	36	37	94		404
4:15 PM	29		20				1	141	50	35	91		367
4:30 PM	33		35				0	136	51	38	98		391
4:45 PM	30		24				1	127	51	40	101		374
5:00 PM	27		31				0	151	53	57	120		439
5:15 PM	27		20				0	165	58	50	109		429
5:30 PM	54		25				0	161	57	42	93		432
5:45 PM	47		33				0	129	68	53	102		432
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	278	0	230	0	0	0	2	1174	424	352	808	0	3268
APPROACH %'s :	54.72%	0.00%	45.28%	#DIV/0!	#DIV/0!	#DIV/0!	0.13%	73.38%	26.50%	30.34%	69.66%	0.00%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	155	0	109	0	0	0	0	606	236	202	424	0	1732
PEAK HR FACTOR :		0.825			0.000			0.944			0.884		0.986

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#79

Woodman St and Skyline Dr , City of San Diego

Date: 10/10/2012

Day: Wednesday

Project #: CA12_4351_059

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (Woodman St)

Lanes					
AM	47	152	61	406	AM
NOON	0	0	0	0	NOON
PM	43	248	41	257	PM

Eastbound Approach (Skyline Dr)

Lanes	AM	NOON	PM
	756	0	355
	37	0	46
	244	0	351
	109	0	140

Westbound Approach

Lanes	AM	NOON	PM
	63	0	36
	488	0	216
	277	0	108
	623	0	542

Northbound Approach

Lanes					
AM	538	221	306	318	AM
NOON	0	0	0	0	NOON
PM	496	96	175	150	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	260	406	AM
	0	0	NOON
	332	257	PM

West Leg	AM	NOON	PM
	756	0	355
	390	0	537

East Leg	AM	NOON	PM
	828	0	360
	623	0	542

	South Leg	
AM	538	845
NOON	0	0
PM	496	421

Total Volume Per Leg

	North Leg
AM	666
NOON	0
PM	589

West Leg	AM	NOON	PM
	1146	0	892

East Leg	AM	NOON	PM
	1451	0	902

	South Leg
AM	1383
NOON	0
PM	917

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_059 **Day:** WEDNESDAY

City: City of San Diego **Date:** 10/10/2012

AM

NS/EW Streets:	Woodman St			Woodman St			Skyline Dr			Skyline Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	56	80	201	19	54	11	10	72	25	113	155	28	824
7:15 AM	65	87	82	28	36	17	6	86	41	103	151	21	723
7:30 AM	47	74	13	8	39	8	10	47	25	23	99	9	402
7:45 AM	53	65	22	6	23	11	11	39	18	38	83	5	374
8:00 AM	36	43	18	3	33	3	8	44	11	27	58	2	286
8:15 AM	29	35	14	4	22	4	6	30	13	16	66	4	243
8:30 AM	27	37	10	0	32	4	6	22	15	17	64	1	235
8:45 AM	20	30	13	2	18	7	5	34	28	13	55	1	226
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	333	451	373	70	257	65	62	374	176	350	731	71	3313
APPROACH %'s :	28.78%	38.98%	32.24%	17.86%	65.56%	16.58%	10.13%	61.11%	28.76%	30.38%	63.45%	6.16%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	221	306	318	61	152	47	37	244	109	277	488	63	2323
PEAK HR FACTOR :		0.627			0.774			0.733			0.699		0.705

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_059 **Day:** WEDNESDAY

City: City of San Diego **Date:** 10/10/2012

PM

NS/EW Streets:	Woodman St			Woodman St			Skyline Dr			Skyline Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	29	45	16	11	45	9	14	72	30	18	60	5	354
4:15 PM	26	53	17	9	53	13	14	77	29	15	50	7	363
4:30 PM	20	33	27	11	64	9	12	106	29	30	55	5	401
4:45 PM	17	44	19	8	60	8	14	94	31	26	41	6	368
5:00 PM	24	36	41	5	78	12	14	81	36	28	57	8	420
5:15 PM	30	38	53	11	57	6	5	94	38	25	70	12	439
5:30 PM	25	57	37	17	53	17	13	82	35	29	48	10	423
5:45 PM	20	47	19	11	60	10	6	81	27	19	57	8	365
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	191	353	229	83	470	84	92	687	255	190	438	61	3133
APPROACH %'s :	24.71%	45.67%	29.62%	13.03%	73.78%	13.19%	8.90%	66.44%	24.66%	27.58%	63.57%	8.85%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	96	175	150	41	248	43	46	351	140	108	216	36	1650
PEAK HR FACTOR :		0.870			0.874			0.966			0.841		0.940

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#80

Woodman St and Plaza Blvd , City of San Diego

Date: 10/10/2012

Day: Wednesday

Project #: CA12_4351_060

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (Woodman St)

Lanes					
AM	89	470	0	779	AM
NOON	0	0	0	0	NOON
PM	74	378	0	408	PM

Eastbound Approach (Plaza Blvd)

Lanes	AM	NOON	PM
	386	0	206
	93	0	90
	0	0	0
	115	0	208

Westbound Approach

Lanes	AM	NOON	PM
	0	0	0
	0	0	0
	0	0	0
	0	0	0

Northbound Approach

Lanes				
AM	585	297	686	0	AM
NOON	0	0	0	0	NOON
PM	586	132	318	0	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	559	779	AM
	0	0	NOON
	452	408	PM

West Leg	AM	NOON	PM	East Leg	AM	NOON	PM
AM	386	0	206	AM	0	0	0
NOON	208	0	298	NOON	0	0	0

	South Leg	
AM	585	983
NOON	0	0
PM	586	450

Total Volume Per Leg

	North Leg
AM	1338
NOON	0
PM	860

West Leg	AM	NOON	PM	East Leg	AM	NOON	PM
AM	594	0	504	AM	0	0	0

	South Leg
AM	1568
NOON	0
PM	1036

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_060 **Day:** WEDNESDAY

City: City of San Diego **Date:** 10/10/2012

AM

NS/EW Streets:	Woodman St			Woodman St			Plaza Blvd			Plaza Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	101	266			149	39	49		36				640
7:15 AM	119	188			167	26	24		25				549
7:30 AM	51	121			86	7	11		26				302
7:45 AM	26	111			68	17	9		28				259
8:00 AM	35	86			61	9	5		16				212
8:15 AM	31	65			38	11	7		18				170
8:30 AM	31	61			43	10	7		14				166
8:45 AM	35	45			44	5	12		14				155
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	429	943	0	0	656	124	124	0	177	0	0	0	2453
APPROACH %'s :	31.27%	68.73%	0.00%	0.00%	84.10%	15.90%	41.20%	0.00%	58.80%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	297	686	0	0	470	89	93	0	115	0	0	0	1750
PEAK HR FACTOR :		0.670			0.724			0.612			0.000		0.684

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_060 **Day:** WEDNESDAY

City: City of San Diego **Date:** 10/10/2012

PM

NS/EW Streets:	Woodman St			Woodman St			Plaza Blvd			Plaza Blvd			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	28	74			79	9	19		52				261
4:15 PM	25	79			66	14	21		31				236
4:30 PM	34	64			94	25	14		43				274
4:45 PM	39	64			89	20	15		43				270
5:00 PM	27	61			99	16	28		66				297
5:15 PM	42	91			103	14	23		51				324
5:30 PM	39	92			82	20	20		45				298
5:45 PM	24	74			94	24	19		46				281
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	258	599	0	0	706	142	159	0	377	0	0	0	2241
APPROACH %'s :	30.11%	69.89%	0.00%	0.00%	83.25%	16.75%	29.66%	0.00%	70.34%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	132	318	0	0	378	74	90	0	208	0	0	0	1200
PEAK HR FACTOR :		0.846			0.958			0.793			0.000		0.926

CONTROL :

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

#81

69th St and Imperial Ave , City of San Diego

Date: 10/10/2012

Day: Wednesday

Project #: CA12_4351_061

AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach (69th St)

Lanes					
AM	12	17	20	75	AM
NOON	0	0	0	0	NOON
PM	8	21	29	78	PM

Eastbound Approach (Imperial Ave)

Lanes	AM	NOON	PM
	271	0	340
	43	0	39
	219	0	292
	46	0	90

Westbound Approach

Lanes	AM	NOON	PM
	15	0	26
	226	0	298
	43	0	70
	281	0	354

Northbound Approach

Lanes					
AM	106	33	17	42	AM
NOON	0	0	0	0	NOON
PM	181	34	13	33	PM

CONTROL

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	49	75	AM
	0	0	NOON
	58	78	PM

West Leg	AM	NOON	PM
	271	0	340
	308	0	421

East Leg	AM	NOON	PM
	284	0	394
	281	0	354

South Leg			
AM	106	92	
NOON	0	0	
PM	181	80	

Total Volume Per Leg

North Leg	
124	AM
0	NOON
136	PM

West Leg	AM	NOON	PM
	579	0	761

East Leg	AM	NOON	PM
	565	0	748

South Leg	
AM	198
NOON	0
PM	261

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_061 **Day:** WEDNESDAY

City: City of San Diego **Date:** 10/10/2012

AM

NS/EW Streets:	69th St			69th St			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
7:00 AM	10	5	6	3	6	4	8	53	9	18	48	6	176
7:15 AM	17	6	13	2	4	4	12	59	11	11	65	2	206
7:30 AM	4	5	9	10	0	3	12	49	15	3	61	6	177
7:45 AM	2	1	14	5	7	1	11	58	11	11	52	1	174
8:00 AM	2	4	10	8	7	2	11	41	8	5	41	2	141
8:15 AM	4	2	9	6	2	3	11	47	9	5	37	3	138
8:30 AM	0	2	9	5	1	3	11	53	11	12	43	5	155
8:45 AM	0	1	10	2	5	0	10	31	14	7	35	1	116
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	39	26	80	41	32	20	86	391	88	72	382	26	1283
APPROACH %'s :	26.90%	17.93%	55.17%	44.09%	34.41%	21.51%	15.22%	69.20%	15.58%	15.00%	79.58%	5.42%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	33	17	42	20	17	12	43	219	46	43	226	15	733
PEAK HR FACTOR :		0.639			0.942			0.939			0.910		0.890

CONTROL :

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4351_061 **Day:** WEDNESDAY

City: City of San Diego **Date:** 10/10/2012

PM

NS/EW Streets:	69th St			69th St			Imperial Ave			Imperial Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
4:00 PM	3	3	6	3	7	3	4	83	24	15	66	5	222
4:15 PM	3	3	12	1	4	1	5	69	25	10	61	5	199
4:30 PM	3	9	9	8	5	4	8	88	13	17	77	8	249
4:45 PM	3	3	10	3	5	10	13	64	24	9	81	8	233
5:00 PM	6	3	9	10	3	5	6	68	28	17	78	4	237
5:15 PM	9	4	8	6	6	1	8	75	13	20	77	6	233
5:30 PM	9	2	8	8	10	1	10	78	23	17	74	7	247
5:45 PM	10	4	8	5	2	1	15	71	26	16	69	9	236
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	46	31	70	44	42	26	69	596	176	121	583	52	1856
APPROACH %'s :	31.29%	21.09%	47.62%	39.29%	37.50%	23.21%	8.20%	70.87%	20.93%	16.01%	77.12%	6.88%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	34	13	33	29	21	8	39	292	90	70	298	26	953
PEAK HR FACTOR :		0.909			0.763			0.940			0.956		0.965

CONTROL :

Appendix F
Peak Hour Intersection LOS Analysis Worksheets
Existing Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	27	52	28	129	0	0	0	0	4	212	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.9		4.9						4.9	
Lane Util. Factor		1.00	1.00		1.00						0.91	
Frpb, ped/bikes		1.00	0.97		1.00						1.00	
Flpb, ped/bikes		1.00	1.00		1.00						1.00	
Frt		1.00	0.85		1.00						0.99	
Flt Protected		1.00	1.00		0.99						1.00	
Satd. Flow (prot)		1863	1274		1840						5022	
Flt Permitted		1.00	1.00		0.94						1.00	
Satd. Flow (perm)		1863	1274		1744						5022	
Peak-hour factor, PHF	0.64	0.64	0.64	0.84	0.84	0.84	0.92	0.92	0.92	0.90	0.90	0.90
Adj. Flow (vph)	0	42	81	33	154	0	0	0	0	4	236	16
RTOR Reduction (vph)	0	0	57	0	0	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	42	24	0	187	0	0	0	0	0	246	0
Confl. Peds. (#/hr)			42	42						37		6
Confl. Bikes (#/hr)												3
Bus Blockages (#/hr)	0	0	42	42	0	0	0	0	0	6	0	37
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases			8	4						2		
Actuated Green, G (s)		9.6	9.6		9.6						12.5	
Effective Green, g (s)		9.6	9.6		9.6						12.5	
Actuated g/C Ratio		0.30	0.30		0.30						0.39	
Clearance Time (s)		4.9	4.9		4.9						4.9	
Vehicle Extension (s)		2.0	2.0		2.0						2.0	
Lane Grp Cap (vph)		560	383		524						1967	
v/s Ratio Prot		0.02										
v/s Ratio Perm			0.02		c0.11						0.05	
v/c Ratio		0.07	0.06		0.36						0.13	
Uniform Delay, d1		8.0	7.9		8.7						6.2	
Progression Factor		1.00	1.00		1.00						1.00	
Incremental Delay, d2		0.0	0.0		0.2						0.0	
Delay (s)		8.0	8.0		8.9						6.2	
Level of Service		A	A		A						A	
Approach Delay (s)		8.0			8.9			0.0			6.2	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	31.9	Sum of lost time (s)	9.8
Intersection Capacity Utilization	41.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	147	3	17	86	0	0	0	0	164	69	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9					4.9	4.9	4.9
Lane Util. Factor		0.95			0.95					0.91	0.86	0.91
Frpb, ped/bikes		1.00			1.00					1.00	0.98	0.96
Flpb, ped/bikes		1.00			1.00					1.00	1.00	1.00
Frt		1.00			1.00					1.00	0.92	0.85
Flt Protected		1.00			0.99					0.95	0.99	1.00
Satd. Flow (prot)		3525			3505					1610	2841	1377
Flt Permitted		1.00			0.91					0.95	0.99	1.00
Satd. Flow (perm)		3525			3219					1610	2841	1377
Peak-hour factor, PHF	0.85	0.85	0.85	0.87	0.87	0.87	0.92	0.92	0.92	0.82	0.82	0.82
Adj. Flow (vph)	0	173	4	20	99	0	0	0	0	200	84	328
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	131	131
Lane Group Flow (vph)	0	176	0	0	119	0	0	0	0	154	163	33
Confl. Peds. (#/hr)			10	10						1		30
Confl. Bikes (#/hr)			3									2
Turn Type		NA		Perm	NA					Split	NA	Perm
Protected Phases		2			6					4	4	
Permitted Phases				6								4
Actuated Green, G (s)		42.1			42.1					13.1	13.1	13.1
Effective Green, g (s)		42.1			42.1					13.1	13.1	13.1
Actuated g/C Ratio		0.65			0.65					0.20	0.20	0.20
Clearance Time (s)		4.9			4.9					4.9	4.9	4.9
Vehicle Extension (s)		2.0			2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		2283			2084					324	572	277
v/s Ratio Prot		c0.05								c0.10	0.06	
v/s Ratio Perm					0.04							0.02
v/c Ratio		0.08			0.06					0.48	0.29	0.12
Uniform Delay, d1		4.2			4.2					22.9	22.0	21.2
Progression Factor		1.00			1.19					1.00	1.00	1.00
Incremental Delay, d2		0.1			0.1					0.4	0.1	0.1
Delay (s)		4.3			5.0					23.3	22.1	21.3
Level of Service		A			A					C	C	C
Approach Delay (s)		4.3			5.0			0.0			22.2	
Approach LOS		A			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.17		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	9.8
Intersection Capacity Utilization	37.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	120	0	0	423	5	169	221	26	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9			4.9		5.2	5.2				
Lane Util. Factor	1.00	0.95			0.95		1.00	0.95				
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00				
Flpb, ped/bikes	0.99	1.00			1.00		1.00	1.00				
Frt	1.00	1.00			1.00		1.00	0.98				
Flt Protected	0.95	1.00			1.00		0.95	1.00				
Satd. Flow (prot)	1760	3539			3533		1765	3477				
Flt Permitted	0.49	1.00			1.00		0.95	1.00				
Satd. Flow (perm)	907	3539			3533		1765	3477				
Peak-hour factor, PHF	0.83	0.83	0.83	0.94	0.94	0.94	0.79	0.79	0.79	0.92	0.92	0.92
Adj. Flow (vph)	11	145	0	0	450	5	214	280	33	0	0	0
RTOR Reduction (vph)	0	0	0	0	1	0	0	16	0	0	0	0
Lane Group Flow (vph)	11	145	0	0	454	0	214	297	0	0	0	0
Confl. Peds. (#/hr)	23					23	3		8			
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)	12.5	12.5			12.5		12.3	12.3				
Effective Green, g (s)	12.5	12.5			12.5		12.3	12.3				
Actuated g/C Ratio	0.36	0.36			0.36		0.35	0.35				
Clearance Time (s)	4.9	4.9			4.9		5.2	5.2				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)	324	1267			1265		622	1225				
v/s Ratio Prot		0.04			c0.13			0.09				
v/s Ratio Perm	0.01						c0.12					
v/c Ratio	0.03	0.11			0.36		0.34	0.24				
Uniform Delay, d1	7.3	7.5			8.2		8.3	8.0				
Progression Factor	1.00	1.00			1.00		1.00	1.00				
Incremental Delay, d2	0.0	0.0			0.2		0.3	0.1				
Delay (s)	7.3	7.5			8.4		8.7	8.1				
Level of Service	A	A			A		A	A				
Approach Delay (s)		7.5			8.4			8.3			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.35		
Actuated Cycle Length (s)	34.9	Sum of lost time (s)	10.1
Intersection Capacity Utilization	38.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	8	20	0	0	25	9	137	192	29	0	0	0
Peak Hour Factor	0.50	0.50	0.50	0.71	0.71	0.71	0.96	0.96	0.96	0.92	0.92	0.92
Hourly flow rate (vph)	16	40	0	0	35	13	143	200	30	0	0	0

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total (vph)	56	48	143	230
Volume Left (vph)	16	0	143	0
Volume Right (vph)	0	13	0	30
Hadj (s)	0.09	-0.12	0.53	-0.06
Departure Headway (s)	4.9	4.7	5.3	4.7
Degree Utilization, x	0.08	0.06	0.21	0.30
Capacity (veh/h)	686	712	665	748
Control Delay (s)	8.3	8.0	8.5	8.5
Approach Delay (s)	8.3	8.0	8.5	
Approach LOS	A	A	A	

Intersection Summary			
Delay	8.4		
Level of Service	A		
Intersection Capacity Utilization	26.9%	ICU Level of Service	A
Analysis Period (min)	15		

Description: NB is 3 lanes, but reduce to 2 lanes for synchro analysis, the NBT volume was divided in 1/2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	173	144	0	0	77	255	26	352	23	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9			4.9			4.9				
Lane Util. Factor	1.00	1.00			0.95			0.91				
Frpb, ped/bikes	1.00	1.00			0.95			1.00				
Flpb, ped/bikes	0.99	1.00			1.00			1.00				
Frt	1.00	1.00			0.88			0.99				
Flt Protected	0.95	1.00			1.00			1.00				
Satd. Flow (prot)	1755	1863			2983			5015				
Flt Permitted	0.46	1.00			1.00			1.00				
Satd. Flow (perm)	853	1863			2983			5015				
Peak-hour factor, PHF	0.84	0.84	0.84	0.88	0.88	0.88	0.87	0.87	0.87	0.92	0.92	0.92
Adj. Flow (vph)	206	171	0	0	88	290	30	405	26	0	0	0
RTOR Reduction (vph)	0	0	0	0	152	0	0	15	0	0	0	0
Lane Group Flow (vph)	206	171	0	0	226	0	0	446	0	0	0	0
Confl. Peds. (#/hr)	21					21	6		5			
Confl. Bikes (#/hr)						9			1			
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	5	2			6			8				
Permitted Phases	2						8					
Actuated Green, G (s)	42.9	42.9			30.9			12.3				
Effective Green, g (s)	42.9	42.9			30.9			12.3				
Actuated g/C Ratio	0.66	0.66			0.48			0.19				
Clearance Time (s)	4.4	4.9			4.9			4.9				
Vehicle Extension (s)	2.0	2.0			3.5			3.0				
Lane Grp Cap (vph)	668	1229			1418			948				
v/s Ratio Prot	c0.04	0.09			0.08							
v/s Ratio Perm	c0.17							0.09				
v/c Ratio	0.31	0.14			0.16			0.47				
Uniform Delay, d1	4.4	4.1			9.7			23.5				
Progression Factor	0.55	0.49			1.00			1.00				
Incremental Delay, d2	0.1	0.2			0.2			0.4				
Delay (s)	2.5	2.3			9.9			23.8				
Level of Service	A	A			A			C				
Approach Delay (s)		2.4			9.9			23.8			0.0	
Approach LOS		A			A			C			A	

Intersection Summary			
HCM 2000 Control Delay	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	8	0	0	19	57	19	322	2	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.95				
Frpb, ped/bikes		1.00			0.90			1.00				
Flpb, ped/bikes		0.93			1.00			1.00				
Frt		1.00			0.90			1.00				
Flt Protected		0.97			1.00			1.00				
Satd. Flow (prot)		1674			1502			3526				
Flt Permitted		1.00			1.00			1.00				
Satd. Flow (perm)		1733			1502			3526				
Peak-hour factor, PHF	0.58	0.58	0.58	0.73	0.73	0.73	0.84	0.84	0.84	0.92	0.92	0.92
Adj. Flow (vph)	34	14	0	0	26	78	23	383	2	0	0	0
RTOR Reduction (vph)	0	0	0	0	71	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	48	0	0	33	0	0	408	0	0	0	0
Confl. Peds. (#/hr)	34					34			1			
Confl. Bikes (#/hr)						7						
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		2			6			8				
Permitted Phases	2						8					
Actuated Green, G (s)		2.5			2.5			17.3				
Effective Green, g (s)		2.5			2.5			17.3				
Actuated g/C Ratio		0.09			0.09			0.62				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		2.0			2.0			2.0				
Lane Grp Cap (vph)		155			135			2194				
v/s Ratio Prot					0.02							
v/s Ratio Perm		c0.03						0.12				
v/c Ratio		0.31			0.24			0.19				
Uniform Delay, d1		11.8			11.8			2.2				
Progression Factor		1.00			1.00			1.00				
Incremental Delay, d2		0.4			0.3			0.0				
Delay (s)		12.3			12.1			2.3				
Level of Service		B			B			A				
Approach Delay (s)		12.3			12.1			2.3			0.0	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	4.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	27.8	Sum of lost time (s)	11.0
Intersection Capacity Utilization	24.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	91	19	46	93	0	23	0	47	108	162	18
Peak Hour Factor	0.81	0.81	0.81	0.76	0.76	0.76	0.80	0.80	0.80	0.90	0.90	0.90
Hourly flow rate (vph)	0	112	23	61	122	0	29	0	59	120	180	20

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	136	61	122	88	320
Volume Left (vph)	0	61	0	29	120
Volume Right (vph)	23	0	0	59	20
Hadj (s)	-0.07	0.53	0.03	-0.30	0.07
Departure Headway (s)	5.3	6.3	5.8	4.9	5.0
Degree Utilization, x	0.20	0.11	0.20	0.12	0.44
Capacity (veh/h)	622	533	580	663	690
Control Delay (s)	9.6	8.8	9.0	8.6	11.8
Approach Delay (s)	9.6	8.9		8.6	11.8
Approach LOS	A	A		A	B

Intersection Summary			
Delay	10.3		
Level of Service	B		
Intersection Capacity Utilization	37.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	79	116	49	18	30	33	15	144	158	96	547	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9	4.9	4.4	4.9	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	1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.95	1.00	1.00	0.96	1.00	1.00	
Flpb, ped/bikes	0.96	1.00		0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1707	1751		1713	1863	1502	1770	3539	1513	1770	3450	
Flt Permitted	0.73	1.00		0.64	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1313	1751		1158	1863	1502	1770	3539	1513	1770	3450	
Peak-hour factor, PHF	0.90	0.90	0.90	0.75	0.75	0.75	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	88	129	54	24	40	44	16	157	172	103	588	97
RTOR Reduction (vph)	0	21	0	0	0	25	0	0	127	0	21	0
Lane Group Flow (vph)	88	162	0	24	40	19	16	157	45	103	664	0
Confl. Peds. (#/hr)	48		58	58		48			16			5
Confl. Bikes (#/hr)			7			5			3			1
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	24.3	24.3		24.3	24.3	24.3	0.7	15.0	15.0	3.7	18.0	
Effective Green, g (s)	24.3	24.3		24.3	24.3	24.3	0.7	15.0	15.0	3.7	18.0	
Actuated g/C Ratio	0.42	0.42		0.42	0.42	0.42	0.01	0.26	0.26	0.06	0.31	
Clearance Time (s)	4.9	4.9		4.9	4.9	4.9	4.4	4.9	4.9	4.4	4.9	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	3.4	3.4	2.0	3.4	
Lane Grp Cap (vph)	557	743		491	791	638	21	928	396	114	1085	
v/s Ratio Prot		c0.09			0.02		0.01	0.04		c0.06	c0.19	
v/s Ratio Perm	0.07			0.02		0.01			0.03			
v/c Ratio	0.16	0.22		0.05	0.05	0.03	0.76	0.17	0.11	0.90	0.61	
Uniform Delay, d1	10.1	10.4		9.7	9.7	9.6	28.2	16.3	16.0	26.6	16.6	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.6	0.7		0.0	0.0	0.0	85.5	0.1	0.1	54.0	1.1	
Delay (s)	10.7	11.1		9.7	9.7	9.6	113.6	16.4	16.2	80.6	17.7	
Level of Service	B	B		A	A	A	F	B	B	F	B	
Approach Delay (s)		11.0			9.6			20.8			25.9	
Approach LOS		B			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	20.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	57.2	Sum of lost time (s)	14.2
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	137	110	0	0	188	27	560	115	58	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			5.0		5.0	5.0				
Lane Util. Factor	1.00	0.95			0.95		0.95	0.95				
Frpb, ped/bikes	1.00	1.00			0.98		1.00	1.00				
Flpb, ped/bikes	1.00	1.00			1.00		0.98	0.99				
Frt	1.00	1.00			0.98		1.00	0.98				
Flt Protected	0.95	1.00			1.00		0.95	0.97				
Satd. Flow (prot)	1770	3539			3411		1650	1667				
Flt Permitted	0.95	1.00			1.00		0.76	0.84				
Satd. Flow (perm)	1770	3539			3411		1315	1428				
Peak-hour factor, PHF	0.88	0.88	0.88	0.94	0.93	0.93	0.94	0.94	0.94	0.93	0.93	0.93
Adj. Flow (vph)	156	125	0	0	202	29	596	122	62	0	0	0
RTOR Reduction (vph)	0	0	0	0	14	0	0	9	0	0	0	0
Lane Group Flow (vph)	156	125	0	0	217	0	393	378	0	0	0	0
Confl. Peds. (#/hr)	64					64	16					16
Confl. Bikes (#/hr)						5						
Turn Type	Split	NA			NA		Perm	NA		Perm		
Protected Phases	6	6			2			4			8	
Permitted Phases							4			8		
Actuated Green, G (s)	11.9	11.9			12.9		23.0	23.0				
Effective Green, g (s)	11.9	11.9			12.9		23.0	23.0				
Actuated g/C Ratio	0.19	0.19			0.21		0.37	0.37				
Clearance Time (s)	4.0	4.0			5.0		5.0	5.0				
Vehicle Extension (s)	3.4	3.4			3.4		2.0	2.0				
Lane Grp Cap (vph)	340	681			712		489	531				
v/s Ratio Prot	c0.09	0.04			c0.06							
v/s Ratio Perm							c0.30	0.26				
v/c Ratio	0.46	0.18			0.30		0.80	0.71				
Uniform Delay, d1	22.1	20.9			20.7		17.4	16.6				
Progression Factor	1.00	1.00			1.00		1.00	1.00				
Incremental Delay, d2	1.1	0.1			0.3		8.8	3.8				
Delay (s)	23.2	21.0			20.9		26.2	20.3				
Level of Service	C	C			C		C	C				
Approach Delay (s)		22.2			20.9			23.3			0.0	
Approach LOS		C			C			C			A	

Intersection Summary			
HCM 2000 Control Delay	22.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	61.8	Sum of lost time (s)	14.0
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	239	78	0	0	93	58	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.77	0.77	0.77	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	299	98	0	0	121	75	0	0	0	0	0	0
Pedestrians		2			4			5				
Lane Width (ft)		12.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			0			0				
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		691										
pX, platoon unblocked												
vC, conflicting volume	196			102			823	896	106	857	858	160
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	196			102			823	896	106	857	858	160
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	78			100			100	100	100	100	100	100
cM capacity (veh/h)	1377			1483			242	218	941	229	229	883

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	299	98	0	196	0
Volume Left	299	0	0	0	0
Volume Right	0	0	0	75	0
cSH	1377	1700	1700	1700	1700
Volume to Capacity	0.22	0.06	0.00	0.12	0.00
Queue Length 95th (ft)	21	0	0	0	0
Control Delay (s)	8.3	0.0	0.0	0.0	0.0
Lane LOS	A				A
Approach Delay (s)	6.3		0.0		0.0
Approach LOS					A

Intersection Summary			
Average Delay	4.2		
Intersection Capacity Utilization	36.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	30	149	0	12	109
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.62	0.62	0.76	0.76	0.82	0.82
Hourly flow rate (vph)	0	48	196	0	15	133
Pedestrians		2	4			
Lane Width (ft)		12.0	12.0			
Walking Speed (ft/s)		4.0	4.0			
Percent Blockage		0	0			
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		1108				
pX, platoon unblocked						
vC, conflicting volume	196				248	198
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	196				248	198
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				98	84
cM capacity (veh/h)	1377				738	842

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	48	196	15	133
Volume Left	0	0	15	0
Volume Right	0	0	0	133
cSH	1700	1700	738	842
Volume to Capacity	0.03	0.12	0.02	0.16
Queue Length 95th (ft)	0	0	2	14
Control Delay (s)	0.0	0.0	10.0	10.1
Lane LOS			A	B
Approach Delay (s)	0.0	0.0	10.1	
Approach LOS			B	

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	21.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	0	0	100	420	158	137	243	0	0	335	92
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92	0.80	0.80	0.80
Hourly flow rate (vph)	0	0	0	112	472	178	149	264	0	0	419	115

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	348	413	237	176	279	255
Volume Left (vph)	112	0	149	0	0	0
Volume Right (vph)	0	178	0	0	0	115
Hadj (s)	0.20	-0.27	0.35	0.03	0.03	-0.28
Departure Headway (s)	7.4	6.9	8.1	7.8	7.6	7.3
Degree Utilization, x	0.71	0.80	0.53	0.38	0.59	0.52
Capacity (veh/h)	471	510	426	447	462	472
Control Delay (s)	25.6	30.4	18.8	14.3	19.8	16.6
Approach Delay (s)	28.2		16.8		18.2	
Approach LOS	D		C		C	

Intersection Summary			
Delay	22.4		
Level of Service	C		
Intersection Capacity Utilization	53.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	42	76	42	0	0	0	0	342	129	206	122	0
Peak Hour Factor	0.75	0.75	0.75	0.92	0.92	0.92	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	56	101	56	0	0	0	0	384	145	231	137	0

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	107	107	256	273	231	137
Volume Left (vph)	56	0	0	0	231	0
Volume Right (vph)	0	56	0	145	0	0
Hadj (s)	0.30	-0.33	0.03	-0.34	0.53	0.03
Departure Headway (s)	6.9	6.3	5.7	5.4	6.4	5.9
Degree Utilization, x	0.20	0.19	0.41	0.41	0.41	0.22
Capacity (veh/h)	485	531	611	653	547	589
Control Delay (s)	10.5	9.5	11.4	10.8	12.5	9.4
Approach Delay (s)	10.0		11.1		11.4	
Approach LOS	A		B		B	

Intersection Summary			
Delay	11.0		
Level of Service	B		
Intersection Capacity Utilization	42.3%	ICU Level of Service	A
Analysis Period (min)	15		
Description: SB was 243, but divide in 1/2 to analyze using 1 SB lane instead of 2			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	82	24	41	466	254	38	171	29	48	157	82
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	5.0		4.4	4.9		4.4	4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.95		1.00	0.98		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3388		1770	3314		1770	3447		1770	3307	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3388		1770	3314		1770	3447		1770	3307	
Peak-hour factor, PHF	0.80	0.80	0.80	0.84	0.84	0.84	0.85	0.85	0.85	0.92	0.92	0.92
Adj. Flow (vph)	51	102	30	49	555	302	45	201	34	52	171	89
RTOR Reduction (vph)	0	20	0	0	93	0	0	18	0	0	68	0
Lane Group Flow (vph)	51	112	0	49	764	0	45	217	0	52	192	0
Confl. Peds. (#/hr)			34			25			8			38
Confl. Bikes (#/hr)			4			2						4
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	3.0	19.1		3.5	19.5		1.9	13.0		1.9	13.0	
Effective Green, g (s)	3.0	19.1		3.5	19.5		1.9	13.0		1.9	13.0	
Actuated g/C Ratio	0.05	0.34		0.06	0.35		0.03	0.23		0.03	0.23	
Clearance Time (s)	4.4	4.9		4.4	5.0		4.4	4.9		4.4	4.9	
Vehicle Extension (s)	2.0	3.2		2.0	2.5		2.0	2.2		2.0	2.5	
Lane Grp Cap (vph)	94	1153		110	1151		59	798		59	766	
v/s Ratio Prot	c0.03	0.03		0.03	c0.23		0.03	c0.06		c0.03	0.06	
v/s Ratio Perm												
v/c Ratio	0.54	0.10		0.45	0.66		0.76	0.27		0.88	0.25	
Uniform Delay, d1	25.9	12.6		25.4	15.5		26.9	17.7		27.0	17.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.4	0.0		1.0	1.3		40.0	0.1		74.3	0.1	
Delay (s)	29.3	12.7		26.4	16.8		66.8	17.8		101.3	17.7	
Level of Service	C	B		C	B		E	B		F	B	
Approach Delay (s)		17.3			17.4			25.7			31.6	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	21.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	56.1	Sum of lost time (s)	18.7
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	17	95	73	35	206	40	29	108	19	20	149	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9			4.9			4.9	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes	1.00	0.97		1.00	0.99			0.99			0.99	
Flpb, ped/bikes	0.97	1.00		0.96	1.00			1.00			0.99	
Frt	1.00	0.93		1.00	0.98			0.98			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.99			1.00	
Satd. Flow (prot)	1723	1682		1693	1801			3391			3369	
Flt Permitted	0.59	1.00		0.64	1.00			0.87			0.92	
Satd. Flow (perm)	1070	1682		1134	1801			2973			3105	
Peak-hour factor, PHF	0.87	0.87	0.87	0.91	0.91	0.91	0.88	0.88	0.88	0.85	0.85	0.85
Adj. Flow (vph)	20	109	84	38	226	44	33	123	22	24	175	51
RTOR Reduction (vph)	0	37	0	0	10	0	0	16	0	0	34	0
Lane Group Flow (vph)	20	156	0	38	260	0	0	162	0	0	216	0
Confl. Peds. (#/hr)	41		36	36		41	27		40	40		27
Confl. Bikes (#/hr)			4			10			1			1
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	37.2	37.2		37.2	37.2			19.0			19.0	
Effective Green, g (s)	37.2	37.2		37.2	37.2			19.0			19.0	
Actuated g/C Ratio	0.56	0.56		0.56	0.56			0.29			0.29	
Clearance Time (s)	4.9	4.9		4.9	4.9			4.9			4.9	
Vehicle Extension (s)	3.1	3.1		3.1	3.1			4.5			4.5	
Lane Grp Cap (vph)	603	948		639	1015			855			893	
v/s Ratio Prot		0.09			c0.14							
v/s Ratio Perm	0.02			0.03				0.05			c0.07	
v/c Ratio	0.03	0.16		0.06	0.26			0.19			0.24	
Uniform Delay, d1	6.4	6.9		6.5	7.3			17.7			18.0	
Progression Factor	1.00	1.00		1.22	1.13			1.00			1.00	
Incremental Delay, d2	0.1	0.4		0.2	0.6			0.2			0.2	
Delay (s)	6.5	7.3		8.1	8.9			17.9			18.2	
Level of Service	A	A		A	A			B			B	
Approach Delay (s)		7.2			8.8			17.9			18.2	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	12.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	66.0	Sum of lost time (s)	9.8
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBT	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	2	1	2	7	21	52	1	16	48	43	52	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9				4.9		4.9	4.9
Lane Util. Factor		1.00			1.00				1.00		1.00	1.00
Frpb, ped/bikes		0.99			0.96				1.00		1.00	1.00
Flpb, ped/bikes		0.99			1.00				1.00		1.00	1.00
Frt		0.95			0.91				1.00		1.00	0.85
Flt Protected		0.98			1.00				0.99		0.98	1.00
Satd. Flow (prot)		1692			1631				1839		1822	1583
Flt Permitted		0.91			0.98				0.99		0.98	1.00
Satd. Flow (perm)		1569			1602				1839		1822	1583
Peak-hour factor, PHF	0.63	0.63	0.63	0.80	0.80	0.80	0.80	0.80	0.80	0.87	0.87	0.87
Adj. Flow (vph)	3	2	3	9	26	65	1	20	60	49	60	176
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	111
Lane Group Flow (vph)	0	8	0	0	100	0	0	0	81	0	109	76
Confl. Peds. (#/hr)	39		8	8		39	79	79		37		79
Confl. Bikes (#/hr)			1			3						2
Turn Type	Perm	NA		Perm	NA		Split	Split	NA	Split	NA	Prot
Protected Phases		2			2		8	8	8	4	4	4
Permitted Phases	2			2								
Actuated Green, G (s)		12.1			12.1				8.5		20.1	20.1
Effective Green, g (s)		12.1			12.1				8.5		20.1	20.1
Actuated g/C Ratio		0.17			0.17				0.12		0.27	0.27
Clearance Time (s)		4.9			4.9				4.9		4.9	4.9
Vehicle Extension (s)		2.0			2.0				2.0		2.0	2.0
Lane Grp Cap (vph)		259			264				213		499	434
v/s Ratio Prot									c0.04		c0.06	0.05
v/s Ratio Perm		0.01			c0.06							
v/c Ratio		0.03			0.38				0.38		0.22	0.18
Uniform Delay, d1		25.7			27.3				30.0		20.5	20.3
Progression Factor		1.00			1.00				1.00		1.00	1.00
Incremental Delay, d2		0.0			0.3				0.4		0.1	0.1
Delay (s)		25.7			27.6				30.4		20.6	20.3
Level of Service		C			C				C		C	C
Approach Delay (s)		25.7			27.6				30.4		20.4	
Approach LOS		C			C				C		C	

Intersection Summary			
HCM 2000 Control Delay	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	73.3	Sum of lost time (s)	22.6
Intersection Capacity Utilization	54.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR2	NEL2	NEL	NER	NER2
Lane Configurations					
Volume (vph)	10	1	71	6	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900
Total Lost time (s)			4.9	4.9	
Lane Util. Factor			1.00	1.00	
Frpb, ped/bikes			1.00	0.92	
Flpb, ped/bikes			0.81	1.00	
Frt			1.00	0.85	
Flt Protected			0.95	1.00	
Satd. Flow (prot)			1431	1461	
Flt Permitted			1.00	1.00	
Satd. Flow (perm)			1501	1461	
Peak-hour factor, PHF	0.87	0.81	0.81	0.81	0.81
Adj. Flow (vph)	11	1	88	7	5
RTOR Reduction (vph)	0	0	0	0	0
Lane Group Flow (vph)	0	0	89	12	0
Confl. Peds. (#/hr)	79	79	79	37	
Confl. Bikes (#/hr)	2			1	
Turn Type		Perm	NA	Perm	
Protected Phases			7		
Permitted Phases		7		7	
Actuated Green, G (s)			13.0	13.0	
Effective Green, g (s)			13.0	13.0	
Actuated g/C Ratio			0.18	0.18	
Clearance Time (s)			4.9	4.9	
Vehicle Extension (s)			2.0	2.0	
Lane Grp Cap (vph)			266	259	
v/s Ratio Prot					
v/s Ratio Perm			c0.06	0.01	
v/c Ratio			0.33	0.05	
Uniform Delay, d1			26.4	25.0	
Progression Factor			1.00	1.00	
Incremental Delay, d2			0.3	0.0	
Delay (s)			26.6	25.0	
Level of Service			C	C	
Approach Delay (s)			26.4		
Approach LOS			C		

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	3	11	134	10	245	3	217	30	49	306	4
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.61	0.61	0.61	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92
Hourly flow rate (vph)	5	5	18	147	11	269	3	244	34	53	333	4
Pedestrians		23			1							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		4.0			4.0							
Percent Blockage		2			0							
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								1015				
pX, platoon unblocked												
vC, conflicting volume	737	716	358	730	735	262	360			245		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	737	716	358	730	735	262	360			245		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	99	97	52	97	65	100			96		
cM capacity (veh/h)	199	334	673	309	325	776	1176			1320		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	28	427	281	390
Volume Left	5	147	3	53
Volume Right	18	269	34	4
cSH	420	499	1176	1320
Volume to Capacity	0.07	0.86	0.00	0.04
Queue Length 95th (ft)	5	224	0	3
Control Delay (s)	14.2	41.8	0.1	1.4
Lane LOS	B	E	A	A
Approach Delay (s)	14.2	41.8	0.1	1.4
Approach LOS	B	E		

Intersection Summary			
Average Delay	16.7		
Intersection Capacity Utilization	72.2%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	61	87	185	207	250	246
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.79	0.79	0.86	0.86
Hourly flow rate (vph)	68	97	234	262	291	286
Pedestrians	1					
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)			206			
pX, platoon unblocked						
vC, conflicting volume	1234	366			497	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1234	366			497	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	52	86			73	
cM capacity (veh/h)	142	678			1066	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	164	496	291	286
Volume Left	68	0	291	0
Volume Right	97	262	0	0
cSH	265	1700	1066	1700
Volume to Capacity	0.62	0.29	0.27	0.17
Queue Length 95th (ft)	94	0	28	0
Control Delay (s)	38.5	0.0	9.6	0.0
Lane LOS	E		A	
Approach Delay (s)	38.5	0.0	4.9	
Approach LOS	E			

Intersection Summary			
Average Delay	7.4		
Intersection Capacity Utilization	55.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	79	10	21	208	23	36	149	30	22	115	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.2		4.2	4.2			4.2			4.6	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99	
Flpb, ped/bikes	0.98	1.00		0.98	1.00			1.00			1.00	
Frt	1.00	0.98		1.00	0.98			0.98			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1743	1823		1734	1826			1801			1759	
Flt Permitted	0.60	1.00		0.69	1.00			0.89			0.93	
Satd. Flow (perm)	1109	1823		1263	1826			1618			1637	
Peak-hour factor, PHF	0.89	0.89	0.89	0.93	0.93	0.93	0.90	0.90	0.90	0.78	0.78	0.78
Adj. Flow (vph)	33	89	11	23	224	25	40	166	33	28	147	62
RTOR Reduction (vph)	0	4	0	0	4	0	0	11	0	0	24	0
Lane Group Flow (vph)	33	96	0	23	245	0	0	228	0	0	213	0
Confl. Peds. (#/hr)	11		12	12		11	16		16	16		16
Confl. Bikes (#/hr)			2			8			1			6
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	43.8	43.8		43.8	43.8			13.8			13.4	
Effective Green, g (s)	43.8	43.8		43.8	43.8			13.8			13.4	
Actuated g/C Ratio	0.66	0.66		0.66	0.66			0.21			0.20	
Clearance Time (s)	4.2	4.2		4.2	4.2			4.2			4.6	
Vehicle Extension (s)	1.0	1.0		1.0	1.0			2.0			2.0	
Lane Grp Cap (vph)	735	1209		838	1211			338			332	
v/s Ratio Prot		0.05			c0.13							
v/s Ratio Perm	0.03			0.02				c0.14			0.13	
v/c Ratio	0.04	0.08		0.03	0.20			0.67			0.64	
Uniform Delay, d1	3.8	3.9		3.8	4.3			24.0			24.1	
Progression Factor	0.88	0.89		0.45	0.47			1.00			1.00	
Incremental Delay, d2	0.1	0.1		0.1	0.4			4.1			3.2	
Delay (s)	3.5	3.6		1.8	2.4			28.2			27.3	
Level of Service	A	A		A	A			C			C	
Approach Delay (s)		3.6			2.4			28.2			27.3	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	16.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	66.0	Sum of lost time (s)	8.8
Intersection Capacity Utilization	48.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	15	5	5	23	9	18	203	11	5	127	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9			4.9			4.9	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.98			0.97			0.99			0.99	
Flt Protected		0.98			0.99			1.00			1.00	
Satd. Flow (prot)		1782			1774			1840			1833	
Flt Permitted		0.87			0.95			0.96			0.98	
Satd. Flow (perm)		1578			1692			1781			1804	
Peak-hour factor, PHF	0.68	0.68	0.68	0.93	0.93	0.93	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	15	22	7	5	25	10	22	248	13	6	155	15
RTOR Reduction (vph)	0	5	0	0	8	0	0	2	0	0	6	0
Lane Group Flow (vph)	0	39	0	0	32	0	0	281	0	0	170	0
Confl. Peds. (#/hr)	2		2	2		2	13		15	15		13
Confl. Bikes (#/hr)			1			3			4			6
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		5.3			5.3			9.6			9.6	
Effective Green, g (s)		5.3			5.3			9.6			9.6	
Actuated g/C Ratio		0.21			0.21			0.39			0.39	
Clearance Time (s)		4.9			4.9			4.9			4.9	
Vehicle Extension (s)		2.0			2.0			2.0			2.0	
Lane Grp Cap (vph)		338			363			692			701	
v/s Ratio Prot												
v/s Ratio Perm		c0.02			0.02			c0.16			0.09	
v/c Ratio		0.11			0.09			0.41			0.24	
Uniform Delay, d1		7.8			7.8			5.5			5.1	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.1			0.0			0.1			0.1	
Delay (s)		7.9			7.8			5.6			5.2	
Level of Service		A			A			A			A	
Approach Delay (s)		7.9			7.8			5.6			5.2	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	24.7	Sum of lost time (s)	18.6
Intersection Capacity Utilization	30.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	84	21	101	119	33	14	94	98	32	108	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9			4.9			4.9	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.97			0.98			0.97			0.99	
Flpb, ped/bikes		1.00			0.96			0.99			1.00	
Frt		0.97			0.98			0.94			0.99	
Flt Protected		1.00			0.98			1.00			0.99	
Satd. Flow (prot)		1755			1693			1676			1793	
Flt Permitted		0.98			0.81			0.97			0.89	
Satd. Flow (perm)		1731			1393			1631			1604	
Peak-hour factor, PHF	0.58	0.58	0.58	0.80	0.80	0.80	0.62	0.62	0.62	0.69	0.69	0.69
Adj. Flow (vph)	9	145	36	126	149	41	23	152	158	46	157	17
RTOR Reduction (vph)	0	11	0	0	7	0	0	65	0	0	6	0
Lane Group Flow (vph)	0	179	0	0	309	0	0	268	0	0	214	0
Confl. Peds. (#/hr)	72		69	69		72	114		26	26		114
Confl. Bikes (#/hr)			2			4			5			2
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		32.2			32.2			20.0			20.0	
Effective Green, g (s)		32.2			32.2			20.0			20.0	
Actuated g/C Ratio		0.52			0.52			0.32			0.32	
Clearance Time (s)		4.9			4.9			4.9			4.9	
Vehicle Extension (s)		2.2			2.2			3.2			3.2	
Lane Grp Cap (vph)		899			723			526			517	
v/s Ratio Prot												
v/s Ratio Perm		0.10			c0.22			c0.16			0.13	
v/c Ratio		0.20			0.43			0.51			0.41	
Uniform Delay, d1		8.0			9.2			17.0			16.4	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.5			1.8			0.8			0.6	
Delay (s)		8.5			11.1			17.9			17.0	
Level of Service		A			B			B			B	
Approach Delay (s)		8.5			11.1			17.9			17.0	
Approach LOS		A			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	62.0	Sum of lost time (s)	9.8
Intersection Capacity Utilization	48.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	104	7	58	246	24	185
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.92	0.92	0.86	0.86
Hourly flow rate (vph)	117	8	63	267	28	215
Pedestrians	2			3	18	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				655		
pX, platoon unblocked						
vC, conflicting volume			143		401	83
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			143		401	83
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		95	77
cM capacity (veh/h)			1416		543	943

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	78	47	152	178	28	215
Volume Left	0	0	63	0	28	0
Volume Right	0	8	0	0	0	215
cSH	1700	1700	1416	1700	543	943
Volume to Capacity	0.05	0.03	0.04	0.10	0.05	0.23
Queue Length 95th (ft)	0	0	3	0	4	22
Control Delay (s)	0.0	0.0	3.4	0.0	12.0	9.9
Lane LOS			A		B	A
Approach Delay (s)	0.0		1.6		10.2	
Approach LOS					B	

Intersection Summary			
Average Delay	4.3		
Intersection Capacity Utilization	26.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	97	174	24	97	578	62	36	63	15	44	136	211
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.4		4.0	4.4			4.4			4.6	
Lane Util. Factor	1.00	0.95		1.00	1.00			0.95			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.99			0.99			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.98		1.00	0.99			0.98			0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.99	
Satd. Flow (prot)	1770	3465		1770	1820			3392			1694	
Flt Permitted	0.95	1.00		0.95	1.00			0.70			0.95	
Satd. Flow (perm)	1770	3465		1770	1820			2398			1616	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.86	0.86	0.86	0.84	0.84	0.84
Adj. Flow (vph)	109	196	27	109	649	70	42	73	17	52	162	251
RTOR Reduction (vph)	0	14	0	0	5	0	0	12	0	0	60	0
Lane Group Flow (vph)	109	209	0	109	714	0	0	120	0	0	405	0
Confl. Peds. (#/hr)			10			26	4		34	34		4
Confl. Bikes (#/hr)			1			7			3			2
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	7.5	31.1		7.5	31.1			18.6			18.4	
Effective Green, g (s)	7.5	31.1		7.5	31.1			18.6			18.4	
Actuated g/C Ratio	0.11	0.44		0.11	0.44			0.27			0.26	
Clearance Time (s)	4.0	4.4		4.0	4.4			4.4			4.6	
Vehicle Extension (s)	2.0	3.4		2.0	3.4			2.0			2.0	
Lane Grp Cap (vph)	189	1539		189	808			637			424	
v/s Ratio Prot	c0.06	0.06		0.06	c0.39							
v/s Ratio Perm								0.05			c0.25	
v/c Ratio	0.58	0.14		0.58	0.88			0.19			0.95	
Uniform Delay, d1	29.7	11.5		29.7	17.8			19.9			25.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	2.6	0.2		2.6	13.5			0.1			31.7	
Delay (s)	32.4	11.7		32.4	31.3			19.9			57.1	
Level of Service	C	B		C	C			B			E	
Approach Delay (s)		18.5			31.4			19.9			57.1	
Approach LOS		B			C			B			E	

Intersection Summary			
HCM 2000 Control Delay	34.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	207	32	0	517	253	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		4.6	4.6	4.6
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.96		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		1.00	0.95	1.00
Satd. Flow (prot)	1863	1513		1863	1770	1548
Flt Permitted	1.00	1.00		1.00	0.95	1.00
Satd. Flow (perm)	1863	1513		1863	1770	1548
Peak-hour factor, PHF	0.89	0.89	0.77	0.77	0.90	0.90
Adj. Flow (vph)	233	36	0	671	281	102
RTOR Reduction (vph)	0	30	0	0	0	81
Lane Group Flow (vph)	233	6	0	671	281	21
Confl. Peds. (#/hr)		14	14		2	1
Confl. Bikes (#/hr)		2				
Turn Type	NA	Perm		NA	NA	Perm
Protected Phases	2			6	8	
Permitted Phases		2				8
Actuated Green, G (s)	11.9	11.9		29.8	14.3	14.3
Effective Green, g (s)	11.9	11.9		29.8	14.3	14.3
Actuated g/C Ratio	0.17	0.17		0.43	0.20	0.20
Clearance Time (s)	4.6	4.6		4.6	4.6	4.6
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)	317	257		795	362	317
v/s Ratio Prot	c0.13			c0.36	c0.16	
v/s Ratio Perm		0.00				0.01
v/c Ratio	0.74	0.02		0.84	0.78	0.07
Uniform Delay, d1	27.5	24.1		17.9	26.2	22.4
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	7.4	0.0		7.8	9.2	0.0
Delay (s)	34.9	24.1		25.8	35.4	22.4
Level of Service	C	C		C	D	C
Approach Delay (s)	33.4			25.8	31.9	
Approach LOS	C			C	C	

Intersection Summary			
HCM 2000 Control Delay	29.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	69.8	Sum of lost time (s)	13.8
Intersection Capacity Utilization	48.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	19	51	11	7	15	51	8	313	62	128	510	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9		4.4	4.9	4.9	4.9	4.9	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.88		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1761	1809		1768	1626		1770	3539	1548	1770	3503	
Flt Permitted	0.71	1.00		0.71	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1324	1809		1329	1626		1770	3539	1548	1770	3503	
Peak-hour factor, PHF	0.78	0.78	0.78	0.76	0.76	0.76	0.92	0.92	0.92	0.97	0.97	0.97
Adj. Flow (vph)	24	65	14	9	20	67	9	340	67	132	526	26
RTOR Reduction (vph)	0	12	0	0	59	0	0	0	38	0	4	0
Lane Group Flow (vph)	24	67	0	9	28	0	9	340	29	132	548	0
Confl. Peds. (#/hr)	10		2	2		10			2			44
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			
Actuated Green, G (s)	5.6	5.6		5.6	5.6		0.5	19.8	19.8	5.8	25.6	
Effective Green, g (s)	5.6	5.6		5.6	5.6		0.5	19.8	19.8	5.8	25.6	
Actuated g/C Ratio	0.12	0.12		0.12	0.12		0.01	0.43	0.43	0.13	0.56	
Clearance Time (s)	4.9	4.9		4.9	4.9		4.4	4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.5	2.5	2.0	2.5	
Lane Grp Cap (vph)	161	220		162	198		19	1526	667	223	1953	
v/s Ratio Prot		c0.04			0.02		0.01	0.10		c0.07	c0.16	
v/s Ratio Perm	0.02			0.01					0.02			
v/c Ratio	0.15	0.30		0.06	0.14		0.47	0.22	0.04	0.59	0.28	
Uniform Delay, d1	18.0	18.4		17.8	18.0		22.6	8.2	7.6	18.9	5.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	0.3		0.1	0.1		6.6	0.1	0.0	2.8	0.1	
Delay (s)	18.2	18.7		17.9	18.1		29.2	8.3	7.6	21.7	5.4	
Level of Service	B	B		B	B		C	A	A	C	A	
Approach Delay (s)		18.5			18.1			8.6			8.5	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	10.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	45.9	Sum of lost time (s)	14.7
Intersection Capacity Utilization	42.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	219	36	9	2	59	44	8	28	3	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.77	0.77	0.77	0.81	0.81	0.81	0.92	0.92	0.92
Hourly flow rate (vph)	261	43	11	3	77	57	10	35	4	0	0	0
Pedestrians											3	
Lane Width (ft)											0.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		659										
pX, platoon unblocked												
vC, conflicting volume	137			54			680	712	48	704	688	108
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	137			54			680	712	48	704	688	108
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	82			100			97	88	100	100	100	100
cM capacity (veh/h)	1447			1552			314	293	1021	275	302	946

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	314	136	48
Volume Left	261	3	10
Volume Right	11	57	4
cSH	1447	1552	314
Volume to Capacity	0.18	0.00	0.15
Queue Length 95th (ft)	16	0	13
Control Delay (s)	6.9	0.2	18.5
Lane LOS	A	A	C
Approach Delay (s)	6.9	0.2	18.5
Approach LOS			C

Intersection Summary			
Average Delay		6.2	
Intersection Capacity Utilization		31.2%	ICU Level of Service A
Analysis Period (min)		15	

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	14	108	10	16	203	22	18	40	23	34	57	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.2		4.6	4.6			4.1			4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.98			1.00	
Flpb, ped/bikes	0.98	1.00		0.96	1.00			0.99			0.99	
Frt	1.00	0.99		1.00	0.99			0.96			0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1732	1832		1699	1826			1734			1785	
Flt Permitted	0.60	1.00		0.68	1.00			0.92			0.88	
Satd. Flow (perm)	1089	1832		1209	1826			1618			1596	
Peak-hour factor, PHF	0.94	0.94	0.94	0.86	0.86	0.86	0.81	0.81	0.81	0.83	0.83	0.83
Adj. Flow (vph)	15	115	11	19	236	26	22	49	28	41	69	10
RTOR Reduction (vph)	0	4	0	0	4	0	0	22	0	0	6	0
Lane Group Flow (vph)	15	122	0	19	258	0	0	77	0	0	114	0
Confl. Peds. (#/hr)	15		23	23		15	21		21	21		21
Confl. Bikes (#/hr)												1
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	44.4	44.4		44.0	44.0			13.3			12.9	
Effective Green, g (s)	44.4	44.4		44.0	44.0			13.3			12.9	
Actuated g/C Ratio	0.67	0.67		0.67	0.67			0.20			0.20	
Clearance Time (s)	4.2	4.2		4.6	4.6			4.1			4.5	
Vehicle Extension (s)	3.4	3.4		2.5	2.5			2.0			2.0	
Lane Grp Cap (vph)	732	1232		806	1217			326			311	
v/s Ratio Prot		0.07			c0.14							
v/s Ratio Perm	0.01			0.02				0.05			c0.07	
v/c Ratio	0.02	0.10		0.02	0.21			0.24			0.37	
Uniform Delay, d1	3.6	3.8		3.7	4.3			22.1			23.0	
Progression Factor	1.46	1.56		1.53	1.29			1.00			1.00	
Incremental Delay, d2	0.1	0.2		0.1	0.4			0.1			0.3	
Delay (s)	5.3	6.1		5.8	5.9			22.2			23.3	
Level of Service	A	A		A	A			C			C	
Approach Delay (s)		6.0			5.9			22.2			23.3	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	11.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	66.0	Sum of lost time (s)	9.1
Intersection Capacity Utilization	35.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	28	7	2	29	9	9	84	4	3	96	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9			4.9			4.9	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.98			0.97			0.99			0.99	
Flt Protected		0.99			1.00			1.00			1.00	
Satd. Flow (prot)		1790			1776			1840			1829	
Flt Permitted		0.93			0.97			0.98			1.00	
Satd. Flow (perm)		1679			1732			1806			1824	
Peak-hour factor, PHF	0.53	0.53	0.53	0.77	0.77	0.77	0.87	0.87	0.87	0.71	0.71	0.71
Adj. Flow (vph)	13	53	13	3	38	12	10	97	5	4	135	15
RTOR Reduction (vph)	0	10	0	0	11	0	0	1	0	0	4	0
Lane Group Flow (vph)	0	69	0	0	42	0	0	111	0	0	150	0
Confl. Peds. (#/hr)	3		2	2		3	13		7	7		13
Confl. Bikes (#/hr)						3			2			9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		2.6			2.6			19.9			26.4	
Effective Green, g (s)		2.6			2.6			19.9			26.4	
Actuated g/C Ratio		0.07			0.07			0.51			0.68	
Clearance Time (s)		4.9			4.9			4.9			4.9	
Vehicle Extension (s)		2.0			2.0			2.0			2.0	
Lane Grp Cap (vph)		112			116			926			1241	
v/s Ratio Prot												
v/s Ratio Perm		c0.04			0.02			0.06			c0.08	
v/c Ratio		0.61			0.36			0.12			0.12	
Uniform Delay, d1		17.6			17.3			4.9			2.2	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		6.8			0.7			0.0			0.0	
Delay (s)		24.4			18.0			4.9			2.2	
Level of Service		C			B			A			A	
Approach Delay (s)		24.4			18.0			4.9			2.2	
Approach LOS		C			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	9.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	38.8	Sum of lost time (s)	18.6
Intersection Capacity Utilization	24.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	183	479	97	50	40	528
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.74	0.74	0.92	0.92	0.95	0.95
Hourly flow rate (vph)	247	647	105	54	42	556
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	773	80			105	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	773	80			105	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	24	33			97	
cM capacity (veh/h)	326	964			1484	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1
Volume Total	247	647	70	89	598
Volume Left	247	0	0	0	42
Volume Right	0	647	0	54	0
cSH	326	964	1700	1700	1484
Volume to Capacity	0.76	0.67	0.04	0.05	0.03
Queue Length 95th (ft)	147	135	0	0	2
Control Delay (s)	43.6	16.0	0.0	0.0	0.8
Lane LOS	E	C			A
Approach Delay (s)	23.6		0.0		0.8
Approach LOS	C				

Intersection Summary			
Average Delay	13.1		
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	1	2	20	43	32	47	93	27	68	191	2
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.95	0.95	0.95	0.97	0.97	0.97	0.87	0.87	0.87
Hourly flow rate (vph)	12	1	2	21	45	34	48	96	28	78	220	2
Pedestrians		1			1						1	
Lane Width (ft)		12.0			12.0						12.0	
Walking Speed (ft/s)		4.0			4.0						4.0	
Percent Blockage		0			0						0	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								751				
pX, platoon unblocked												
vC, conflicting volume	642	600	222	588	587	112	223			125		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	642	600	222	588	587	112	223			125		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	96	100	100	95	88	96	96			95		
cM capacity (veh/h)	316	378	817	389	384	940	1345			1461		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	16	100	172	300
Volume Left	12	21	48	78
Volume Right	2	34	28	2
cSH	354	481	1345	1461
Volume to Capacity	0.05	0.21	0.04	0.05
Queue Length 95th (ft)	4	19	3	4
Control Delay (s)	15.7	14.4	2.4	2.3
Lane LOS	C	B	A	A
Approach Delay (s)	15.7	14.4	2.4	2.3
Approach LOS	C	B		

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	30.1%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	278	23	114	806	93	47	80	76	45	95	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9			4.9			4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.99	
Flpb, ped/bikes	1.00	1.00		0.98	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.98			0.95			0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1767	3481		1730	3473			1736			1729	
Flt Permitted	0.17	1.00		0.51	1.00			0.87			0.90	
Satd. Flow (perm)	325	3481		928	3473			1536			1576	
Peak-hour factor, PHF	0.73	0.73	0.73	0.77	0.77	0.77	0.78	0.78	0.78	0.75	0.75	0.75
Adj. Flow (vph)	36	381	32	148	1047	121	60	103	97	60	127	124
RTOR Reduction (vph)	0	9	0	0	13	0	0	37	0	0	31	0
Lane Group Flow (vph)	36	404	0	148	1155	0	0	223	0	0	280	0
Confl. Peds. (#/hr)	8		30	30		8	21		4	4		21
Confl. Bikes (#/hr)			4			1			1			
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	22.9	22.9		22.9	22.9			15.3			15.3	
Effective Green, g (s)	22.9	22.9		22.9	22.9			15.3			15.3	
Actuated g/C Ratio	0.48	0.48		0.48	0.48			0.32			0.32	
Clearance Time (s)	4.9	4.9		4.9	4.9			4.9			4.9	
Vehicle Extension (s)	1.6	1.6		1.6	1.6			4.0			4.0	
Lane Grp Cap (vph)	155	1660		442	1656			489			502	
v/s Ratio Prot		0.12			c0.33							
v/s Ratio Perm	0.11			0.16				0.14			c0.18	
v/c Ratio	0.23	0.24		0.33	0.70			0.46			0.56	
Uniform Delay, d1	7.4	7.4		7.8	9.8			13.0			13.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.3	0.0		0.2	1.0			0.9			1.7	
Delay (s)	7.7	7.5		8.0	10.9			13.9			15.2	
Level of Service	A	A		A	B			B			B	
Approach Delay (s)		7.5			10.6			13.9			15.2	
Approach LOS		A			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	48.0	Sum of lost time (s)	9.8
Intersection Capacity Utilization	72.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	110	16	12	201	103	13	69	8	46	81	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9	4.9		4.9			4.9	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.95		0.99			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00			0.98	
Frt	1.00	0.98		1.00	1.00	0.85		0.99			0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99			0.99	
Satd. Flow (prot)	1770	1809		1770	1863	1498		1808			1745	
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.94			0.87	
Satd. Flow (perm)	1770	1809		1770	1863	1498		1715			1549	
Peak-hour factor, PHF	0.94	0.94	0.94	0.77	0.77	0.77	0.73	0.73	0.73	0.84	0.84	0.84
Adj. Flow (vph)	26	117	17	16	261	134	18	95	11	55	96	37
RTOR Reduction (vph)	0	5	0	0	0	67	0	6	0	0	16	0
Lane Group Flow (vph)	26	129	0	16	261	67	0	118	0	0	172	0
Confl. Peds. (#/hr)	16		30	30		16	32		44	44		32
Confl. Bikes (#/hr)						7			2			1
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases						6	4			4		
Actuated Green, G (s)	2.6	34.1		1.3	32.8	32.8		16.4			16.4	
Effective Green, g (s)	2.6	34.1		1.3	32.8	32.8		16.4			16.4	
Actuated g/C Ratio	0.04	0.52		0.02	0.50	0.50		0.25			0.25	
Clearance Time (s)	4.4	4.9		4.4	4.9	4.9		4.9			4.9	
Vehicle Extension (s)	2.0	3.4		2.0	3.4	3.4		2.5			2.5	
Lane Grp Cap (vph)	69	934		34	925	744		426			384	
v/s Ratio Prot	c0.01	0.07		0.01	c0.14							
v/s Ratio Perm						0.04		0.07			c0.11	
v/c Ratio	0.38	0.14		0.47	0.28	0.09		0.28			0.45	
Uniform Delay, d1	30.9	8.3		32.0	9.7	8.7		20.0			21.0	
Progression Factor	1.10	1.22		1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	1.3	0.3		3.7	0.8	0.2		0.3			0.6	
Delay (s)	35.1	10.4		35.7	10.5	9.0		20.3			21.6	
Level of Service	D	B		D	B	A		C			C	
Approach Delay (s)		14.4			11.0			20.3			21.6	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	15.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	66.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	45.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	0	17	1	1	1	14	77	1	0	87	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9			4.9			4.9	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.97			0.86			1.00			0.99	
Flpb, ped/bikes		0.84			0.99			1.00			1.00	
Frt		0.92			0.95			1.00			0.98	
Flt Protected		0.98			0.98			0.99			1.00	
Satd. Flow (prot)		1372			1496			1843			1810	
Flt Permitted		1.00			1.00			0.96			1.00	
Satd. Flow (perm)		1400			1520			1787			1810	
Peak-hour factor, PHF	0.73	0.73	0.73	0.38	0.38	0.38	0.72	0.72	0.72	0.85	0.85	0.85
Adj. Flow (vph)	16	0	23	3	3	3	19	107	1	0	102	21
RTOR Reduction (vph)	0	38	0	0	3	0	0	0	0	0	5	0
Lane Group Flow (vph)	0	1	0	0	6	0	0	127	0	0	118	0
Confl. Peds. (#/hr)	25		2	2		25	12		51	51		12
Confl. Bikes (#/hr)						1			2			
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		1.4			1.4			25.6			32.6	
Effective Green, g (s)		1.4			1.4			25.6			32.6	
Actuated g/C Ratio		0.03			0.03			0.58			0.74	
Clearance Time (s)		4.9			4.9			4.9			4.9	
Vehicle Extension (s)		2.0			2.0			2.0			2.0	
Lane Grp Cap (vph)		44			48			1044			1347	
v/s Ratio Prot											c0.06	
v/s Ratio Perm		0.00			c0.00			c0.07				
v/c Ratio		0.03			0.13			0.12			0.09	
Uniform Delay, d1		20.5			20.6			4.1			1.5	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.1			0.4			0.0			0.0	
Delay (s)		20.6			21.0			4.1			1.5	
Level of Service		C			C			A			A	
Approach Delay (s)		20.6			21.0			4.1			1.5	
Approach LOS		C			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.15		
Actuated Cycle Length (s)	43.8	Sum of lost time (s)	18.6
Intersection Capacity Utilization	27.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	291	12	55	365	43	18	58	50	66	78	17
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	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.99	
Frt	1.00	0.99		1.00	0.98			0.95			0.99	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1770	1846		1770	1826			1709			1764	
Flt Permitted	0.95	1.00		0.95	1.00			0.94			0.74	
Satd. Flow (perm)	1770	1846		1770	1826			1615			1334	
Peak-hour factor, PHF	0.75	0.75	0.75	0.85	0.85	0.85	0.64	0.64	0.64	0.75	0.75	0.75
Adj. Flow (vph)	20	388	16	65	429	51	28	91	78	88	104	23
RTOR Reduction (vph)	0	2	0	0	5	0	0	40	0	0	7	0
Lane Group Flow (vph)	20	402	0	65	475	0	0	157	0	0	208	0
Confl. Peds. (#/hr)			29			7	58		18	18		58
Confl. Bikes (#/hr)						2			3			1
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	1.3	30.8		3.8	33.3			13.2			13.2	
Effective Green, g (s)	1.3	30.8		3.8	33.3			13.2			13.2	
Actuated g/C Ratio	0.02	0.50		0.06	0.54			0.21			0.21	
Clearance Time (s)	4.4	4.9		4.4	4.9			4.9			4.9	
Vehicle Extension (s)	2.0	2.8		2.0	2.6			2.0			2.0	
Lane Grp Cap (vph)	37	917		108	980			343			284	
v/s Ratio Prot	0.01	0.22		c0.04	c0.26							
v/s Ratio Perm								0.10			c0.16	
v/c Ratio	0.54	0.44		0.60	0.48			0.46			0.73	
Uniform Delay, d1	30.1	10.0		28.4	9.0			21.3			22.8	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	8.4	1.5		6.3	1.7			0.4			8.1	
Delay (s)	38.4	11.6		34.7	10.7			21.6			30.9	
Level of Service	D	B		C	B			C			C	
Approach Delay (s)		12.8			13.6			21.6			30.9	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	17.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	62.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	53.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	193	28	45	450	31	54	22	15	23	62	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4		4.4	4.4			4.3			4.4	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00			1.00			0.99	
Flpb, ped/bikes	0.99	1.00		0.98	1.00			0.99			1.00	
Frt	1.00	0.98		1.00	0.99			0.98			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.97			0.99	
Satd. Flow (prot)	1753	1815		1732	1840			1738			1753	
Flt Permitted	0.39	1.00		0.59	1.00			0.82			0.91	
Satd. Flow (perm)	718	1815		1069	1840			1466			1614	
Peak-hour factor, PHF	0.78	0.78	0.78	0.86	0.86	0.86	0.88	0.88	0.88	0.80	0.80	0.80
Adj. Flow (vph)	37	247	36	52	523	36	61	25	17	29	78	38
RTOR Reduction (vph)	0	8	0	0	4	0	0	13	0	0	23	0
Lane Group Flow (vph)	37	275	0	52	555	0	0	90	0	0	122	0
Confl. Peds. (#/hr)	20		29	29		20	32		25	25		32
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	20.5	20.5		20.5	20.5			7.6			7.5	
Effective Green, g (s)	20.5	20.5		20.5	20.5			7.6			7.5	
Actuated g/C Ratio	0.56	0.56		0.56	0.56			0.21			0.20	
Clearance Time (s)	4.4	4.4		4.4	4.4			4.3			4.4	
Vehicle Extension (s)	2.6	2.6		2.6	2.6			2.0			2.0	
Lane Grp Cap (vph)	399	1011		595	1025			302			328	
v/s Ratio Prot		0.15			c0.30							
v/s Ratio Perm	0.05			0.05				0.06			c0.08	
v/c Ratio	0.09	0.27		0.09	0.54			0.30			0.37	
Uniform Delay, d1	3.8	4.3		3.8	5.2			12.3			12.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.1	0.1		0.0	0.5			0.2			0.3	
Delay (s)	3.9	4.4		3.8	5.7			12.6			12.9	
Level of Service	A	A		A	A			B			B	
Approach Delay (s)		4.3			5.5			12.6			12.9	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	36.8	Sum of lost time (s)	8.8
Intersection Capacity Utilization	59.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	361	94	149	913	299	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6	4.2	4.6	4.6	4.2
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
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	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	1770	3539	1770	1583
Peak-hour factor, PHF	0.86	0.86	0.79	0.79	0.84	0.84
Adj. Flow (vph)	420	109	189	1156	356	393
RTOR Reduction (vph)	0	80	0	0	0	329
Lane Group Flow (vph)	420	29	189	1156	356	65
Confl. Peds. (#/hr)		39				
Confl. Bikes (#/hr)		4				
Turn Type	NA	Over	Prot	NA	NA	Over
Protected Phases	2	8	1	6	8	1
Permitted Phases						
Actuated Green, G (s)	16.6	13.8	8.6	29.4	13.8	8.6
Effective Green, g (s)	16.6	13.8	8.6	29.4	13.8	8.6
Actuated g/C Ratio	0.32	0.26	0.16	0.56	0.26	0.16
Clearance Time (s)	4.6	4.6	4.2	4.6	4.6	4.2
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2
Lane Grp Cap (vph)	1121	416	290	1985	466	259
v/s Ratio Prot	0.12	0.02	0.11	c0.33	c0.20	0.04
v/s Ratio Perm						
v/c Ratio	0.37	0.07	0.65	0.58	0.76	0.25
Uniform Delay, d1	13.9	14.5	20.5	7.5	17.8	19.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.0	4.0	0.3	6.6	0.2
Delay (s)	14.0	14.5	24.5	7.8	24.4	19.3
Level of Service	B	B	C	A	C	B
Approach Delay (s)	14.1			10.1	21.7	
Approach LOS	B			B	C	

Intersection Summary			
HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	52.4	Sum of lost time (s)	13.4
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	444	188	372	942	159	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6	4.2	4.6	4.6	4.2
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
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	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	1770	3539	1770	1583
Peak-hour factor, PHF	0.82	0.82	0.87	0.87	0.79	0.79
Adj. Flow (vph)	541	229	428	1083	201	211
RTOR Reduction (vph)	0	162	0	0	0	157
Lane Group Flow (vph)	541	67	428	1083	201	54
Confl. Peds. (#/hr)		39				
Turn Type	NA	Over	Prot	NA	NA	Over
Protected Phases	2	8	1	6	8	1
Permitted Phases						
Actuated Green, G (s)	24.5	16.2	18.7	47.4	16.2	18.7
Effective Green, g (s)	24.5	16.2	18.7	47.4	16.2	18.7
Actuated g/C Ratio	0.34	0.22	0.26	0.65	0.22	0.26
Clearance Time (s)	4.6	4.6	4.2	4.6	4.6	4.2
Vehicle Extension (s)	6.0	2.0	2.0	6.0	2.0	2.0
Lane Grp Cap (vph)	1191	352	454	2304	393	406
v/s Ratio Prot	0.15	0.04	c0.24	c0.31	c0.11	0.03
v/s Ratio Perm						
v/c Ratio	0.45	0.19	0.94	0.47	0.51	0.13
Uniform Delay, d1	18.9	23.0	26.5	6.4	24.8	20.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	1.2	27.9	0.4	4.7	0.1
Delay (s)	19.7	24.2	54.5	6.8	29.5	20.9
Level of Service	B	C	D	A	C	C
Approach Delay (s)	21.0			20.3	25.1	
Approach LOS	C			C	C	

Intersection Summary			
HCM 2000 Control Delay	21.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	72.8	Sum of lost time (s)	13.4
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	97	393	276	136	202	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	6.0	6.0		4.6	4.2
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.99		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.95		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	3331		1770	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3331		1770	1583
Peak-hour factor, PHF	0.90	0.90	0.79	0.79	0.88	0.88
Adj. Flow (vph)	108	437	349	172	230	281
RTOR Reduction (vph)	0	0	117	0	0	234
Lane Group Flow (vph)	108	437	404	0	230	47
Confl. Peds. (#/hr)				8		
Confl. Bikes (#/hr)				2		
Turn Type	Prot	NA	NA		NA	Over
Protected Phases	5	2	6		4	5
Permitted Phases						
Actuated Green, G (s)	6.2	20.0	9.6		6.7	6.2
Effective Green, g (s)	6.2	20.0	9.6		6.7	6.2
Actuated g/C Ratio	0.17	0.54	0.26		0.18	0.17
Clearance Time (s)	4.2	6.0	6.0		4.6	4.2
Vehicle Extension (s)	0.2	0.2	0.2		0.2	0.2
Lane Grp Cap (vph)	294	1897	857		317	263
v/s Ratio Prot	c0.06	0.12	c0.12		c0.13	0.03
v/s Ratio Perm						
v/c Ratio	0.37	0.23	0.47		0.73	0.18
Uniform Delay, d1	13.8	4.6	11.7		14.4	13.4
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.3	0.0	0.2		6.8	0.1
Delay (s)	14.1	4.6	11.9		21.3	13.5
Level of Service	B	A	B		C	B
Approach Delay (s)		6.5	11.9		17.0	
Approach LOS		A	B		B	

Intersection Summary			
HCM 2000 Control Delay	11.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	37.3	Sum of lost time (s)	14.8
Intersection Capacity Utilization	42.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	248	212	104	13	276	303	63	227	13	51	31	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.0	5.0	4.2	5.0			4.6	4.6		4.6	4.2
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.94	1.00	0.99			1.00	0.84		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	0.92			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.99	1.00		0.97	1.00
Satd. Flow (prot)	3433	1863	1489	1770	1700			1843	1332		1807	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.99	1.00		0.97	1.00
Satd. Flow (perm)	3433	1863	1489	1770	1700			1843	1332		1807	1583
Peak-hour factor, PHF	0.88	0.88	0.88	0.93	0.93	0.93	0.89	0.89	0.89	0.82	0.82	0.82
Adj. Flow (vph)	282	241	118	14	297	326	71	255	15	62	38	83
RTOR Reduction (vph)	0	0	66	0	26	0	0	0	12	0	0	74
Lane Group Flow (vph)	282	241	52	14	597	0	0	326	3	0	100	9
Confl. Peds. (#/hr)			12			4			48			8
Confl. Bikes (#/hr)			2			1						
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Over
Protected Phases	5	2		1	6		3	3		4	4	5
Permitted Phases			2						3			
Actuated Green, G (s)	13.9	57.5	57.5	2.0	45.6			26.0	26.0		25.7	13.9
Effective Green, g (s)	13.9	57.5	57.5	2.0	45.6			26.0	26.0		25.7	13.9
Actuated g/C Ratio	0.11	0.44	0.44	0.02	0.35			0.20	0.20		0.20	0.11
Clearance Time (s)	4.2	5.0	5.0	4.2	5.0			4.6	4.6		4.6	4.2
Vehicle Extension (s)	2.0	4.5	4.5	2.0	4.5			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	368	826	660	27	598			369	267		358	169
v/s Ratio Prot	c0.08	0.13		0.01	c0.35			c0.18			c0.06	0.01
v/s Ratio Perm			0.04						0.00			
v/c Ratio	0.77	0.29	0.08	0.52	1.00			0.88	0.01		0.28	0.05
Uniform Delay, d1	56.3	23.0	20.8	63.3	42.0			50.3	41.5		44.1	51.9
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	8.3	0.3	0.1	6.8	36.2			20.8	0.0		0.2	0.0
Delay (s)	64.6	23.4	20.9	70.1	78.2			71.1	41.5		44.2	52.0
Level of Service	E	C	C	E	E			E	D		D	D
Approach Delay (s)		41.0			78.0			69.8			47.8	
Approach LOS		D			E			E			D	

Intersection Summary			
HCM 2000 Control Delay	60.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	129.6	Sum of lost time (s)	18.4
Intersection Capacity Utilization	83.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	33	150	459	141	123	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.0	5.0	5.0	4.6	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	0.97	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.91	
Flt Protected	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (prot)	1770	3539	3539	1537	1663	
Flt Permitted	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (perm)	1770	3539	3539	1537	1663	
Peak-hour factor, PHF	0.76	0.76	0.92	0.92	0.82	0.82
Adj. Flow (vph)	43	197	499	153	150	337
RTOR Reduction (vph)	0	0	0	77	108	0
Lane Group Flow (vph)	43	197	499	76	379	0
Confl. Peds. (#/hr)				5		
Confl. Bikes (#/hr)				5		
Turn Type	Prot	NA	NA	Perm	NA	
Protected Phases	5	2	6		4	
Permitted Phases				6		
Actuated Green, G (s)	3.5	45.1	37.4	37.4	20.3	
Effective Green, g (s)	3.5	45.1	37.4	37.4	20.3	
Actuated g/C Ratio	0.05	0.60	0.50	0.50	0.27	
Clearance Time (s)	4.2	5.0	5.0	5.0	4.6	
Vehicle Extension (s)	0.2	2.5	2.5	2.5	0.2	
Lane Grp Cap (vph)	82	2128	1764	766	450	
v/s Ratio Prot	c0.02	0.06	c0.14		c0.23	
v/s Ratio Perm				0.05		
v/c Ratio	0.52	0.09	0.28	0.10	0.84	
Uniform Delay, d1	34.9	6.3	11.0	9.9	25.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.8	0.1	0.4	0.3	12.9	
Delay (s)	37.7	6.4	11.4	10.2	38.7	
Level of Service	D	A	B	B	D	
Approach Delay (s)		12.0	11.1		38.7	
Approach LOS		B	B		D	

Intersection Summary			
HCM 2000 Control Delay	21.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	28	111	222	173	110	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.97	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.97	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1532	1770	1863	1802	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1532	1770	1863	1802	
Peak-hour factor, PHF	0.77	0.77	0.95	0.95	0.76	0.76
Adj. Flow (vph)	36	144	234	182	145	36
RTOR Reduction (vph)	0	125	0	0	13	0
Lane Group Flow (vph)	36	19	234	182	168	0
Confl. Peds. (#/hr)		8				11
Confl. Bikes (#/hr)		1				
Turn Type	NA	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				
Actuated Green, G (s)	5.5	5.5	7.8	27.3	15.5	
Effective Green, g (s)	5.5	5.5	7.8	27.3	15.5	
Actuated g/C Ratio	0.13	0.13	0.19	0.65	0.37	
Clearance Time (s)	4.9	4.9	4.0	4.0	4.0	
Vehicle Extension (s)	2.0	2.0	2.0	3.7	3.7	
Lane Grp Cap (vph)	233	202	331	1219	669	
v/s Ratio Prot	c0.02		c0.13	0.10	c0.09	
v/s Ratio Perm		0.01				
v/c Ratio	0.15	0.09	0.71	0.15	0.25	
Uniform Delay, d1	16.0	15.9	15.9	2.8	9.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	0.1	5.5	0.1	0.2	
Delay (s)	16.2	16.0	21.4	2.8	9.3	
Level of Service	B	B	C	A	A	
Approach Delay (s)	16.0			13.3	9.3	
Approach LOS	B			B	A	

Intersection Summary			
HCM 2000 Control Delay	13.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	41.7	Sum of lost time (s)	12.9
Intersection Capacity Utilization	39.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	27	248	29	15	446	34	51	45	14	25	48	67
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			5.0			5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00			1.00			0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.98		1.00	0.99			0.98			0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.99	
Satd. Flow (prot)	1770	1824		1770	1837			1778			1690	
Flt Permitted	0.37	1.00		0.56	1.00			0.70			0.93	
Satd. Flow (perm)	683	1824		1050	1837			1267			1590	
Peak-hour factor, PHF	0.85	0.85	0.85	0.88	0.88	0.88	0.92	0.92	0.92	0.75	0.75	0.75
Adj. Flow (vph)	32	292	34	17	507	39	55	49	15	33	64	89
RTOR Reduction (vph)	0	4	0	0	3	0	0	10	0	0	62	0
Lane Group Flow (vph)	32	322	0	17	543	0	0	109	0	0	124	0
Confl. Peds. (#/hr)			14			12	6		13	13		6
Confl. Bikes (#/hr)						2			1			5
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	40.6	38.4		38.4	37.3			10.2			10.2	
Effective Green, g (s)	40.6	38.4		38.4	37.3			10.2			10.2	
Actuated g/C Ratio	0.63	0.60		0.60	0.58			0.16			0.16	
Clearance Time (s)	4.4	4.9		4.4	4.9			5.0			5.0	
Vehicle Extension (s)	2.0	3.5		2.0	3.5			2.0			2.0	
Lane Grp Cap (vph)	470	1094		642	1070			201			253	
v/s Ratio Prot	c0.00	0.18		0.00	c0.30							
v/s Ratio Perm	0.04			0.02				c0.09			0.08	
v/c Ratio	0.07	0.29		0.03	0.51			0.54			0.49	
Uniform Delay, d1	4.9	6.2		5.2	7.9			24.8			24.5	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	0.7		0.0	1.7			1.6			0.5	
Delay (s)	4.9	6.9		5.2	9.6			26.3			25.1	
Level of Service	A	A		A	A			C			C	
Approach Delay (s)		6.7			9.5			26.3			25.1	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	12.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	64.0	Sum of lost time (s)	14.3
Intersection Capacity Utilization	47.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	149	108	375	438	0	28	0	95	229	399	92
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6		4.2	4.6			4.6	4.6	4.6	4.6	
Lane Util. Factor		0.95		1.00	0.95			0.95	0.95	0.95	0.95	
Frpb, ped/bikes		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	
Frt		0.94		1.00	1.00			0.93	0.85	1.00	0.97	
Flt Protected		1.00		0.95	1.00			0.97	1.00	0.95	1.00	
Satd. Flow (prot)		3270		1770	3539			1604	1504	1681	1714	
Flt Permitted		1.00		0.95	1.00			0.55	1.00	0.71	0.99	
Satd. Flow (perm)		3270		1770	3539			913	1504	1252	1696	
Peak-hour factor, PHF	0.87	0.87	0.87	0.88	0.88	0.88	0.72	0.72	0.72	0.95	0.95	0.95
Adj. Flow (vph)	0	171	124	426	498	0	39	0	132	241	420	97
RTOR Reduction (vph)	0	108	0	0	0	0	0	39	61	0	7	0
Lane Group Flow (vph)	0	187	0	426	498	0	0	33	38	217	534	0
Confl. Peds. (#/hr)			5				2					2
Confl. Bikes (#/hr)			2									
Turn Type		NA		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases							8		8	4		
Actuated Green, G (s)		9.6		22.2	36.0			28.7	28.7	28.7	28.7	
Effective Green, g (s)		9.6		22.2	36.0			28.7	28.7	28.7	28.7	
Actuated g/C Ratio		0.13		0.30	0.49			0.39	0.39	0.39	0.39	
Clearance Time (s)		4.6		4.2	4.6			4.6	4.6	4.6	4.6	
Vehicle Extension (s)		0.2		0.2	0.2			0.2	0.2	0.2	0.2	
Lane Grp Cap (vph)		424		531	1724			354	584	486	658	
v/s Ratio Prot		c0.06		c0.24	0.14							
v/s Ratio Perm								0.04	0.03	0.17	c0.31	
v/c Ratio		0.44		0.80	0.29			0.09	0.07	0.45	0.81	
Uniform Delay, d1		29.7		23.8	11.3			14.3	14.2	16.7	20.2	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.3		8.1	0.0			0.0	0.0	0.2	7.1	
Delay (s)		29.9		31.9	11.3			14.4	14.2	17.0	27.3	
Level of Service		C		C	B			B	B	B	C	
Approach Delay (s)		29.9			20.8			14.3			24.3	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	73.9	Sum of lost time (s)	13.4
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	123	62	137	744
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.87	0.87	0.83	0.83
Hourly flow rate (vph)	0	0	141	71	165	896
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						313
pX, platoon unblocked	0.76					
vC, conflicting volume	1368	141			213	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1325	141			213	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			88	
cM capacity (veh/h)	114	906			1358	

Direction, Lane #	NB 1	NB 2	SB 1
Volume Total	141	71	1061
Volume Left	0	0	165
Volume Right	0	71	0
cSH	1700	1700	1358
Volume to Capacity	0.08	0.04	0.12
Queue Length 95th (ft)	0	0	10
Control Delay (s)	0.0	0.0	3.0
Lane LOS			A
Approach Delay (s)	0.0		3.0
Approach LOS			

Intersection Summary			
Average Delay	2.5		
Intersection Capacity Utilization	59.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	44	507	1573	58	11	143
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.84	0.84	0.86	0.86	0.88	0.88
Hourly flow rate (vph)	52	604	1829	67	12	162
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	2050	948			1829	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	2050	948			1829	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	0			96	
cM capacity (veh/h)	46	261			330	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1
Volume Total	52	604	1219	677	175
Volume Left	52	0	0	0	12
Volume Right	0	604	0	67	0
cSH	46	261	1700	1700	330
Volume to Capacity	1.13	2.31	0.72	0.40	0.04
Queue Length 95th (ft)	121	1188	0	0	3
Control Delay (s)	312.8	630.9	0.0	0.0	1.8
Lane LOS	F	F			A
Approach Delay (s)	605.5		0.0		1.8
Approach LOS	F				

Intersection Summary			
Average Delay	145.7		
Intersection Capacity Utilization	83.4%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	342	123	13	42	144	448	14	420	6	14	29	138
Peak Hour Factor	0.89	0.89	0.89	0.95	0.95	0.95	0.98	0.98	0.98	0.91	0.91	0.91
Hourly flow rate (vph)	384	138	15	44	152	472	14	429	6	15	32	152

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	384	153	44	623	14	435	31	168
Volume Left (vph)	384	0	44	0	14	0	15	0
Volume Right (vph)	0	15	0	472	0	6	0	152
Hadj (s)	0.53	-0.03	0.53	-0.50	0.53	0.02	0.28	-0.60
Departure Headway (s)	8.7	8.2	8.7	7.7	8.7	8.2	9.3	8.5
Degree Utilization, x	0.93	0.35	0.11	1.34	0.03	0.99	0.08	0.39
Capacity (veh/h)	402	429	407	477	406	435	366	403
Control Delay (s)	57.9	14.3	11.6	186.7	10.8	68.5	11.9	15.7
Approach Delay (s)	45.5		175.1		66.6		15.1	
Approach LOS	E		F		F		C	

Intersection Summary			
Delay	94.0		
Level of Service	F		
Intersection Capacity Utilization	86.9%	ICU Level of Service	E
Analysis Period (min)	15		
Description: NB was 840, divided in 1/2 for analysis purpose			

Movement	EBL	EBT	EBR2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Volume (vph)	48	18	73	80	13	81	9	15	257	102	59	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	5.2		5.2	5.2			5.2	7.0		5.2	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00	0.95		1.00	0.95
Frpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	0.99		1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	0.88		1.00	0.87			1.00	0.96		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.95	1.00
Satd. Flow (prot)	1770	1639		1770	1622			1770	3367		1770	1483
Flt Permitted	0.95	1.00		0.69	1.00			1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1639		1284	1622			1863	3367		1770	1483
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.92	0.94	0.94	0.94	0.89	0.89
Adj. Flow (vph)	55	21	84	92	15	93	10	16	273	109	66	2
RTOR Reduction (vph)	0	0	0	0	79	0	0	0	32	0	0	0
Lane Group Flow (vph)	55	105	0	92	29	0	0	26	350	0	66	261
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)										1		
Turn Type	Split	NA		Perm	NA		custom	Prot	NA		Prot	NA
Protected Phases	4	4			8			5	2		1	6
Permitted Phases				8			5					
Actuated Green, G (s)	7.6	7.6		9.9	9.9			2.6	22.5		4.3	24.2
Effective Green, g (s)	7.6	7.6		9.9	9.9			2.6	22.5		4.3	24.2
Actuated g/C Ratio	0.11	0.11		0.15	0.15			0.04	0.34		0.06	0.36
Clearance Time (s)	5.2	5.2		5.2	5.2			5.2	7.0		5.2	7.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0			2.0	6.0		2.0	6.0
Lane Grp Cap (vph)	201	186		190	240			72	1132		113	536
v/s Ratio Prot	0.03	c0.06			0.02				0.10		c0.04	c0.18
v/s Ratio Perm				c0.07				0.01				
v/c Ratio	0.27	0.56		0.48	0.12			0.36	0.31		0.58	0.49
Uniform Delay, d1	27.1	28.1		26.2	24.7			31.3	16.4		30.4	16.5
Progression Factor	1.00	1.00		1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	0.3	2.3		0.7	0.1			1.1	0.4		4.9	2.0
Delay (s)	27.4	30.4		26.9	24.8			32.5	16.9		35.3	18.5
Level of Service	C	C		C	C			C	B		D	B
Approach Delay (s)		29.4			25.8				17.9			19.6
Approach LOS		C			C				B			B

Intersection Summary			
HCM 2000 Control Delay	21.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	66.9	Sum of lost time (s)	22.6
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR	SBR2
Lane Configurations		
Volume (vph)	452	7
Ideal Flow (vphpl)	1900	1900
Total Lost time (s)	7.0	
Lane Util. Factor	0.95	
Frpb, ped/bikes	0.97	
Flpb, ped/bikes	1.00	
Frt	0.85	
Flt Protected	1.00	
Satd. Flow (prot)	1456	
Flt Permitted	1.00	
Satd. Flow (perm)	1456	
Peak-hour factor, PHF	0.89	0.89
Adj. Flow (vph)	508	8
RTOR Reduction (vph)	77	0
Lane Group Flow (vph)	180	0
Confl. Peds. (#/hr)	3	3
Confl. Bikes (#/hr)	2	2
Turn Type	Perm	
Protected Phases		
Permitted Phases	6	
Actuated Green, G (s)	24.2	
Effective Green, g (s)	24.2	
Actuated g/C Ratio	0.36	
Clearance Time (s)	7.0	
Vehicle Extension (s)	6.0	
Lane Grp Cap (vph)	526	
v/s Ratio Prot		
v/s Ratio Perm	0.12	
v/c Ratio	0.34	
Uniform Delay, d1	15.6	
Progression Factor	1.00	
Incremental Delay, d2	1.1	
Delay (s)	16.7	
Level of Service	B	
Approach Delay (s)		
Approach LOS		

Intersection Summary

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	363	4	0	18	2	0
Peak Hour Factor	0.91	0.91	0.56	0.56	0.50	0.50
Hourly flow rate (vph)	399	4	0	32	4	0

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total (vph)	266	137	32	4
Volume Left (vph)	266	133	0	0
Volume Right (vph)	0	4	0	0
Hadj (s)	0.53	0.50	0.03	0.03
Departure Headway (s)	5.1	5.1	4.9	4.9
Degree Utilization, x	0.38	0.19	0.04	0.01
Capacity (veh/h)	696	696	691	677
Control Delay (s)	10.0	8.1	8.1	8.0
Approach Delay (s)	9.4		8.1	8.0
Approach LOS	A		A	A

Intersection Summary			
Delay	9.3		
Level of Service	A		
Intersection Capacity Utilization	20.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	143	37	148	279	95	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.3		5.4	5.4	4.0	4.3
Lane Util. Factor	1.00		1.00	1.00	1.00	0.88
Frpb, ped/bikes	0.99		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1800		1770	1863	1770	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	1800		1770	1863	1770	2787
Peak-hour factor, PHF	0.85	0.85	0.81	0.81	0.95	0.95
Adj. Flow (vph)	168	44	183	344	100	80
RTOR Reduction (vph)	12	0	0	0	0	69
Lane Group Flow (vph)	200	0	183	344	100	11
Confl. Peds. (#/hr)		6				
Confl. Bikes (#/hr)		1				
Turn Type	NA		Prot	NA	NA	custom
Protected Phases	4		6		5	2
Permitted Phases				6		
Actuated Green, G (s)	13.4		15.6	15.6	7.2	6.9
Effective Green, g (s)	13.4		15.6	15.6	7.2	6.9
Actuated g/C Ratio	0.27		0.31	0.31	0.14	0.14
Clearance Time (s)	4.3		5.4	5.4	4.0	4.3
Vehicle Extension (s)	3.8		4.1	4.1	2.0	3.8
Lane Grp Cap (vph)	483		553	582	255	385
v/s Ratio Prot	c0.11		0.10		c0.06	0.00
v/s Ratio Perm				c0.18		
v/c Ratio	0.41		0.33	0.59	0.39	0.03
Uniform Delay, d1	15.0		13.1	14.5	19.4	18.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7		0.5	1.9	0.4	0.0
Delay (s)	15.8		13.7	16.4	19.7	18.6
Level of Service	B		B	B	B	B
Approach Delay (s)	15.8			15.4	19.2	
Approach LOS	B			B	B	

Intersection Summary			
HCM 2000 Control Delay	16.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	49.9	Sum of lost time (s)	14.0
Intersection Capacity Utilization	36.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	44	123	113	88	234	30	322	178	84	2	54	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4	4.4	4.0	4.0		4.4	4.9	4.9	4.9	4.9	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	0.99		1.00	1.00	0.97	1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3443		3433	1863	1539	1770	1708	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.63	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	3443		3433	1863	1539	1172	1708	
Peak-hour factor, PHF	0.85	0.85	0.85	0.91	0.91	0.91	0.87	0.87	0.87	0.75	0.75	0.75
Adj. Flow (vph)	52	145	133	97	257	33	370	205	97	3	72	49
RTOR Reduction (vph)	0	0	107	0	11	0	0	0	52	0	25	0
Lane Group Flow (vph)	52	145	26	97	279	0	370	205	45	3	96	0
Confl. Peds. (#/hr)			24			23			25			29
Confl. Bikes (#/hr)			3			1			1			
Turn Type	Split	NA	Over	Split	NA		Prot	NA	Perm	Perm	NA	
Protected Phases	4	4	5	8	8		5	2			6	
Permitted Phases									2	6		
Actuated Green, G (s)	10.8	10.8	12.7	11.1	11.1		12.7	31.0	31.0	13.9	13.9	
Effective Green, g (s)	10.8	10.8	12.7	11.1	11.1		12.7	31.0	31.0	13.9	13.9	
Actuated g/C Ratio	0.16	0.16	0.19	0.17	0.17		0.19	0.47	0.47	0.21	0.21	
Clearance Time (s)	4.4	4.4	4.4	4.0	4.0		4.4	4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.3	2.3	2.3	2.3	
Lane Grp Cap (vph)	288	577	303	296	577		658	872	720	246	358	
v/s Ratio Prot	0.03	c0.04	0.02	0.05	c0.08		c0.11	c0.11			0.06	
v/s Ratio Perm									0.03	0.00		
v/c Ratio	0.18	0.25	0.08	0.33	0.48		0.56	0.24	0.06	0.01	0.27	
Uniform Delay, d1	23.9	24.2	22.0	24.3	25.0		24.2	10.5	9.6	20.7	21.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	0.1	0.0	0.2	0.2		0.7	0.1	0.0	0.0	0.2	
Delay (s)	24.0	24.3	22.0	24.5	25.2		24.9	10.6	9.7	20.7	22.1	
Level of Service	C	C	C	C	C		C	B	A	C	C	
Approach Delay (s)		23.3			25.0			18.3			22.1	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	21.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	66.2	Sum of lost time (s)	17.7
Intersection Capacity Utilization	46.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	44	15	234	57	543	38	226	381	292	165	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2	4.2		4.6	4.6	4.2	4.6	4.6	4.2	4.6	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.97	0.95	
Frpb, ped/bikes		1.00	0.99		1.00	0.98	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	1.00	1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected		0.99	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1844	1563		1791	1546	1770	1863	1583	3433	3452	
Flt Permitted		0.99	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1844	1563		1791	1546	1770	1863	1583	3433	3452	
Peak-hour factor, PHF	0.62	0.62	0.62	0.84	0.84	0.84	0.80	0.80	0.80	0.91	0.91	0.91
Adj. Flow (vph)	18	71	24	279	68	646	48	282	476	321	181	27
RTOR Reduction (vph)	0	0	21	0	0	477	0	0	352	0	8	0
Lane Group Flow (vph)	0	89	3	0	347	169	48	282	124	321	200	0
Confl. Peds. (#/hr)			1			3			29			13
Confl. Bikes (#/hr)									4			1
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Over	Prot	NA	
Protected Phases	4	4		8	8		5	2	8	1	6	
Permitted Phases			4			8						
Actuated Green, G (s)		8.4	8.4		20.3	20.3	3.3	20.9	20.3	10.5	28.1	
Effective Green, g (s)		8.4	8.4		20.3	20.3	3.3	20.9	20.3	10.5	28.1	
Actuated g/C Ratio		0.11	0.11		0.26	0.26	0.04	0.27	0.26	0.14	0.36	
Clearance Time (s)		4.2	4.2		4.6	4.6	4.2	4.6	4.6	4.2	4.6	
Vehicle Extension (s)		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Lane Grp Cap (vph)		199	168		467	403	75	501	413	463	1248	
v/s Ratio Prot		c0.05			c0.19		0.03	c0.15	0.08	c0.09	0.06	
v/s Ratio Perm			0.00			0.11						
v/c Ratio		0.45	0.02		0.74	0.42	0.64	0.56	0.30	0.69	0.16	
Uniform Delay, d1		32.5	31.0		26.3	23.8	36.6	24.5	23.0	32.1	16.8	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.6	0.0		5.5	0.3	13.1	0.9	0.2	3.6	0.0	
Delay (s)		33.1	31.0		31.8	24.1	49.7	25.3	23.2	35.7	16.8	
Level of Service		C	C		C	C	D	C	C	D	B	
Approach Delay (s)		32.6			26.8			25.5			28.3	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	27.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	77.7	Sum of lost time (s)	17.6
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	61	193	92	172	334	61	72	100	25	65	456	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0	5.0	4.0	5.0		4.0	5.0	
Lane Util. Factor	0.97	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	1.00		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	0.95		1.00	1.00	0.85	1.00	0.97		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	3342		1770	1863	1541	1770	3433		1770	3392	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	3342		1770	1863	1541	1770	3433		1770	3392	
Peak-hour factor, PHF	0.77	0.77	0.77	0.81	0.81	0.81	0.93	0.93	0.93	0.89	0.89	0.89
Adj. Flow (vph)	79	251	119	212	412	75	77	108	27	73	512	143
RTOR Reduction (vph)	0	76	0	0	0	49	0	19	0	0	32	0
Lane Group Flow (vph)	79	294	0	212	412	26	77	116	0	73	623	0
Confl. Peds. (#/hr)			16			13						15
Confl. Bikes (#/hr)						5						
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	3.7	17.0		9.6	22.9	22.9	4.4	19.1		2.9	17.6	
Effective Green, g (s)	3.7	17.0		9.6	22.9	22.9	4.4	19.1		2.9	17.6	
Actuated g/C Ratio	0.06	0.26		0.14	0.34	0.34	0.07	0.29		0.04	0.26	
Clearance Time (s)	4.0	5.0		4.0	5.0	5.0	4.0	5.0		4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	190	853		255	640	529	116	984		77	896	
v/s Ratio Prot	0.02	0.09		c0.12	c0.22		c0.04	0.03		0.04	c0.18	
v/s Ratio Perm						0.02						
v/c Ratio	0.42	0.34		0.83	0.64	0.05	0.66	0.12		0.95	0.69	
Uniform Delay, d1	30.4	20.3		27.7	18.4	14.6	30.4	17.5		31.8	22.1	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5	0.2		20.0	2.2	0.0	13.4	0.1		84.0	2.4	
Delay (s)	31.9	20.5		47.8	20.6	14.6	43.8	17.6		115.8	24.4	
Level of Service	C	C		D	C	B	D	B		F	C	
Approach Delay (s)		22.5			28.2			27.1			33.6	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	66.6	Sum of lost time (s)	18.0
Intersection Capacity Utilization	59.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
53: I-805 SB Ramps & Market Street

4/7/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	243	132	171	712	0	0	0	0	120	0	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.6		4.2	5.6					3.0		3.0
Lane Util. Factor		0.95		1.00	0.95					1.00		1.00
Frpb, ped/bikes		0.99		1.00	1.00					1.00		1.00
Flpb, ped/bikes		1.00		1.00	1.00					1.00		1.00
Frt		0.95		1.00	1.00					1.00		0.85
Flt Protected		1.00		0.95	1.00					0.95		1.00
Satd. Flow (prot)		3325		1770	3539					1770		1583
Flt Permitted		1.00		0.95	1.00					0.95		1.00
Satd. Flow (perm)		3325		1770	3539					1770		1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	264	143	186	774	0	0	0	0	130	0	153
RTOR Reduction (vph)	0	57	0	0	0	0	0	0	0	0	0	130
Lane Group Flow (vph)	0	350	0	186	774	0	0	0	0	130	0	23
Confl. Peds. (#/hr)			3			27						
Confl. Bikes (#/hr)						3						
Turn Type		NA		Prot	NA					Prot		custom
Protected Phases		2		1	6					4		
Permitted Phases												4
Actuated Green, G (s)		18.1		5.7	28.0					7.7		7.7
Effective Green, g (s)		18.1		5.7	28.0					7.7		7.7
Actuated g/C Ratio		0.36		0.11	0.55					0.15		0.15
Clearance Time (s)		5.6		4.2	5.6					3.0		3.0
Vehicle Extension (s)		5.0		2.0	4.5					0.9		0.9
Lane Grp Cap (vph)		1184		198	1950					268		239
v/s Ratio Prot		0.11		c0.11	c0.22					c0.07		
v/s Ratio Perm												0.01
v/c Ratio		0.30		0.94	0.40					0.49		0.10
Uniform Delay, d1		11.8		22.4	6.5					19.7		18.6
Progression Factor		1.00		1.00	1.00					1.00		1.00
Incremental Delay, d2		0.3		45.9	0.2					0.5		0.1
Delay (s)		12.1		68.3	6.8					20.2		18.6
Level of Service		B		E	A					C		B
Approach Delay (s)		12.1			18.7			0.0			19.4	
Approach LOS		B			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	17.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	50.8	Sum of lost time (s)	15.8
Intersection Capacity Utilization	59.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	317	0	0	619	323	276	2	188	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.6			4.6			4.6	4.6			
Lane Util. Factor	1.00	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.99			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.95			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	1770	3539			3314			1775	1560			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	1770	3539			3314			1775	1560			
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.92	0.92	0.92
Adj. Flow (vph)	60	348	0	0	680	355	303	2	207	0	0	0
RTOR Reduction (vph)	0	0	0	0	80	0	0	0	146	0	0	0
Lane Group Flow (vph)	60	348	0	0	955	0	0	305	61	0	0	0
Confl. Peds. (#/hr)						12			3			
Confl. Bikes (#/hr)						4			2			
Turn Type	Prot	NA			NA		Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases									8			
Actuated Green, G (s)	2.5	24.7			18.0			14.2	14.2			
Effective Green, g (s)	2.5	24.7			18.0			14.2	14.2			
Actuated g/C Ratio	0.05	0.51			0.37			0.30	0.30			
Clearance Time (s)	4.2	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	0.2	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	91	1817			1240			524	460			
v/s Ratio Prot	c0.03	0.10			c0.29			c0.17				
v/s Ratio Perm									0.04			
v/c Ratio	0.66	0.19			0.77			0.58	0.13			
Uniform Delay, d1	22.4	6.3			13.2			14.4	12.4			
Progression Factor	1.00	1.00			1.00			1.00	1.00			
Incremental Delay, d2	12.4	0.0			2.7			1.1	0.0			
Delay (s)	34.8	6.3			16.0			15.5	12.5			
Level of Service	C	A			B			B	B			
Approach Delay (s)		10.5			16.0			14.3			0.0	
Approach LOS		B			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	14.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	48.1	Sum of lost time (s)	13.4
Intersection Capacity Utilization	59.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	375	138	186	543	0	0	0	0	354	0	483
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		4.2	5.0					4.6	4.6	
Lane Util. Factor		0.95		0.97	0.95					0.95	0.95	
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		0.96		1.00	1.00					1.00	0.86	
Flt Protected		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (prot)		3397		3433	3539					1681	1487	
Flt Permitted		1.00		0.95	1.00					0.95	1.00	
Satd. Flow (perm)		3397		3433	3539					1681	1487	
Peak-hour factor, PHF	0.90	0.90	0.90	0.94	0.94	0.94	0.92	0.92	0.92	0.78	0.78	0.78
Adj. Flow (vph)	0	417	153	198	578	0	0	0	0	454	0	619
RTOR Reduction (vph)	0	56	0	0	0	0	0	0	0	0	85	0
Lane Group Flow (vph)	0	514	0	198	578	0	0	0	0	409	579	0
Confl. Peds. (#/hr)										23		17
Confl. Bikes (#/hr)												1
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		2		1	6					4	4	
Permitted Phases												
Actuated Green, G (s)		11.5		6.0	21.7					24.5	24.5	
Effective Green, g (s)		11.5		6.0	21.7					24.5	24.5	
Actuated g/C Ratio		0.21		0.11	0.39					0.44	0.44	
Clearance Time (s)		5.0		4.2	5.0					4.6	4.6	
Vehicle Extension (s)		0.2		0.2	0.2					0.2	0.2	
Lane Grp Cap (vph)		700		369	1376					738	652	
v/s Ratio Prot		c0.15		0.06	c0.16					0.24	c0.39	
v/s Ratio Perm												
v/c Ratio		0.73		0.54	0.42					0.55	0.89	
Uniform Delay, d1		20.7		23.6	12.5					11.6	14.4	
Progression Factor		1.00		1.00	1.00					1.00	1.00	
Incremental Delay, d2		3.5		0.8	0.1					0.5	13.5	
Delay (s)		24.2		24.3	12.5					12.1	27.9	
Level of Service		C		C	B					B	C	
Approach Delay (s)		24.2			15.5			0.0			21.9	
Approach LOS		C			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	20.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	55.8	Sum of lost time (s)	13.8
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	172	520	0	0	594	1076	147	3	119	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.0			5.0	5.0		4.6	5.0			
Lane Util. Factor	1.00	0.95			0.91	0.91		1.00	0.88			
Frpb, ped/bikes	1.00	1.00			0.98	0.96		1.00	1.00			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			0.93	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			3087	1382		1776	2787			
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	1770	3539			3087	1382		1776	2787			
Peak-hour factor, PHF	0.94	0.94	0.94	0.86	0.86	0.86	0.87	0.87	0.87	0.92	0.92	0.92
Adj. Flow (vph)	183	553	0	0	691	1251	169	3	137	0	0	0
RTOR Reduction (vph)	0	0	0	0	231	341	0	0	0	0	0	0
Lane Group Flow (vph)	183	553	0	0	1086	284	0	172	137	0	0	0
Confl. Peds. (#/hr)			17			30						
Confl. Bikes (#/hr)			1			4						
Turn Type	Prot	NA			NA	Perm	Split	NA	custom			
Protected Phases	5	2!			6		8	8	6!			
Permitted Phases						6			8			
Actuated Green, G (s)	7.8	35.6			23.6	23.6		6.7	30.3			
Effective Green, g (s)	7.8	35.6			23.6	23.6		6.7	30.3			
Actuated g/C Ratio	0.15	0.69			0.45	0.45		0.13	0.58			
Clearance Time (s)	4.2	5.0			5.0	5.0		4.6	5.0			
Vehicle Extension (s)	0.2	0.2			0.2	0.2		0.2	0.2			
Lane Grp Cap (vph)	266	2427			1403	628		229	1895			
v/s Ratio Prot	c0.10	0.16			c0.35			c0.10	0.03			
v/s Ratio Perm						0.21			0.02			
v/c Ratio	0.69	0.23			0.77	0.45		0.75	0.07			
Uniform Delay, d1	20.9	3.0			11.9	9.7		21.8	4.7			
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2	5.8	0.0			2.5	0.2		11.6	0.0			
Delay (s)	26.7	3.1			14.4	9.9		33.4	4.7			
Level of Service	C	A			B	A		C	A			
Approach Delay (s)		8.9			13.0			20.7			0.0	
Approach LOS		A			B			C			A	

Intersection Summary			
HCM 2000 Control Delay	12.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	51.9	Sum of lost time (s)	13.8
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
57: SR-94 WB Ramp & A Street

4/7/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	3	149	93	23	0	0	0	0	2	13	9
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.92	0.92	0.92	0.75	0.75	0.75
Hourly flow rate (vph)	23	3	162	109	27	0	0	0	0	3	17	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	27			3			396	376	84	376	295	27
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	27			3			396	376	84	376	295	27
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			93			100	100	100	100	97	99
cM capacity (veh/h)	1587			1619			511	510	975	545	567	1048

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	188	136	32
Volume Left	23	109	3
Volume Right	162	0	12
cSH	1587	1619	682
Volume to Capacity	0.01	0.07	0.05
Queue Length 95th (ft)	1	5	4
Control Delay (s)	1.0	6.0	10.5
Lane LOS	A	A	B
Approach Delay (s)	1.0	6.0	10.5
Approach LOS			B

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	30.2%	ICU Level of Service	A
Analysis Period (min)	15		

Description: Modified of intersection 57 Below to make it work

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	563	161	68	473
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.86	0.86	0.94	0.94
Hourly flow rate (vph)	0	0	655	187	72	503
Pedestrians	19					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1164	440			861	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1164	440			861	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			91	
cM capacity (veh/h)	170	565			777	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	436	405	240	335
Volume Left	0	0	72	0
Volume Right	0	187	0	0
cSH	1700	1700	777	1700
Volume to Capacity	0.26	0.24	0.09	0.20
Queue Length 95th (ft)	0	0	8	0
Control Delay (s)	0.0	0.0	3.8	0.0
Lane LOS			A	
Approach Delay (s)	0.0		1.6	
Approach LOS				

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	42.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	156	119	64	52	412	84	155	374	28	71	262	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.9	4.9		4.4	5.0		4.4	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		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		1.00	1.00	
Frt	1.00	0.95		1.00	0.97		1.00	0.99		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3336		1770	3433		1770	3487		1770	3294	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3336		1770	3433		1770	3487		1770	3294	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	173	132	71	58	458	93	172	416	31	79	291	203
RTOR Reduction (vph)	0	46	0	0	17	0	0	5	0	0	126	0
Lane Group Flow (vph)	173	157	0	58	534	0	172	442	0	79	368	0
Confl. Peds. (#/hr)			3			21			52			8
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	11.9	28.8		5.7	23.1		11.9	22.8		6.6	17.5	
Effective Green, g (s)	11.9	28.8		5.7	23.1		11.9	22.8		6.6	17.5	
Actuated g/C Ratio	0.14	0.35		0.07	0.28		0.14	0.27		0.08	0.21	
Clearance Time (s)	4.4	4.9		4.9	4.9		4.4	5.0		4.4	5.0	
Vehicle Extension (s)	2.0	4.0		2.0	4.1		2.0	2.2		2.0	2.2	
Lane Grp Cap (vph)	253	1156		121	954		253	956		140	693	
v/s Ratio Prot	c0.10	0.05		0.03	c0.16		c0.10	0.13		0.04	c0.11	
v/s Ratio Perm												
v/c Ratio	0.68	0.14		0.48	0.56		0.68	0.46		0.56	0.53	
Uniform Delay, d1	33.8	18.6		37.3	25.7		33.8	25.1		36.9	29.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.0	0.1		1.1	1.0		5.6	0.2		3.1	0.5	
Delay (s)	39.8	18.7		38.4	26.6		39.4	25.2		39.9	29.6	
Level of Service	D	B		D	C		D	C		D	C	
Approach Delay (s)		28.4			27.7			29.2			31.1	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	29.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	83.1	Sum of lost time (s)	19.2
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	89	510	86	87	1303	55	209	275	74	62	168	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.4		4.4	5.3		4.4	5.2		4.4	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.97		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3462		1770	5054		1770	3408		1770	3278	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3462		1770	5054		1770	3408		1770	3278	
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	111	638	108	109	1629	69	261	344	92	78	210	171
RTOR Reduction (vph)	0	8	0	0	3	0	0	20	0	0	143	0
Lane Group Flow (vph)	111	738	0	109	1695	0	261	416	0	78	238	0
Confl. Peds. (#/hr)									13			3
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	12.2	47.9		14.6	50.4		22.2	29.5		8.6	16.1	
Effective Green, g (s)	12.2	47.9		14.6	50.4		22.2	29.5		8.6	16.1	
Actuated g/C Ratio	0.10	0.40		0.12	0.42		0.18	0.25		0.07	0.13	
Clearance Time (s)	4.4	5.4		4.4	5.3		4.4	5.2		4.4	5.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.7		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	179	1381		215	2122		327	837		126	439	
v/s Ratio Prot	0.06	c0.21		0.06	c0.34		c0.15	c0.12		0.04	0.07	
v/s Ratio Perm												
v/c Ratio	0.62	0.53		0.51	0.80		0.80	0.50		0.62	0.54	
Uniform Delay, d1	51.7	27.5		49.3	30.4		46.8	38.9		54.1	48.5	
Progression Factor	1.00	1.00		0.82	0.74		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.7	1.5		0.6	2.7		11.9	0.2		6.2	0.7	
Delay (s)	56.4	29.0		41.1	25.1		58.7	39.0		60.3	49.2	
Level of Service	E	C		D	C		E	D		E	D	
Approach Delay (s)		32.6			26.1			46.4			51.1	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	34.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.4
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	122	153	58	111	242	185	56	242	62	113	121	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.0		4.4	5.0		4.4	5.5		4.4	5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	0.99		1.00	0.98		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.94		1.00	0.97		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3339		1770	3275		1770	3350		1770	3235	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3339		1770	3275		1770	3350		1770	3235	
Peak-hour factor, PHF	0.90	0.90	0.90	0.88	0.88	0.88	0.89	1.00	0.89	0.80	0.80	0.80
Adj. Flow (vph)	136	170	64	126	275	210	63	242	70	141	151	129
RTOR Reduction (vph)	0	49	0	0	162	0	0	34	0	0	87	0
Lane Group Flow (vph)	136	185	0	126	323	0	63	278	0	141	193	0
Confl. Peds. (#/hr)			52			13			47			30
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	7.7	15.5		7.6	15.4		3.6	17.8		7.8	22.0	
Effective Green, g (s)	7.7	15.5		7.6	15.4		3.6	17.8		7.8	22.0	
Actuated g/C Ratio	0.11	0.23		0.11	0.23		0.05	0.26		0.11	0.32	
Clearance Time (s)	4.4	5.0		4.4	5.0		4.4	5.5		4.4	5.5	
Vehicle Extension (s)	2.0	3.3		2.0	2.7		2.0	2.9		2.0	3.6	
Lane Grp Cap (vph)	200	761		197	741		93	876		203	1046	
v/s Ratio Prot	c0.08	0.06		0.07	c0.10		0.04	c0.08		c0.08	c0.06	
v/s Ratio Perm												
v/c Ratio	0.68	0.24		0.64	0.44		0.68	0.32		0.69	0.18	
Uniform Delay, d1	29.0	21.5		28.9	22.6		31.6	20.2		29.0	16.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.4	0.2		4.9	0.3		14.3	0.2		8.0	0.1	
Delay (s)	36.3	21.6		33.8	22.9		45.9	20.4		37.0	16.6	
Level of Service	D	C		C	C		D	C		D	B	
Approach Delay (s)		27.0			25.2			24.7			23.5	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	68.0	Sum of lost time (s)	19.3
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	444	299	0	0	322	236	25	0	102	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.6			4.2			4.6	4.6			
Lane Util. Factor	1.00	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			1.00			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.94			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	1770	3539			3315			1770	1548			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	1770	3539			3315			1770	1548			
Peak-hour factor, PHF	0.89	0.89	0.89	0.87	0.87	0.87	0.87	0.87	0.87	0.92	0.92	0.92
Adj. Flow (vph)	499	336	0	0	370	271	29	0	117	0	0	0
RTOR Reduction (vph)	0	0	0	0	213	0	0	0	106	0	0	0
Lane Group Flow (vph)	499	336	0	0	428	0	0	29	11	0	0	0
Confl. Peds. (#/hr)									1			
Confl. Bikes (#/hr)									3			
Turn Type	Prot	NA			NA		Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases									8			
Actuated Green, G (s)	16.7	29.4			8.9			3.9	3.9			
Effective Green, g (s)	16.7	29.4			8.9			3.9	3.9			
Actuated g/C Ratio	0.39	0.69			0.21			0.09	0.09			
Clearance Time (s)	4.2	4.6			4.2			4.6	4.6			
Vehicle Extension (s)	0.2	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	695	2448			694			162	142			
v/s Ratio Prot	c0.28	0.09			c0.13			c0.02				
v/s Ratio Perm									0.01			
v/c Ratio	0.72	0.14			0.62			0.18	0.08			
Uniform Delay, d1	10.9	2.2			15.2			17.8	17.7			
Progression Factor	1.00	1.00			1.00			1.00	1.00			
Incremental Delay, d2	3.0	0.0			1.1			0.2	0.1			
Delay (s)	13.9	2.2			16.4			18.0	17.7			
Level of Service	B	A			B			B	B			
Approach Delay (s)		9.2			16.4			17.8			0.0	
Approach LOS		A			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	12.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	42.5	Sum of lost time (s)	13.0
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	664	183	173	169	0	0	0	0	77	0	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6		4.2	4.6						4.6	4.6
Lane Util. Factor		0.95		1.00	0.95						1.00	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.99
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.97		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.95	1.00
Satd. Flow (prot)		3404		1770	3539						1770	1562
Flt Permitted		1.00		0.95	1.00						0.95	1.00
Satd. Flow (perm)		3404		1770	3539						1770	1562
Peak-hour factor, PHF	0.92	0.92	0.92	0.91	0.91	0.91	0.92	0.92	0.92	0.88	0.88	0.88
Adj. Flow (vph)	0	722	199	190	186	0	0	0	0	88	0	364
RTOR Reduction (vph)	0	49	0	0	0	0	0	0	0	0	0	304
Lane Group Flow (vph)	0	872	0	190	186	0	0	0	0	0	88	60
Confl. Peds. (#/hr)			10									
Confl. Bikes (#/hr)												1
Turn Type		NA		Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6						4	
Permitted Phases										4		4
Actuated Green, G (s)		12.3		5.1	21.6						6.1	6.1
Effective Green, g (s)		12.3		5.1	21.6						6.1	6.1
Actuated g/C Ratio		0.33		0.14	0.59						0.17	0.17
Clearance Time (s)		4.6		4.2	4.6						4.6	4.6
Vehicle Extension (s)		0.2		0.2	0.2						0.2	0.2
Lane Grp Cap (vph)		1134		244	2071						292	258
v/s Ratio Prot		c0.26		c0.11	0.05							
v/s Ratio Perm											0.05	0.04
v/c Ratio		0.77		0.78	0.09						0.30	0.23
Uniform Delay, d1		11.0		15.4	3.3						13.5	13.4
Progression Factor		1.00		1.00	1.00						1.00	1.00
Incremental Delay, d2		2.9		13.3	0.0						0.2	0.2
Delay (s)		13.9		28.6	3.4						13.7	13.5
Level of Service		B		C	A						B	B
Approach Delay (s)		13.9			16.1			0.0			13.6	
Approach LOS		B			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	14.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	36.9	Sum of lost time (s)	13.4
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	114	172	23	31	439	414	36	308	107	144	206	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.93		1.00	0.96		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3443		1770	3248		1770	3391		1770	3315	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3443		1770	3248		1770	3391		1770	3315	
Peak-hour factor, PHF	0.88	0.88	0.88	0.93	0.93	0.93	0.92	0.92	0.92	0.84	0.84	0.84
Adj. Flow (vph)	130	195	26	33	472	445	39	335	116	171	245	131
RTOR Reduction (vph)	0	10	0	0	176	0	0	40	0	0	78	0
Lane Group Flow (vph)	130	211	0	33	741	0	39	411	0	171	298	0
Confl. Peds. (#/hr)			77			10			1			25
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	8.7	30.4		3.3	25.0		3.3	18.8		10.9	26.4	
Effective Green, g (s)	8.7	30.4		3.3	25.0		3.3	18.8		10.9	26.4	
Actuated g/C Ratio	0.10	0.36		0.04	0.30		0.04	0.23		0.13	0.32	
Clearance Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	184	1255		70	973		70	764		231	1049	
v/s Ratio Prot	c0.07	0.06		0.02	c0.23		0.02	c0.12		c0.10	0.09	
v/s Ratio Perm												
v/c Ratio	0.71	0.17		0.47	0.76		0.56	0.54		0.74	0.28	
Uniform Delay, d1	36.1	17.9		39.2	26.5		39.3	28.5		34.9	21.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	9.7	0.1		1.8	3.6		5.4	0.7		10.6	0.1	
Delay (s)	45.8	18.0		41.0	30.1		44.7	29.2		45.5	21.6	
Level of Service	D	B		D	C		D	C		D	C	
Approach Delay (s)		28.3			30.5			30.4			29.0	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	29.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	83.4	Sum of lost time (s)	20.0
Intersection Capacity Utilization	70.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	257	0	0	405	0	786	209	130	457	0
Sign Control		Yield			Yield			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	271	0	0	426	0	827	220	137	481	0
Pedestrians					7			9			7	
Lane Width (ft)					12.0			12.0			12.0	
Walking Speed (ft/s)					4.0			4.0			4.0	
Percent Blockage					1			1			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1175	1809	250	1468	1699	538	481			1054		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1175	1809	250	1468	1699	538	481			1054		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	64	100	100	12	100			79		
cM capacity (veh/h)	14	61	745	47	72	482	1078			652		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	271	426	552	496	297	321
Volume Left	0	0	0	0	137	0
Volume Right	271	426	0	220	0	0
cSH	745	482	1700	1700	652	1700
Volume to Capacity	0.36	0.88	0.32	0.29	0.21	0.19
Queue Length 95th (ft)	42	241	0	0	20	0
Control Delay (s)	12.6	46.8	0.0	0.0	7.0	0.0
Lane LOS	B	E			A	
Approach Delay (s)	12.6	46.8	0.0		3.4	
Approach LOS	B	E				

Intersection Summary			
Average Delay	10.8		
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	107	209	818	391	0	867
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	114	222	870	416	0	922
Pedestrians	6					
Lane Width (ft)	12.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	1					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1337	441			876	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1337	441			876	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	21	60			100	
cM capacity (veh/h)	144	561			762	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	114	222	435	435	416	461	461
Volume Left	114	0	0	0	0	0	0
Volume Right	0	222	0	0	416	0	0
cSH	144	561	1700	1700	1700	1700	1700
Volume to Capacity	0.79	0.40	0.26	0.26	0.24	0.27	0.27
Queue Length 95th (ft)	123	47	0	0	0	0	0
Control Delay (s)	88.7	15.6	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	C					
Approach Delay (s)	40.3		0.0			0.0	
Approach LOS	E						

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	42.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	39	90	54	57	338	307	160	612	63	149	431	75
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	5.5		4.4	4.9		4.4	5.7	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		0.97	0.95	
Frt	1.00	0.94		1.00	0.93		1.00	0.99		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3341		1770	3287		1770	3490		3433	3461	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3341		1770	3287		1770	3490		3433	3461	
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)	43	99	59	63	371	337	176	673	69	164	474	82
RTOR Reduction (vph)	0	43	0	0	193	0	0	9	0	0	16	0
Lane Group Flow (vph)	43	115	0	63	515	0	176	733	0	164	540	0
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	3.2	20.1		3.1	19.4		8.2	24.3		5.8	21.1	
Effective Green, g (s)	3.2	20.1		3.1	19.4		8.2	24.3		5.8	21.1	
Actuated g/C Ratio	0.04	0.28		0.04	0.27		0.11	0.34		0.08	0.29	
Clearance Time (s)	4.4	4.9		4.4	5.5		4.4	4.9		4.4	5.7	
Vehicle Extension (s)	2.0	3.2		2.0	4.5		2.0	5.3		2.0	5.0	
Lane Grp Cap (vph)	78	933		76	886		201	1179		276	1015	
v/s Ratio Prot	0.02	0.03		c0.04	c0.16		c0.10	c0.21		0.05	0.16	
v/s Ratio Perm												
v/c Ratio	0.55	0.12		0.83	0.58		0.88	0.62		0.59	0.53	
Uniform Delay, d1	33.6	19.3		34.1	22.7		31.3	20.0		31.9	21.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.7	0.1		47.8	1.3		31.1	1.5		2.3	1.0	
Delay (s)	38.4	19.4		82.0	24.1		62.4	21.5		34.2	22.2	
Level of Service	D	B		F	C		E	C		C	C	
Approach Delay (s)		23.4			28.8			29.3			25.0	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	27.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	71.9	Sum of lost time (s)	20.0
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	161	501	48	82	946	177	235	353	73	120	165	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	5.1		4.4	5.2	5.2	4.4	4.9	
Lane Util. Factor	0.97	0.95		1.00	0.95		0.97	0.95	1.00	0.97	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	0.96	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	0.99		1.00	0.98		1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3502	3472		1770	3437		3433	3539	1518	3433	3275	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3502	3472		1770	3437		3433	3539	1518	3433	3275	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	179	557	53	91	1051	197	261	392	81	133	183	129
RTOR Reduction (vph)	0	5	0	0	11	0	0	0	63	0	104	0
Lane Group Flow (vph)	179	605	0	91	1237	0	261	392	18	133	208	0
Confl. Peds. (#/hr)			61			22			25			19
Heavy Vehicles (%)	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	10.0	55.3		9.8	54.9		12.6	27.0	27.0	9.0	23.7	
Effective Green, g (s)	10.0	55.3		9.8	54.9		12.6	27.0	27.0	9.0	23.7	
Actuated g/C Ratio	0.08	0.46		0.08	0.46		0.10	0.22	0.22	0.08	0.20	
Clearance Time (s)	4.4	4.9		4.4	5.1		4.4	5.2	5.2	4.4	4.9	
Vehicle Extension (s)	2.0	3.5		2.0	3.2		2.0	4.4	4.4	2.0	4.9	
Lane Grp Cap (vph)	291	1600		144	1572		360	796	341	257	646	
v/s Ratio Prot	0.05	0.17		c0.05	c0.36		c0.08	c0.11		0.04	0.06	
v/s Ratio Perm									0.01			
v/c Ratio	0.62	0.38		0.63	0.79		0.72	0.49	0.05	0.52	0.32	
Uniform Delay, d1	53.1	21.1		53.4	27.6		52.0	40.5	36.5	53.4	41.3	
Progression Factor	1.18	0.76		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.4	0.6		6.5	4.1		6.0	0.8	0.1	0.7	0.6	
Delay (s)	65.2	16.6		59.8	31.7		58.1	41.3	36.6	54.1	41.9	
Level of Service	E	B		E	C		E	D	D	D	D	
Approach Delay (s)		27.6			33.6			46.8			45.5	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	36.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.1
Intersection Capacity Utilization	76.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	73	79	0	42	233	35	90	533	24	11	207	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9		5.3	5.3		5.3	5.3	5.3
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.96
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.98		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863		1770	1820		1770	3511		1770	3539	1518
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863		1770	1820		1770	3511		1770	3539	1518
Peak-hour factor, PHF	0.83	0.83	0.83	0.79	0.79	0.79	0.86	0.86	0.86	0.92	0.92	0.92
Adj. Flow (vph)	88	95	0	53	295	44	105	620	28	12	225	120
RTOR Reduction (vph)	0	0	0	0	5	0	0	2	0	0	0	106
Lane Group Flow (vph)	88	95	0	53	334	0	105	646	0	12	225	14
Confl. Peds. (#/hr)						14			15			8
Turn Type	Split	NA		Split	NA		Split	NA		Split	NA	Perm
Protected Phases	4	4		8	8		2	2		6	6	
Permitted Phases												6
Actuated Green, G (s)	12.1	12.1		28.3	28.3		54.4	54.4		14.8	14.8	14.8
Effective Green, g (s)	12.1	12.1		28.3	28.3		54.4	54.4		14.8	14.8	14.8
Actuated g/C Ratio	0.09	0.09		0.22	0.22		0.42	0.42		0.11	0.11	0.11
Clearance Time (s)	4.9	4.9		4.9	4.9		5.3	5.3		5.3	5.3	5.3
Vehicle Extension (s)	3.1	3.1		2.0	2.0		2.6	2.6		2.7	2.7	2.7
Lane Grp Cap (vph)	164	173		385	396		740	1469		201	402	172
v/s Ratio Prot	0.05	c0.05		0.03	c0.18		0.06	c0.18		0.01	c0.06	
v/s Ratio Perm												0.01
v/c Ratio	0.54	0.55		0.14	0.84		0.14	0.44		0.06	0.56	0.08
Uniform Delay, d1	56.3	56.3		41.0	48.7		23.4	26.9		51.4	54.5	51.5
Progression Factor	1.00	1.00		1.00	1.00		0.94	0.97		1.00	1.00	1.00
Incremental Delay, d2	3.4	3.6		0.1	14.5		0.4	1.0		0.1	1.5	0.2
Delay (s)	59.7	60.0		41.1	63.3		22.5	27.0		51.5	56.0	51.7
Level of Service	E	E		D	E		C	C		D	E	D
Approach Delay (s)		59.8			60.3			26.4			54.4	
Approach LOS		E			E			C			D	

Intersection Summary			
HCM 2000 Control Delay	43.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	23	56	7	0	49	0	609	3	13	230	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4	4.4	4.4		4.4		5.3		5.3	5.3	
Lane Util. Factor		1.00	1.00	1.00		1.00		0.91		1.00	0.95	
Frpb, ped/bikes		1.00	1.00	1.00		1.00		1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00		1.00		1.00		1.00	1.00	
Frt		1.00	0.85	1.00		0.85		1.00		1.00	1.00	
Flt Protected		1.00	1.00	0.95		1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1863	1583	1770		1583		5079		1770	3539	
Flt Permitted		1.00	1.00	0.95		1.00		1.00		0.36	1.00	
Satd. Flow (perm)		1863	1583	1770		1583		5079		670	3539	
Peak-hour factor, PHF	0.86	0.86	0.86	0.78	0.78	0.78	0.83	0.83	0.83	0.86	0.86	0.86
Adj. Flow (vph)	0	27	65	9	0	63	0	734	4	15	267	0
RTOR Reduction (vph)	0	0	62	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	27	3	9	0	63	0	738	0	15	267	0
Confl. Peds. (#/hr)									18			10
Turn Type		NA	Perm	Prot		custom		NA		Perm	NA	
Protected Phases		4		8				2			6	
Permitted Phases			4			8				6		
Actuated Green, G (s)		5.6	5.6	8.6		8.6		101.7		101.7	101.7	
Effective Green, g (s)		5.6	5.6	8.6		8.6		101.7		101.7	101.7	
Actuated g/C Ratio		0.04	0.04	0.07		0.07		0.78		0.78	0.78	
Clearance Time (s)		4.4	4.4	4.4		4.4		5.3		5.3	5.3	
Vehicle Extension (s)		2.0	2.0	2.0		2.0		2.6		2.7	2.7	
Lane Grp Cap (vph)		80	68	117		104		3973		524	2768	
v/s Ratio Prot		c0.01		0.01				c0.15			0.08	
v/s Ratio Perm			0.00			c0.04				0.02		
v/c Ratio		0.34	0.04	0.08		0.61		0.19		0.03	0.10	
Uniform Delay, d1		60.4	59.6	57.0		59.1		3.6		3.2	3.3	
Progression Factor		1.00	1.00	1.00		1.00		1.00		4.34	4.67	
Incremental Delay, d2		0.9	0.1	0.1		6.7		0.1		0.0	0.0	
Delay (s)		61.3	59.7	57.1		65.7		3.7		13.7	15.6	
Level of Service		E	E	E		E		A		B	B	
Approach Delay (s)		60.2			64.6			3.7			15.5	
Approach LOS		E			E			A			B	

Intersection Summary			
HCM 2000 Control Delay	14.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.22		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.1
Intersection Capacity Utilization	32.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	144	71	87	604	95	159	517	43	38	192	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		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		1.00	1.00	
Frt	1.00	0.95		1.00	0.98		1.00	0.99		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3329		1770	3455		1770	3490		1770	3337	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3329		1770	3455		1770	3490		1770	3337	
Peak-hour factor, PHF	0.94	0.94	0.94	0.89	0.89	0.89	0.87	0.87	0.87	0.91	0.91	0.91
Adj. Flow (vph)	43	153	76	98	679	107	183	594	49	42	211	99
RTOR Reduction (vph)	0	57	0	0	19	0	0	9	0	0	75	0
Lane Group Flow (vph)	43	172	0	98	767	0	183	634	0	42	235	0
Confl. Peds. (#/hr)			16			11			7			16
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	2.2	15.2		3.8	16.8		8.0	21.1		1.8	14.9	
Effective Green, g (s)	2.2	15.2		3.8	16.8		8.0	21.1		1.8	14.9	
Actuated g/C Ratio	0.04	0.25		0.06	0.27		0.13	0.34		0.03	0.24	
Clearance Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	62	817		108	937		228	1189		51	803	
v/s Ratio Prot	0.02	0.05		c0.06	c0.22		c0.10	c0.18		0.02	0.07	
v/s Ratio Perm												
v/c Ratio	0.69	0.21		0.91	0.82		0.80	0.53		0.82	0.29	
Uniform Delay, d1	29.5	18.6		28.9	21.1		26.2	16.4		29.9	19.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	23.7	0.1		56.7	5.6		17.2	0.5		62.4	0.2	
Delay (s)	53.2	18.7		85.6	26.8		43.4	16.9		92.3	19.4	
Level of Service	D	B		F	C		D	B		F	B	
Approach Delay (s)		24.2			33.3			22.8			28.1	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	27.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	61.9	Sum of lost time (s)	20.0
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	0	0	109	12	373	153	161	0	0	148	130
Peak Hour Factor	0.92	0.92	0.92	0.93	1.00	0.93	0.84	0.84	0.84	0.88	0.88	0.88
Hourly flow rate (vph)	0	0	0	117	12	401	182	192	0	0	168	148

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	530	374	316
Volume Left (vph)	117	182	0
Volume Right (vph)	401	0	148
Hadj (s)	-0.38	0.13	-0.25
Departure Headway (s)	5.5	6.2	6.0
Degree Utilization, x	0.81	0.65	0.52
Capacity (veh/h)	623	549	553
Control Delay (s)	28.2	19.9	15.4
Approach Delay (s)	28.2	19.9	15.4
Approach LOS	D	C	C

Intersection Summary			
Delay	22.3		
Level of Service	C		
Intersection Capacity Utilization	73.1%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	38	0	91	0	0	0	0	279	98	122	136	0
Peak Hour Factor	0.66	0.66	0.66	0.92	0.92	0.92	0.76	0.76	0.76	0.90	0.90	0.90
Hourly flow rate (vph)	58	0	138	0	0	0	0	367	129	136	151	0

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	195	496	287
Volume Left (vph)	58	0	136
Volume Right (vph)	138	129	0
Hadj (s)	-0.33	-0.12	0.13
Departure Headway (s)	5.4	4.8	5.2
Degree Utilization, x	0.30	0.65	0.42
Capacity (veh/h)	596	732	658
Control Delay (s)	10.7	16.3	11.9
Approach Delay (s)	10.7	16.3	11.9
Approach LOS	B	C	B

Intersection Summary			
Delay	13.9		
Level of Service	B		
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	254	71	65	537	188	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		4.0	5.4	4.0	
Lane Util. Factor	0.95		1.00	0.95	1.00	
Frt	0.97		1.00	1.00	0.96	
Flt Protected	1.00		0.95	1.00	0.97	
Satd. Flow (prot)	3423		1770	3539	1725	
Flt Permitted	1.00		0.95	1.00	0.97	
Satd. Flow (perm)	3423		1770	3539	1725	
Peak-hour factor, PHF	0.88	0.88	0.96	0.96	0.79	0.79
Adj. Flow (vph)	289	81	68	559	238	109
RTOR Reduction (vph)	40	0	0	0	79	0
Lane Group Flow (vph)	330	0	68	559	268	0
Turn Type	NA		Prot	NA	NA	
Protected Phases	2		1	6	8	
Permitted Phases						
Actuated Green, G (s)	11.8		3.5	19.3	10.4	
Effective Green, g (s)	11.8		3.5	19.3	10.4	
Actuated g/C Ratio	0.30		0.09	0.49	0.27	
Clearance Time (s)	5.4		4.0	5.4	4.0	
Vehicle Extension (s)	4.1		2.0	4.1	2.0	
Lane Grp Cap (vph)	1033		158	1746	458	
v/s Ratio Prot	0.10		0.04	c0.16	c0.16	
v/s Ratio Perm						
v/c Ratio	0.32		0.43	0.32	0.59	
Uniform Delay, d1	10.5		16.9	6.0	12.5	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.3		0.7	0.2	1.2	
Delay (s)	10.8		17.5	6.1	13.7	
Level of Service	B		B	A	B	
Approach Delay (s)	10.8			7.3	13.7	
Approach LOS	B			A	B	

Intersection Summary			
HCM 2000 Control Delay	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	39.1	Sum of lost time (s)	13.4
Intersection Capacity Utilization	39.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	18	298	152	74	725	41	237	28	45	15	7	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.0		4.4	5.0		5.6	5.6	5.6	4.9	4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.98	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.95		1.00	0.99		1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3341		1770	3506		1681	1702	1559	1770	1673	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	0.96	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3341		1770	3506		1681	1702	1559	1770	1673	
Peak-hour factor, PHF	0.81	0.81	0.81	0.86	0.86	0.86	0.93	0.93	0.93	0.75	0.75	0.75
Adj. Flow (vph)	22	368	188	86	843	48	255	30	48	20	9	19
RTOR Reduction (vph)	0	67	0	0	4	0	0	0	31	0	18	0
Lane Group Flow (vph)	22	489	0	86	887	0	143	142	17	20	10	0
Confl. Peds. (#/hr)			6			3			4			
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases									8			
Actuated Green, G (s)	1.4	22.8		6.1	27.5		27.8	27.8	27.8	3.3	3.3	
Effective Green, g (s)	1.4	22.8		6.1	27.5		27.8	27.8	27.8	3.3	3.3	
Actuated g/C Ratio	0.02	0.29		0.08	0.34		0.35	0.35	0.35	0.04	0.04	
Clearance Time (s)	4.4	5.0		4.4	5.0		5.6	5.6	5.6	4.9	4.9	
Vehicle Extension (s)	2.0	4.6		2.0	4.6		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	31	953		135	1206		584	592	542	73	69	
v/s Ratio Prot	0.01	0.15		c0.05	c0.25		c0.09	0.08		c0.01	0.01	
v/s Ratio Perm									0.01			
v/c Ratio	0.71	0.51		0.64	0.74		0.24	0.24	0.03	0.27	0.14	
Uniform Delay, d1	39.0	23.9		35.8	23.0		18.6	18.5	17.2	37.1	36.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	46.1	0.8		7.0	2.7		1.0	1.0	0.1	0.7	0.3	
Delay (s)	85.2	24.7		42.9	25.7		19.6	19.5	17.3	37.9	37.3	
Level of Service	F	C		D	C		B	B	B	D	D	
Approach Delay (s)		27.0			27.2			19.2			37.5	
Approach LOS		C			C			B			D	

Intersection Summary			
HCM 2000 Control Delay	26.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	79.9	Sum of lost time (s)	19.9
Intersection Capacity Utilization	59.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	183	23	71	375	192	61	89	51	102	80	77
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	5.0	5.0	4.4	5.9		4.4	5.4	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00	0.85	1.00	0.95		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3469		1770	1863	1583	1770	3322		1770	3211	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3469		1770	1863	1583	1770	3322		1770	3211	
Peak-hour factor, PHF	0.76	0.76	0.76	0.78	0.78	0.78	0.88	0.88	0.88	0.68	0.68	0.68
Adj. Flow (vph)	38	241	30	91	481	246	69	101	58	150	118	113
RTOR Reduction (vph)	0	11	0	0	0	106	0	46	0	0	82	0
Lane Group Flow (vph)	38	260	0	91	481	140	69	113	0	150	149	0
Confl. Peds. (#/hr)			8			7			9			16
Turn Type	Prot	NA		Prot	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6	6 7	3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	2.3	20.8		5.8	24.2	38.2	4.4	14.2		9.0	19.3	
Effective Green, g (s)	2.3	20.8		5.8	24.2	38.2	4.4	14.2		9.0	19.3	
Actuated g/C Ratio	0.03	0.30		0.08	0.35	0.55	0.06	0.20		0.13	0.28	
Clearance Time (s)	4.4	4.9		4.4	5.0		4.4	5.9		4.4	5.4	
Vehicle Extension (s)	2.0	4.3		2.0	4.3		2.0	5.3		3.0	4.4	
Lane Grp Cap (vph)	58	1039		147	649	871	112	679		229	892	
v/s Ratio Prot	0.02	0.07		c0.05	c0.26	0.09	0.04	0.03		c0.08	c0.05	
v/s Ratio Perm												
v/c Ratio	0.66	0.25		0.62	0.74	0.16	0.62	0.17		0.66	0.17	
Uniform Delay, d1	33.2	18.4		30.7	19.8	7.7	31.7	22.7		28.7	19.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	18.4	0.2		5.4	5.0	0.1	6.9	0.3		6.6	0.1	
Delay (s)	51.6	18.6		36.1	24.9	7.8	38.6	23.0		35.3	19.1	
Level of Service	D	B		D	C	A	D	C		D	B	
Approach Delay (s)		22.7			21.0			27.7			25.5	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	23.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	69.4	Sum of lost time (s)	19.7
Intersection Capacity Utilization	55.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	25	66	11	17	165	213	28	111	15	66	28	18
Peak Hour Factor	0.67	0.67	0.67	0.71	0.71	0.71	0.71	0.71	0.71	0.74	0.74	0.74
Hourly flow rate (vph)	37	99	16	24	232	300	39	156	21	89	38	24

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	87	66	140	416	39	177	89	62
Volume Left (vph)	37	0	24	0	39	0	89	0
Volume Right (vph)	0	16	0	300	0	21	0	24
Hadj (s)	0.25	-0.14	0.12	-0.47	0.53	-0.05	0.53	-0.24
Departure Headway (s)	6.6	6.2	6.0	5.4	7.0	6.5	7.2	6.4
Degree Utilization, x	0.16	0.11	0.23	0.62	0.08	0.32	0.18	0.11
Capacity (veh/h)	512	544	579	652	478	523	468	520
Control Delay (s)	9.6	8.8	9.6	15.6	9.4	11.3	10.5	9.0
Approach Delay (s)	9.3		14.1		10.9		9.9	
Approach LOS	A		B		B		A	

Intersection Summary			
Delay	12.2		
Level of Service	B		
Intersection Capacity Utilization	42.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	294	106	88	582	314	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8		4.0	5.0	6.2	6.2
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.96		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3375		1770	3539	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3375		1770	3539	1770	1583
Peak-hour factor, PHF	0.81	0.81	0.83	0.83	0.83	0.83
Adj. Flow (vph)	363	131	106	701	378	161
RTOR Reduction (vph)	55	0	0	0	0	113
Lane Group Flow (vph)	439	0	106	701	378	48
Confl. Peds. (#/hr)		22			2	
Turn Type	NA		Prot	NA	NA	Perm
Protected Phases	2		1	6	3	
Permitted Phases						3
Actuated Green, G (s)	15.4		5.1	24.3	15.1	15.1
Effective Green, g (s)	15.4		5.1	24.3	15.1	15.1
Actuated g/C Ratio	0.30		0.10	0.48	0.30	0.30
Clearance Time (s)	4.8		4.0	5.0	6.2	6.2
Vehicle Extension (s)	5.4		2.0	4.8	2.0	2.0
Lane Grp Cap (vph)	1027		178	1699	528	472
v/s Ratio Prot	0.13		c0.06	c0.20	c0.21	
v/s Ratio Perm						0.03
v/c Ratio	0.43		0.60	0.41	0.72	0.10
Uniform Delay, d1	14.1		21.8	8.5	15.8	12.8
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.7		3.5	0.3	3.8	0.0
Delay (s)	14.8		25.3	8.8	19.7	12.9
Level of Service	B		C	A	B	B
Approach Delay (s)	14.8			11.0	17.6	
Approach LOS	B			B	B	

Intersection Summary			
HCM 2000 Control Delay	14.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	50.6	Sum of lost time (s)	15.0
Intersection Capacity Utilization	50.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	37	244	109	277	488	63	221	306	318	61	152	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.9	4.9	4.9	4.4	5.2		4.4	5.2	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.96	1.00	0.99		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	0.95		1.00	1.00	0.85	1.00	0.92		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3354		1770	3539	1516	1770	3245		1770	3377	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3354		1770	3539	1516	1770	3245		1770	3377	
Peak-hour factor, PHF	0.73	0.73	0.73	0.70	0.70	0.70	0.63	0.63	0.63	0.77	0.77	0.77
Adj. Flow (vph)	51	334	149	396	697	90	351	486	505	79	197	61
RTOR Reduction (vph)	0	42	0	0	0	55	0	149	0	0	25	0
Lane Group Flow (vph)	51	441	0	396	697	35	351	842	0	79	233	0
Confl. Peds. (#/hr)			7			10			2			12
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6						
Actuated Green, G (s)	6.2	22.2		27.9	44.4	44.4	24.9	38.6		6.6	20.3	
Effective Green, g (s)	6.2	22.2		27.9	44.4	44.4	24.9	38.6		6.6	20.3	
Actuated g/C Ratio	0.05	0.19		0.24	0.39	0.39	0.22	0.34		0.06	0.18	
Clearance Time (s)	4.4	4.9		4.9	4.9	4.9	4.4	5.2		4.4	5.2	
Vehicle Extension (s)	2.0	4.3		2.0	4.1	4.1	2.0	3.3		2.0	3.5	
Lane Grp Cap (vph)	95	649		430	1369	586	384	1092		101	597	
v/s Ratio Prot	0.03	c0.13		c0.22	0.20		c0.20	c0.26		0.04	0.07	
v/s Ratio Perm						0.02						
v/c Ratio	0.54	0.68		0.92	0.51	0.06	0.91	0.77		0.78	0.39	
Uniform Delay, d1	52.9	42.9		42.3	26.8	22.1	43.9	34.1		53.3	41.7	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.9	3.3		24.7	0.4	0.1	25.3	3.5		29.5	0.5	
Delay (s)	55.8	46.2		67.0	27.3	22.1	69.1	37.6		82.9	42.2	
Level of Service	E	D		E	C	C	E	D		F	D	
Approach Delay (s)		47.1			40.2			45.8			51.8	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	44.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	114.7	Sum of lost time (s)	19.4
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	93	115	297	686	470	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	5.2	4.4	5.8	5.8	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.98	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1550	1770	3539	3446	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1550	1770	3539	3446	
Peak-hour factor, PHF	0.61	0.61	0.67	0.67	0.72	0.72
Adj. Flow (vph)	152	189	443	1024	653	124
RTOR Reduction (vph)	0	156	0	0	18	0
Lane Group Flow (vph)	152	33	443	1024	759	0
Confl. Peds. (#/hr)		1				3
Turn Type	NA	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				
Actuated Green, G (s)	11.9	11.9	21.0	45.2	19.8	
Effective Green, g (s)	11.9	11.9	21.0	45.2	19.8	
Actuated g/C Ratio	0.17	0.17	0.31	0.66	0.29	
Clearance Time (s)	5.2	5.2	4.4	5.8	5.8	
Vehicle Extension (s)	2.0	2.0	2.0	3.9	3.7	
Lane Grp Cap (vph)	309	270	545	2348	1001	
v/s Ratio Prot	c0.09		c0.25	0.29	c0.22	
v/s Ratio Perm		0.02				
v/c Ratio	0.49	0.12	0.81	0.44	0.76	
Uniform Delay, d1	25.4	23.7	21.7	5.4	22.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.5	0.1	8.6	0.2	3.5	
Delay (s)	25.8	23.8	30.3	5.6	25.5	
Level of Service	C	C	C	A	C	
Approach Delay (s)	24.7			13.1	25.5	
Approach LOS	C			B	C	

Intersection Summary			
HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	68.1	Sum of lost time (s)	15.4
Intersection Capacity Utilization	51.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL2
Lane Configurations												
Volume (vph)	43	219	151	46	6	43	226	15	33	17	42	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5		5.5		5.0	5.5		4.0	4.0		
Lane Util. Factor	1.00	0.95		1.00		1.00	0.95		1.00	1.00		
Frpb, ped/bikes	1.00	1.00		0.95		1.00	1.00		1.00	1.00		
Flpb, ped/bikes	1.00	1.00		1.00		1.00	1.00		1.00	1.00		
Frt	1.00	0.94		0.85		1.00	0.99		1.00	0.89		
Flt Protected	0.95	1.00		1.00		0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1770	3322		1512		1770	3507		1770	1664		
Flt Permitted	0.95	1.00		1.00		0.95	1.00		0.95	1.00		
Satd. Flow (perm)	1770	3322		1512		1770	3507		1770	1664		
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.91	0.91	0.91	0.91	0.64	0.64	0.64	0.94
Adj. Flow (vph)	46	233	161	49	7	47	248	16	52	27	66	21
RTOR Reduction (vph)	0	0	0	40	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	46	394	0	9	0	54	264	0	52	93	0	0
Confl. Peds. (#/hr)				10								
Turn Type	Prot	NA		Perm	Prot	Prot	NA		Split	NA		Split
Protected Phases	5	2			1	1	6		8	8		4
Permitted Phases				2								
Actuated Green, G (s)	4.1	18.1		18.1		4.1	19.1		10.1	10.1		
Effective Green, g (s)	4.1	18.1		18.1		4.1	19.1		10.1	10.1		
Actuated g/C Ratio	0.04	0.18		0.18		0.04	0.19		0.10	0.10		
Clearance Time (s)	4.0	5.5		5.5		5.0	5.5		4.0	4.0		
Vehicle Extension (s)	2.0	4.0		4.0		2.0	4.0		2.0	2.0		
Lane Grp Cap (vph)	70	584		266		70	651		173	163		
v/s Ratio Prot	0.03	c0.12				c0.03	0.08		0.03	c0.06		
v/s Ratio Perm				0.01								
v/c Ratio	0.66	0.67		0.03		0.77	0.41		0.30	0.57		
Uniform Delay, d1	48.7	39.6		35.1		48.9	36.9		43.1	44.3		
Progression Factor	1.00	1.00		1.00		1.00	1.00		1.00	1.00		
Incremental Delay, d2	15.7	3.4		0.1		37.0	0.6		0.4	3.0		
Delay (s)	64.3	43.0		35.2		85.9	37.4		43.4	47.3		
Level of Service	E	D		D		F	D		D	D		
Approach Delay (s)		44.2					45.6			45.9		
Approach LOS		D					D			D		

Intersection Summary			
HCM 2000 Control Delay	44.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	102.8	Sum of lost time (s)	25.5
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBL	SBT	SBR	NWL	NWR	NWR2
Lane Configurations						
Volume (vph)	62	17	12	392	95	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		4.0	4.0	
Lane Util. Factor		1.00		1.00	1.00	
Frpb, ped/bikes		1.00		1.00	1.00	
Flpb, ped/bikes		1.00		1.00	1.00	
Frt		0.99		1.00	0.85	
Flt Protected		0.96		0.95	1.00	
Satd. Flow (prot)		1770		1770	1583	
Flt Permitted		0.96		0.95	1.00	
Satd. Flow (perm)		1770		1770	1583	
Peak-hour factor, PHF	0.94	0.94	0.94	0.89	0.89	0.89
Adj. Flow (vph)	66	18	13	440	107	7
RTOR Reduction (vph)	0	4	0	0	0	0
Lane Group Flow (vph)	0	114	0	440	114	0
Confl. Peds. (#/hr)						
Turn Type	Split	NA		NA	Perm	
Protected Phases	4	4		3		
Permitted Phases					3	
Actuated Green, G (s)		10.8		30.0	30.0	
Effective Green, g (s)		10.8		30.0	30.0	
Actuated g/C Ratio		0.11		0.29	0.29	
Clearance Time (s)		4.0		4.0	4.0	
Vehicle Extension (s)		2.0		2.2	2.2	
Lane Grp Cap (vph)		185		516	461	
v/s Ratio Prot		c0.06		c0.25		
v/s Ratio Perm					0.07	
v/c Ratio		0.62		0.85	0.25	
Uniform Delay, d1		44.0		34.3	27.8	
Progression Factor		1.00		1.00	1.00	
Incremental Delay, d2		4.3		12.5	0.1	
Delay (s)		48.3		46.9	27.9	
Level of Service		D		D	C	
Approach Delay (s)		48.3		43.0		
Approach LOS		D		D		

Intersection Summary

HCM Signalized Intersection Capacity Analysis
1: 17th Street & J Street

3/25/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	19	117	32	128	0	0	0	0	3	359	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.9		4.9						4.9	
Lane Util. Factor		1.00	1.00		1.00						0.91	
Frpb, ped/bikes		1.00	0.98		1.00						1.00	
Flpb, ped/bikes		1.00	1.00		1.00						1.00	
Frt		1.00	0.85		1.00						1.00	
Flt Protected		1.00	1.00		0.99						1.00	
Satd. Flow (prot)		1863	1545		1841						5060	
Flt Permitted		1.00	1.00		0.93						1.00	
Satd. Flow (perm)		1863	1545		1725						5060	
Peak-hour factor, PHF	0.83	0.83	0.83	0.82	0.82	0.82	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	0	23	141	39	156	0	0	0	0	3	386	9
RTOR Reduction (vph)	0	0	103	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	23	38	0	195	0	0	0	0	0	394	0
Confl. Peds. (#/hr)			17	17						3		39
Confl. Bikes (#/hr)			5									4
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases			8	4						2		
Actuated Green, G (s)		8.0	8.0		8.0						12.1	
Effective Green, g (s)		8.0	8.0		8.0						12.1	
Actuated g/C Ratio		0.27	0.27		0.27						0.40	
Clearance Time (s)		4.9	4.9		4.9						4.9	
Vehicle Extension (s)		2.0	2.0		2.0						2.0	
Lane Grp Cap (vph)		498	413		461						2047	
v/s Ratio Prot		0.01										
v/s Ratio Perm			0.02		c0.11						0.08	
v/c Ratio		0.05	0.09		0.42						0.19	
Uniform Delay, d1		8.1	8.2		9.0						5.7	
Progression Factor		1.00	1.00		1.00						1.00	
Incremental Delay, d2		0.0	0.0		0.2						0.0	
Delay (s)		8.1	8.3		9.3						5.8	
Level of Service		A	A		A						A	
Approach Delay (s)		8.2			9.3			0.0			5.8	
Approach LOS		A			A			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)	29.9	Sum of lost time (s)	9.8
Intersection Capacity Utilization	45.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	384	10	26	63	0	0	0	0	339	92	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9					4.9	4.9	4.9
Lane Util. Factor		0.95			0.95					0.91	0.86	0.91
Frpb, ped/bikes		1.00			1.00					1.00	1.00	0.95
Flpb, ped/bikes		1.00			1.00					1.00	1.00	1.00
Frt		1.00			1.00					1.00	0.99	0.85
Flt Protected		1.00			0.99					0.95	0.97	1.00
Satd. Flow (prot)		3523			3481					1610	3082	1376
Flt Permitted		1.00			0.81					0.95	0.97	1.00
Satd. Flow (perm)		3523			2866					1610	3082	1376
Peak-hour factor, PHF	0.74	0.74	0.74	0.76	0.76	0.76	0.92	0.92	0.92	0.82	0.82	0.82
Adj. Flow (vph)	0	519	14	34	83	0	0	0	0	413	112	143
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	6	101
Lane Group Flow (vph)	0	531	0	0	117	0	0	0	0	206	327	28
Confl. Peds. (#/hr)			16	16						6		29
Confl. Bikes (#/hr)			6			7						4
Turn Type		NA		Perm	NA					Split	NA	Perm
Protected Phases		2			6					4	4	
Permitted Phases				6								4
Actuated Green, G (s)		40.9			40.9					14.3	14.3	14.3
Effective Green, g (s)		40.9			40.9					14.3	14.3	14.3
Actuated g/C Ratio		0.63			0.63					0.22	0.22	0.22
Clearance Time (s)		4.9			4.9					4.9	4.9	4.9
Vehicle Extension (s)		2.0			2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		2216			1803					354	678	302
v/s Ratio Prot		c0.15								c0.13	0.11	
v/s Ratio Perm					0.04							0.02
v/c Ratio		0.24			0.06					0.58	0.48	0.09
Uniform Delay, d1		5.3			4.7					22.7	22.1	20.2
Progression Factor		1.00			0.70					1.00	1.00	1.00
Incremental Delay, d2		0.3			0.1					1.6	0.2	0.0
Delay (s)		5.5			3.3					24.2	22.3	20.2
Level of Service		A			A					C	C	C
Approach Delay (s)		5.5			3.3			0.0			22.5	
Approach LOS		A			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	9.8
Intersection Capacity Utilization	43.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	71	337	0	0	240	23	111	728	43	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9			4.9		5.2	5.2				
Lane Util. Factor	1.00	0.95			0.95		1.00	0.95				
Frpb, ped/bikes	1.00	1.00			1.00		1.00	1.00				
Flpb, ped/bikes	0.97	1.00			1.00		1.00	1.00				
Frt	1.00	1.00			0.99		1.00	0.99				
Flt Protected	0.95	1.00			1.00		0.95	1.00				
Satd. Flow (prot)	1722	3539			3477		1762	3506				
Flt Permitted	0.57	1.00			1.00		0.95	1.00				
Satd. Flow (perm)	1042	3539			3477		1762	3506				
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.95	0.95	0.95	0.92	0.92	0.92
Adj. Flow (vph)	78	370	0	0	264	25	117	766	45	0	0	0
RTOR Reduction (vph)	0	0	0	0	6	0	0	6	0	0	0	0
Lane Group Flow (vph)	78	370	0	0	283	0	117	805	0	0	0	0
Confl. Peds. (#/hr)	34					36	2		7			
Confl. Bikes (#/hr)						1						
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)	49.9	49.9			49.9		30.0	30.0				
Effective Green, g (s)	49.9	49.9			49.9		30.0	30.0				
Actuated g/C Ratio	0.55	0.55			0.55		0.33	0.33				
Clearance Time (s)	4.9	4.9			4.9		5.2	5.2				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)	577	1962			1927		587	1168				
v/s Ratio Prot		c0.10			0.08			c0.23				
v/s Ratio Perm	0.07						0.07					
v/c Ratio	0.14	0.19			0.15		0.20	0.69				
Uniform Delay, d1	9.7	10.0			9.7		21.4	26.0				
Progression Factor	1.00	1.00			1.25		1.00	1.00				
Incremental Delay, d2	0.5	0.2			0.2		0.2	1.7				
Delay (s)	10.1	10.2			12.3		21.6	27.7				
Level of Service	B	B			B		C	C				
Approach Delay (s)		10.2			12.3			26.9			0.0	
Approach LOS		B			B			C			A	

Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.1
Intersection Capacity Utilization	49.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	11	10	0	0	20	6	113	369	15	0	0	0
Peak Hour Factor	0.58	0.58	0.58	0.84	0.84	0.84	0.75	0.75	0.75	0.25	0.25	0.25
Hourly flow rate (vph)	19	17	0	0	24	7	151	492	20	0	0	0

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total (vph)	36	31	151	512
Volume Left (vph)	19	0	151	0
Volume Right (vph)	0	7	0	20
Hadj (s)	0.14	-0.10	0.53	0.01
Departure Headway (s)	5.5	5.3	5.2	4.7
Degree Utilization, x	0.06	0.05	0.22	0.67
Capacity (veh/h)	603	625	678	760
Control Delay (s)	8.8	8.5	8.5	15.4
Approach Delay (s)	8.8	8.5	13.8	
Approach LOS	A	A	B	

Intersection Summary			
Delay	13.4		
Level of Service	B		
Intersection Capacity Utilization	34.8%	ICU Level of Service	A
Analysis Period (min)	15		
Description: NB volume was 737, divided by 1/2 for evaluation purpose			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	352	373	0	0	85	91	15	316	42	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9			4.9			4.9				
Lane Util. Factor	1.00	1.00			0.95			0.91				
Frpb, ped/bikes	1.00	1.00			0.95			1.00				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	1.00			0.92			0.98				
Flt Protected	0.95	1.00			1.00			1.00				
Satd. Flow (prot)	1770	1863			3115			4968				
Flt Permitted	0.53	1.00			1.00			1.00				
Satd. Flow (perm)	995	1863			3115			4968				
Peak-hour factor, PHF	0.93	0.93	0.93	0.83	0.83	0.83	0.86	0.86	0.86	0.92	0.92	0.92
Adj. Flow (vph)	378	401	0	0	102	110	17	367	49	0	0	0
RTOR Reduction (vph)	0	0	0	0	63	0	0	35	0	0	0	0
Lane Group Flow (vph)	378	401	0	0	149	0	0	398	0	0	0	0
Confl. Peds. (#/hr)			22			37			9			
Confl. Bikes (#/hr)						7			1			
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	5	2			6			8				
Permitted Phases	2						8					
Actuated Green, G (s)	43.5	43.5			27.8			11.7				
Effective Green, g (s)	43.5	43.5			27.8			11.7				
Actuated g/C Ratio	0.67	0.67			0.43			0.18				
Clearance Time (s)	4.4	4.9			4.9			4.9				
Vehicle Extension (s)	2.0	2.0			3.5			3.0				
Lane Grp Cap (vph)	800	1246			1332			894				
v/s Ratio Prot	c0.08	0.22			0.05							
v/s Ratio Perm	c0.23							0.08				
v/c Ratio	0.47	0.32			0.11			0.44				
Uniform Delay, d1	4.7	4.5			11.2			23.8				
Progression Factor	1.19	0.94			1.00			1.00				
Incremental Delay, d2	0.2	0.7			0.2			0.4				
Delay (s)	5.8	4.9			11.4			24.1				
Level of Service	A	A			B			C				
Approach Delay (s)		5.4			11.4			24.1			0.0	
Approach LOS		A			B			C			A	

Intersection Summary			
HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	43	11	0	0	12	43	12	287	2	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.95				
Frpb, ped/bikes		1.00			0.94			1.00				
Flpb, ped/bikes		1.00			1.00			1.00				
Frt		1.00			0.89			1.00				
Flt Protected		0.96			1.00			1.00				
Satd. Flow (prot)		1791			1566			3528				
Flt Permitted		1.00			1.00			1.00				
Satd. Flow (perm)		1863			1566			3528				
Peak-hour factor, PHF	0.71	0.71	0.71	0.72	0.72	0.72	0.85	0.85	0.85	0.92	0.92	0.92
Adj. Flow (vph)	61	15	0	0	17	60	14	338	2	0	0	0
RTOR Reduction (vph)	0	0	0	0	58	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	76	0	0	19	0	0	354	0	0	0	0
Confl. Peds. (#/hr)							6		4			
Confl. Bikes (#/hr)						12			2			
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		2			6			8				
Permitted Phases	2						8					
Actuated Green, G (s)		1.1			1.1			17.9				
Effective Green, g (s)		1.1			1.1			17.9				
Actuated g/C Ratio		0.04			0.04			0.66				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		2.0			2.0			2.0				
Lane Grp Cap (vph)		75			63			2338				
v/s Ratio Prot					0.01							
v/s Ratio Perm		c0.04						0.10				
v/c Ratio		1.01			0.31			0.15				
Uniform Delay, d1		12.9			12.6			1.7				
Progression Factor		1.00			1.00			1.00				
Incremental Delay, d2		107.7			1.0			0.0				
Delay (s)		120.6			13.6			1.7				
Level of Service		F			B			A				
Approach Delay (s)		120.6			13.6			1.7			0.0	
Approach LOS		F			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	21.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	27.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	25.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	247	46	22	72	0	53	0	86	118	66	6
Peak Hour Factor	0.72	0.72	0.72	0.81	0.81	0.81	0.79	0.79	0.79	0.93	0.93	0.93
Hourly flow rate (vph)	0	343	64	27	89	0	67	0	109	127	71	6

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	407	27	89	176	204
Volume Left (vph)	0	27	0	67	127
Volume Right (vph)	64	0	0	109	6
Hadj (s)	-0.06	0.53	0.03	-0.26	0.14
Departure Headway (s)	5.3	6.7	6.2	5.5	5.8
Degree Utilization, x	0.60	0.05	0.15	0.27	0.33
Capacity (veh/h)	653	484	522	587	568
Control Delay (s)	15.7	8.9	9.1	10.5	11.6
Approach Delay (s)	15.7	9.1		10.5	11.6
Approach LOS	C	A		B	B

Intersection Summary			
Delay	12.9		
Level of Service	B		
Intersection Capacity Utilization	42.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	98	256	60	11	20	46	21	314	396	93	296	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9	4.9	4.4	4.9	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	1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.95	1.00	1.00	0.95	1.00	0.99	
Flpb, ped/bikes	0.97	1.00		0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1712	1769		1679	1863	1508	1770	3539	1502	1770	3412	
Flt Permitted	0.74	1.00		0.45	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1335	1769		802	1863	1508	1770	3539	1502	1770	3412	
Peak-hour factor, PHF	0.87	0.87	0.87	0.80	0.80	0.80	0.90	0.90	0.90	0.86	0.86	0.86
Adj. Flow (vph)	113	294	69	14	25	58	23	349	440	108	344	80
RTOR Reduction (vph)	0	8	0	0	0	32	0	0	122	0	25	0
Lane Group Flow (vph)	113	355	0	14	25	26	23	349	318	108	399	0
Confl. Peds. (#/hr)	31		58	58		31			17			9
Confl. Bikes (#/hr)			5			5			1			2
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	36.5	36.5		36.5	36.5	36.5	2.7	25.3	25.3	4.0	26.6	
Effective Green, g (s)	36.5	36.5		36.5	36.5	36.5	2.7	25.3	25.3	4.0	26.6	
Actuated g/C Ratio	0.46	0.46		0.46	0.46	0.46	0.03	0.32	0.32	0.05	0.33	
Clearance Time (s)	4.9	4.9		4.9	4.9	4.9	4.4	4.9	4.9	4.4	4.9	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	3.4	3.4	2.0	3.4	
Lane Grp Cap (vph)	609	807		365	849	688	59	1119	475	88	1134	
v/s Ratio Prot		c0.20			0.01		0.01	0.10		c0.06	0.12	
v/s Ratio Perm	0.08			0.02		0.02			c0.21			
v/c Ratio	0.19	0.44		0.04	0.03	0.04	0.39	0.31	0.67	1.23	0.35	
Uniform Delay, d1	12.9	14.8		12.0	12.0	12.0	37.8	20.7	23.7	38.0	20.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.7	1.7		0.0	0.0	0.0	1.6	0.7	7.3	169.1	0.9	
Delay (s)	13.6	16.5		12.1	12.0	12.0	39.4	21.5	31.1	207.1	21.0	
Level of Service	B	B		B	B	B	D	C	C	F	C	
Approach Delay (s)		15.8			12.0			27.2			58.8	
Approach LOS		B			B			C			E	

Intersection Summary			
HCM 2000 Control Delay	32.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	212	241	0	0	161	25	322	56	103	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			5.0		5.0	5.0				
Lane Util. Factor	1.00	0.95			0.95		0.95	0.95				
Frpb, ped/bikes	1.00	1.00			0.99		1.00	1.00				
Flpb, ped/bikes	1.00	1.00			1.00		0.99	1.00				
Frt	1.00	1.00			0.98		1.00	0.93				
Flt Protected	0.95	1.00			1.00		0.95	0.98				
Satd. Flow (prot)	1770	3539			3446		1663	1622				
Flt Permitted	0.95	1.00			1.00		0.76	0.90				
Satd. Flow (perm)	1770	3539			3446		1326	1476				
Peak-hour factor, PHF	0.87	0.87	0.87	0.89	0.89	0.89	0.88	0.88	0.88	0.92	0.92	0.92
Adj. Flow (vph)	244	277	0	0	181	28	366	64	117	0	0	0
RTOR Reduction (vph)	0	0	0	0	16	0	0	37	0	0	0	0
Lane Group Flow (vph)	244	277	0	0	193	0	278	232	0	0	0	0
Confl. Peds. (#/hr)						11	10					10
Confl. Bikes (#/hr)						6						4
Turn Type	Split	NA			NA		Perm	NA		Perm		
Protected Phases	6	6			2			4			8	
Permitted Phases							4			8		
Actuated Green, G (s)	13.8	13.8			12.8		16.9	16.9				
Effective Green, g (s)	13.8	13.8			12.8		16.9	16.9				
Actuated g/C Ratio	0.24	0.24			0.22		0.29	0.29				
Clearance Time (s)	4.0	4.0			5.0		5.0	5.0				
Vehicle Extension (s)	3.4	3.4			3.4		2.0	2.0				
Lane Grp Cap (vph)	424	849			767		389	433				
v/s Ratio Prot	c0.14	0.08			c0.06							
v/s Ratio Perm							c0.21	0.16				
v/c Ratio	0.58	0.33			0.25		0.71	0.54				
Uniform Delay, d1	19.3	18.0			18.4		18.1	17.0				
Progression Factor	1.00	1.00			1.00		1.00	1.00				
Incremental Delay, d2	2.0	0.3			0.2		5.1	0.6				
Delay (s)	21.3	18.3			18.6		23.3	17.7				
Level of Service	C	B			B		C	B				
Approach Delay (s)		19.7			18.6			20.5			0.0	
Approach LOS		B			B			C			A	

Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	57.5	Sum of lost time (s)	14.0
Intersection Capacity Utilization	51.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	534	220	0	0	80	72	1	1	1	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.83	0.83	0.83	0.38	0.38	0.38	0.92	0.92	0.92
Hourly flow rate (vph)	593	244	0	0	96	87	3	3	3	0	0	0
Pedestrians		2			2							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		4.0			4.0							
Percent Blockage		0			0							
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		691										
pX, platoon unblocked												
vC, conflicting volume	183			244			1529	1614	246	1577	1571	142
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	183			244			1529	1614	246	1577	1571	142
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	57			100			96	96	100	100	100	100
cM capacity (veh/h)	1392			1322			64	60	791	57	63	904

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	593	244	0	183	8
Volume Left	593	0	0	0	3
Volume Right	0	0	0	87	3
cSH	1392	1700	1700	1700	89
Volume to Capacity	0.43	0.14	0.00	0.11	0.09
Queue Length 95th (ft)	55	0	0	0	7
Control Delay (s)	9.5	0.0	0.0	0.0	49.4
Lane LOS	A				E
Approach Delay (s)	6.7		0.0		49.4
Approach LOS					E

Intersection Summary			
Average Delay	5.9		
Intersection Capacity Utilization	52.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	49	99	0	80	123
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.65	0.65	0.88	0.88	0.79	0.79
Hourly flow rate (vph)	0	75	112	0	101	156
Pedestrians		3	1			
Lane Width (ft)		12.0	12.0			
Walking Speed (ft/s)		4.0	4.0			
Percent Blockage		0	0			
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		1108				
pX, platoon unblocked						
vC, conflicting volume	112				189	116
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	112				189	116
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				87	83
cM capacity (veh/h)	1477				800	935

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	75	112	101	156
Volume Left	0	0	101	0
Volume Right	0	0	0	156
cSH	1700	1700	800	935
Volume to Capacity	0.04	0.07	0.13	0.17
Queue Length 95th (ft)	0	0	11	15
Control Delay (s)	0.0	0.0	10.2	9.6
Lane LOS			B	A
Approach Delay (s)	0.0	0.0	9.8	
Approach LOS			A	

Intersection Summary			
Average Delay	5.7		
Intersection Capacity Utilization	20.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	0	0	181	83	157	96	197	0	0	596	47
Peak Hour Factor	0.92	0.92	0.92	0.88	0.88	0.88	0.96	0.96	0.96	0.87	0.87	0.87
Hourly flow rate (vph)	0	0	0	206	94	178	100	205	0	0	685	54

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	253	226	168	137	457	282
Volume Left (vph)	206	0	100	0	0	0
Volume Right (vph)	0	178	0	0	0	54
Hadj (s)	0.44	-0.52	0.33	0.03	0.03	-0.10
Departure Headway (s)	7.6	6.6	7.6	7.3	6.7	6.5
Degree Utilization, x	0.53	0.42	0.35	0.28	0.85	0.51
Capacity (veh/h)	448	521	456	473	524	538
Control Delay (s)	17.7	13.0	13.4	11.8	34.9	15.0
Approach Delay (s)	15.5		12.7		27.3	
Approach LOS	C		B		D	

Intersection Summary			
Delay	20.7		
Level of Service	C		
Intersection Capacity Utilization	50.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	78	120	117	0	0	0	0	232	264	374	197	0
Peak Hour Factor	0.93	0.93	0.93	0.92	0.92	0.92	0.94	0.94	0.94	0.89	0.89	0.89
Hourly flow rate (vph)	84	129	126	0	0	0	0	247	281	420	221	0

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	148	190	165	363	420	221
Volume Left (vph)	84	0	0	0	420	0
Volume Right (vph)	0	126	0	281	0	0
Hadj (s)	0.32	-0.43	0.03	-0.51	0.53	0.03
Departure Headway (s)	7.7	6.9	6.7	6.2	7.0	6.5
Degree Utilization, x	0.32	0.36	0.31	0.62	0.82	0.40
Capacity (veh/h)	444	492	515	561	502	538
Control Delay (s)	12.9	12.6	11.5	17.6	32.9	12.5
Approach Delay (s)	12.8		15.7		25.8	
Approach LOS	B		C		D	

Intersection Summary			
Delay	19.3		
Level of Service	C		
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		
Description: SB was 394 - divided by 1/2 for evaluation			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	71	249	36	31	170	129	39	262	49	161	286	76
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	5.0		4.4	4.9		4.4	4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.94		1.00	0.98		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3445		1770	3248		1770	3409		1770	3379	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3445		1770	3248		1770	3409		1770	3379	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.79	0.79	0.79	0.88	0.88	0.88
Adj. Flow (vph)	79	277	40	34	189	143	49	332	62	183	325	86
RTOR Reduction (vph)	0	11	0	0	90	0	0	18	0	0	26	0
Lane Group Flow (vph)	79	306	0	34	242	0	49	376	0	183	385	0
Confl. Peds. (#/hr)			43			24			26			45
Confl. Bikes (#/hr)			1			5			8			3
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	7.4	36.6		4.3	33.4		4.9	18.0		12.5	25.6	
Effective Green, g (s)	7.4	36.6		4.3	33.4		4.9	18.0		12.5	25.6	
Actuated g/C Ratio	0.08	0.41		0.05	0.37		0.05	0.20		0.14	0.28	
Clearance Time (s)	4.4	4.9		4.4	5.0		4.4	4.9		4.4	4.9	
Vehicle Extension (s)	2.0	3.2		2.0	2.5		2.0	2.2		2.0	2.5	
Lane Grp Cap (vph)	145	1400		84	1205		96	681		245	961	
v/s Ratio Prot	c0.04	c0.09		0.02	0.07		0.03	c0.11		c0.10	0.11	
v/s Ratio Perm												
v/c Ratio	0.54	0.22		0.40	0.20		0.51	0.55		0.75	0.40	
Uniform Delay, d1	39.7	17.4		41.6	19.2		41.4	32.4		37.2	26.0	
Progression Factor	0.74	1.06		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.2	0.4		1.2	0.4		1.9	0.6		10.3	0.2	
Delay (s)	31.7	18.7		42.8	19.6		43.3	33.0		47.6	26.2	
Level of Service	C	B		D	B		D	C		D	C	
Approach Delay (s)		21.3			21.8			34.1			32.8	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	28.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.7
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	62	264	96	29	122	42	34	183	40	51	181	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9			4.9			4.9	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.98			0.98			0.99	
Flpb, ped/bikes	0.96	1.00		0.98	1.00			0.99			0.99	
Frt	1.00	0.96		1.00	0.96			0.98			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1707	1765		1735	1763			3364			3325	
Flt Permitted	0.64	1.00		0.49	1.00			0.87			0.84	
Satd. Flow (perm)	1145	1765		889	1763			2962			2826	
Peak-hour factor, PHF	0.92	0.92	0.92	0.86	0.86	0.86	0.84	0.84	0.84	0.93	0.93	0.93
Adj. Flow (vph)	67	287	104	34	142	49	40	218	48	55	195	62
RTOR Reduction (vph)	0	20	0	0	19	0	0	24	0	0	33	0
Lane Group Flow (vph)	67	371	0	34	172	0	0	283	0	0	279	0
Confl. Peds. (#/hr)	49		39	39		49	59		41	41		59
Confl. Bikes (#/hr)			3			10			6			4
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	37.2	37.2		37.2	37.2			19.0			19.0	
Effective Green, g (s)	37.2	37.2		37.2	37.2			19.0			19.0	
Actuated g/C Ratio	0.56	0.56		0.56	0.56			0.29			0.29	
Clearance Time (s)	4.9	4.9		4.9	4.9			4.9			4.9	
Vehicle Extension (s)	3.1	3.1		3.1	3.1			4.5			4.5	
Lane Grp Cap (vph)	645	994		501	993			852			813	
v/s Ratio Prot		c0.21			0.10							
v/s Ratio Perm	0.06			0.04				0.10			c0.10	
v/c Ratio	0.10	0.37		0.07	0.17			0.33			0.34	
Uniform Delay, d1	6.7	8.0		6.5	7.0			18.5			18.6	
Progression Factor	1.00	1.00		0.65	0.53			1.00			1.00	
Incremental Delay, d2	0.3	1.1		0.3	0.4			0.4			0.4	
Delay (s)	7.0	9.0		4.5	4.0			18.9			19.0	
Level of Service	A	A		A	A			B			B	
Approach Delay (s)		8.7			4.1			18.9			19.0	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	12.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.36		
Actuated Cycle Length (s)	66.0	Sum of lost time (s)	9.8
Intersection Capacity Utilization	72.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	EBR2	WBL	WBT	WBR	NBL2	NBL	NBT	SBL	SBT
Lane Configurations												
Volume (vph)	1	3	1	4	14	28	67	1	8	52	107	118
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9				4.9				4.9		4.9
Lane Util. Factor		1.00				1.00				1.00		1.00
Frpb, ped/bikes		0.98				0.98				1.00		1.00
Flpb, ped/bikes		1.00				1.00				1.00		1.00
Frt		0.92				0.92				1.00		1.00
Flt Protected		1.00				0.99				0.99		0.98
Satd. Flow (prot)		1664				1655				1850		1819
Flt Permitted		0.98				0.96				0.99		0.98
Satd. Flow (perm)		1631				1601				1850		1819
Peak-hour factor, PHF	0.67	0.67	0.67	0.67	0.87	0.87	0.87	0.71	0.71	0.71	0.88	0.88
Adj. Flow (vph)	1	4	1	6	16	32	77	1	11	73	122	134
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	7	0	0	0	125	0	0	0	85	0	256
Confl. Peds. (#/hr)	25		10	10	10		25					
Confl. Bikes (#/hr)			4	4			2					
Turn Type	Perm	NA			Perm	NA		Perm	Split	NA	Split	NA
Protected Phases		2				2			8	8	4	4
Permitted Phases	2				2			8				
Actuated Green, G (s)		10.6				10.6				8.6		18.6
Effective Green, g (s)		10.6				10.6				8.6		18.6
Actuated g/C Ratio		0.15				0.15				0.12		0.26
Clearance Time (s)		4.9				4.9				4.9		4.9
Vehicle Extension (s)		2.0				2.0				2.0		2.0
Lane Grp Cap (vph)		244				239				224		477
v/s Ratio Prot										c0.05		c0.14
v/s Ratio Perm		0.00				c0.08						
v/c Ratio		0.03				0.52				0.38		0.54
Uniform Delay, d1		25.7				27.8				28.6		22.4
Progression Factor		1.00				1.00				1.00		1.00
Incremental Delay, d2		0.0				1.0				0.4		0.6
Delay (s)		25.7				28.7				29.0		23.0
Level of Service		C				C				C		C
Approach Delay (s)		25.7				28.7				29.0		22.3
Approach LOS		C				C				C		C

Intersection Summary			
HCM 2000 Control Delay	25.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	70.8	Sum of lost time (s)	22.6
Intersection Capacity Utilization	63.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR	SBR2	NEL2	NEL	NER	NER2
Lane Configurations						
Volume (vph)	50	13	4	146	14	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9			4.9	4.9	
Lane Util. Factor	1.00			1.00	1.00	
Frpb, ped/bikes	0.54			1.00	0.84	
Flpb, ped/bikes	1.00			1.00	1.00	
Frt	0.85			1.00	0.85	
Flt Protected	1.00			0.95	1.00	
Satd. Flow (prot)	849			1770	1323	
Flt Permitted	1.00			0.99	1.00	
Satd. Flow (perm)	849			1849	1323	
Peak-hour factor, PHF	0.88	0.88	0.84	0.84	0.84	0.84
Adj. Flow (vph)	57	15	5	174	17	8
RTOR Reduction (vph)	53	0	0	0	0	0
Lane Group Flow (vph)	19	0	0	179	25	0
Confl. Peds. (#/hr)	87	87			50	50
Confl. Bikes (#/hr)	8	8				
Turn Type	Perm		Perm	NA	Perm	
Protected Phases				7		
Permitted Phases	4		7		7	
Actuated Green, G (s)	18.6			13.4	13.4	
Effective Green, g (s)	18.6			13.4	13.4	
Actuated g/C Ratio	0.26			0.19	0.19	
Clearance Time (s)	4.9			4.9	4.9	
Vehicle Extension (s)	2.0			2.0	2.0	
Lane Grp Cap (vph)	223			349	250	
v/s Ratio Prot						
v/s Ratio Perm	0.02			c0.10	0.02	
v/c Ratio	0.08			0.51	0.10	
Uniform Delay, d1	19.7			25.8	23.7	
Progression Factor	1.00			1.00	1.00	
Incremental Delay, d2	0.1			0.5	0.1	
Delay (s)	19.7			26.3	23.8	
Level of Service	B			C	C	
Approach Delay (s)				26.0		
Approach LOS				C		

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	4	19	272	12	199	10	223	38	57	443	1
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.67	0.67	0.67	0.87	0.87	0.87	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	1	6	28	313	14	229	11	251	43	64	498	1
Pedestrians		23										
Lane Width (ft)		12.0										
Walking Speed (ft/s)		4.0										
Percent Blockage		2										
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								1015				
pX, platoon unblocked												
vC, conflicting volume	951	922	521	952	944	272	522			251		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	951	922	521	952	944	272	522			251		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	99	98	95	0	94	70	99			95		
cM capacity (veh/h)	149	249	545	209	242	767	1024			1315		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	36	555	304	563
Volume Left	1	313	11	64
Volume Right	28	229	43	1
cSH	416	300	1024	1315
Volume to Capacity	0.09	1.85	0.01	0.05
Queue Length 95th (ft)	7	935	1	4
Control Delay (s)	14.5	423.1	0.4	1.4
Lane LOS	B	F	A	A
Approach Delay (s)	14.5	423.1	0.4	1.4
Approach LOS	B	F		

Intersection Summary			
Average Delay	162.0		
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	65	131	155	255	391	346
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.98	0.98	0.92	0.92
Hourly flow rate (vph)	70	141	158	260	425	376
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)			206			
pX, platoon unblocked						
vC, conflicting volume	1516	290			420	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1516	290			420	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	15	81			63	
cM capacity (veh/h)	82	748			1137	

Direction, Lane #	WB 1	NB 1	SB 1	SB 2
Volume Total	211	418	425	376
Volume Left	70	0	425	0
Volume Right	141	260	0	0
cSH	203	1700	1137	1700
Volume to Capacity	1.04	0.25	0.37	0.22
Queue Length 95th (ft)	235	0	44	0
Control Delay (s)	123.3	0.0	10.0	0.0
Lane LOS	F		B	
Approach Delay (s)	123.3	0.0	5.3	
Approach LOS	F			

Intersection Summary			
Average Delay	21.2		
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	51	220	50	29	154	31	31	210	43	35	178	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.2		4.2	4.2			4.2			4.6	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.99			1.00			0.99	
Flpb, ped/bikes	0.97	1.00		0.97	1.00			1.00			1.00	
Frt	1.00	0.97		1.00	0.97			0.98			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1712	1787		1711	1796			1805			1764	
Flt Permitted	0.62	1.00		0.56	1.00			0.92			0.88	
Satd. Flow (perm)	1113	1787		1001	1796			1675			1560	
Peak-hour factor, PHF	0.87	0.87	0.87	0.82	0.82	0.82	0.82	0.82	0.82	0.86	0.86	0.86
Adj. Flow (vph)	59	253	57	35	188	38	38	256	52	41	207	78
RTOR Reduction (vph)	0	10	0	0	9	0	0	11	0	0	20	0
Lane Group Flow (vph)	59	300	0	35	217	0	0	335	0	0	306	0
Confl. Peds. (#/hr)	23		27	27		23	27		5	5		27
Confl. Bikes (#/hr)			3			4			5			
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	40.3	40.3		40.3	40.3			17.3			16.9	
Effective Green, g (s)	40.3	40.3		40.3	40.3			17.3			16.9	
Actuated g/C Ratio	0.61	0.61		0.61	0.61			0.26			0.26	
Clearance Time (s)	4.2	4.2		4.2	4.2			4.2			4.6	
Vehicle Extension (s)	1.0	1.0		1.0	1.0			2.0			2.0	
Lane Grp Cap (vph)	679	1091		611	1096			439			399	
v/s Ratio Prot		c0.17			0.12							
v/s Ratio Perm	0.05			0.03				c0.20			0.20	
v/c Ratio	0.09	0.28		0.06	0.20			0.76			0.77	
Uniform Delay, d1	5.3	6.0		5.2	5.7			22.5			22.7	
Progression Factor	0.82	0.80		0.79	0.82			1.00			1.00	
Incremental Delay, d2	0.2	0.6		0.2	0.4			6.9			7.7	
Delay (s)	4.6	5.4		4.3	5.1			29.4			30.5	
Level of Service	A	A		A	A			C			C	
Approach Delay (s)		5.3			5.0			29.4			30.5	
Approach LOS		A			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	66.0	Sum of lost time (s)	8.8
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	29	15	10	23	23	10	230	7	12	222	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9			4.9			4.9	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.99			1.00			1.00	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.97			0.94			1.00			0.99	
Flt Protected		0.98			0.99			1.00			1.00	
Satd. Flow (prot)		1765			1722			1849			1833	
Flt Permitted		0.87			0.92			0.98			0.98	
Satd. Flow (perm)		1558			1593			1823			1805	
Peak-hour factor, PHF	0.80	0.80	0.80	0.78	0.78	0.78	0.85	0.85	0.85	0.88	0.88	0.88
Adj. Flow (vph)	25	36	19	13	29	29	12	271	8	14	252	22
RTOR Reduction (vph)	0	16	0	0	26	0	0	1	0	0	3	0
Lane Group Flow (vph)	0	64	0	0	45	0	0	290	0	0	285	0
Confl. Peds. (#/hr)							27		5	5		27
Confl. Bikes (#/hr)			1			3			3			1
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		4.2			4.2			18.4			25.0	
Effective Green, g (s)		4.2			4.2			18.4			25.0	
Actuated g/C Ratio		0.11			0.11			0.47			0.64	
Clearance Time (s)		4.9			4.9			4.9			4.9	
Vehicle Extension (s)		2.0			2.0			2.0			2.0	
Lane Grp Cap (vph)		167			171			860			1157	
v/s Ratio Prot												
v/s Ratio Perm		c0.04			0.03			c0.16			c0.16	
v/c Ratio		0.38			0.26			0.34			0.25	
Uniform Delay, d1		16.2			16.0			6.5			3.0	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.5			0.3			0.1			0.0	
Delay (s)		16.7			16.3			6.6			3.0	
Level of Service		B			B			A			A	
Approach Delay (s)		16.7			16.3			6.6			3.0	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	39.0	Sum of lost time (s)	18.6
Intersection Capacity Utilization	32.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	120	35	74	89	19	17	130	99	52	130	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9			4.9			4.9	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.98			0.99			0.96			1.00	
Flpb, ped/bikes		1.00			0.97			1.00			0.99	
Frt		0.97			0.99			0.95			1.00	
Flt Protected		1.00			0.98			1.00			0.99	
Satd. Flow (prot)		1759			1741			1689			1812	
Flt Permitted		0.99			0.82			0.97			0.84	
Satd. Flow (perm)		1749			1449			1638			1547	
Peak-hour factor, PHF	0.71	0.71	0.71	0.93	0.93	0.93	0.82	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	7	169	49	80	96	20	21	141	108	58	146	3
RTOR Reduction (vph)	0	12	0	0	5	0	0	51	0	0	1	0
Lane Group Flow (vph)	0	213	0	0	191	0	0	219	0	0	206	0
Confl. Peds. (#/hr)	22		51	51		22	23		48	48		23
Confl. Bikes (#/hr)			4			5			6			5
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		34.5			34.5			17.7			17.7	
Effective Green, g (s)		34.5			34.5			17.7			17.7	
Actuated g/C Ratio		0.56			0.56			0.29			0.29	
Clearance Time (s)		4.9			4.9			4.9			4.9	
Vehicle Extension (s)		2.2			2.2			3.2			3.2	
Lane Grp Cap (vph)		973			806			467			441	
v/s Ratio Prot												
v/s Ratio Perm		0.12			c0.13			c0.13			0.13	
v/c Ratio		0.22			0.24			0.47			0.47	
Uniform Delay, d1		6.9			7.0			18.3			18.3	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.5			0.7			0.8			0.8	
Delay (s)		7.5			7.7			19.1			19.1	
Level of Service		A			A			B			B	
Approach Delay (s)		7.5			7.7			19.1			19.1	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	13.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	62.0	Sum of lost time (s)	9.8
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	458	14	32	190	21	221
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.84	0.84	0.90	0.90
Hourly flow rate (vph)	498	15	38	226	23	246
Pedestrians	3			5	14	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	0			0	1	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				655		
pX, platoon unblocked						
vC, conflicting volume			527		712	276
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			527		712	276
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		93	65
cM capacity (veh/h)			1024		349	711

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	332	181	113	151	23	246
Volume Left	0	0	38	0	23	0
Volume Right	0	15	0	0	0	246
cSH	1700	1700	1024	1700	349	711
Volume to Capacity	0.20	0.11	0.04	0.09	0.07	0.35
Queue Length 95th (ft)	0	0	3	0	5	39
Control Delay (s)	0.0	0.0	3.1	0.0	16.1	12.7
Lane LOS			A		C	B
Approach Delay (s)	0.0		1.3		13.0	
Approach LOS					B	

Intersection Summary			
Average Delay	3.7		
Intersection Capacity Utilization	34.3%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	465	100	148	309	126	35	70	50	50	163	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.4		4.0	4.4			4.4			4.6	
Lane Util. Factor	1.00	0.95		1.00	1.00			0.95			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.97			0.98			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.99	
Frt	1.00	0.97		1.00	0.96			0.95			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1770	3428		1770	1732			3262			1738	
Flt Permitted	0.95	1.00		0.95	1.00			0.85			0.92	
Satd. Flow (perm)	1770	3428		1770	1732			2798			1616	
Peak-hour factor, PHF	0.95	0.95	0.95	0.94	0.94	0.94	0.97	0.97	0.97	0.80	0.80	0.80
Adj. Flow (vph)	95	489	105	157	329	134	36	72	52	62	204	128
RTOR Reduction (vph)	0	29	0	0	24	0	0	36	0	0	27	0
Lane Group Flow (vph)	95	565	0	157	439	0	0	124	0	0	367	0
Confl. Peds. (#/hr)			17			43	25		52	52		25
Confl. Bikes (#/hr)			1			3			2			1
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	4.4	17.3		5.8	18.7			16.2			16.0	
Effective Green, g (s)	4.4	17.3		5.8	18.7			16.2			16.0	
Actuated g/C Ratio	0.08	0.33		0.11	0.36			0.31			0.31	
Clearance Time (s)	4.0	4.4		4.0	4.4			4.4			4.6	
Vehicle Extension (s)	2.0	3.4		2.0	3.4			2.0			2.0	
Lane Grp Cap (vph)	149	1138		197	621			870			496	
v/s Ratio Prot	0.05	0.16		c0.09	c0.25							
v/s Ratio Perm								0.04			c0.23	
v/c Ratio	0.64	0.50		0.80	0.71			0.14			0.74	
Uniform Delay, d1	23.1	13.9		22.6	14.3			12.9			16.2	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	6.4	0.4		18.5	3.8			0.0			5.0	
Delay (s)	29.5	14.3		41.1	18.1			13.0			21.1	
Level of Service	C	B		D	B			B			C	
Approach Delay (s)		16.4			23.9			13.0			21.1	
Approach LOS		B			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	52.1	Sum of lost time (s)	13.0
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	489	64	0	298	291	138
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		4.6	4.6	4.6
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.95		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		1.00	0.95	1.00
Satd. Flow (prot)	1863	1510		1863	1770	1542
Flt Permitted	1.00	1.00		1.00	0.95	1.00
Satd. Flow (perm)	1863	1510		1863	1770	1542
Peak-hour factor, PHF	0.93	0.93	0.85	0.85	0.92	0.92
Adj. Flow (vph)	526	69	0	351	316	150
RTOR Reduction (vph)	0	47	0	0	0	117
Lane Group Flow (vph)	526	22	0	351	316	33
Confl. Peds. (#/hr)		18			2	2
Confl. Bikes (#/hr)		4				1
Turn Type	NA	Perm		NA	NA	Perm
Protected Phases	2			6	8	
Permitted Phases		2				8
Actuated Green, G (s)	19.5	19.5		13.6	13.0	13.0
Effective Green, g (s)	19.5	19.5		13.6	13.0	13.0
Actuated g/C Ratio	0.33	0.33		0.23	0.22	0.22
Clearance Time (s)	4.6	4.6		4.6	4.6	4.6
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)	606	491		422	384	334
v/s Ratio Prot	c0.28			c0.19	c0.18	
v/s Ratio Perm		0.01				0.02
v/c Ratio	0.87	0.05		0.83	0.82	0.10
Uniform Delay, d1	19.0	13.8		22.1	22.4	18.8
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	12.1	0.0		12.6	12.7	0.0
Delay (s)	31.1	13.8		34.6	35.1	18.8
Level of Service	C	B		C	D	B
Approach Delay (s)	29.1			34.6	29.8	
Approach LOS	C			C	C	

Intersection Summary			
HCM 2000 Control Delay	30.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	59.9	Sum of lost time (s)	13.8
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	41	208	9	5	9	44	4	471	222	220	618	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9		4.4	4.9	4.9	4.9	4.9	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.98		1.00	1.00	0.96	1.00	1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.88		1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1758	1849		1764	1601		1770	3539	1523	1770	3499	
Flt Permitted	0.71	1.00		0.44	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1314	1849		821	1601		1770	3539	1523	1770	3499	
Peak-hour factor, PHF	0.77	0.77	0.77	0.73	0.73	0.73	0.81	0.81	0.81	0.94	0.94	0.94
Adj. Flow (vph)	53	270	12	7	12	60	5	581	274	234	657	32
RTOR Reduction (vph)	0	2	0	0	46	0	0	0	187	0	4	0
Lane Group Flow (vph)	53	280	0	7	26	0	5	581	87	234	685	0
Confl. Peds. (#/hr)	11		7	7		11			14			54
Confl. Bikes (#/hr)			4			2						6
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			
Actuated Green, G (s)	13.6	13.6		13.6	13.6		0.6	18.5	18.5	11.2	29.6	
Effective Green, g (s)	13.6	13.6		13.6	13.6		0.6	18.5	18.5	11.2	29.6	
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.01	0.32	0.32	0.19	0.51	
Clearance Time (s)	4.9	4.9		4.9	4.9		4.4	4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.5	2.5	2.0	2.5	
Lane Grp Cap (vph)	308	433		192	375		18	1128	485	341	1785	
v/s Ratio Prot		c0.15			0.02		0.00	c0.16		c0.13	0.20	
v/s Ratio Perm	0.04			0.01					0.06			
v/c Ratio	0.17	0.65		0.04	0.07		0.28	0.52	0.18	0.69	0.38	
Uniform Delay, d1	17.7	20.0		17.1	17.3		28.5	16.1	14.3	21.8	8.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	2.5		0.0	0.0		3.0	0.3	0.1	4.5	0.1	
Delay (s)	17.8	22.5		17.2	17.3		31.5	16.4	14.4	26.3	8.7	
Level of Service	B	C		B	B		C	B	B	C	A	
Approach Delay (s)		21.8			17.3			15.8			13.2	
Approach LOS		C			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	15.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	58.0	Sum of lost time (s)	14.7
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	607	41	9	0	38	86	1	55	3	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	646	44	10	0	40	91	1	60	3	0	0	0
Pedestrians								6			2	
Lane Width (ft)								12.0			0.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		659										
pX, platoon unblocked				0.94			0.94	0.94	0.94	0.94	0.94	
vC, conflicting volume	134			59			1432	1480	54	1461	1439	88
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	134			0			1428	1478	0	1459	1435	88
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	55			100			98	8	100	100	100	100
cM capacity (veh/h)	1451			1516			68	65	1013	14	69	970

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	699	132	64
Volume Left	646	0	1
Volume Right	10	91	3
cSH	1451	1700	68
Volume to Capacity	0.45	0.08	0.94
Queue Length 95th (ft)	59	0	116
Control Delay (s)	9.1	0.0	192.8
Lane LOS	A		F
Approach Delay (s)	9.1	0.0	192.8
Approach LOS			F

Intersection Summary			
Average Delay	20.9		
Intersection Capacity Utilization	57.5%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	29	228	37	19	154	25	42	69	37	33	67	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.2		4.6	4.6			4.1			4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.98			0.99			0.98	
Flpb, ped/bikes	0.89	1.00		0.97	1.00			0.98			1.00	
Frt	1.00	0.98		1.00	0.98			0.97			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1573	1813		1708	1782			1719			1739	
Flt Permitted	0.63	1.00		0.57	1.00			0.89			0.89	
Satd. Flow (perm)	1037	1813		1019	1782			1545			1573	
Peak-hour factor, PHF	0.90	0.90	0.90	0.85	0.85	0.85	0.84	0.84	0.84	0.89	0.89	0.89
Adj. Flow (vph)	32	253	41	22	181	29	50	82	44	37	75	28
RTOR Reduction (vph)	0	8	0	0	7	0	0	20	0	0	15	0
Lane Group Flow (vph)	32	286	0	22	203	0	0	156	0	0	125	0
Confl. Peds. (#/hr)	72		26	26		72	54		15	15		54
Confl. Bikes (#/hr)			1						1			3
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	39.8	39.8		39.4	39.4			17.9			17.5	
Effective Green, g (s)	39.8	39.8		39.4	39.4			17.9			17.5	
Actuated g/C Ratio	0.60	0.60		0.60	0.60			0.27			0.27	
Clearance Time (s)	4.2	4.2		4.6	4.6			4.1			4.5	
Vehicle Extension (s)	3.4	3.4		2.5	2.5			2.0			2.0	
Lane Grp Cap (vph)	625	1093		608	1063			419			417	
v/s Ratio Prot		c0.16			0.11							
v/s Ratio Perm	0.03			0.02				c0.10			0.08	
v/c Ratio	0.05	0.26		0.04	0.19			0.37			0.30	
Uniform Delay, d1	5.4	6.2		5.5	6.0			19.5			19.4	
Progression Factor	0.62	0.61		0.76	0.75			1.00			1.00	
Incremental Delay, d2	0.1	0.6		0.1	0.4			0.2			0.1	
Delay (s)	3.5	4.3		4.3	4.9			19.7			19.5	
Level of Service	A	A		A	A			B			B	
Approach Delay (s)		4.2			4.9			19.7			19.5	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	66.0	Sum of lost time (s)	9.1
Intersection Capacity Utilization	46.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	11	40	11	0	33	21	11	121	7	3	110	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9			4.9			4.9	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			0.99			1.00			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.98			0.95			0.99			0.98	
Flt Protected		0.99			1.00			1.00			1.00	
Satd. Flow (prot)		1795			1746			1835			1821	
Flt Permitted		0.92			1.00			0.98			1.00	
Satd. Flow (perm)		1667			1746			1804			1817	
Peak-hour factor, PHF	0.77	0.77	0.77	0.71	0.71	0.71	0.91	0.91	0.91	0.88	0.88	0.88
Adj. Flow (vph)	14	52	14	0	46	30	12	133	8	3	125	16
RTOR Reduction (vph)	0	10	0	0	28	0	0	1	0	0	5	0
Lane Group Flow (vph)	0	70	0	0	48	0	0	152	0	0	139	0
Confl. Peds. (#/hr)							38		16	16		38
Confl. Bikes (#/hr)			1			1			4			6
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		2.8			2.8			19.6			26.1	
Effective Green, g (s)		2.8			2.8			19.6			26.1	
Actuated g/C Ratio		0.07			0.07			0.51			0.67	
Clearance Time (s)		4.9			4.9			4.9			4.9	
Vehicle Extension (s)		2.0			2.0			2.0			2.0	
Lane Grp Cap (vph)		120			126			913			1225	
v/s Ratio Prot					0.03							
v/s Ratio Perm		c0.04						c0.08			c0.08	
v/c Ratio		0.58			0.38			0.17			0.11	
Uniform Delay, d1		17.4			17.1			5.1			2.2	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		4.6			0.7			0.0			0.0	
Delay (s)		21.9			17.8			5.2			2.2	
Level of Service		C			B			A			A	
Approach Delay (s)		21.9			17.8			5.2			2.2	
Approach LOS		C			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	9.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.26		
Actuated Cycle Length (s)	38.7	Sum of lost time (s)	18.6
Intersection Capacity Utilization	34.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	257	523	115	64	59	456
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.83	0.83	0.88	0.88
Hourly flow rate (vph)	279	568	139	77	67	518
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)			510			
pX, platoon unblocked						
vC, conflicting volume	829	108			139	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	829	108			139	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	5	39			95	
cM capacity (veh/h)	294	925			1443	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1
Volume Total	279	568	92	123	585
Volume Left	279	0	0	0	67
Volume Right	0	568	0	77	0
cSH	294	925	1700	1700	1443
Volume to Capacity	0.95	0.61	0.05	0.07	0.05
Queue Length 95th (ft)	233	109	0	0	4
Control Delay (s)	78.9	14.9	0.0	0.0	1.3
Lane LOS	F	B			A
Approach Delay (s)	36.0		0.0		1.3
Approach LOS	E				

Intersection Summary			
Average Delay	19.0		
Intersection Capacity Utilization	56.7%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	3	4	12	21	32	32	154	4	40	341	14
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.63	0.63	0.63	0.90	0.90	0.90	0.75	0.75	0.75	0.89	0.89	0.89
Hourly flow rate (vph)	5	5	6	13	23	36	43	205	5	45	383	16
Pedestrians		2			4			2				
Lane Width (ft)		12.0			12.0			12.0				
Walking Speed (ft/s)		4.0			4.0			4.0				
Percent Blockage		0			0			0				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								751			230	
pX, platoon unblocked												
vC, conflicting volume	823	783	395	789	788	212	401			215		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	823	783	395	789	788	212	401			215		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	98	99	95	92	96	96			97		
cM capacity (veh/h)	248	302	652	283	299	825	1156			1351		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	16	72	253	444
Volume Left	5	13	43	45
Volume Right	6	36	5	16
cSH	355	430	1156	1351
Volume to Capacity	0.04	0.17	0.04	0.03
Queue Length 95th (ft)	4	15	3	3
Control Delay (s)	15.6	15.1	1.7	1.1
Lane LOS	C	C	A	A
Approach Delay (s)	15.6	15.1	1.7	1.1
Approach LOS	C	C		

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	35.9%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	531	55	51	332	84	34	85	112	199	146	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9			4.9			4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.99			0.99			1.00	
Flpb, ped/bikes	0.99	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	0.99		1.00	0.97			0.93			0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1745	3480		1763	3398			1708			1772	
Flt Permitted	0.45	1.00		0.36	1.00			0.89			0.70	
Satd. Flow (perm)	834	3480		660	3398			1527			1277	
Peak-hour factor, PHF	0.96	0.96	0.96	0.87	0.87	0.87	0.74	0.74	0.74	0.78	0.78	0.78
Adj. Flow (vph)	27	553	57	59	382	97	46	115	151	255	187	72
RTOR Reduction (vph)	0	11	0	0	32	0	0	44	0	0	10	0
Lane Group Flow (vph)	27	599	0	59	447	0	0	268	0	0	504	0
Confl. Peds. (#/hr)	18		6	6		18	19		16	16		19
Confl. Bikes (#/hr)			1			2			3			
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	18.6	18.6		18.6	18.6			26.1			26.1	
Effective Green, g (s)	18.6	18.6		18.6	18.6			26.1			26.1	
Actuated g/C Ratio	0.34	0.34		0.34	0.34			0.48			0.48	
Clearance Time (s)	4.9	4.9		4.9	4.9			4.9			4.9	
Vehicle Extension (s)	1.6	1.6		1.6	1.6			4.0			4.0	
Lane Grp Cap (vph)	284	1187		225	1159			731			611	
v/s Ratio Prot		c0.17			0.13							
v/s Ratio Perm	0.03			0.09				0.18			c0.39	
v/c Ratio	0.10	0.50		0.26	0.39			0.37			0.82	
Uniform Delay, d1	12.2	14.3		13.0	13.6			9.0			12.2	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.1	0.1		0.2	0.1			0.4			9.2	
Delay (s)	12.3	14.4		13.2	13.7			9.4			21.5	
Level of Service	B	B		B	B			A			C	
Approach Delay (s)		14.3			13.6			9.4			21.5	
Approach LOS		B			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	15.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	54.5	Sum of lost time (s)	9.8
Intersection Capacity Utilization	87.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	223	38	19	131	59	20	89	28	78	87	38
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9	4.9		4.9			4.9	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.94		0.98			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00			0.98	
Frt	1.00	0.98		1.00	1.00	0.85		0.97			0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99			0.98	
Satd. Flow (prot)	1770	1805		1770	1863	1485		1761			1730	
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.94			0.83	
Satd. Flow (perm)	1770	1805		1770	1863	1485		1663			1470	
Peak-hour factor, PHF	0.91	0.91	0.91	0.84	0.84	0.84	0.95	0.95	0.95	0.83	0.83	0.83
Adj. Flow (vph)	38	245	42	23	156	70	21	94	29	94	105	46
RTOR Reduction (vph)	0	7	0	0	0	37	0	15	0	0	14	0
Lane Group Flow (vph)	38	280	0	23	156	33	0	129	0	0	231	0
Confl. Peds. (#/hr)	23		21	21		23	20		53	53		20
Confl. Bikes (#/hr)						1						
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases						6	8			4		
Actuated Green, G (s)	2.9	31.8		2.6	31.5	31.5		17.4			17.4	
Effective Green, g (s)	2.9	31.8		2.6	31.5	31.5		17.4			17.4	
Actuated g/C Ratio	0.04	0.48		0.04	0.48	0.48		0.26			0.26	
Clearance Time (s)	4.4	4.9		4.4	4.9	4.9		4.9			4.9	
Vehicle Extension (s)	2.0	3.4		2.0	3.4	3.4		2.5			2.5	
Lane Grp Cap (vph)	77	869		69	889	708		438			387	
v/s Ratio Prot	c0.02	c0.16		0.01	0.08							
v/s Ratio Perm						0.02		0.08			c0.16	
v/c Ratio	0.49	0.32		0.33	0.18	0.05		0.29			0.60	
Uniform Delay, d1	30.8	10.5		30.9	9.8	9.2		19.4			21.2	
Progression Factor	0.76	1.09		1.00	1.00	1.00		1.00			1.00	
Incremental Delay, d2	1.8	1.0		1.0	0.4	0.1		0.3			2.1	
Delay (s)	25.2	12.4		31.9	10.3	9.4		19.7			23.3	
Level of Service	C	B		C	B	A		B			C	
Approach Delay (s)		13.9			12.0			19.7			23.3	
Approach LOS		B			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	66.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	48.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	34	2	19	0	0	1	5	102	1	0	122	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9			4.9			4.9	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.97			0.87			1.00			1.00	
Flpb, ped/bikes		0.93			1.00			1.00			1.00	
Frt		0.95			0.86			1.00			0.98	
Flt Protected		0.97			1.00			1.00			1.00	
Satd. Flow (prot)		1554			1399			1855			1827	
Flt Permitted		0.81			1.00			0.99			1.00	
Satd. Flow (perm)		1297			1399			1840			1827	
Peak-hour factor, PHF	0.66	0.66	0.66	0.25	0.25	0.25	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	52	3	29	0	0	4	6	124	1	0	149	20
RTOR Reduction (vph)	0	26	0	0	4	0	0	0	0	0	5	0
Lane Group Flow (vph)	0	58	0	0	0	0	0	131	0	0	164	0
Confl. Peds. (#/hr)	27		16	16		27	5		72	72		5
Confl. Bikes (#/hr)									3			2
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		5.5			5.5			24.0			31.1	
Effective Green, g (s)		5.5			5.5			24.0			31.1	
Actuated g/C Ratio		0.12			0.12			0.52			0.67	
Clearance Time (s)		4.9			4.9			4.9			4.9	
Vehicle Extension (s)		2.0			2.0			2.0			2.0	
Lane Grp Cap (vph)		153			165			951			1224	
v/s Ratio Prot					0.00						c0.09	
v/s Ratio Perm		c0.05						0.07				
v/c Ratio		0.38			0.00			0.14			0.13	
Uniform Delay, d1		18.9			18.0			5.8			2.8	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.6			0.0			0.0			0.0	
Delay (s)		19.5			18.0			5.8			2.8	
Level of Service		B			B			A			A	
Approach Delay (s)		19.5			18.0			5.8			2.8	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	46.4	Sum of lost time (s)	18.6
Intersection Capacity Utilization	35.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	18	407	14	49	257	68	12	55	61	101	87	31
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	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	0.99			0.99			0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			1.00	
Frt	1.00	0.99		1.00	0.97			0.94			0.98	
Flt Protected	0.95	1.00		0.95	1.00			1.00			0.98	
Satd. Flow (prot)	1770	1846		1770	1790			1702			1750	
Flt Permitted	0.95	1.00		0.95	1.00			0.96			0.78	
Satd. Flow (perm)	1770	1846		1770	1790			1649			1404	
Peak-hour factor, PHF	0.90	0.90	0.90	0.89	0.89	0.89	0.82	0.82	0.82	0.90	0.90	0.90
Adj. Flow (vph)	20	452	16	55	289	76	15	67	74	112	97	34
RTOR Reduction (vph)	0	2	0	0	11	0	0	55	0	0	10	0
Lane Group Flow (vph)	20	466	0	55	354	0	0	101	0	0	233	0
Confl. Peds. (#/hr)			47			9	47		12	12		47
Confl. Bikes (#/hr)			2			3			4			3
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	1.3	30.2		3.6	32.5			14.0			14.0	
Effective Green, g (s)	1.3	30.2		3.6	32.5			14.0			14.0	
Actuated g/C Ratio	0.02	0.49		0.06	0.52			0.23			0.23	
Clearance Time (s)	4.4	4.9		4.4	4.9			4.9			4.9	
Vehicle Extension (s)	2.0	2.8		2.0	2.6			2.0			2.0	
Lane Grp Cap (vph)	37	899		102	938			372			317	
v/s Ratio Prot	0.01	c0.25		c0.03	0.20							
v/s Ratio Perm								0.06			c0.17	
v/c Ratio	0.54	0.52		0.54	0.38			0.27			0.73	
Uniform Delay, d1	30.1	10.9		28.4	8.7			19.8			22.3	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	8.4	2.1		2.7	1.2			0.1			7.4	
Delay (s)	38.4	13.0		31.1	9.9			19.9			29.7	
Level of Service	D	B		C	A			B			C	
Approach Delay (s)		14.1			12.7			19.9			29.7	
Approach LOS		B			B			B			C	

Intersection Summary			
HCM 2000 Control Delay	17.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	62.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	56.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	55	428	58	38	192	50	61	30	71	59	86	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4		4.4	4.4			4.3			4.4	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.99			0.99			0.99	
Flpb, ped/bikes	0.99	1.00		0.98	1.00			1.00			1.00	
Frt	1.00	0.98		1.00	0.97			0.94			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.98	
Satd. Flow (prot)	1749	1814		1733	1791			1691			1762	
Flt Permitted	0.59	1.00		0.38	1.00			0.83			0.87	
Satd. Flow (perm)	1077	1814		697	1791			1433			1552	
Peak-hour factor, PHF	0.88	0.88	0.88	0.85	0.85	0.85	0.90	0.90	0.90	0.86	0.86	0.86
Adj. Flow (vph)	62	486	66	45	226	59	68	33	79	69	100	43
RTOR Reduction (vph)	0	7	0	0	14	0	0	51	0	0	17	0
Lane Group Flow (vph)	62	545	0	45	271	0	0	129	0	0	195	0
Confl. Peds. (#/hr)	15		45	45		15	17		34	34		17
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	19.7	19.7		19.7	19.7			8.6			8.5	
Effective Green, g (s)	19.7	19.7		19.7	19.7			8.6			8.5	
Actuated g/C Ratio	0.53	0.53		0.53	0.53			0.23			0.23	
Clearance Time (s)	4.4	4.4		4.4	4.4			4.3			4.4	
Vehicle Extension (s)	2.6	2.6		2.6	2.6			2.0			2.0	
Lane Grp Cap (vph)	573	965		371	953			333			356	
v/s Ratio Prot		c0.30			0.15							
v/s Ratio Perm	0.06			0.06				0.09			c0.13	
v/c Ratio	0.11	0.56		0.12	0.28			0.39			0.55	
Uniform Delay, d1	4.3	5.8		4.3	4.8			12.0			12.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.1	0.6		0.1	0.1			0.3			0.9	
Delay (s)	4.4	6.4		4.4	4.9			12.2			13.5	
Level of Service	A	A		A	A			B			B	
Approach Delay (s)		6.2			4.8			12.2			13.5	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	7.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	37.0	Sum of lost time (s)	8.8
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	830	214	178	448	85	657
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6	4.2	4.6	4.6	4.2
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
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	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	1770	3539	1770	1583
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.88	0.88
Adj. Flow (vph)	965	249	207	521	97	747
RTOR Reduction (vph)	0	126	0	0	0	231
Lane Group Flow (vph)	965	123	207	521	97	516
Confl. Peds. (#/hr)		8				
Confl. Bikes (#/hr)		3				
Turn Type	NA	Over	Prot	NA	NA	Over
Protected Phases	2	8	1	6	8	1
Permitted Phases						
Actuated Green, G (s)	22.6	8.7	27.4	54.2	8.7	27.4
Effective Green, g (s)	22.6	8.7	27.4	54.2	8.7	27.4
Actuated g/C Ratio	0.31	0.12	0.38	0.75	0.12	0.38
Clearance Time (s)	4.6	4.6	4.2	4.6	4.6	4.2
Vehicle Extension (s)	0.2	0.2	0.2	0.2	0.2	0.2
Lane Grp Cap (vph)	1109	191	672	2660	213	601
v/s Ratio Prot	c0.27	c0.08	0.12	0.15	0.05	c0.33
v/s Ratio Perm						
v/c Ratio	0.87	0.65	0.31	0.20	0.46	0.86
Uniform Delay, d1	23.4	30.2	15.7	2.6	29.5	20.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.4	5.5	0.1	0.0	0.6	11.3
Delay (s)	30.8	35.7	15.8	2.6	30.1	31.9
Level of Service	C	D	B	A	C	C
Approach Delay (s)	31.8			6.4	31.7	
Approach LOS	C			A	C	

Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	72.1	Sum of lost time (s)	13.4
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1107	369	443	514	98	221
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6	4.2	4.6	4.6	4.2
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
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	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	1770	3539	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.90	0.90	0.95	0.95
Adj. Flow (vph)	1178	393	492	571	103	233
RTOR Reduction (vph)	0	104	0	0	0	165
Lane Group Flow (vph)	1178	289	492	571	103	68
Confl. Peds. (#/hr)		6				
Confl. Bikes (#/hr)		2				
Turn Type	NA	Over	Prot	NA	NA	Over
Protected Phases	2	8	1	6	8	1
Permitted Phases						
Actuated Green, G (s)	36.6	19.4	28.8	69.6	19.4	28.8
Effective Green, g (s)	36.6	19.4	28.8	69.6	19.4	28.8
Actuated g/C Ratio	0.37	0.20	0.29	0.71	0.20	0.29
Clearance Time (s)	4.6	4.6	4.2	4.6	4.6	4.2
Vehicle Extension (s)	6.0	2.0	2.0	6.0	2.0	2.0
Lane Grp Cap (vph)	1319	312	519	2508	349	464
v/s Ratio Prot	c0.33	c0.18	c0.28	0.16	0.06	0.04
v/s Ratio Perm						
v/c Ratio	0.89	0.93	0.95	0.23	0.30	0.15
Uniform Delay, d1	29.0	38.7	34.0	5.0	33.6	25.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.9	35.0	26.5	0.1	2.1	0.1
Delay (s)	37.9	73.7	60.4	5.1	35.7	25.7
Level of Service	D	E	E	A	D	C
Approach Delay (s)	46.8			30.7	28.8	
Approach LOS	D			C	C	

Intersection Summary			
HCM 2000 Control Delay	39.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	98.2	Sum of lost time (s)	13.4
Intersection Capacity Utilization	71.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	149	532	252	103	473	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	6.0	6.0		4.6	4.2
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.99		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.96		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	3354		1770	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3354		1770	1583
Peak-hour factor, PHF	0.96	0.96	0.89	0.89	0.93	0.93
Adj. Flow (vph)	155	554	283	116	509	323
RTOR Reduction (vph)	0	0	83	0	0	278
Lane Group Flow (vph)	155	554	316	0	509	45
Confl. Peds. (#/hr)				7		
Confl. Bikes (#/hr)				2		
Turn Type	Prot	NA	NA		NA	Over
Protected Phases	5	2	6		4	5
Permitted Phases						
Actuated Green, G (s)	6.6	19.9	9.1		17.0	6.6
Effective Green, g (s)	6.6	19.9	9.1		17.0	6.6
Actuated g/C Ratio	0.14	0.42	0.19		0.36	0.14
Clearance Time (s)	4.2	6.0	6.0		4.6	4.2
Vehicle Extension (s)	0.2	0.2	0.2		0.2	0.2
Lane Grp Cap (vph)	245	1482	642		633	219
v/s Ratio Prot	c0.09	0.16	c0.09		c0.29	0.03
v/s Ratio Perm						
v/c Ratio	0.63	0.37	0.49		0.80	0.20
Uniform Delay, d1	19.3	9.5	17.1		13.7	18.1
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	3.9	0.1	0.2		6.9	0.2
Delay (s)	23.2	9.6	17.4		20.7	18.3
Level of Service	C	A	B		C	B
Approach Delay (s)		12.5	17.4		19.8	
Approach LOS		B	B		B	

Intersection Summary			
HCM 2000 Control Delay	16.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	47.5	Sum of lost time (s)	14.8
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	265	494	243	19	208	179	53	136	35	117	44	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.0	5.0	4.2	5.0			4.6	4.6		4.6	4.2
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.95	1.00	0.99			1.00	0.95		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	0.93			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.99	1.00		0.96	1.00
Satd. Flow (prot)	3433	1863	1503	1770	1710			1837	1502		1797	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.99	1.00		0.96	1.00
Satd. Flow (perm)	3433	1863	1503	1770	1710			1837	1502		1797	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.92	0.92	0.92	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	279	520	256	21	226	195	59	151	39	130	49	100
RTOR Reduction (vph)	0	0	127	0	22	0	0	0	33	0	0	89
Lane Group Flow (vph)	279	520	129	21	399	0	0	210	6	0	179	11
Confl. Peds. (#/hr)			13			15			15			12
Confl. Bikes (#/hr)			1			2						
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Over
Protected Phases	5	2		1	6		3	3		4	4	5
Permitted Phases			2						3			
Actuated Green, G (s)	10.6	40.0	40.0	1.6	31.0			15.3	15.3		17.8	10.6
Effective Green, g (s)	10.6	40.0	40.0	1.6	31.0			15.3	15.3		17.8	10.6
Actuated g/C Ratio	0.11	0.43	0.43	0.02	0.33			0.16	0.16		0.19	0.11
Clearance Time (s)	4.2	5.0	5.0	4.2	5.0			4.6	4.6		4.6	4.2
Vehicle Extension (s)	2.0	4.5	4.5	2.0	4.5			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	390	800	645	30	569			301	246		343	180
v/s Ratio Prot	c0.08	c0.28		0.01	0.23			c0.11			c0.10	0.01
v/s Ratio Perm			0.09						0.00			
v/c Ratio	0.72	0.65	0.20	0.70	0.70			0.70	0.03		0.52	0.06
Uniform Delay, d1	39.8	21.0	16.6	45.5	27.0			36.7	32.6		33.8	36.8
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	5.1	2.3	0.3	44.4	4.5			5.6	0.0		0.7	0.1
Delay (s)	44.9	23.3	16.8	90.0	31.5			42.3	32.7		34.5	36.9
Level of Service	D	C	B	F	C			D	C		C	D
Approach Delay (s)		27.5			34.3			40.8			35.3	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	31.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	93.1	Sum of lost time (s)	18.4
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	223	576	246	154	401	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.0	5.0	5.0	4.6	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	0.96	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.97	
Flt Protected	0.95	1.00	1.00	1.00	0.96	
Satd. Flow (prot)	1770	3539	3539	1519	1743	
Flt Permitted	0.95	1.00	1.00	1.00	0.96	
Satd. Flow (perm)	1770	3539	3539	1519	1743	
Peak-hour factor, PHF	0.83	0.83	0.88	0.88	0.77	0.77
Adj. Flow (vph)	269	694	280	175	521	130
RTOR Reduction (vph)	0	0	0	152	73	0
Lane Group Flow (vph)	269	694	280	23	578	0
Confl. Peds. (#/hr)				11		
Confl. Bikes (#/hr)				3		
Turn Type	Prot	NA	NA	Perm	NA	
Protected Phases	5	2	6		4	
Permitted Phases				6		
Actuated Green, G (s)	10.4	24.5	9.9	9.9	34.1	
Effective Green, g (s)	10.4	24.5	9.9	9.9	34.1	
Actuated g/C Ratio	0.14	0.33	0.13	0.13	0.45	
Clearance Time (s)	4.2	5.0	5.0	5.0	4.6	
Vehicle Extension (s)	0.2	2.5	2.5	2.5	0.2	
Lane Grp Cap (vph)	245	1156	467	200	792	
v/s Ratio Prot	c0.15	c0.20	0.08		c0.33	
v/s Ratio Perm				0.02		
v/c Ratio	1.10	0.60	0.60	0.12	0.73	
Uniform Delay, d1	32.3	21.1	30.7	28.7	16.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	86.2	2.3	5.6	1.2	2.9	
Delay (s)	118.5	23.5	36.3	29.9	19.6	
Level of Service	F	C	D	C	B	
Approach Delay (s)		50.0	33.8		19.6	
Approach LOS		D	C		B	

Intersection Summary			
HCM 2000 Control Delay	36.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	16.8
Intersection Capacity Utilization	79.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	43	239	185	191	344	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.97	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1541	1770	1863	1833	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1541	1770	1863	1833	
Peak-hour factor, PHF	0.93	0.93	0.94	0.94	0.96	0.96
Adj. Flow (vph)	46	257	197	203	358	38
RTOR Reduction (vph)	0	214	0	0	6	0
Lane Group Flow (vph)	46	43	197	203	390	0
Confl. Peds. (#/hr)	2	5				8
Confl. Bikes (#/hr)						3
Turn Type	NA	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				
Actuated Green, G (s)	7.4	7.4	7.6	28.3	16.7	
Effective Green, g (s)	7.4	7.4	7.6	28.3	16.7	
Actuated g/C Ratio	0.17	0.17	0.17	0.63	0.37	
Clearance Time (s)	4.9	4.9	4.0	4.0	4.0	
Vehicle Extension (s)	2.0	2.0	2.0	3.7	3.7	
Lane Grp Cap (vph)	293	255	301	1182	686	
v/s Ratio Prot	0.03		c0.11	0.11	c0.21	
v/s Ratio Perm		c0.03				
v/c Ratio	0.16	0.17	0.65	0.17	0.57	
Uniform Delay, d1	15.9	16.0	17.3	3.3	11.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	0.1	3.9	0.1	1.2	
Delay (s)	16.0	16.1	21.1	3.4	12.3	
Level of Service	B	B	C	A	B	
Approach Delay (s)	16.1			12.2	12.3	
Approach LOS	B			B	B	

Intersection Summary			
HCM 2000 Control Delay	13.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	44.6	Sum of lost time (s)	12.9
Intersection Capacity Utilization	46.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	66	545	33	22	306	14	27	48	27	28	106	76
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			5.0			5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			1.00	
Frt	1.00	0.99		1.00	0.99			0.96			0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1770	1840		1770	1846			1749			1716	
Flt Permitted	0.47	1.00		0.32	1.00			0.84			0.95	
Satd. Flow (perm)	883	1840		596	1846			1486			1633	
Peak-hour factor, PHF	0.95	0.95	0.95	0.88	0.88	0.88	0.75	0.75	0.75	0.92	0.92	0.92
Adj. Flow (vph)	69	574	35	25	348	16	36	64	36	30	115	83
RTOR Reduction (vph)	0	2	0	0	2	0	0	23	0	0	37	0
Lane Group Flow (vph)	69	607	0	25	362	0	0	113	0	0	191	0
Confl. Peds. (#/hr)			20			16	26		12	12		26
Confl. Bikes (#/hr)						1			1			1
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	38.2	34.5		35.2	33.0			13.0			13.0	
Effective Green, g (s)	38.2	34.5		35.2	33.0			13.0			13.0	
Actuated g/C Ratio	0.60	0.54		0.55	0.52			0.20			0.20	
Clearance Time (s)	4.4	4.9		4.4	4.9			5.0			5.0	
Vehicle Extension (s)	2.0	3.5		2.0	3.5			2.0			2.0	
Lane Grp Cap (vph)	578	991		368	951			301			331	
v/s Ratio Prot	c0.01	c0.33		0.00	0.20							
v/s Ratio Perm	0.06			0.04				0.08			c0.12	
v/c Ratio	0.12	0.61		0.07	0.38			0.38			0.58	
Uniform Delay, d1	5.6	10.1		7.2	9.3			22.0			23.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	2.8		0.0	1.2			0.3			1.5	
Delay (s)	5.6	13.0		7.2	10.5			22.3			24.5	
Level of Service	A	B		A	B			C			C	
Approach Delay (s)		12.2			10.3			22.3			24.5	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	14.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	64.0	Sum of lost time (s)	14.3
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	570	242	179	292	0	41	0	181	769	40	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6		4.2	4.6			4.6	4.6	4.6	4.6	
Lane Util. Factor		0.95		1.00	0.95			0.95	0.95	0.95	0.95	
Frpb, ped/bikes		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	
Frt		0.96		1.00	1.00			0.90	0.85	1.00	0.97	
Flt Protected		1.00		0.95	1.00			0.98	1.00	0.95	0.97	
Satd. Flow (prot)		3347		1770	3539			1570	1504	1681	1649	
Flt Permitted		1.00		0.95	1.00			0.67	1.00	0.66	0.69	
Satd. Flow (perm)		3347		1770	3539			1065	1504	1161	1185	
Peak-hour factor, PHF	0.87	0.87	0.87	0.94	0.94	0.94	0.74	0.74	0.74	0.94	0.94	0.94
Adj. Flow (vph)	0	655	278	190	311	0	55	0	245	818	43	99
RTOR Reduction (vph)	0	57	0	0	0	0	0	54	84	0	11	0
Lane Group Flow (vph)	0	876	0	190	311	0	0	97	65	483	466	0
Confl. Peds. (#/hr)			3				9					9
Confl. Bikes (#/hr)			7			6						1
Turn Type		NA		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases							8		8	4		
Actuated Green, G (s)		23.0		9.8	37.0			35.4	35.4	35.4	35.4	
Effective Green, g (s)		23.0		9.8	37.0			35.4	35.4	35.4	35.4	
Actuated g/C Ratio		0.28		0.12	0.45			0.43	0.43	0.43	0.43	
Clearance Time (s)		4.6		4.2	4.6			4.6	4.6	4.6	4.6	
Vehicle Extension (s)		0.2		0.2	0.2			0.2	0.2	0.2	0.2	
Lane Grp Cap (vph)		943		212	1604			462	652	503	514	
v/s Ratio Prot		c0.26		c0.11	0.09							
v/s Ratio Perm								0.09	0.04	c0.42	0.39	
v/c Ratio		0.93		0.90	0.19			0.21	0.10	0.96	0.91	
Uniform Delay, d1		28.5		35.4	13.4			14.4	13.7	22.4	21.6	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		14.7		34.0	0.0			0.1	0.0	30.0	19.2	
Delay (s)		43.2		69.4	13.4			14.5	13.7	52.4	40.8	
Level of Service		D		E	B			B	B	D	D	
Approach Delay (s)		43.2			34.6			14.1			46.6	
Approach LOS		D			C			B			D	

Intersection Summary			
HCM 2000 Control Delay	39.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	81.6	Sum of lost time (s)	13.4
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	300	174	317	156
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.59	0.59	0.87	0.87
Hourly flow rate (vph)	0	0	508	295	364	179
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						313
pX, platoon unblocked						
vC, conflicting volume	1417	508			803	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1417	508			803	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			56	
cM capacity (veh/h)	84	565			821	

Direction, Lane #	NB 1	NB 2	SB 1
Volume Total	508	295	544
Volume Left	0	0	364
Volume Right	0	295	0
cSH	1700	1700	821
Volume to Capacity	0.30	0.17	0.44
Queue Length 95th (ft)	0	0	58
Control Delay (s)	0.0	0.0	10.7
Lane LOS			B
Approach Delay (s)	0.0		10.7
Approach LOS			

Intersection Summary			
Average Delay	4.3		
Intersection Capacity Utilization	48.2%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	81	105	508	108	70	288
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.80	0.80	0.81	0.81	0.92	0.92
Hourly flow rate (vph)	101	131	627	133	76	313
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1159	380			627	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1159	380			627	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	42	79			92	
cM capacity (veh/h)	174	618			951	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1
Volume Total	101	131	418	342	389
Volume Left	101	0	0	0	76
Volume Right	0	131	0	133	0
cSH	174	618	1700	1700	951
Volume to Capacity	0.58	0.21	0.25	0.20	0.08
Queue Length 95th (ft)	78	20	0	0	7
Control Delay (s)	51.1	12.4	0.0	0.0	2.5
Lane LOS	F	B			A
Approach Delay (s)	29.3		0.0		2.5
Approach LOS	D				

Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	51.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	298	364	13	51	122	143	18	91	55	81	89	197
Peak Hour Factor	0.87	0.87	0.87	0.93	0.93	0.93	0.79	0.79	0.79	0.87	0.87	0.87
Hourly flow rate (vph)	343	418	15	55	131	154	23	115	70	93	102	226

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	343	433	55	285	23	185	144	278
Volume Left (vph)	343	0	55	0	23	0	93	0
Volume Right (vph)	0	15	0	154	0	70	0	226
Hadj (s)	0.53	0.01	0.53	-0.34	0.53	-0.23	0.36	-0.54
Departure Headway (s)	7.8	7.3	8.4	7.5	8.9	8.1	8.3	7.4
Degree Utilization, x	0.74	0.88	0.13	0.60	0.06	0.42	0.33	0.57
Capacity (veh/h)	445	488	408	455	388	414	419	465
Control Delay (s)	29.0	41.8	11.5	19.9	11.2	15.6	14.1	18.5
Approach Delay (s)	36.1		18.6		15.1		17.0	
Approach LOS	E		C		C		C	

Intersection Summary			
Delay	25.6		
Level of Service	D		
Intersection Capacity Utilization	68.3%	ICU Level of Service	C
Analysis Period (min)	15		
Description: NB was 181 - divided by 2 to run analysis			

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL2	NBL	NBT	NBR
Lane Configurations												
Volume (vph)	28	9	1	35	6	51	11	77	13	27	620	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	5.2				5.2	5.2			5.2	7.0	
Lane Util. Factor	1.00	1.00				1.00	1.00			1.00	0.95	
Frpb, ped/bikes	1.00	1.00				1.00	0.99			1.00	0.99	
Flpb, ped/bikes	1.00	1.00				1.00	1.00			1.00	1.00	
Frt	1.00	0.89				1.00	0.87			1.00	0.96	
Flt Protected	0.95	1.00				0.95	1.00			0.95	1.00	
Satd. Flow (prot)	1770	1649				1770	1596			1770	3386	
Flt Permitted	0.95	1.00				0.72	1.00			0.95	1.00	
Satd. Flow (perm)	1770	1649				1348	1596			1770	3386	
Peak-hour factor, PHF	0.73	0.73	0.73	0.92	0.75	0.75	0.75	0.75	0.94	0.94	0.94	0.94
Adj. Flow (vph)	38	12	1	38	8	68	15	103	14	29	660	219
RTOR Reduction (vph)	0	0	0	0	0	0	89	0	0	0	22	0
Lane Group Flow (vph)	38	51	0	0	0	76	29	0	0	43	857	0
Confl. Peds. (#/hr)								3				3
Confl. Bikes (#/hr)								1				
Turn Type	Split	NA			Split	Perm	NA		Prot	Prot	NA	
Protected Phases	4	4			8		8		5	5	2	
Permitted Phases						8						
Actuated Green, G (s)	5.8	5.8				10.7	10.7			4.1	33.9	
Effective Green, g (s)	5.8	5.8				10.7	10.7			4.1	33.9	
Actuated g/C Ratio	0.07	0.07				0.14	0.14			0.05	0.43	
Clearance Time (s)	5.2	5.2				5.2	5.2			5.2	7.0	
Vehicle Extension (s)	2.0	2.0				2.0	2.0			2.0	6.0	
Lane Grp Cap (vph)	129	121				182	216			91	1452	
v/s Ratio Prot	0.02	c0.03					0.02			0.02	c0.25	
v/s Ratio Perm						c0.06						
v/c Ratio	0.29	0.42				0.42	0.13			0.47	0.59	
Uniform Delay, d1	34.7	35.0				31.3	30.1			36.4	17.2	
Progression Factor	1.00	1.00				1.00	1.00			1.00	1.00	
Incremental Delay, d2	0.5	0.9				0.6	0.1			1.4	1.2	
Delay (s)	35.1	35.9				31.9	30.2			37.8	18.4	
Level of Service	D	D				C	C			D	B	
Approach Delay (s)		35.5					30.8				19.3	
Approach LOS		D					C				B	

Intersection Summary			
HCM 2000 Control Delay	20.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	79.0	Sum of lost time (s)	22.6
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBL	SBT	SBR	SBR2
Lane Configurations				
Volume (vph)	66	1	394	30
Ideal Flow (vphpl)	1900	1900	1900	1900
Total Lost time (s)	5.2	7.0	7.0	
Lane Util. Factor	1.00	0.95	0.95	
Frpb, ped/bikes	1.00	1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	
Frt	1.00	0.85	0.85	
Flt Protected	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1505	1473	
Flt Permitted	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1505	1473	
Peak-hour factor, PHF	0.93	0.93	0.93	0.93
Adj. Flow (vph)	71	1	424	32
RTOR Reduction (vph)	0	0	66	0
Lane Group Flow (vph)	71	230	161	0
Confl. Peds. (#/hr)				
Confl. Bikes (#/hr)				1
Turn Type	Prot	NA	Perm	
Protected Phases	1	6		
Permitted Phases			6	
Actuated Green, G (s)	6.0	35.8	35.8	
Effective Green, g (s)	6.0	35.8	35.8	
Actuated g/C Ratio	0.08	0.45	0.45	
Clearance Time (s)	5.2	7.0	7.0	
Vehicle Extension (s)	2.0	6.0	6.0	
Lane Grp Cap (vph)	134	682	667	
v/s Ratio Prot	c0.04	0.15		
v/s Ratio Perm			0.11	
v/c Ratio	0.53	0.34	0.24	
Uniform Delay, d1	35.1	13.9	13.3	
Progression Factor	1.00	1.00	1.00	
Incremental Delay, d2	1.7	0.8	0.5	
Delay (s)	36.9	14.8	13.8	
Level of Service	D	B	B	
Approach Delay (s)		17.3		
Approach LOS		B		

Intersection Summary

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	849	9	0	16	11	0
Peak Hour Factor	0.93	0.93	0.80	0.80	0.55	0.55
Hourly flow rate (vph)	913	10	0	20	20	0

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total (vph)	609	314	20	20
Volume Left (vph)	609	304	0	0
Volume Right (vph)	0	10	0	0
Hadj (s)	0.53	0.50	0.03	0.03
Departure Headway (s)	5.2	5.1	5.7	5.7
Degree Utilization, x	0.87	0.45	0.03	0.03
Capacity (veh/h)	688	697	609	615
Control Delay (s)	31.5	11.0	8.9	8.9
Approach Delay (s)	24.5		8.9	8.9
Approach LOS	C		A	A

Intersection Summary			
Delay	23.9		
Level of Service	C		
Intersection Capacity Utilization	34.8%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	337	106	161	233	30	115
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		5.4	5.4	4.0	4.3
Lane Util. Factor	1.00		1.00	1.00	1.00	0.88
Frpb, ped/bikes	0.99		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.97		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1784		1770	1863	1770	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	1784		1770	1863	1770	2787
Peak-hour factor, PHF	0.85	0.85	0.95	0.95	0.88	0.88
Adj. Flow (vph)	396	125	169	245	34	131
RTOR Reduction (vph)	21	0	0	0	0	106
Lane Group Flow (vph)	500	0	169	245	34	25
Confl. Peds. (#/hr)		16				
Confl. Bikes (#/hr)		5				
Turn Type	NA		Split	NA	NA	custom
Protected Phases	4		6	6	5	2
Permitted Phases				6		
Actuated Green, G (s)	18.5		11.0	11.0	10.4	10.1
Effective Green, g (s)	18.5		11.0	11.0	10.4	10.1
Actuated g/C Ratio	0.35		0.21	0.21	0.20	0.19
Clearance Time (s)	4.0		5.4	5.4	4.0	4.3
Vehicle Extension (s)	2.0		4.1	4.1	2.0	3.8
Lane Grp Cap (vph)	619		365	384	345	528
v/s Ratio Prot	c0.28		0.10	c0.13	c0.02	0.01
v/s Ratio Perm						
v/c Ratio	0.81		0.46	0.64	0.10	0.05
Uniform Delay, d1	15.8		18.6	19.3	17.6	17.7
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	7.2		1.3	4.0	0.0	0.0
Delay (s)	23.0		19.9	23.3	17.6	17.7
Level of Service	C		B	C	B	B
Approach Delay (s)	23.0			21.9	17.7	
Approach LOS	C			C	B	

Intersection Summary			
HCM 2000 Control Delay	21.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	53.3	Sum of lost time (s)	13.7
Intersection Capacity Utilization	48.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	38	213	326	93	145	27	171	157	111	25	206	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4	4.4	4.0	4.0		4.4	4.9	4.9	4.9	4.9	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	0.98		1.00	1.00	0.97	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	1.00	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1551	1770	3398		3433	1863	1541	1770	1808	
Flt Permitted	0.95	1.00	1.00	0.59	1.00		0.95	1.00	1.00	0.65	1.00	
Satd. Flow (perm)	1770	3539	1551	1101	3398		3433	1863	1541	1209	1808	
Peak-hour factor, PHF	0.82	0.82	0.82	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88
Adj. Flow (vph)	46	260	398	101	158	29	186	171	121	28	234	40
RTOR Reduction (vph)	0	0	258	0	17	0	0	0	71	0	7	0
Lane Group Flow (vph)	46	260	140	101	170	0	186	171	50	28	267	0
Confl. Peds. (#/hr)			24			29			19			25
Confl. Bikes (#/hr)						1			2			
Turn Type	Split	NA	pm+ov	Perm	NA		Prot	NA	Perm	Perm	NA	
Protected Phases	4	4	5		8		5	2			6	
Permitted Phases			4	8					2	6		
Actuated Green, G (s)	13.8	13.8	20.1	10.4	10.4		6.3	26.4	26.4	15.7	15.7	
Effective Green, g (s)	13.8	13.8	20.1	10.4	10.4		6.3	26.4	26.4	15.7	15.7	
Actuated g/C Ratio	0.22	0.22	0.31	0.16	0.16		0.10	0.41	0.41	0.25	0.25	
Clearance Time (s)	4.4	4.4	4.4	4.0	4.0		4.4	4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.3	2.3	2.3	2.3	
Lane Grp Cap (vph)	382	764	487	179	553		338	769	636	297	444	
v/s Ratio Prot	0.03	c0.07	0.03		0.05		c0.05	0.09			c0.15	
v/s Ratio Perm			0.06	c0.09					0.03	0.02		
v/c Ratio	0.12	0.34	0.29	0.56	0.31		0.55	0.22	0.08	0.09	0.60	
Uniform Delay, d1	20.2	21.2	16.5	24.7	23.6		27.4	12.1	11.4	18.6	21.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	0.1	0.1	2.4	0.1		1.1	0.1	0.0	0.1	1.8	
Delay (s)	20.2	21.3	16.6	27.1	23.7		28.6	12.2	11.4	18.7	23.1	
Level of Service	C	C	B	C	C		C	B	B	B	C	
Approach Delay (s)		18.6			24.9			18.4			22.7	
Approach LOS		B			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	20.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	63.9	Sum of lost time (s)	17.7
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	38	128	33	224	110	396	90	277	312	413	335	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2	4.2		4.6	4.6	4.2	4.6	4.6	4.2	4.6	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.97	0.95	
Frpb, ped/bikes		1.00	0.98		1.00	0.97	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	1.00	1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected		0.99	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1842	1558		1802	1533	1770	1863	1583	3433	3449	
Flt Permitted		0.99	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1842	1558		1802	1533	1770	1863	1583	3433	3449	
Peak-hour factor, PHF	0.91	0.91	0.91	0.94	0.94	0.94	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	42	141	36	238	117	421	95	292	328	459	372	48
RTOR Reduction (vph)	0	0	30	0	0	321	0	0	250	0	6	0
Lane Group Flow (vph)	0	183	6	0	355	100	95	292	78	459	414	0
Confl. Peds. (#/hr)			1			8			26			26
Confl. Bikes (#/hr)			2						1			5
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Over	Prot	NA	
Protected Phases	4	4		8	8		5	2	8	1	6	
Permitted Phases			4			8						
Actuated Green, G (s)		14.9	14.9		23.0	23.0	7.1	24.3	23.0	17.4	34.6	
Effective Green, g (s)		14.9	14.9		23.0	23.0	7.1	24.3	23.0	17.4	34.6	
Actuated g/C Ratio		0.15	0.15		0.24	0.24	0.07	0.25	0.24	0.18	0.36	
Clearance Time (s)		4.2	4.2		4.6	4.6	4.2	4.6	4.6	4.2	4.6	
Vehicle Extension (s)		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Lane Grp Cap (vph)		282	238		426	362	129	465	374	614	1227	
v/s Ratio Prot		c0.10			c0.20		0.05	c0.16	0.05	c0.13	0.12	
v/s Ratio Perm			0.00			0.06						
v/c Ratio		0.65	0.02		0.83	0.28	0.74	0.63	0.21	0.75	0.34	
Uniform Delay, d1		38.7	35.0		35.3	30.3	44.1	32.4	29.8	37.8	22.9	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		3.8	0.0		12.6	0.2	17.0	1.9	0.1	4.3	0.1	
Delay (s)		42.5	35.0		47.8	30.4	61.2	34.3	29.9	42.2	23.0	
Level of Service		D	C		D	C	E	C	C	D	C	
Approach Delay (s)		41.3			38.4			35.9			33.0	
Approach LOS		D			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	36.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	97.2	Sum of lost time (s)	17.6
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	83	377	72	61	355	77	114	301	57	80	186	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0	5.0	4.0	5.0		4.0	5.0	
Lane Util. Factor	0.97	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.95	1.00	1.00		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	0.98		1.00	1.00	0.85	1.00	0.98		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	3441		1770	1863	1510	1770	3445		1770	3308	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	3441		1770	1863	1510	1770	3445		1770	3308	
Peak-hour factor, PHF	0.95	0.95	0.95	0.88	0.88	0.88	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	87	397	76	69	403	88	124	327	62	92	214	115
RTOR Reduction (vph)	0	22	0	0	0	61	0	23	0	0	90	0
Lane Group Flow (vph)	87	451	0	69	403	27	124	366	0	92	239	0
Confl. Peds. (#/hr)			13			36			6			12
Confl. Bikes (#/hr)			3			10			1			2
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	3.0	17.2		3.0	17.2	17.2	6.3	14.5		4.2	12.4	
Effective Green, g (s)	3.0	17.2		3.0	17.2	17.2	6.3	14.5		4.2	12.4	
Actuated g/C Ratio	0.05	0.30		0.05	0.30	0.30	0.11	0.25		0.07	0.22	
Clearance Time (s)	4.0	5.0		4.0	5.0	5.0	4.0	5.0		4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	181	1040		93	563	456	195	877		130	720	
v/s Ratio Prot	0.03	0.13		c0.04	c0.22		c0.07	c0.11		0.05	0.07	
v/s Ratio Perm						0.02						
v/c Ratio	0.48	0.43		0.74	0.72	0.06	0.64	0.42		0.71	0.33	
Uniform Delay, d1	26.2	15.9		26.6	17.7	14.1	24.2	17.7		25.8	18.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.0	0.3		26.9	4.3	0.1	6.6	0.3		16.1	0.3	
Delay (s)	28.2	16.2		53.5	22.0	14.2	30.8	18.0		41.9	19.0	
Level of Service	C	B		D	C	B	C	B		D	B	
Approach Delay (s)		18.1			24.6			21.1			24.0	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	21.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	56.9	Sum of lost time (s)	18.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

HCM Signalized Intersection Capacity Analysis
53: I-805 SB Ramps & Market Street

4/7/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	510	296	168	473	0	0	0	0	331	0	179
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	8	12	12	12	12	12	12	15	12	13
Total Lost time (s)		5.6		4.2	5.6					3.0		3.0
Lane Util. Factor		0.95		1.00	0.95					1.00		1.00
Frpb, ped/bikes		1.00		1.00	1.00					1.00		0.99
Flpb, ped/bikes		1.00		1.00	1.00					1.00		1.00
Frt		0.94		1.00	1.00					1.00		0.85
Flt Protected		1.00		0.95	1.00					0.95		1.00
Satd. Flow (prot)		3344		1770	3539					1947		1615
Flt Permitted		1.00		0.95	1.00					0.95		1.00
Satd. Flow (perm)		3344		1770	3539					1947		1615
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)	0	526	305	173	488	0	0	0	0	341	0	185
RTOR Reduction (vph)	0	61	0	0	0	0	0	0	0	0	0	145
Lane Group Flow (vph)	0	770	0	173	488	0	0	0	0	341	0	40
Confl. Peds. (#/hr)						14						
Confl. Bikes (#/hr)						3						1
Turn Type		NA		Prot	NA					Prot		custom
Protected Phases		2		1	6					4		
Permitted Phases												4
Actuated Green, G (s)		28.4		12.4	45.0					17.9		17.9
Effective Green, g (s)		28.4		12.4	45.0					17.9		17.9
Actuated g/C Ratio		0.34		0.15	0.54					0.21		0.21
Clearance Time (s)		5.6		4.2	5.6					3.0		3.0
Vehicle Extension (s)		5.0		2.0	4.5					0.9		0.9
Lane Grp Cap (vph)		1136		262	1904					416		345
v/s Ratio Prot		c0.23		c0.10	0.14					c0.18		
v/s Ratio Perm												0.02
v/c Ratio		0.68		0.66	0.26					0.82		0.11
Uniform Delay, d1		23.7		33.6	10.3					31.3		26.5
Progression Factor		1.00		1.00	1.00					1.00		1.00
Incremental Delay, d2		2.1		4.8	0.1					11.4		0.1
Delay (s)		25.8		38.4	10.5					42.7		26.5
Level of Service		C		D	B					D		C
Approach Delay (s)		25.8			17.8			0.0			37.0	
Approach LOS		C			B			A			D	

Intersection Summary			
HCM 2000 Control Delay	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	83.6	Sum of lost time (s)	15.8
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	123	753	0	0	428	134	203	0	135	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.6			4.6		4.6		4.6			
Lane Util. Factor	1.00	0.95			0.95		1.00		1.00			
Frpb, ped/bikes	1.00	1.00			0.99		1.00		0.97			
Flpb, ped/bikes	1.00	1.00			1.00		1.00		1.00			
Frt	1.00	1.00			0.96		1.00		0.85			
Flt Protected	0.95	1.00			1.00		0.95		1.00			
Satd. Flow (prot)	1770	3539			3391		1770		1543			
Flt Permitted	0.95	1.00			1.00		0.95		1.00			
Satd. Flow (perm)	1770	3539			3391		1770		1543			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Adj. Flow (vph)	129	793	0	0	451	141	214	0	142	0	0	0
RTOR Reduction (vph)	0	0	0	0	41	0	0	0	97	0	0	0
Lane Group Flow (vph)	129	793	0	0	551	0	214	0	45	0	0	0
Confl. Peds. (#/hr)						4			24			
Confl. Bikes (#/hr)						2			6			
Turn Type	Prot	NA			NA		Prot		custom			
Protected Phases	5	2			6		8					
Permitted Phases									8			
Actuated Green, G (s)	5.6	21.4			11.6		10.5		10.5			
Effective Green, g (s)	5.6	21.4			11.6		10.5		10.5			
Actuated g/C Ratio	0.14	0.52			0.28		0.26		0.26			
Clearance Time (s)	4.2	4.6			4.6		4.6		4.6			
Vehicle Extension (s)	0.2	0.2			0.2		0.2		0.2			
Lane Grp Cap (vph)	241	1842			957		452		394			
v/s Ratio Prot	0.07	c0.22			c0.16		c0.12					
v/s Ratio Perm									0.03			
v/c Ratio	0.54	0.43			0.58		0.47		0.11			
Uniform Delay, d1	16.5	6.1			12.6		13.0		11.7			
Progression Factor	1.00	1.00			1.00		1.00		1.00			
Incremental Delay, d2	1.1	0.1			0.5		0.3		0.0			
Delay (s)	17.7	6.1			13.2		13.2		11.8			
Level of Service	B	A			B		B		B			
Approach Delay (s)		7.8			13.2			12.7			0.0	
Approach LOS		A			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	41.1	Sum of lost time (s)	13.4
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	735	256	207	474	0	0	0	0	459	0	377
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		4.2	5.0					4.6	4.6	
Lane Util. Factor		0.95		0.97	0.95					0.95	0.95	
Frpb, ped/bikes		0.99		1.00	1.00					1.00	0.99	
Flpb, ped/bikes		1.00		1.00	1.00					1.00	1.00	
Frt		0.96		1.00	1.00					1.00	0.87	
Flt Protected		1.00		0.95	1.00					0.95	0.99	
Satd. Flow (prot)		3378		3433	3539					1681	1507	
Flt Permitted		1.00		0.95	1.00					0.95	0.99	
Satd. Flow (perm)		3378		3433	3539					1681	1507	
Peak-hour factor, PHF	0.88	0.88	0.88	0.87	0.87	0.87	0.92	0.92	0.92	0.88	0.88	0.88
Adj. Flow (vph)	0	835	291	238	545	0	0	0	0	522	0	428
RTOR Reduction (vph)	0	43	0	0	0	0	0	0	0	0	172	0
Lane Group Flow (vph)	0	1083	0	238	545	0	0	0	0	470	308	0
Confl. Peds. (#/hr)			9									2
Confl. Bikes (#/hr)			4			1						
Turn Type		NA		Prot	NA					Split	NA	
Protected Phases		2		1	6					4	4	
Permitted Phases												
Actuated Green, G (s)		23.9		6.6	34.7					21.5	21.5	
Effective Green, g (s)		23.9		6.6	34.7					21.5	21.5	
Actuated g/C Ratio		0.36		0.10	0.53					0.33	0.33	
Clearance Time (s)		5.0		4.2	5.0					4.6	4.6	
Vehicle Extension (s)		0.2		0.2	0.2					0.2	0.2	
Lane Grp Cap (vph)		1226		344	1866					549	492	
v/s Ratio Prot		c0.32		c0.07	0.15					c0.28	0.20	
v/s Ratio Perm												
v/c Ratio		0.88		0.69	0.29					0.86	0.63	
Uniform Delay, d1		19.6		28.6	8.7					20.7	18.7	
Progression Factor		1.00		1.00	1.00					1.00	1.00	
Incremental Delay, d2		7.6		4.8	0.0					12.0	1.8	
Delay (s)		27.3		33.4	8.7					32.7	20.5	
Level of Service		C		C	A					C	C	
Approach Delay (s)		27.3			16.2			0.0			26.6	
Approach LOS		C			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	24.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	65.8	Sum of lost time (s)	13.8
Intersection Capacity Utilization	70.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	389	793	0	0	525	580	168	0	213	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.0			5.0	5.0	4.6		5.0			
Lane Util. Factor	1.00	0.95			0.91	0.91	1.00		0.88			
Frpb, ped/bikes	1.00	1.00			0.99	0.98	1.00		0.99			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00			
Frt	1.00	1.00			0.95	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			3211	1411	1770		2765			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	1770	3539			3211	1411	1770		2765			
Peak-hour factor, PHF	0.93	0.93	0.93	0.87	0.87	0.87	0.86	0.86	0.86	0.92	0.92	0.92
Adj. Flow (vph)	418	853	0	0	603	667	195	0	248	0	0	0
RTOR Reduction (vph)	0	0	0	0	66	274	0	0	0	0	0	0
Lane Group Flow (vph)	418	853	0	0	810	120	195	0	248	0	0	0
Confl. Peds. (#/hr)						8			1			
Confl. Bikes (#/hr)						1						
Turn Type	Prot	NA			NA	Perm	Prot		custom			
Protected Phases	5	2!			6		4		6!			
Permitted Phases						6			4			
Actuated Green, G (s)	16.2	37.8			17.4	17.4	9.5		26.9			
Effective Green, g (s)	16.2	37.8			17.4	17.4	9.5		26.9			
Actuated g/C Ratio	0.28	0.66			0.31	0.31	0.17		0.47			
Clearance Time (s)	4.2	5.0			5.0	5.0	4.6		5.0			
Vehicle Extension (s)	0.2	0.2			0.2	0.2	0.2		0.2			
Lane Grp Cap (vph)	503	2351			981	431	295		1550			
v/s Ratio Prot	c0.24	0.24			c0.25		c0.11		0.05			
v/s Ratio Perm						0.09			0.04			
v/c Ratio	0.83	0.36			0.83	0.28	0.66		0.16			
Uniform Delay, d1	19.1	4.2			18.3	15.0	22.2		8.6			
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2	10.7	0.0			5.5	0.1	4.3		0.0			
Delay (s)	29.8	4.3			23.8	15.1	26.5		8.6			
Level of Service	C	A			C	B	C		A			
Approach Delay (s)		12.6			21.1			16.4			0.0	
Approach LOS		B			C			B			A	

Intersection Summary			
HCM 2000 Control Delay	16.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	56.9	Sum of lost time (s)	13.8
Intersection Capacity Utilization	70.6%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
57: SR-94 WB On Ramp & A STreet

4/7/2013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	20	10	174	62	16	2	0	0	0	0	6	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.87	0.87	0.87	0.92	0.92	0.92	0.65	0.65	0.65
Hourly flow rate (vph)	21	11	185	71	18	2	0	0	0	0	9	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	21			196			323	309	103	308	400	20
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	21			196			323	309	103	308	400	20
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			95			100	100	100	100	98	99
cM capacity (veh/h)	1595			1377			584	566	952	613	503	1058

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	217	92	20
Volume Left	21	71	0
Volume Right	185	2	11
cSH	1595	1377	701
Volume to Capacity	0.01	0.05	0.03
Queue Length 95th (ft)	1	4	2
Control Delay (s)	0.8	6.1	10.3
Lane LOS	A	A	B
Approach Delay (s)	0.8	6.1	10.3
Approach LOS			B

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	30.1%	ICU Level of Service	A
Analysis Period (min)	15		

Description: This node represent the node below for analysis purpose

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	529	170	156	769
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	557	179	164	809
Pedestrians	20					
Lane Width (ft)	0.0					
Walking Speed (ft/s)	4.0					
Percent Blockage	0					
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1399	388			756	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1399	388			756	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			81	
cM capacity (veh/h)	106	611			851	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	371	365	434	540
Volume Left	0	0	164	0
Volume Right	0	179	0	0
cSH	1700	1700	851	1700
Volume to Capacity	0.22	0.21	0.19	0.32
Queue Length 95th (ft)	0	0	18	0
Control Delay (s)	0.0	0.0	5.3	0.0
Lane LOS			A	
Approach Delay (s)	0.0		2.4	
Approach LOS				

Intersection Summary			
Average Delay	1.4		
Intersection Capacity Utilization	53.0%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	221	377	182	78	221	75	81	246	69	109	351	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.9	4.9		4.4	5.0		4.4	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.96		1.00	0.97		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3335		1770	3384		1770	3379		1770	3406	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3335		1770	3384		1770	3379		1770	3406	
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)	230	393	190	81	230	78	84	256	72	114	366	86
RTOR Reduction (vph)	0	64	0	0	39	0	0	28	0	0	23	0
Lane Group Flow (vph)	230	519	0	81	269	0	84	300	0	114	429	0
Confl. Peds. (#/hr)			16			18			48			40
Confl. Bikes (#/hr)			3						2			3
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	13.4	26.1		6.3	19.5		5.6	16.8		7.5	18.7	
Effective Green, g (s)	13.4	26.1		6.3	19.5		5.6	16.8		7.5	18.7	
Actuated g/C Ratio	0.18	0.34		0.08	0.26		0.07	0.22		0.10	0.25	
Clearance Time (s)	4.4	4.9		4.9	4.9		4.4	5.0		4.4	5.0	
Vehicle Extension (s)	2.0	4.0		2.0	4.1		2.0	2.2		2.0	2.2	
Lane Grp Cap (vph)	312	1146		146	869		130	747		174	839	
v/s Ratio Prot	c0.13	c0.16		0.05	0.08		0.05	0.09		c0.06	c0.13	
v/s Ratio Perm												
v/c Ratio	0.74	0.45		0.55	0.31		0.65	0.40		0.66	0.51	
Uniform Delay, d1	29.6	19.4		33.5	22.8		34.2	25.3		33.0	24.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.6	0.4		2.6	0.3		8.0	0.2		6.6	0.3	
Delay (s)	37.2	19.7		36.0	23.1		42.2	25.4		39.6	25.0	
Level of Service	D	B		D	C		D	C		D	C	
Approach Delay (s)		24.7			25.8			28.8			27.9	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	26.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	75.9	Sum of lost time (s)	19.2
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	161	786	99	89	854	29	196	199	148	104	252	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.4		4.4	5.3		4.4	5.2		4.4	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	1.00		1.00	0.94		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3453		1770	5057		1770	3287		1770	3304	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3453		1770	5057		1770	3287		1770	3304	
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)	164	802	101	91	871	30	200	203	151	106	257	168
RTOR Reduction (vph)	0	6	0	0	2	0	0	120	0	0	109	0
Lane Group Flow (vph)	164	897	0	91	899	0	200	234	0	106	316	0
Confl. Peds. (#/hr)			36			3			5			6
Confl. Bikes (#/hr)			2			1						
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	19.6	63.7		10.7	54.9		18.0	24.0		12.2	18.4	
Effective Green, g (s)	19.6	63.7		10.7	54.9		18.0	24.0		12.2	18.4	
Actuated g/C Ratio	0.15	0.49		0.08	0.42		0.14	0.18		0.09	0.14	
Clearance Time (s)	4.4	5.4		4.4	5.3		4.4	5.2		4.4	5.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.7		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	266	1691		145	2135		245	606		166	467	
v/s Ratio Prot	c0.09	c0.26		c0.05	0.18		c0.11	0.07		0.06	c0.10	
v/s Ratio Perm												
v/c Ratio	0.62	0.53		0.63	0.42		0.82	0.39		0.64	0.68	
Uniform Delay, d1	51.7	22.8		57.7	26.4		54.4	46.5		56.8	53.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.0	1.2		6.0	0.6		17.7	0.1		5.8	3.0	
Delay (s)	54.7	24.0		63.7	27.0		72.1	46.7		62.6	56.0	
Level of Service	D	C		E	C		E	D		E	E	
Approach Delay (s)		28.7			30.4			55.9			57.3	
Approach LOS		C			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	38.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.4
Intersection Capacity Utilization	71.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	123	231	75	105	218	111	86	135	133	196	229	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.0		4.4	5.0		4.4	5.5		4.4	5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	0.97		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.95		1.00	0.93		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3374		1770	3295		1770	3161		1770	3321	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3374		1770	3295		1770	3161		1770	3321	
Peak-hour factor, PHF	0.87	0.87	0.87	0.88	0.88	0.88	0.86	0.86	0.86	0.93	0.93	0.93
Adj. Flow (vph)	141	266	86	119	248	126	100	157	155	211	246	129
RTOR Reduction (vph)	0	42	0	0	85	0	0	123	0	0	88	0
Lane Group Flow (vph)	141	310	0	119	289	0	100	189	0	211	287	0
Confl. Peds. (#/hr)			34			51			32			21
Confl. Bikes (#/hr)			1			1			2			
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	7.1	16.1		6.7	15.7		5.5	13.7		10.0	18.2	
Effective Green, g (s)	7.1	16.1		6.7	15.7		5.5	13.7		10.0	18.2	
Actuated g/C Ratio	0.11	0.24		0.10	0.24		0.08	0.21		0.15	0.28	
Clearance Time (s)	4.4	5.0		4.4	5.0		4.4	5.5		4.4	5.5	
Vehicle Extension (s)	2.0	3.3		2.0	2.7		2.0	2.9		2.0	3.6	
Lane Grp Cap (vph)	190	825		180	786		147	658		268	918	
v/s Ratio Prot	c0.08	c0.09		0.07	0.09		0.06	0.06		c0.12	c0.09	
v/s Ratio Perm												
v/c Ratio	0.74	0.38		0.66	0.37		0.68	0.29		0.79	0.31	
Uniform Delay, d1	28.5	20.7		28.5	20.9		29.3	21.9		26.9	18.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	12.8	0.3		6.9	0.2		9.9	0.2		13.1	0.2	
Delay (s)	41.2	21.0		35.3	21.2		39.1	22.2		40.0	19.1	
Level of Service	D	C		D	C		D	C		D	B	
Approach Delay (s)		26.8			24.6			26.3			26.6	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	26.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	65.8	Sum of lost time (s)	19.3
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	355	339	0	0	390	130	96	0	237	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6			4.2			4.6	4.6			
Lane Util. Factor	1.00	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.98			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.96			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	1770	3539			3387			1770	1551			
Flt Permitted	0.44	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	814	3539			3387			1770	1551			
Peak-hour factor, PHF	0.90	0.90	0.90	0.91	0.91	0.91	0.91	0.91	0.91	0.92	0.92	0.92
Adj. Flow (vph)	394	377	0	0	429	143	105	0	260	0	0	0
RTOR Reduction (vph)	0	0	0	0	25	0	0	0	230	0	0	0
Lane Group Flow (vph)	394	377	0	0	547	0	0	105	30	0	0	0
Confl. Peds. (#/hr)						4			1			
Confl. Bikes (#/hr)									3			
Turn Type	Perm	NA			NA		Split	NA	Perm			
Protected Phases		2			6		8	8				
Permitted Phases	2								8			
Actuated Green, G (s)	44.4	44.4			44.8			7.1	7.1			
Effective Green, g (s)	44.4	44.4			44.8			7.1	7.1			
Actuated g/C Ratio	0.73	0.73			0.74			0.12	0.12			
Clearance Time (s)	4.6	4.6			4.2			4.6	4.6			
Vehicle Extension (s)	0.2	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	595	2588			2499			207	181			
v/s Ratio Prot		0.11			0.16			c0.06				
v/s Ratio Perm	c0.48								0.02			
v/c Ratio	0.66	0.15			0.22			0.51	0.17			
Uniform Delay, d1	4.2	2.4			2.5			25.2	24.1			
Progression Factor	1.00	1.00			1.00			1.00	1.00			
Incremental Delay, d2	2.2	0.0			0.0			0.7	0.2			
Delay (s)	6.4	2.5			2.5			25.9	24.3			
Level of Service	A	A			A			C	C			
Approach Delay (s)		4.5			2.5			24.8			0.0	
Approach LOS		A			A			C			A	

Intersection Summary			
HCM 2000 Control Delay	8.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	60.7	Sum of lost time (s)	13.0
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	518	176	192	298	0	0	0	0	182	2	790
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6		4.2	4.6						4.6	4.6
Lane Util. Factor		0.95		1.00	0.95						1.00	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.99
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.96		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.95	1.00
Satd. Flow (prot)		3385		1770	3539						1775	1561
Flt Permitted		1.00		0.95	1.00						0.95	1.00
Satd. Flow (perm)		3385		1770	3539						1775	1561
Peak-hour factor, PHF	0.93	0.93	0.93	0.95	0.95	0.95	0.92	0.92	0.92	0.94	0.94	0.94
Adj. Flow (vph)	0	557	189	202	314	0	0	0	0	194	2	840
RTOR Reduction (vph)	0	48	0	0	0	0	0	0	0	0	0	321
Lane Group Flow (vph)	0	698	0	202	314	0	0	0	0	0	196	519
Confl. Peds. (#/hr)			2									2
Confl. Bikes (#/hr)												1
Turn Type		NA		Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases												4
Actuated Green, G (s)		16.5		9.7	30.4						24.5	24.5
Effective Green, g (s)		16.5		9.7	30.4						24.5	24.5
Actuated g/C Ratio		0.26		0.15	0.47						0.38	0.38
Clearance Time (s)		4.6		4.2	4.6						4.6	4.6
Vehicle Extension (s)		0.2		0.2	0.2						0.2	0.2
Lane Grp Cap (vph)		871		267	1678						678	596
v/s Ratio Prot		c0.21		c0.11	0.09						0.11	
v/s Ratio Perm												c0.33
v/c Ratio		0.80		0.76	0.19						0.29	0.87
Uniform Delay, d1		22.3		26.1	9.7						13.8	18.3
Progression Factor		1.00		1.00	1.00						1.00	1.00
Incremental Delay, d2		5.0		10.3	0.0						0.1	12.8
Delay (s)		27.3		36.4	9.7						13.8	31.2
Level of Service		C		D	A						B	C
Approach Delay (s)		27.3			20.2			0.0			27.9	
Approach LOS		C			C			A			C	

Intersection Summary			
HCM 2000 Control Delay	26.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	64.1	Sum of lost time (s)	13.4
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	106	366	38	48	202	282	25	276	43	335	542	187
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.98		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	0.99		1.00	0.91		1.00	0.98		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3483		1770	3176		1770	3461		1770	3388	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3483		1770	3176		1770	3461		1770	3388	
Peak-hour factor, PHF	0.93	0.93	0.93	0.95	0.95	0.95	0.90	0.90	0.90	0.96	0.96	0.96
Adj. Flow (vph)	114	394	41	51	213	297	28	307	48	349	565	195
RTOR Reduction (vph)	0	8	0	0	235	0	0	13	0	0	33	0
Lane Group Flow (vph)	114	428	0	51	275	0	28	342	0	349	727	0
Confl. Peds. (#/hr)			8			14			1			6
Confl. Bikes (#/hr)						4						
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	7.2	20.5		3.8	17.1		1.7	17.5		20.2	36.0	
Effective Green, g (s)	7.2	20.5		3.8	17.1		1.7	17.5		20.2	36.0	
Actuated g/C Ratio	0.09	0.25		0.05	0.21		0.02	0.21		0.25	0.44	
Clearance Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	155	870		82	662		36	738		436	1487	
v/s Ratio Prot	c0.06	c0.12		0.03	0.09		0.02	0.10		c0.20	c0.21	
v/s Ratio Perm												
v/c Ratio	0.74	0.49		0.62	0.42		0.78	0.46		0.80	0.49	
Uniform Delay, d1	36.5	26.3		38.4	28.1		40.0	28.2		29.0	16.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	14.4	0.4		10.1	0.4		62.5	0.5		9.6	0.3	
Delay (s)	50.9	26.7		48.5	28.5		102.4	28.6		38.6	16.7	
Level of Service	D	C		D	C		F	C		D	B	
Approach Delay (s)		31.7			30.4			34.0			23.6	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	28.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	68.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	515	0	0	656	0	749	223	210	634	0
Sign Control		Yield			Yield			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	0	0	531	0	0	676	0	772	230	216	654	0
Pedestrians								15				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								4.0				
Percent Blockage								1				
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1473	2089	342	1662	1974	501	654			1002		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1473	2089	342	1662	1974	501	654			1002		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	0	100	18	100	100	0	100			68		
cM capacity (veh/h)	0	36	646	8	42	515	929			687		

Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2
Volume Total	531	676	515	487	434	436
Volume Left	0	0	0	0	216	0
Volume Right	531	676	0	230	0	0
cSH	646	515	1700	1700	687	1700
Volume to Capacity	0.82	1.31	0.30	0.29	0.32	0.26
Queue Length 95th (ft)	216	722	0	0	34	0
Control Delay (s)	31.1	177.4	0.0	0.0	8.6	0.0
Lane LOS	D	F			A	
Approach Delay (s)	31.1	177.4	0.0		4.3	
Approach LOS	D	F				

Intersection Summary			
Average Delay	45.5		
Intersection Capacity Utilization	75.1%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	95	167	1142	292	0	1047
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	99	174	1190	304	0	1091
Pedestrians	1		10			
Lane Width (ft)	12.0		12.0			
Walking Speed (ft/s)	4.0		4.0			
Percent Blockage	0		1			
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1746	596			1191	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1746	596			1191	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	0	61			100	
cM capacity (veh/h)	77	447			582	

Direction, Lane #	WB 1	WB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	99	174	595	595	304	545	545
Volume Left	99	0	0	0	0	0	0
Volume Right	0	174	0	0	304	0	0
cSH	77	447	1700	1700	1700	1700	1700
Volume to Capacity	1.29	0.39	0.35	0.35	0.18	0.32	0.32
Queue Length 95th (ft)	191	45	0	0	0	0	0
Control Delay (s)	295.4	18.1	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	C					
Approach Delay (s)	118.7		0.0			0.0	
Approach LOS	F						

Intersection Summary			
Average Delay	11.3		
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	92	331	126	62	139	202	119	587	82	294	659	59
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	5.5		4.4	4.9		4.4	5.7	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	0.99		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		1.00	1.00	
Frt	1.00	0.96		1.00	0.91		1.00	0.98		1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3360		1770	3188		1770	3447		3433	3486	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3360		1770	3188		1770	3447		3433	3486	
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)	96	345	131	65	145	210	124	611	85	306	686	61
RTOR Reduction (vph)	0	48	0	0	161	0	0	12	0	0	8	0
Lane Group Flow (vph)	96	428	0	65	194	0	124	684	0	306	739	0
Confl. Peds. (#/hr)			31			8			32			23
Confl. Bikes (#/hr)			3			1			4			4
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	6.1	20.6		3.1	17.0		7.5	23.1		6.9	21.7	
Effective Green, g (s)	6.1	20.6		3.1	17.0		7.5	23.1		6.9	21.7	
Actuated g/C Ratio	0.08	0.28		0.04	0.24		0.10	0.32		0.10	0.30	
Clearance Time (s)	4.4	4.9		4.4	5.5		4.4	4.9		4.4	5.7	
Vehicle Extension (s)	2.0	3.2		2.0	4.5		2.0	5.3		2.0	5.0	
Lane Grp Cap (vph)	149	957		75	749		183	1101		327	1046	
v/s Ratio Prot	c0.05	c0.13		0.04	0.06		0.07	0.20		c0.09	c0.21	
v/s Ratio Perm												
v/c Ratio	0.64	0.45		0.87	0.26		0.68	0.62		0.94	0.71	
Uniform Delay, d1	32.0	21.2		34.4	22.5		31.2	20.9		32.5	22.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	7.0	0.4		58.9	0.3		7.6	1.6		32.8	2.8	
Delay (s)	39.0	21.5		93.3	22.8		38.8	22.5		65.3	25.2	
Level of Service	D	C		F	C		D	C		E	C	
Approach Delay (s)		24.5			33.7			25.0			36.9	
Approach LOS		C			C			C			D	

Intersection Summary			
HCM 2000 Control Delay	30.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	72.3	Sum of lost time (s)	20.0
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	115	762	80	80	607	132	221	265	88	237	336	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	5.1		4.4	5.2	5.2	4.4	4.9	
Lane Util. Factor	0.97	0.95		1.00	0.95		0.97	0.95	1.00	0.97	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00	0.97	1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.97		1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3479		1770	3426		3433	3539	1530	3433	3260	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	3479		1770	3426		3433	3539	1530	3433	3260	
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)	120	794	83	83	632	138	230	276	92	247	350	234
RTOR Reduction (vph)	0	6	0	0	12	0	0	0	72	0	107	0
Lane Group Flow (vph)	120	871	0	83	758	0	230	276	20	247	477	0
Confl. Peds. (#/hr)			16			17			16			34
Confl. Bikes (#/hr)			4			1			3			2
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	8.6	53.4		8.8	53.4		11.5	26.1	26.1	12.8	27.7	
Effective Green, g (s)	8.6	53.4		8.8	53.4		11.5	26.1	26.1	12.8	27.7	
Actuated g/C Ratio	0.07	0.44		0.07	0.44		0.10	0.22	0.22	0.11	0.23	
Clearance Time (s)	4.4	4.9		4.4	5.1		4.4	5.2	5.2	4.4	4.9	
Vehicle Extension (s)	2.0	3.5		2.0	3.2		2.0	4.4	4.4	2.0	4.9	
Lane Grp Cap (vph)	246	1548		129	1524		328	769	332	366	752	
v/s Ratio Prot	0.03	c0.25		c0.05	0.22		0.07	0.08		c0.07	c0.15	
v/s Ratio Perm									0.01			
v/c Ratio	0.49	0.56		0.64	0.50		0.70	0.36	0.06	0.67	0.63	
Uniform Delay, d1	53.6	24.7		54.1	23.7		52.6	39.8	37.2	51.6	41.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.6	1.5		8.0	1.2		5.4	0.5	0.1	3.8	2.4	
Delay (s)	54.1	26.1		62.0	24.9		58.0	40.3	37.4	55.4	44.0	
Level of Service	D	C		E	C		E	D	D	E	D	
Approach Delay (s)		29.5			28.5			46.7			47.4	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	36.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.1
Intersection Capacity Utilization	81.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	124	175	0	32	147	23	72	279	30	20	340	135
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9		5.3	5.3		5.3	5.3	5.3
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.99		1.00	1.00		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	1.00		1.00	0.98		1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863		1770	1814		1770	3476		1770	3539	1473
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863		1770	1814		1770	3476		1770	3539	1473
Peak-hour factor, PHF	0.81	0.81	0.81	0.79	0.79	0.79	0.89	0.89	0.89	0.92	0.92	0.92
Adj. Flow (vph)	153	216	0	41	186	29	81	313	34	22	370	147
RTOR Reduction (vph)	0	0	0	0	5	0	0	5	0	0	0	125
Lane Group Flow (vph)	153	216	0	41	210	0	81	342	0	22	370	22
Confl. Peds. (#/hr)						29			12			17
Confl. Bikes (#/hr)						1			2			2
Turn Type	Split	NA		Split	NA		Split	NA		Split	NA	Perm
Protected Phases	4	4		8	8		2	2		6	6	
Permitted Phases												6
Actuated Green, G (s)	20.3	20.3		25.6	25.6		44.3	44.3		19.4	19.4	19.4
Effective Green, g (s)	20.3	20.3		25.6	25.6		44.3	44.3		19.4	19.4	19.4
Actuated g/C Ratio	0.16	0.16		0.20	0.20		0.34	0.34		0.15	0.15	0.15
Clearance Time (s)	4.9	4.9		4.9	4.9		5.3	5.3		5.3	5.3	5.3
Vehicle Extension (s)	3.1	3.1		2.0	2.0		2.6	2.6		2.7	2.7	2.7
Lane Grp Cap (vph)	276	290		348	357		603	1184		264	528	219
v/s Ratio Prot	0.09	c0.12		0.02	c0.12		0.05	c0.10		0.01	c0.10	
v/s Ratio Perm												0.01
v/c Ratio	0.55	0.74		0.12	0.59		0.13	0.29		0.08	0.70	0.10
Uniform Delay, d1	50.7	52.4		42.9	47.4		29.6	31.3		47.6	52.5	47.8
Progression Factor	1.00	1.00		1.00	1.00		0.96	0.97		1.00	1.00	1.00
Incremental Delay, d2	2.5	10.0		0.1	1.6		0.5	0.6		0.1	4.0	0.2
Delay (s)	53.1	62.4		43.0	49.0		29.0	30.9		47.8	56.5	47.9
Level of Service	D	E		D	D		C	C		D	E	D
Approach Delay (s)		58.5			48.1			30.5			53.8	
Approach LOS		E			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	47.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	72.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	42	97	7	0	25	0	364	10	29	352	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4	4.4	4.4		4.4		5.3		5.3	5.3	
Lane Util. Factor		1.00	1.00	1.00		1.00		0.91		1.00	0.95	
Frpb, ped/bikes		1.00	0.98	1.00		0.78		1.00		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00		1.00		1.00		1.00	1.00	
Frt		1.00	0.85	1.00		0.85		1.00		1.00	1.00	
Flt Protected		1.00	1.00	0.95		1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1863	1559	1770		1239		5057		1770	3539	
Flt Permitted		1.00	1.00	0.95		1.00		1.00		0.50	1.00	
Satd. Flow (perm)		1863	1559	1770		1239		5057		931	3539	
Peak-hour factor, PHF	0.79	0.79	0.79	0.73	0.73	0.73	0.90	0.90	0.90	0.88	0.88	0.88
Adj. Flow (vph)	0	53	123	10	0	34	0	404	11	33	400	0
RTOR Reduction (vph)	0	0	115	0	0	0	0	1	0	0	0	0
Lane Group Flow (vph)	0	53	8	10	0	34	0	414	0	33	400	0
Confl. Peds. (#/hr)						29			12			
Confl. Bikes (#/hr)			1						8			
Turn Type		NA	Perm	Prot		custom		NA		Perm	NA	
Protected Phases		4		8				2			6	
Permitted Phases			4			8				6		
Actuated Green, G (s)		8.1	8.1	5.4		5.4		102.4		102.4	102.4	
Effective Green, g (s)		8.1	8.1	5.4		5.4		102.4		102.4	102.4	
Actuated g/C Ratio		0.06	0.06	0.04		0.04		0.79		0.79	0.79	
Clearance Time (s)		4.4	4.4	4.4		4.4		5.3		5.3	5.3	
Vehicle Extension (s)		2.0	2.0	2.0		2.0		2.6		2.7	2.7	
Lane Grp Cap (vph)		116	97	73		51		3983		733	2787	
v/s Ratio Prot		c0.03		0.01				0.08			c0.11	
v/s Ratio Perm			0.00			c0.03				0.04		
v/c Ratio		0.46	0.08	0.14		0.67		0.10		0.05	0.14	
Uniform Delay, d1		58.8	57.4	60.1		61.4		3.2		3.0	3.3	
Progression Factor		1.00	1.00	1.00		1.00		1.00		4.69	4.84	
Incremental Delay, d2		1.0	0.1	0.3		22.6		0.1		0.0	0.0	
Delay (s)		59.9	57.6	60.4		84.0		3.2		14.3	16.0	
Level of Service		E	E	E		F		A		B	B	
Approach Delay (s)		58.3			78.6			3.2			15.9	
Approach LOS		E			E			A			B	

Intersection Summary			
HCM 2000 Control Delay	20.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.19		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.1
Intersection Capacity Utilization	42.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	79	524	88	61	298	40	98	248	70	76	313	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.98		1.00	0.97		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3447		1770	3467		1770	3406		1770	3415	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3447		1770	3467		1770	3406		1770	3415	
Peak-hour factor, PHF	0.95	0.95	0.95	0.87	0.87	0.87	0.86	0.86	0.86	0.93	0.93	0.93
Adj. Flow (vph)	83	552	93	70	343	46	114	288	81	82	337	86
RTOR Reduction (vph)	0	21	0	0	16	0	0	40	0	0	36	0
Lane Group Flow (vph)	83	624	0	70	373	0	114	329	0	82	387	0
Confl. Peds. (#/hr)			14			9			1			9
Confl. Bikes (#/hr)			5			1						2
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	3.6	15.1		2.9	14.4		5.1	15.0		3.7	13.6	
Effective Green, g (s)	3.6	15.1		2.9	14.4		5.1	15.0		3.7	13.6	
Actuated g/C Ratio	0.06	0.27		0.05	0.25		0.09	0.26		0.07	0.24	
Clearance Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	112	917		90	880		159	901		115	819	
v/s Ratio Prot	c0.05	c0.18		0.04	0.11		c0.06	0.10		0.05	c0.11	
v/s Ratio Perm												
v/c Ratio	0.74	0.68		0.78	0.42		0.72	0.37		0.71	0.47	
Uniform Delay, d1	26.1	18.6		26.6	17.7		25.1	17.0		26.0	18.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	20.4	2.1		31.0	0.3		12.1	0.3		15.9	0.4	
Delay (s)	46.5	20.7		57.6	18.0		37.1	17.2		41.9	18.9	
Level of Service	D	C		E	B		D	B		D	B	
Approach Delay (s)		23.7			24.0			21.9			22.6	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	23.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	56.7	Sum of lost time (s)	20.0
Intersection Capacity Utilization	54.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	0	0	202	1	262	76	144	0	0	323	87
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.83	0.83	0.83	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	0	217	1	282	92	173	0	0	359	97

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total (vph)	500	265	456
Volume Left (vph)	217	92	0
Volume Right (vph)	282	0	97
Hadj (s)	-0.22	0.10	-0.09
Departure Headway (s)	5.8	6.5	5.9
Degree Utilization, x	0.81	0.48	0.75
Capacity (veh/h)	599	517	588
Control Delay (s)	28.5	15.2	24.7
Approach Delay (s)	28.5	15.2	24.7
Approach LOS	D	C	C

Intersection Summary			
Delay	24.2		
Level of Service	C		
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	103	17	202	0	0	0	0	121	76	252	256	0
Peak Hour Factor	0.85	0.85	0.85	0.92	0.92	0.92	0.84	0.84	0.84	0.91	0.91	0.91
Hourly flow rate (vph)	121	20	238	0	0	0	0	144	90	277	281	0

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total (vph)	379	235	558
Volume Left (vph)	121	0	277
Volume Right (vph)	238	90	0
Hadj (s)	-0.28	-0.20	0.13
Departure Headway (s)	5.8	5.8	5.6
Degree Utilization, x	0.61	0.38	0.87
Capacity (veh/h)	586	581	558
Control Delay (s)	17.4	12.4	35.1
Approach Delay (s)	17.4	12.4	35.1
Approach LOS	C	B	E

Intersection Summary			
Delay		24.8	
Level of Service		C	
Intersection Capacity Utilization		67.4%	ICU Level of Service C
Analysis Period (min)		15	

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	828	258	90	462	121	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		4.0	5.4	4.0	
Lane Util. Factor	0.95		1.00	0.95	1.00	
Frpb, ped/bikes	1.00		1.00	1.00	1.00	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.96		1.00	1.00	0.96	
Flt Protected	1.00		0.95	1.00	0.97	
Satd. Flow (prot)	3413		1770	3539	1726	
Flt Permitted	1.00		0.95	1.00	0.97	
Satd. Flow (perm)	3413		1770	3539	1726	
Peak-hour factor, PHF	0.95	0.95	0.92	0.92	0.84	0.84
Adj. Flow (vph)	872	272	98	502	144	64
RTOR Reduction (vph)	46	0	0	0	89	0
Lane Group Flow (vph)	1098	0	98	502	119	0
Confl. Peds. (#/hr)					1	
Turn Type	NA		Prot	NA	NA	
Protected Phases	2		1	6	8	
Permitted Phases						
Actuated Green, G (s)	25.0		3.7	32.7	8.3	
Effective Green, g (s)	25.0		3.7	32.7	8.3	
Actuated g/C Ratio	0.50		0.07	0.65	0.16	
Clearance Time (s)	5.4		4.0	5.4	4.0	
Vehicle Extension (s)	4.1		2.0	4.1	2.0	
Lane Grp Cap (vph)	1692		129	2296	284	
v/s Ratio Prot	c0.32		c0.06	0.14	c0.07	
v/s Ratio Perm						
v/c Ratio	0.65		0.76	0.22	0.42	
Uniform Delay, d1	9.4		22.9	3.6	18.9	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	1.0		20.1	0.1	0.4	
Delay (s)	10.4		43.0	3.7	19.2	
Level of Service	B		D	A	B	
Approach Delay (s)	10.4			10.1	19.2	
Approach LOS	B			B	B	

Intersection Summary			
HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	50.4	Sum of lost time (s)	13.4
Intersection Capacity Utilization	57.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	49	495	236	84	433	49	169	27	35	48	34	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.0		4.4	5.0		5.6	5.6	5.6	4.9	4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	0.98	1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.95		1.00	0.98		1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3349		1770	3455		1681	1708	1551	1770	1659	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3349		1770	3455		1681	1708	1551	1770	1659	
Peak-hour factor, PHF	0.93	0.93	0.93	0.84	0.84	0.84	0.90	0.90	0.90	0.84	0.84	0.84
Adj. Flow (vph)	53	532	254	100	515	58	188	30	39	57	40	70
RTOR Reduction (vph)	0	58	0	0	8	0	0	0	27	0	65	0
Lane Group Flow (vph)	53	728	0	100	565	0	109	109	12	57	45	0
Confl. Peds. (#/hr)			2			33			9			3
Confl. Bikes (#/hr)			5			5						
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases									8			
Actuated Green, G (s)	4.0	26.2		6.2	28.4		27.4	27.4	27.4	6.2	6.2	
Effective Green, g (s)	4.0	26.2		6.2	28.4		27.4	27.4	27.4	6.2	6.2	
Actuated g/C Ratio	0.05	0.31		0.07	0.33		0.32	0.32	0.32	0.07	0.07	
Clearance Time (s)	4.4	5.0		4.4	5.0		5.6	5.6	5.6	4.9	4.9	
Vehicle Extension (s)	2.0	4.6		2.0	4.6		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	82	1021		127	1142		536	544	494	127	119	
v/s Ratio Prot	0.03	c0.22		c0.06	0.16		c0.06	0.06		c0.03	0.03	
v/s Ratio Perm									0.01			
v/c Ratio	0.65	0.71		0.79	0.49		0.20	0.20	0.03	0.45	0.38	
Uniform Delay, d1	40.3	26.5		39.2	23.0		21.3	21.3	20.1	38.2	38.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	12.4	2.8		25.0	0.6		0.9	0.8	0.1	0.9	0.7	
Delay (s)	52.6	29.3		64.2	23.6		22.2	22.1	20.2	39.1	38.7	
Level of Service	D	C		E	C		C	C	C	D	D	
Approach Delay (s)		30.8			29.6			21.8			38.9	
Approach LOS		C			C			C			D	

Intersection Summary			
HCM 2000 Control Delay	29.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	85.9	Sum of lost time (s)	19.9
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	33	269	31	27	149	99	23	73	52	195	77	60
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	5.0	5.0	4.4	5.9		4.4	5.4	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	0.99		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	0.98		1.00	1.00	0.85	1.00	0.94		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3474		1770	1863	1583	1770	3301		1770	3307	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3474		1770	1863	1583	1770	3301		1770	3307	
Peak-hour factor, PHF	0.92	0.92	0.92	0.89	0.89	0.89	0.86	0.86	0.86	0.95	0.95	0.95
Adj. Flow (vph)	36	292	34	30	167	111	27	85	60	205	81	63
RTOR Reduction (vph)	0	11	0	0	0	48	0	51	0	0	40	0
Lane Group Flow (vph)	36	315	0	30	167	63	27	94	0	205	104	0
Confl. Peds. (#/hr)			8									
Confl. Bikes (#/hr)						1			1			
Turn Type	Prot	NA		Prot	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6	6 7	3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	1.2	14.4		1.2	14.3	31.5	1.0	8.3		12.2	20.0	
Effective Green, g (s)	1.2	14.4		1.2	14.3	31.5	1.0	8.3		12.2	20.0	
Actuated g/C Ratio	0.02	0.26		0.02	0.26	0.57	0.02	0.15		0.22	0.36	
Clearance Time (s)	4.4	4.9		4.4	5.0		4.4	5.9		4.4	5.4	
Vehicle Extension (s)	2.0	4.3		2.0	4.3		2.0	5.3		3.0	4.4	
Lane Grp Cap (vph)	38	898		38	478	895	31	491		387	1187	
v/s Ratio Prot	c0.02	c0.09		0.02	0.09	0.04	0.02	c0.03		c0.12	0.03	
v/s Ratio Perm												
v/c Ratio	0.95	0.35		0.79	0.35	0.07	0.87	0.19		0.53	0.09	
Uniform Delay, d1	27.2	16.8		27.1	16.9	5.5	27.3	20.8		19.2	11.8	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	122.9	0.4		63.7	0.7	0.1	106.2	0.4		1.3	0.1	
Delay (s)	150.1	17.2		90.8	17.6	5.5	133.4	21.2		20.5	11.9	
Level of Service	F	B		F	B	A	F	C		C	B	
Approach Delay (s)		30.4			20.4			38.8			17.0	
Approach LOS		C			C			D			B	

Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	55.7	Sum of lost time (s)	19.7
Intersection Capacity Utilization	46.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	34	118	46	15	81	80	32	57	9	180	93	25
Peak Hour Factor	0.85	0.85	0.85	0.92	0.92	0.92	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	40	139	54	16	88	87	36	65	10	205	106	28

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	109	124	60	131	36	75	205	134
Volume Left (vph)	40	0	16	0	36	0	205	0
Volume Right (vph)	0	54	0	87	0	10	0	28
Hadj (s)	0.22	-0.27	0.17	-0.43	0.53	-0.06	0.53	-0.11
Departure Headway (s)	6.2	5.7	6.2	5.6	6.6	6.0	6.3	5.7
Degree Utilization, x	0.19	0.20	0.10	0.20	0.07	0.13	0.36	0.21
Capacity (veh/h)	547	595	542	601	509	557	545	605
Control Delay (s)	9.5	8.9	8.8	8.9	8.9	8.7	11.6	9.0
Approach Delay (s)	9.2		8.8		8.8		10.6	
Approach LOS	A		A		A		B	

Intersection Summary			
Delay	9.6		
Level of Service	A		
Intersection Capacity Utilization	38.5%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	606	236	202	424	155	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8		4.0	5.0	6.2	6.2
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.96		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3362		1770	3539	1770	1563
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3362		1770	3539	1770	1563
Peak-hour factor, PHF	0.94	0.94	0.88	0.88	0.83	0.83
Adj. Flow (vph)	645	251	230	482	187	131
RTOR Reduction (vph)	55	0	0	0	0	106
Lane Group Flow (vph)	841	0	230	482	187	25
Confl. Peds. (#/hr)		22				
Confl. Bikes (#/hr)		5				1
Turn Type	NA		Prot	NA	NA	Perm
Protected Phases	2		1	6	3	
Permitted Phases						3
Actuated Green, G (s)	19.2		8.1	31.1	10.1	10.1
Effective Green, g (s)	19.2		8.1	31.1	10.1	10.1
Actuated g/C Ratio	0.37		0.15	0.59	0.19	0.19
Clearance Time (s)	4.8		4.0	5.0	6.2	6.2
Vehicle Extension (s)	5.4		2.0	4.8	2.0	2.0
Lane Grp Cap (vph)	1231		273	2100	341	301
v/s Ratio Prot	c0.25		c0.13	0.14	c0.11	
v/s Ratio Perm						0.02
v/c Ratio	0.68		0.84	0.23	0.55	0.08
Uniform Delay, d1	14.0		21.5	5.0	19.1	17.4
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	2.2		19.7	0.1	1.0	0.0
Delay (s)	16.2		41.2	5.1	20.1	17.4
Level of Service	B		D	A	C	B
Approach Delay (s)	16.2			16.8	19.0	
Approach LOS	B			B	B	

Intersection Summary			
HCM 2000 Control Delay	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	52.4	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			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	46	351	140	108	216	36	96	175	150	41	248	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.9	4.9	4.9	4.4	5.2		4.4	5.2	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.96	1.00	0.99		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	0.96		1.00	1.00	0.85	1.00	0.93		1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3365		1770	3539	1520	1770	3269		1770	3454	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3365		1770	3539	1520	1770	3269		1770	3454	
Peak-hour factor, PHF	0.97	0.97	0.97	0.84	0.84	0.84	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	47	362	144	129	257	43	110	201	172	47	285	49
RTOR Reduction (vph)	0	53	0	0	0	29	0	122	0	0	18	0
Lane Group Flow (vph)	47	453	0	129	257	14	110	251	0	47	316	0
Confl. Peds. (#/hr)			13			15			6			3
Confl. Bikes (#/hr)			3			1			1			1
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6						
Actuated Green, G (s)	3.5	17.5		6.8	21.3	21.3	6.2	18.9		2.2	14.9	
Effective Green, g (s)	3.5	17.5		6.8	21.3	21.3	6.2	18.9		2.2	14.9	
Actuated g/C Ratio	0.05	0.27		0.10	0.33	0.33	0.10	0.29		0.03	0.23	
Clearance Time (s)	4.4	4.9		4.9	4.9	4.9	4.4	5.2		4.4	5.2	
Vehicle Extension (s)	2.0	4.3		2.0	4.1	4.1	2.0	3.3		2.0	3.5	
Lane Grp Cap (vph)	95	908		185	1163	499	169	953		60	794	
v/s Ratio Prot	0.03	c0.13		c0.07	c0.07		c0.06	c0.08		0.03	c0.09	
v/s Ratio Perm						0.01						
v/c Ratio	0.49	0.50		0.70	0.22	0.03	0.65	0.26		0.78	0.40	
Uniform Delay, d1	29.8	19.9		28.0	15.7	14.7	28.3	17.6		31.1	21.1	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.5	0.7		8.9	0.1	0.0	6.7	0.2		44.6	0.4	
Delay (s)	31.3	20.6		36.9	15.9	14.8	34.9	17.8		75.7	21.5	
Level of Service	C	C		D	B	B	C	B		E	C	
Approach Delay (s)		21.5			22.1			21.7			28.2	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	23.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	64.8	Sum of lost time (s)	19.4
Intersection Capacity Utilization	55.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	90	208	132	318	378	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	5.2	4.4	5.8	5.8	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frpb, ped/bikes	1.00	0.98	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.98	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1547	1770	3539	3443	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1547	1770	3539	3443	
Peak-hour factor, PHF	0.79	0.79	0.85	0.85	0.96	0.96
Adj. Flow (vph)	114	263	155	374	394	77
RTOR Reduction (vph)	0	208	0	0	20	0
Lane Group Flow (vph)	114	55	155	374	451	0
Confl. Peds. (#/hr)		1				4
Confl. Bikes (#/hr)		1				2
Turn Type	NA	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				
Actuated Green, G (s)	9.8	9.8	7.4	25.7	13.9	
Effective Green, g (s)	9.8	9.8	7.4	25.7	13.9	
Actuated g/C Ratio	0.21	0.21	0.16	0.55	0.30	
Clearance Time (s)	5.2	5.2	4.4	5.8	5.8	
Vehicle Extension (s)	2.0	2.0	2.0	3.9	3.7	
Lane Grp Cap (vph)	373	326	281	1955	1029	
v/s Ratio Prot	c0.06		c0.09	0.11	c0.13	
v/s Ratio Perm		0.04				
v/c Ratio	0.31	0.17	0.55	0.19	0.44	
Uniform Delay, d1	15.5	15.0	18.0	5.2	13.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	0.1	1.3	0.1	0.4	
Delay (s)	15.6	15.1	19.4	5.3	13.5	
Level of Service	B	B	B	A	B	
Approach Delay (s)	15.3			9.4	13.5	
Approach LOS	B			A	B	

Intersection Summary			
HCM 2000 Control Delay	12.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	46.5	Sum of lost time (s)	15.4
Intersection Capacity Utilization	39.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	EBR2	WBL2	WBL	WBT	WBR	NBL	NBT	NBR	SBL2
Lane Configurations												
Volume (vph)	39	292	282	90	11	70	538	63	34	13	35	29
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5		5.5		5.0	5.5		4.0	4.0		
Lane Util. Factor	1.00	0.95		1.00		1.00	0.95		1.00	1.00		
Frpb, ped/bikes	1.00	0.97		0.97		1.00	1.00		1.00	1.00		
Flpb, ped/bikes	1.00	1.00		1.00		1.00	1.00		1.00	1.00		
Frt	1.00	0.93		0.85		1.00	0.98		1.00	0.89		
Flt Protected	0.95	1.00		1.00		0.95	1.00		0.95	1.00		
Satd. Flow (prot)	1770	3188		1543		1770	3470		1770	1659		
Flt Permitted	0.95	1.00		1.00		0.95	1.00		0.95	1.00		
Satd. Flow (perm)	1770	3188		1543		1770	3470		1770	1659		
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.96	0.96	0.96	0.96	0.91	0.91	0.91	0.76
Adj. Flow (vph)	41	311	300	96	11	73	560	66	37	14	38	38
RTOR Reduction (vph)	0	0	0	69	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	41	611	0	27	0	84	626	0	37	52	0	0
Confl. Peds. (#/hr)			12			12		5				
Confl. Bikes (#/hr)			4	4				2				
Turn Type	Prot	NA		Perm	Prot	Prot	NA		Split	NA		Split
Protected Phases	5	2			1	1	6		8	8		4
Permitted Phases				2								
Actuated Green, G (s)	4.2	29.9		29.9		7.3	34.0		6.7	6.7		
Effective Green, g (s)	4.2	29.9		29.9		7.3	34.0		6.7	6.7		
Actuated g/C Ratio	0.04	0.28		0.28		0.07	0.32		0.06	0.06		
Clearance Time (s)	4.0	5.5		5.5		5.0	5.5		4.0	4.0		
Vehicle Extension (s)	2.0	4.0		4.0		2.0	4.0		2.0	2.0		
Lane Grp Cap (vph)	69	893		432		121	1105		111	104		
v/s Ratio Prot	0.02	c0.19				c0.05	c0.18		0.02	c0.03		
v/s Ratio Perm				0.02								
v/c Ratio	0.59	0.68		0.06		0.69	0.57		0.33	0.50		
Uniform Delay, d1	50.4	34.2		28.1		48.6	30.2		47.9	48.4		
Progression Factor	1.00	1.00		1.00		1.00	1.00		1.00	1.00		
Incremental Delay, d2	8.8	2.4		0.1		13.0	0.8		0.6	1.4		
Delay (s)	59.2	36.6		28.2		61.6	31.0		48.5	49.8		
Level of Service	E	D		C		E	C		D	D		
Approach Delay (s)		36.7					34.7			49.2		
Approach LOS		D					C			D		

Intersection Summary			
HCM 2000 Control Delay	39.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	106.7	Sum of lost time (s)	24.5
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBL	SBT	SBR	NWL	NWR	NWR2
Lane Configurations						
Volume (vph)	66	21	8	240	37	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0		3.0	3.0	
Lane Util. Factor		1.00		1.00	1.00	
Frpb, ped/bikes		1.00		1.00	0.97	
Flpb, ped/bikes		1.00		1.00	1.00	
Frt		0.99		1.00	0.85	
Flt Protected		0.96		0.95	1.00	
Satd. Flow (prot)		1778		1770	1540	
Flt Permitted		0.96		0.95	1.00	
Satd. Flow (perm)		1778		1770	1540	
Peak-hour factor, PHF	0.76	0.76	0.76	0.92	0.92	0.92
Adj. Flow (vph)	87	28	11	261	40	10
RTOR Reduction (vph)	0	2	0	0	41	0
Lane Group Flow (vph)	0	162	0	261	9	0
Confl. Peds. (#/hr)					4	
Confl. Bikes (#/hr)						
Turn Type	Split	NA		NA	Perm	
Protected Phases	4	4		3		
Permitted Phases					3	
Actuated Green, G (s)		14.4		19.8	19.8	
Effective Green, g (s)		14.4		19.8	19.8	
Actuated g/C Ratio		0.13		0.19	0.19	
Clearance Time (s)		4.0		3.0	3.0	
Vehicle Extension (s)		2.0		2.2	2.2	
Lane Grp Cap (vph)		239		328	285	
v/s Ratio Prot		c0.09		c0.15		
v/s Ratio Perm					0.01	
v/c Ratio		0.68		0.80	0.03	
Uniform Delay, d1		43.9		41.5	35.6	
Progression Factor		1.00		1.00	1.00	
Incremental Delay, d2		5.9		11.9	0.0	
Delay (s)		49.9		53.4	35.6	
Level of Service		D		D	D	
Approach Delay (s)		49.9		50.6		
Approach LOS		D		D		

Intersection Summary

Appendix G
Caltrans Freeway Traffic Volumes (2011)

2011

Annual Average Daily Truck Traffic on the California State Highway System

Compiled by
Traffic and Vehicle Data Systems

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

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

PREFACE

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

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

The column entitled "Year Ver/Est" indicates the year the truck percents were either verified (V) or estimated (E). It represents the year the truck percentages were verified (counted continuously or quarterly) or estimated. Selected points on a route will be counted and the ones in between will be estimated. At some locations, truck volumes are static and no new counts are made until there is a change in traffic on the route. All truck AADT's listed are for 2011.

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

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

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

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

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

Data compiled by:

Division of Traffic Operations, Office of System Planning Management
Traffic Data Branch
(916) 654-6939

Price: $15.00

RTE	DIST	CNTY	POST MILE	LEG	DESCRIPTION	VEHICLE AADT TOTAL	TRUCK AADT TOTAL	TRUCK % TOT VEH	TRUCK AADT TOTAL By Axle 2	3	4	5+	% TRUCK AADT By Axle 2	3	4	5+	EAL 2-WAY (1000)	YEAR VER/ EST
005	11	SD	R.878	A	SOUTH JCT. RTE. 805	38500	1463	3.8	770	187	15	492	52.6	12.8	1	33.6	216	83V
005	11	SD	4.632	B	JCT. RTE. 75 WEST	120000	5040	4.2	3236	610	151	1043	64.2	12.1	3	20.7	551	78V
005	11	SD	4.632	A	JCT. RTE. 75 WEST	145000	5365	3.7	3015	869	258	1223	56.2	16.2	4.8	22.8	645	83V
005	11	SD	R11.129	B	8TH STREET	169000	8450	5	4284	1352	448	2366	50.7	16	5.3	28	1156	85V
005	11	SD	R12.647	B	JCT. RTE. 15 NORTH	191000	9550	5	4842	1528	506	2674	50.7	16	5.3	28	1307	85E
005	11	SD	R12.647	A	JCT. RTE. 15 NORTH	155000	6355	4.1	3578	915	292	1570	56.3	14.4	4.6	24.7	794	85V
005	11	SD	R14.077	B	SAN DIEGO, JCT. RTE. 75 SOUTH	159000	6519	4.1	3670	939	300	1610	56.3	14.4	4.6	24.7	814	85E
005	11	SD	R14.077	A	SAN DIEGO, JCT. RTE. 75 SOUTH	161000	6440	4	3935	773	251	1481	61.1	12	3.9	23	757	78E
005	11	SD	R15.036	B	SAN DIEGO, JCT. RTE. 94	162000	6156	3.8	3761	739	240	1416	61.1	12	3.9	23	723	78V
005	11	SD	R15.036	A	SAN DIEGO, JCT. RTE. 94	208000	8320	4	5799	915	241	1364	69.7	11	2.9	16.4	793	87V
005	11	SD	R16.069	B	SAN DIEGO, JCT. RTE. 163	208000	7696	3.7	5095	770	285	1547	66.2	10	3.7	20.1	825	78E
005	11	SD	R16.069	A	SAN DIEGO, JCT. RTE. 163	201000	8241	4.1	5175	733	231	2101	62.8	8.9	2.8	25.5	1007	85V
005	11	SD	R20.056	B	JCT. RTE. 8/CAMINO DEL RIO	196000	8036	4.1	5047	715	225	2049	62.8	8.9	2.8	25.5	982	85V
005	11	SD	R20.056	A	JCT. RTE. 8/CAMINO DEL RIO	197000	6698	3.4	4421	670	288	1320	66	10	4.3	19.7	714	84V
005	11	SD	R23.476	B	SAN DIEGO, BALBOA AVENUE	161000	7245	4.5	4782	725	312	1427	66	10	4.3	19.7	772	84E
005	11	SD	R23.476	A	SAN DIEGO, BALBOA AVENUE	145000	5800	4	3428	650	186	1537	59.1	11.2	3.2	26.5	737	78V
005	11	SD	R25.947	A	JCT. RTE. 52 EAST	179000	7339	4.1	4154	771	316	2099	56.6	10.5	4.3	28.6	987	87V

RTE	DIST	CNTY	POST MILE	LEG	DESCRIPTION	VEHICLE AADT TOTAL	TRUCK AADT TOTAL	TRUCK % TOT VEH	TRUCK AADT TOTAL By Axle 2	3	4	5+	% TRUCK AADT By Axle 2	3	4	5+	EAL 2-WAY (1000)	YEAR VER/ EST
015	11	SD	2.226	B	JCT. RTE. 94	115000	5865	5.1	3003	997	293	1572	51.2	17	5	26.8	782	85V
015	11	SD	R3.367	B	JCT. RTE. 805	109000	5559	5.1	2846	945	278	1490	51.2	17	5	26.8	741	85E
015	11	SD	R3.367	A	JCT. RTE. 805	159000	3498	2.2	2526	357	108	507	72.2	10.2	3.1	14.5	312	85V
015	11	SD	R6.132	B	JCT. RTE. 8	162000	3564	2.2	2573	367	110	513	72.2	10.3	3.1	14.4	317	85E
015	11	SD	R6.132	A	JCT. RTE. 8	198000	9860	4.98	6157	705	232	2766	62.44	7.15	2.35	28.05	1269	07V
015	11	SD	M12.124	A	JCT. RTE. 163	293000	10929	3.73	6715	787	302	3126	61.44	7.2	2.76	28.6	1430	07E
015	11	SD	M14.285	B	SAN DIEGO, MIRAMAR/ POMERADO ROADS	290000	10904	3.76	6699	785	301	3119	61.44	7.2	2.76	28.6	1427	07E
015	11	SD	M14.285	A	SAN DIEGO, MIRAMAR/ POMERADO ROADS	273000	10647	3.9	6239	1118	415	2875	58.6	10.5	3.9	27	1374	85V
015	11	SD	M18.176	B	SAN DIEGO, POWAY ROAD	235000	16685	7.1	8142	1885	934	5723	48.8	11.3	5.6	34.3	2570	96E
015	11	SD	M18.176	A	SAN DIEGO, POWAY ROAD	207000	14697	7.1	7172	1661	823	5041	48.8	11.3	5.6	34.3	2264	96E
015	11	SD	M27.65	A	ESCONDIDO, SOUTH JUNCTION OF CENTRE CITY PARKWAY	172000	12212	7.1	5959	1380	684	4189	48.8	11.3	5.6	34.3	1881	96E
015	11	SD	R30.627	B	VALLEY PARKWAY	179000	12709	7.1	6202	1436	712	4359	48.8	11.3	5.6	34.3	1958	96E
015	11	SD	R31.517	B	JCT. RTE. 78	192000	13632	7.1	6652	1540	763	4676	48.8	11.3	5.6	34.3	2100	96E
015	11	SD	R31.517	A	JCT. RTE. 78	127000	12827	10.1	5670	1103	667	5387	44.2	8.6	5.2	42	2256	80V
015	11	SD	R36.636	A	DEER SPRINGS ROAD	117000	15444	13.2	5452	1251	649	8093	35.3	8.1	4.2	52.4	3193	86V
015	11	SD	R46.491	B	JCT. RTE. 76	107000	10946	10.23	3483	870	373	6220	31.82	7.95	3.41	56.82	2403	00E
015	11	SD	R46.491	A	JCT. RTE. 76	113000	9198	8.14	2988	702	312	5197	32.49	7.63	3.39	56.5	2008	00E

RTE	DIST	CNTY	POST MILE	LEG	DESCRIPTION	VEHICLE AADT TOTAL	TRUCK AADT TOTAL	TRUCK % TOT VEH	TRUCK AADT TOTAL By Axle 2	3	4	5+	% TRUCK AADT By Axle 2	3	4	5+	EAL 2-WAY (1000)	YEAR VER/ EST
094	11	SD	1.416	A	BEGIN RTE AT JCT RTE 5 and EB ON FRM "G" ST / 17TH	110000	3960	3.6	2756	281	67	855	69.6	7.1	1.7	21.6	427	86V
094	11	SD	3.172	B	SAN DIEGO, JCT. RTE. 15	146000	3942	2.7	3272	335	91	244	83	8.5	2.3	6.2	243	81V
094	11	SD	3.172	A	SAN DIEGO, JCT. RTE. 15	140000	5880	4.2	4763	417	171	529	81	7.1	2.9	9	413	80E
094	11	SD	4.086	A	SAN DIEGO, JCT. RTE. 805	172000	6708	3.9	4877	651	161	1020	72.7	9.7	2.4	15.2	606	86E
094	11	SD	7.758	B	COLLEGE AVENUE	145000	5655	3.9	4111	549	136	860	72.7	9.7	2.4	15.2	511	86V
094	11	SD	10.006	B	JCT. RTE. 125	131000	4847	3.7	3456	446	150	795	71.3	9.2	3.1	16.4	458	78V
094	11	SD	T10.11	A	JCT. RTE. 125	85000	4250	5	2414	578	119	1139	56.8	13.6	2.8	26.8	548	96E
094	11	SD	R13.333	B	AVOCADO BOULEVARD	56000	2800	5	1590	381	78	750	56.8	13.6	2.8	26.8	361	96E
094	11	SD	14.86	B	JCT. RTE. 54 NORTH	61000	2806	4.6	1338	331	59	1078	47.7	11.8	2.1	38.4	458	96E
094	11	SD	14.86	A	JCT. RTE. 54 NORTH	16200	972	6	682	90	41	158	70.2	9.3	4.2	16.3	93	96E
094	11	SD	19.4	B	LYONS VALLEY ROAD	16700	1002	6	703	93	42	163	70.2	9.3	4.2	16.3	96	96E
094	11	SD	19.4	A	LYONS VALLEY ROAD	10500	735	7	485	76	14	160	66	10.3	1.9	21.8	81	96E
094	11	SD	38.97	B	JCT. RTE. 188 SOUTH	5500	457	8.3	192	30	21	214	42.1	6.5	4.5	46.9	86	96E
094	11	SD	52.15	B	BUCKMAN SPRINGS ROAD	1700	141	8.3	59	9	6	66	42.1	6.5	4.5	46.9	27	96E
094	11	SD	52.15	A	BUCKMAN SPRINGS ROAD	2000	314	15.7	169	37	0	107	53.9	11.9	0	34.2	46	96E
094	11	SD	65.375	B	JCT. RTE. 8	1200	188	15.7	101	22	0	64	53.9	11.9	0	34.2	28	96E

RTE	DIST	CNTY	POST MILE	LEG	DESCRIPTION	VEHICLE AADT TOTAL	TRUCK AADT TOTAL	TRUCK % TOT VEH	TRUCK AADT TOTAL By Axle 2	3	4	5+	% TRUCK AADT By Axle 2	3	4	5+	EAL 2-WAY (1000)	YEAR VER/ EST
805	11	SD	.486	A	SAN DIEGO, JCT. RTE. 5	43000	1763	4.1	966	346	25	427	54.8	19.6	1.4	24.2	217	86E
805	11	SD	1.805	B	SAN DIEGO, JCT. RTE. 905	57000	2280	4	1249	447	32	552	54.8	19.6	1.4	24.2	280	86V
805	11	SD	1.805	A	SAN DIEGO, JCT. RTE. 905	104000	7176	6.9	3762	627	209	2578	52.43	8.74	2.91	35.92	1109	03E
805	11	SD	3.654	B	CHULA VISTA, AUTO PARKWAY DRIVE/MAIN STREET	141000	9870	7	5175	863	287	3545	52.43	8.74	2.91	35.92	1526	03E
805	11	SD	3.654	A	CHULA VISTA, AUTO PARKWAY DRIVE/MAIN STREET	144000	10080	7	5285	881	293	3621	52.43	8.74	2.91	35.92	1558	03E
805	11	SD	6.059	B	TELEGRAPH CANYON ROAD	148000	10834	7.32	5511	960	281	4082	50.87	8.86	2.59	37.68	1731	04V
805	11	SD	8.854	B	JCT. RTE. 54, SWEETWATER ROAD	224000	13440	6	6837	1191	348	5064	50.87	8.86	2.59	37.68	2147	04V
805	11	SD	14.641	B	SAN DIEGO, JCT. RTE. 15	218000	13080	6	6654	1159	339	4929	50.87	8.86	2.59	37.68	2090	04E
805	11	SD	14.641	A	SAN DIEGO, JCT. RTE. 15	168000	10920	6.5	6156	1012	379	3373	56.37	9.27	3.47	30.89	1528	04E
805	11	SD	17.645	B	JCT. RTE. 8	193000	12545	6.5	7072	1163	435	3875	56.37	9.27	3.47	30.89	1755	04E
805	11	SD	17.645	A	JCT. RTE. 8	195000	12090	6.2	6815	1121	420	3735	56.37	9.27	3.47	30.89	1692	04E
805	11	SD	20.6	B	SAN DIEGO, JCT. RTE. 163	169000	10985	6.5	6192	1018	381	3393	56.37	9.27	3.47	30.89	1537	04E
805	11	SD	20.6	A	SAN DIEGO, JCT. RTE. 163	189000	12285	6.5	6925	1139	426	3795	56.37	9.27	3.47	30.89	1719	04E
805	11	SD	23.651	B	JCT. RTE. 52	180000	12312	6.84	6940	1141	427	3803	56.37	9.27	3.47	30.89	1723	04V
805	11	SD	23.651	A	JCT. RTE. 52	199000	11025	5.54	6058	1019	355	3594	54.95	9.24	3.22	32.6	1598	07E
805	11	SD	28.502	B	JCT. RTE. 5	151000	11506	7.62	6323	1063	370	3751	54.95	9.24	3.22	32.6	1668	07V

2011 TRAFFIC VOLUMES

ON THE CALIFORNIA STATE HIGHWAY SYSTEM

STATE OF CALIFORNIA

BUSINESS, TRANSPORTATION AND HOUSING AGENCY

DEPARTMENT OF TRANSPORTATION

DIVISION OF TRAFFIC OPERATIONS

Sacramento, CA 95814

916-654-4578

Prepared in Cooperation with the

U.S. DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

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PREFACE

Traffic Trend

A comparison of the 2011 over 2010 annual traffic volume data shows that state highway travel decreased in 2011. This year's decrease in vehicle miles of travel on California highways compares with prior years as follows:

*2011 over 2010……..- 1.1%
2010 over 2009……..- 0.2%
2009 over 2008……..- 0.6%
2008 over 2007……..+3.5%
2007 over 2006……..+1.0%

Traffic Profile

This booklet lists 2011 traffic volumes for all count locations on the California state highway system. Peak hours, peak month ADTs and annual ADTs are shown at each count location. Significant volume changes (breakpoints) in the traffic profile along each route are counted and identified by name and milepost value. In addition to the profile breakpoints, the booklet lists county lines and landmarks to aid in orientation.

The numbers shown in this booklet apply to the highway immediately back and ahead of the locations. Therefore, between any two successive breakpoints along the route it may be assumed that traffic volumes will vary from one breakpoint to the next at a reasonably uniform rate of increase or decrease. Where only a single set of figures appears between two breakpoints, a constant volume of traffic may be assumed for the intervening section of highway.

All traffic volume figures listed in this booklet include traffic in both directions unless otherwise indicated.

Route Number

All California state highways are listed in this booklet in order of Legislative Route number.

Milepost

Each profile breakpoint is identified by the milepost value corresponding to that point on the highway. The milepost values increase from the beginning of a route within a county to the next county line. The milepost values start over again at each county line. Milepost values usually increase from South to North or West to East depending upon the general direction the route follows within the state.

The milepost at a given location will remain the same year after year. When a section of road is relocated, new mileposts (usually noted by an alphabetical prefix such as "R" or "M") are established for it.

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* Based on the Traffic Data Branch's Estimated Monthly Vehicle Miles of Travel Report.

Annual Average Daily Traffic (Annual ADT)

Annual average daily traffic is the total traffic volume for the year divided by 365* days. The traffic count year is from October 1st through September 30th. Very few locations in California are actually counted continuously. Traffic counting is generally performed by electronic counting instruments moved from location to location throughout the State in a program of continuous traffic count sampling. The resulting counts are adjusted to an estimate of annual average daily traffic by compensating for seasonal influence, weekly variation and other variables which may be present. Annual ADT is necessary for presenting a statewide picture of traffic flow, evaluating traffic trends, computing accident rates, planning and designing highways and other purposes.

Peak Month ADT

The peak month ADT is the average daily traffic for the month of heaviest traffic flow. This data is obtained because on many routes, high traffic volumes which occur during a certain season of the year are more representative of traffic conditions than the annual ADT.

Peak Hour

This publication includes an estimate of the "peak hour" traffic at all points on the state highway system. This value is useful to traffic engineers in estimating the amount of congestion experienced, and shows how near to capacity the highway is operating. Unless otherwise indicated, peak hour values indicate the volume in both directions.

A few hours each year are higher than the "peak hour," but not many. In urban and suburban areas, the peak hour normally occurs every weekday, during what is considered "rush hour" traffic. On roads with large seasonal fluctuations in traffic, the peak hour is the hour near the maximum for the year but excluding a few (30 to 50 hours) that are exceedingly high and are not typical of the frequency of the high hours occurring during the season.

Peak Hour Traffic Directional Split

The Peak Hour Traffic Directional Split listing is given after the last route. The listing is by district, route, control station, milepost, leg, one-way peak hour volume (1-way PHV) and shows the 2-way peak hour percent of AADT (K Factor), the percent traffic in the peak direction (D Factor), the 1-way peak hour percent of AADT (KD Factor), the ending hour, day, and month for the AM and the PM peak hours. The data given is for the latest year available at each of the control stations counted in the last three years. A glossary is also included.

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* The routes listed on page iv were closed during the year for one month or more. The locations are listed in three groups: A. Regular Winter Closure, B. Closure Due to Flooding, Mudslide or Washout, and C. Closure Due to Construction. The ADT shown reflects travel while the route is open.

Closures List

A. Regular Winter Closure

Route	Location/Miles Closed
2	.1 mile East of Kratka Ridge Skilift to Vincent Gap, 11.7 miles.
4	Ebbetts Pass, Mt. Reba Road to Jct. Route 89, 29 miles.
89	Monitor Pass, Jct. Route 395 to Jct. Route 4, 17.5 miles.
108	Sonora Pass, 6 miles East of Strawberry to 7 miles West of Jct. Route 395, 35 miles.
120	Tioga Pass, Crane Flat to 5 miles West of Jct. Route 395, 55 miles.
120	Mono-Milss Road, 2 miles East of Jct. Route 395 to 6 miles West of Jct. Route 6, 37.6 miles.
158	June Lake Loop, Powerhouse to North Jct. Route 395, 8.6 miles.
168	Bishop Creek Road, Aspendell to Lake Sabrina, 1.25 miles.
172	Mill Creek, Mill Creek P.O. to East Jct. Route 36, 3.2 miles.
173	Deer Park Road to Hesperia Road, 1.6 miles.
180	Kings Canyon National Park, Hume Lake Road to Deer Cove Creek, 19.8 miles.
203	Mammoth Lakes Road, Beginning at Mno/Mad. County line to 1 mile East, 1 mile.

TRAFFIC CENSUS DEFINITIONS

Definition of Legs:

Highway segments are defined according to postmile designation, which is a location on the state highway system. Counts are taken ahead or in back of a given location on the state highway system. There are also legs assigned to onramps and offramps, and other count locations. The legs are listed below.

A = ahead leg
B = back leg
S = cross street
N = onramp
F = offramp
O = equal traffic volume for back and ahead legs
X = interchange (with counts collected in the middle of the interchange).

Definitions of AADTs

Back annual average daily traffic (AADT) usually represents traffic South or West of the count location and is the total volume for the year divided by 365 days. Ahead annual average daily traffic (AADT) usually represents traffic North or East of the count location and is the total volume for the year divided by 365 days.

AADT's capture both directions of travel in the count, so adding them together will result in erroneous data.

Some locations in California are counted continuously. Traffic counting is generally performed by Automatic Traffic Recorders (ATR's) that are placed in various locations throughout the state in a program of continuous traffic sampling. The resulting counts are adjusted to an estimate of annual average daily traffic by compensating for seasonal influence, weekly variation, and other variables which may be present.

Peak Hour usually represents an estimate of the heaviest traffic flow which usually occurs between 7 to 8 AM and 5 to 6 PM. Peak Hour values indicate the volume in both directions. In urban and suburban areas, the peak hour normally occurs every weekday (rush hour traffic).

On roads with large seasonal fluctuations in traffic, the Peak Hour is the hour near the maximum for the year but excluding a few (30 to 50 hours) that are exceedingly high and are not typical of the frequency of the high hours occurring during the season.

Peak Month ADT is the average daily traffic for the month of heaviest traffic flow, usually July or August. This data is obtained because on many routes, high traffic volumes which occur during a certain season of the year are more representative of traffic conditions than the annual ADT.

Postmile Prefiix

New postmile values are assigned whenever a length of highway is changed due to construction or realignment. To differentiate the new values from the old, an alpha code is added prefixing the postmile for new values.

Postmile Prefix Codes

C- Commercial Lanes
D- Duplicate postmile at meandering county line
G- Reposting of duplicate postmile oat end of route
H- Overlap of D mileage
L- Overlap postmile
M- Realignment of R mileage
N- Realignment of M mileage
R- First realignment
S- Spur
T- Temporary connection

Types of Counts

The Census program measures traffic volumes, vehicle classification, and weigh-in-motion. Volumes and classification are measured on a continuous, short-term, and quarterly basis. Continuous counts and quarterly counts are referred to collectively as *control counts.*

Counts collected at selected continuous counts sites are to be submitted to Caltrans Headquarters on a monthly basis, and a subset of these are then submitted to FHWA, also on a monthly basis. The counts submitted to Headquarters are known as *trend counts,* and those that are then submitted to FHWA are known as *FHWA counts.*

Counting equipment is designed to count:
• Axles;
• Vehicles;
• Vehicles by class (classification counts); and
• Vehicle weights, using weigh-in-motion (WIM) technology.
Table 2.1 summarizes the names, duration, and frequency of Caltrans Census Counts.

Types, Duration, and Frequency of Census Program Counts

1. FHWA: Continuous Monthly

2. Trend: Continuous Monthly

3. Control: Seven-day period on a quarterly rotation (every third month, for example, October-January-April-July) every three years (a three year rotating schedule)

4. Profile: Sample, typically for a seven-day period every three years

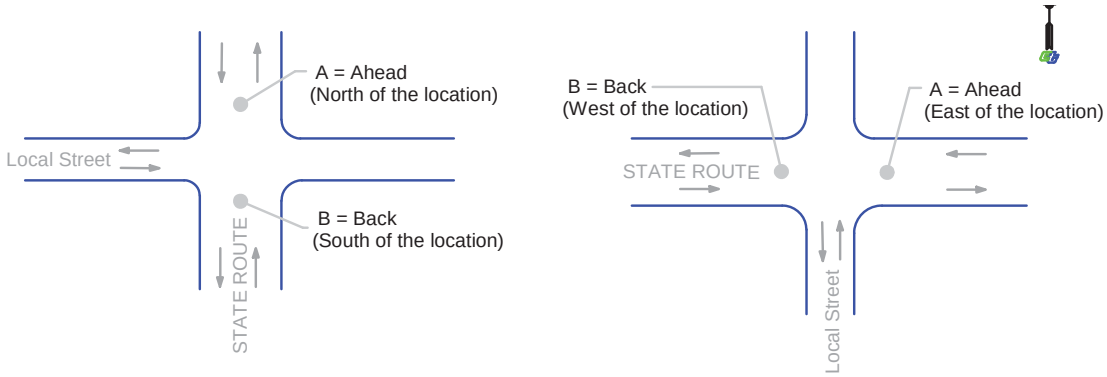
5. Ramp: Seven-day period every three years

6. Classification: Seven-day period or continuous

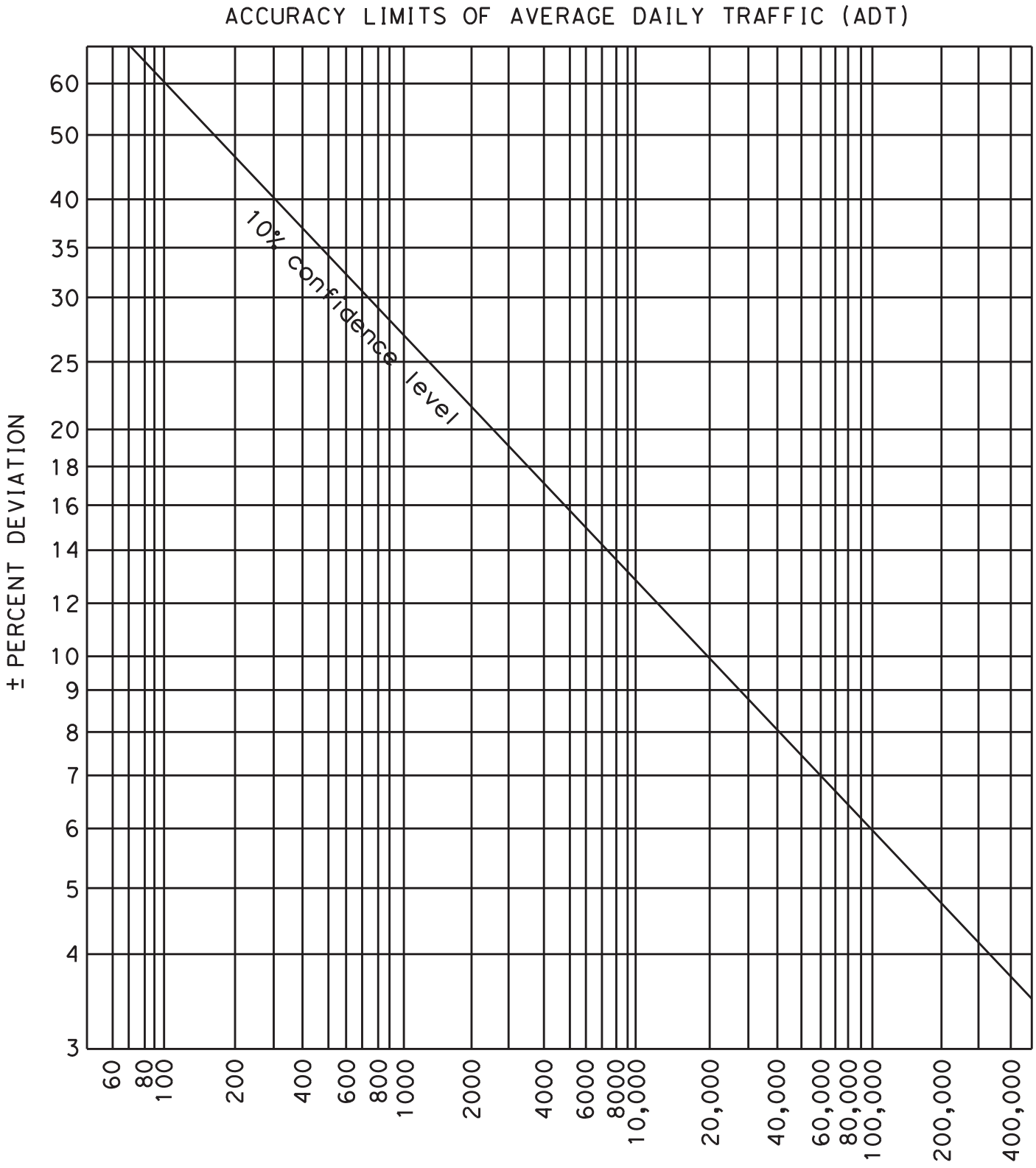
7. Quarterly/Rotation: (for example, October-January-April-July) every six years

8. Cross-Street: Minimum 48 hours every 10 years

Explanatory Diagram of Traffic Counts



Generally, in California West to East routes are even numbered, while South to North routes are odd numbered. In addition, the postmile values increase from South to North or West to East depending upon the general direction the highway follows within the state, except the following 5 backward routes, route 71 (North to South), route 224 (East to West), route 282 (East to West), route 580 (East to West), and route 780 (East to West).


ACCURACY LIMITS OF AVERAGE DAILY TRAFFIC (ADT)
± PERCENT DEVIATION
60
50
40
35
30
25
20
18
16
14
12
10
9
8
7
6
5
4
3
10% confidence level
60
80
100
200
400
600
800
1000
2000
4000
6000
8000
10,000
20,000
40,000
60,000
80,000
100,000
200,000
400,000

2011 Traffic Volumes

Dist	Route	CO		Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
11	5	SD		5.404	SAN DIEGO, MAIN ST	12500	149000	145000	12500	149000	147000
11	5	SD		6.056	CHULA VISTA, PALOMAR ST	12500	149000	147000	12200	145000	143000
11	5	SD		6.807	CHULA VISTA, L ST	12200	145000	143000	13100	156000	155000
11	5	SD		7.3	CHULA VISTA, J ST	13100	156000	155000	13100	158000	159000
11	5	SD		7.812	CHULA VISTA, H ST	13100	158000	159000	13900	165000	162000
11	5	SD		8.562	E ST	13900	165000	162000	9800	120000	115000
11	5	SD		9.396	JCT. RTE. 54	9800	120000	115000	13800	169000	164000
11	5	SD	R	10.042	NATIONAL CITY, 24TH ST	13800	169000	164000	13400	164000	160000
11	5	SD	R	10.749	NATIONAL CITY, 9TH ST	13400	164000	160000	14200	178000	172000
11	5	SD	R	11.129	8TH ST	14200	178000	172000	16100	194000	184000
11	5	SD	R	11.66	SAN DIEGO, DIVISION/MAIN ST	16100	194000	184000	15400	192000	191000
11	5	SD	R	12.647	JCT. RTE. 15 N	15400	192000	191000	13300	161000	155000
11	5	SD	R	13.386	SAN DIEGO, 28TH ST	13300	161000	155000	12300	165000	159000
11	5	SD	R	14.077	SAN DIEGO, JCT. RTE. 75 S	12300	165000	159000	12500	168000	161000
11	5	SD	R	14.74	J ST	12500	168000	161000	13700	172000	162000
11	5	SD	R	15.036	SAN DIEGO, JCT. RTE. 94	13700	172000	162000	16100	223000	208000
11	5	SD	R	16.069	SAN DIEGO, JCT. RTE. 163	16100	223000	208000	15500	215000	201000
11	5	SD	R	16.589	SAN DIEGO, FIRST AVE	15500	215000	201000	12100	170000	158000
11	5	SD	R	16.912	SAN DIEGO, HAWTHORN	12100	170000	158000	14800	205000	189000
11	5	SD	R	17.25	SAN DIEGO, INDIA/SASSAFRAS	14800	205000	189000	14400	200000	183000
11	5	SD	R	17.53	PACIFIC HIGHWAY VIADUCT	14400	200000	183000	12300	160000	147000
11	5	SD	R	17.77	SAN DIEGO, SASSAFRAS	12300	160000	147000	11600	153000	143000
11	5	SD	R	18.283	SAN DIEGO, WASHINGTON	11600	153000	143000	15200	202000	189000
11	5	SD	R	19.033	SAN DIEGO, OLD TOWN	15200	202000	189000	16100	213000	196000
11	5	SD	R	20.056	JCT. RTE. 8/CAMINO DEL RIO	16100	213000	196000	16600	208000	197000
11	5	SD	R	20.818	SAN DIEGO, MISSION BAY/SEA WORLD	16600	208000	197000	18500	229000	219000
11	5	SD	R	22.262	CLAIREMONT DRIVE	18500	229000	219000	16700	207000	202000
11	5	SD	R	22.872	SAN DIEGO, DE ANZA RD	16700	207000	202000	13400	165000	161000
11	5	SD	R	23.476	SAN DIEGO, BALBOA AVE	13400	165000	161000	12300	151000	145000
11	5	SD	R	23.93	SAN DIEGO, MISSION BAY	12300	151000	145000	17300	210000	193000

Dist	Route	CO		Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
11	15 S	SD		18.894	END ROUTE 15S, JCT. RTE. 15	2850	17800	16500			
11	15	SD		0.405	MAIN ST UC				830	10600	10300
11	15	SD		0.553	JCT. RTE. 5	830	10600	10300	4000	49000	48000
11	15	SD	R	0.588	SAN DIEGO, OCEANVIEW	9500	98000	96000	8100	99000	107000
11	15	SD		1.846	SAN DIEGO, MARKET ST	8100	99000	107000	11600	118000	115000
11	15	SD		2.226	JCT. RTE. 94	11600	118000	115000	10100	112000	109000
11	15	SD	R	3.367	JCT. RTE. 805	10100	112000	109000	13200	161000	159000
11	15	SD	M	4.663	SAN DIEGO, UNIVERSITY AVE	13200	161000	159000	12700	158000	157000
11	15	SD	M	5.042	SAN DIEGO, EL CAJON BLVD	12700	158000	157000	12600	156000	155000
11	15	SD	M	5.6	SAN DIEGO, ADAMS AVE	12600	156000	155000	14000	165000	162000
11	15	SD	R	6.132	JCT. RTE. 8	14000	165000	162000	16800	202000	198000
11	15	SD	R	6.817	SAN DIEGO, FRIARS RD	16800	202000	198000	16500	215000	205000
11	15	SD	R	8.366	SAN DIEGO, AERO DRIVE	16500	215000	205000	14000	181000	180000
11	15	SD	R	9.238	SAN DIEGO, BALBOA AVE	14000	181000	180000	13000	169000	167000
11	15	SD	R	9.995	CLAIREMONT MESA BLVD	13000	169000	167000	12700	153000	148000
11	15	SD	R	10.58	JCT. RTE. 52	12700	153000	148000	13500	176000	174000
11	15	SD	M	12.002	ROUTE 15S HOV LANES	13500	176000	174000	13000	170000	169000
11	15	SD	M	12.124	JCT. RTE. 163	13000	170000	169000	24100	310000	293000
11	15	SD	M	13.334	SAN DIEGO, MIRAMAR WAY	24100	310000	293000	23800	298000	290000
11	15	SD	M	14.285	SAN DIEGO, MIRAMAR/POMERADO	23800	298000	290000	22300	279000	273000
11	15	SD	M	15	CARROLL CANYON RD	22300	279000	273000	21000	261000	257000
11	15	SD	M	15.924	MIRA MESA BLVD	21000	261000	257000	19500	257000	248000
11	15	SD	M	17.311	SAN DIEGO, MERCY RD	19500	257000	248000	18700	246000	235000
11	15	SD	M	18.176	SAN DIEGO, POWAY RD	18700	246000	235000	16800	221000	207000
11	15	SD	M	19.468	JCT. RTE. 56	16800	221000	207000	17900	231000	225000
11	15	SD	M	20.574	CARMEL MOUNTAIN RD	17900	231000	225000	15800	223000	214000
11	15	SD	M	21.915	SAN DIEGO, CAMINO DEL NORTE	15800	223000	214000	15700	223000	209000
11	15	SD	M	22.935	SAN DIEGO, BERNARDO CENTER	15700	223000	209000	15300	215000	201000
11	15	SD	M	23.687	SAN DIEGO, RANCHO BERNARDO	15300	215000	201000	16200	204000	198000
11	15	SD	M	26.026	POMERADO RD	16200	204000	198000	16500	213000	204000

Dist	Route	CO		Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
4	92	ALA	R	5.757	HAYWARD, HESPERIAN	8600	98000	94000	9600	110000	105000
4	92	ALA		6.392	HAYWARD, JCT. RTE. 880	9600	110000	105000	5000	61000	57000
4	92	ALA		6.78	HAYWARD, SANTA CLARA	5000	61000	57000	4750	57000	54000
4	92	ALA		7.79	HAYWARD, WINTON AVE	3700	45000	42000	3700	45000	42000
4	92	ALA		8.219	HAYWARD, JCT. RTES. 185/238	3600	43500	41000			
11	94	SD		1.416	JCT. RTE. 5 EB G ST				10200	115000	110000
11	94	SD		1.848	25TH ST	10200	115000	110000	11400	126000	124000
11	94	SD		2.214	28TH ST	11400	126000	124000	12200	135000	132000
11	94	SD		2.675	SAN DIEGO, 32ND	12200	135000	132000	13500	148000	146000
11	94	SD		3.172	SAN DIEGO, JCT. RTE. 15	13500	148000	146000	13400	146000	140000
11	94	SD		3.63	SAN DIEGO, HOME	13400	146000	140000	12200	133000	128000
11	94	SD		4.086	SAN DIEGO, JCT. RTE. 805	12200	133000	128000	16500	183000	172000
11	94	SD		4.632	SAN DIEGO, 47TH ST	16500	183000	172000	16400	183000	171000
11	94	SD		5.14	SAN DIEGO, EUCLID	16400	183000	171000	13600	158000	156000
11	94	SD		5.789	56TH /KELTON RD	13600	158000	156000	13800	167000	161000
11	94	SD		6.161	SAN DIEGO, FEDERAL	13800	167000	161000	12500	147000	145000
11	94	SD		7.292	COLLEGE GROVE WAY	12500	147000	145000	12400	146000	145000
11	94	SD		7.758	COLLEGE AVE	12400	146000	145000	10700	129000	126000
11	94	SD		8.274	MASSACHUSETTS AVE	10700	129000	126000	11700	138000	135000
11	94	SD		8.765	WAITE DRIVE	11700	138000	135000	11300	133000	132000
11	94	SD		8.983	LEMON GROVE AVE	11300	133000	132000	11300	133000	131000
11	94	SD		10.006	JCT. RTE. 125	11300	133000	131000	11300	133000	131000
11	94	SD	R	10.243 R	BEG RT ALIGN	11300	133000	131000	3650	43000	42500
11	94	SD	R	10.829 R	SPRING ST	3650	43000	42500	3650	43000	42500
11	94	SD	R	10.33 L	BEG LT ALIGN	3650	43000	42500	3650	43000	42500
11	94	SD	R	10.88 L	END INDEP ALIGN	3650	43000	42500	3650	43000	42500
11	94	SD	R	11.081	SPRING VALLEY, BANCROFT	7300	86000	85000	6800	80000	77000
11	94	SD	R	11.8	CASA DE ORO, KENWOOD	6800	80000	77000	5500	67000	66000
11	94	SD	R	12.75	SWEETWATER SPRINGS	5500	67000	66000	4950	58000	56000
11	94	SD	R	13.333	AVOCADO BLVD	4950	58000	56000	3650	43000	42500

Dist	Route	CO	Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
4	780	SOL	2.955	BENICIA, WEST 7TH ST	5000	58000	55000	4600	53000	50000
4	780	SOL	3.995	WEST BENICIA	4600	53000	50000	5100	58000	56000
4	780	SOL	4.77	COLUMBUS PARKWAY	5100	58000	56000	3950	51000	49000
4	780	SOL	5.998	GLEN COVE RD	3950	51000	49000	4700	60000	58000
4	780	SOL	6.656	BENECIA, HOME ACRES	4700	60000	58000	4700	60000	58000
4	780	SOL	7.186	VALLEJO, JCT. RTE. 80	4850	62000	60000	2150	27500	26500
4	780	SOL	7.441	LEMON ST	2150	27500	26500			
11	805	SD	0.486	SAN DIEGO, JCT. RTE. 5				3550	48500	43000
11	805	SD	0.652	SAN DIEGO, SAN YSIDRO	3550	48500	43000	4650	60000	57000
11	805	SD	1.805	SAN DIEGO, JCT. RTE. 905	4650	60000	57000	8000	105000	104000
11	805	SD	2.897	SAN DIEGO, PALM AVE	8000	105000	104000	10400	140000	141000
11	805	SD	3.654	CHULA VISTA, AUTO PKWY/MAIN	10400	140000	141000	10400	147000	144000
11	805	SD	4.415	CHULA VISTA, ORANGE AVE	10400	147000	144000	11900	153000	148000
11	805	SD	6.059	TELEGRAPH CANYON RD	11900	153000	148000	13200	187000	190000
11	805	SD	7.163	CHULA VISTA, H ST	13200	187000	190000	14200	202000	208000
11	805	SD	7.756	CHULA VISTA, BONITA RD	14200	202000	208000	16900	228000	224000
11	805	SD	8.854	JCT. RTE. 54, SWEETWATER	16900	228000	224000	15500	201000	200000
11	805	SD	10.281	NATIONAL CITY, PLAZA	15500	201000	200000	15100	200000	196000
11	805	SD	11.096	SAN DIEGO, 47TH ST	15100	200000	196000	15200	207000	210000
11	805	SD	12.344	SAN DIEGO, IMPERIAL	15200	207000	210000	16600	225000	227000
11	805	SD	12.953	SAN DIEGO, MARKET ST	16600	225000	227000	16700	220000	216000
11	805	SD	13.507	SAN DIEGO, JCT. RTE. 94	16700	220000	216000	17000	223000	217000
11	805	SD	13.95	SAN DIEGO, HOME AVE	17000	223000	217000	17100	220000	218000
11	805	SD	14.641	SAN DIEGO, JCT. RTE. 15	17100	220000	218000	13000	173000	168000
11	805	SD	15.95	SAN DIEGO, UNIVERSITY	13000	173000	168000	14700	174000	171000
11	805	SD	16.431	EL CAJON BLVD	14700	174000	171000	14400	176000	175000
11	805	SD	16.989	SAN DIEGO, ADAMS AVE	14400	176000	175000	16000	195000	193000
11	805	SD	17.645	JCT. RTE. 8	16000	195000	193000	16600	196000	195000
11	805	SD	18.888	MURRAY RIDGE	16600	196000	195000	16000	194000	191000
11	805	SD	20.23	SAN DIEGO, KEARNY VILLA	16000	194000	191000	14100	173000	169000

PEAK HOUR VOLUME DATA

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

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

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

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

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

CALIFORNIA DEPARTMENT OF TRANSPORT

REPORT : OTM32420

REPORT TITLE : PRINT TRAFFIC BOOK

PARAMETERS

YEAR : 2011

									AM PEAK								PM PEAK						
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
02	003	SIS	R	47.26	107	B	11	N	826	11.31	53.99	6.1	12	WED	OCT	N	799	11.6	50.89	5.91	13	FRI	APR
02	003	SIS	L	49.21	189	B	11	S	476	9.73	52.31	5.09	12	TUE	FEB	N	543	9.73	59.67	5.81	16	TUE	MAY
02	003	SIS	R	47.38	108	A	11	S	257	9.63	78.59	7.57	7	TUE	FEB	N	216	9.19	69.23	6.36	17	THU	FEB
04	004	CC	R	8.549	523	B	09	E	2398	8.88	58.04	5.16	7	WED	MAY	E	2646	10.46	54.37	5.69	17	THU	MAY
04	004	CC	R	16.83	121	A	09	W	8330	7.05	80.74	5.69	6	WED	NOV	E	7450	7.79	65.37	5.09	17	THU	AUG
04	004	CC	R	20.10	416	A	09	W	6862	6.92	77.9	5.39	6	WED	NOV	E	5221	6.91	59.3	4.1	15	WED	AUG
04	004	CC	R	27.79	122	A	09	W	3257	6.47	53.68	3.47	10	SAT	MAY	E	3997	7.19	59.29	4.26	17	MON	MAY
04	004	CC	R	28.94	542	A	09	W	2832	6.85	52.47	3.6	11	SUN	MAY	E	3408	7.62	56.82	4.33	16	FRI	FEB
10	004	SJ	T	14.05	54	A	10	W	517	7.01	70.05	4.91	6	TUE	OCT	E	706	10.07	66.6	6.7	16	THU	OCT
10	004	SJ	R	16.06	58	B	10	W	756	8.48	57.93	4.91	7	FRI	APR	E	1085	9.96	70.78	7.05	16	TUE	NOV
10	004	SJ	R	16.06	59	A	10	E	3371	8.5	50.96	4.33	7	THU	SEP	E	3482	7.62	58.73	4.47	16	FRI	NOV
10	004	SJ		33.08	48	A	09	E	622	15.09	81.95	12.36	6	FRI	OCT	E	530	10.83	97.25	10.53	0	SUN	NOV
10	004	SJ		33.08	352	B	09	W	572	14.63	80.11	11.72	12	MON	MAY	W	1016	21.32	97.69	20.82	22	MON	JUN
10	004	CAL	R	60.05	303	A	09	E	250	30.12	68.49	20.63	12	SAT	JUL	W	356	31.27	93.93	29.37	16	SAT	FEB
11	005	SD	R	.878	501	A	11	S	1400	6.16	58.73	3.62	12	SAT	MAY	S	2345	8.41	72.07	6.06	17	FRI	AUG
11	005	SD		4.632	901	A	11	N	6271	6.59	65.6	4.32	7	WED	JAN	S	7633	8.44	62.32	5.26	17	FRI	MAY
11	005	SD		8.562	902	B	11	N	7318	6.15	73.23	4.5	6	WED	FEB	S	8492	8.59	60.87	5.23	16	THU	OCT
11	005	SD	R	11.13	952	A	11	N	9473	7.68	67	5.14	7	WED	FEB	S	9998	8.56	63.43	5.43	16	WED	APR
11	005	SD	R	12.65	903	A	11	N	9131	8.38	70.42	5.9	7	WED	JAN	S	8778	8.67	65.42	5.67	15	THU	FEB
11	005	SD	R	14.74	956	A	11	N	8274	8.14	62.61	5.09	7	WED	JUL	S	7660	8.17	57.71	4.72	16	WED	MAY
11	005	SD	R	17.53	896	A	11	N	6679	8.38	54.31	4.55	7	TUE	MAR	N	6500	8.33	53.17	4.43	17	THU	JUN
11	005	SD	R	20.06	800	B	11	S	7725	7.56	52.06	3.93	7	MON	MAR	N	8324	7.88	53.8	4.24	15	WED	APR
11	005	SD	R	20.06	931	A	11	N	8555	7.56	57.46	4.34	7	THU	JUL	S	8554	8.44	51.47	4.34	16	WED	JUN
11	005	SD	R	25.95	802	B	11	N	9758	8.08	62.46	5.04	7	THU	AUG	S	10459	8.98	60.2	5.41	16	THU	AUG
11	005	SD	R	30.68	502	A	11	S	8347	7.55	53.94	4.07	7	TUE	MAR	N	8158	7.29	54.62	3.98	13	FRI	FEB
11	005	SD	R	30.68	803	B	11	S	6310	8.12	54.07	4.39	8	MON	JUN	N	6706	8.3	56.22	4.66	16	THU	AUG
11	005	SD	R	36.27	898	A	11	S	9334	6.91	58.15	4.02	7	WED	JAN	N	10807	7.79	59.7	4.65	17	MON	MAR
11	005	SD	R	41.51	978	B	11	S	7428	6.67	54.65	3.64	7	FRI	DEC	N	8045	7.45	52.98	3.95	15	THU	DEC
11	005	SD	R	42.71	661	B	11	S	7463	5.79	62	3.59	6	MON	MAR	N	8148	7.3	53.69	3.92	16	WED	APR
11	005	SD	R	49.28	904	B	11	S	7600	7.15	53.07	3.8	10	SAT	AUG	N	8085	7	57.71	4.04	17	WED	AUG
11	005	SD	R	51.20	905	A	11	S	7170	7.15	52.07	3.72	11	SAT	MAY	S	7384	7.42	51.69	3.83	15	FRI	MAR
11	005	SD	R	53.93	906	B	11	S	6912	7.89	50.7	4	12	SUN	JUL	S	7153	7.07	58.55	4.14	16	THU	JUL
11	005	SD	R	54.39	954	A	11	N	5838	7.85	56.09	4.4	10	SUN	MAY	S	5760	7.6	57.18	4.35	15	FRI	MAR

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

									AM PEAK								PM PEAK						
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
03	089	SIE		23.08	665	A	09	S	68	18.81	69.39	13.05	10	SUN	AUG	S	62	16.32	72.94	11.9	15	SUN	MAY
02	089	PLU		8.71	126	B	10	S	192	16.77	56.64	9.5	12	SUN	AUG	N	174	14.19	60.63	8.61	13	MON	SEP
02	089	PLU		8.72	127	A	10	S	137	9.31	71.73	6.68	7	WED	MAY	S	154	10.77	69.68	7.5	14	MON	SEP
02	089	PLU		20.47	259	B	10	N	182	12.25	51.27	6.28	12	FRI	AUG	S	181	11.38	54.85	6.24	14	FRI	AUG
02	089	PLU	R	42.19	129	B	10	S	199	21.43	54.82	11.75	12	SAT	AUG	S	178	18.42	57.05	10.51	16	FRI	AUG
02	089	TEH	R	.01	130	A	10	N	77	38.06	70	26.64	11	SUN	AUG	S	76	32.87	80	26.3	18	SAT	AUG
02	089	SHA		0	131	A	10	N	152	16.86	61.29	10.33	12	SAT	SEP	S	137	17.4	53.52	9.31	14	MON	SEP
02	089	SHA		21.72	132	A	11	N	155	15.03	53.45	8.03	12	THU	AUG	S	150	13.26	58.59	7.77	15	THU	AUG
02	089	SHA		30	242	O	11	N	145	16.16	58	9.37	12	MON	AUG	N	154	16.61	59.92	9.95	13	THU	AUG
02	089	SIS		24.75	293	A	11	N	190	13.35	57.4	7.66	12	SUN	AUG	N	215	14.56	59.56	8.67	13	SUN	AUG
02	089	SIS	R	34.36	227	B	11	N	206	12.13	54.79	6.65	12	SUN	AUG	N	237	12.1	63.2	7.65	14	SUN	AUG
07	090	LA		2.08	198	B	11	E	3550	8.08	54.4	4.39	8	THU	MAY	W	3286	7.6	53.48	4.07	18	WED	SEP
07	091	LA	R	7.426	904	A	11	W	8134	7.93	55.87	4.43	7	FRI	JAN	E	7547	7.3	56.3	4.11	15	WED	JAN
07	091	LA	R	16.3	127	B	09	E	8483	6.67	54.62	3.64	7	THU	DEC	E	8511	6.93	52.73	3.65	15	THU	JAN
07	091	LA	R	17.57	407	O	11	E	9310	6.82	50.78	3.47	7	THU	MAR	E	9707	6.93	52.16	3.61	16	FRI	APR
12	091	ORA	R	1.317	226	O	11	W	8824	6.68	52.45	3.5	6	WED	APR	E	9241	6.78	54.05	3.67	17	SAT	JUN
12	091	ORA	R	3.02	723	A	09	E	9657	7.03	51.74	3.63	7	FRI	MAR	E	9830	7.25	51.03	3.7	17	THU	OCT
12	091	ORA		6.8	412	A	10	W	7911	6.43	55.21	3.55	7	THU	JAN	E	7843	6.69	52.68	3.52	16	MON	FEB
12	091	ORA	R	10.09	913	A	10	W	12857	5.69	66.24	3.77	6	MON	SEP	W	14039	6.62	62.19	4.12	17	SAT	SEP
12	091	ORA	R	15.93	928	B	09	W	10438	6.89	65.17	4.49	6	TUE	MAR	W	8609	6.78	54.55	3.7	17	SAT	DEC
04	092	SM		0	195	A	09	E	1122	8.3	75.05	6.23	7	MON	APR	E	959	8.31	64.1	5.32	17	SAT	JAN
04	092	SM		5.191	56	B	09	E	1304	7.83	71.57	5.6	7	WED	JAN	W	1416	9.85	61.78	6.08	13	SUN	JAN
04	092	SM		5.191	57	A	09	E	1379	7.52	74.06	5.57	7	TUE	APR	E	1331	8.39	64.08	5.37	17	SUN	APR
04	092	SM	T	6.52	196	A	09	E	1180	7.64	69.49	5.31	8	WED	OCT	E	1260	8.77	64.65	5.67	16	SUN	JAN
04	092	SM	R	11.21	198	B	09	E	4276	9.38	52.62	4.93	8	TUE	JAN	E	4258	9.31	52.81	4.91	17	WED	APR
04	092	SM	R	13.83	910	A	10	W	5185	8.88	67.66	6.01	7	TUE	MAY	E	4687	8.81	61.68	5.43	17	THU	MAR
04	092	ALA		8.219	32	B	09	W	2126	8.78	60.59	5.32	8	THU	SEP	E	2196	8.43	65.16	5.5	15	THU	SEP
11	094	SD		1.416	936	A	11	W	6508	7.6	77.95	5.92	7	TUE	DEC	E	7142	9.31	69.82	6.5	16	TUE	FEB
11	094	SD		2.214	974	A	11	W	7463	7.6	74.4	5.65	7	THU	MAR	E	8412	9.33	68.29	6.37	16	THU	JAN
11	094	SD		5.789	989	B	11	W	7990	7.33	70.02	5.13	7	FRI	FEB	E	9111	8.64	67.72	5.85	16	THU	MAR
11	094	SD		8.983	990	B	11	W	7260	7.83	70.38	5.51	7	THU	FEB	E	7238	8.56	64.13	5.49	17	TUE	FEB
11	094	SD	R	10.46	992	B	11	W	6820	7.82	66.82	5.23	7	WED	NOV	E	7044	8.6	62.79	5.4	16	WED	FEB
11	094	SD	R	13.33	959	B	11	W	2900	7.87	65.39	5.15	7	TUE	AUG	E	2921	8.62	60.14	5.18	17	THU	MAY

									AM PEAK								PM PEAK						
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
04	580	ALA	R	47.35	28	A	11	E	3722	7.57	55.66	4.21	7	MON	APR	W	3952	8.21	54.53	4.47	17	WED	APR
04	580	CC	R	2.887	244	B	11	E	3889	8.02	54.71	4.39	7	WED	APR	W	3830	8.25	52.41	4.32	17	THU	JUL
12	605	ORA	R	1.1	219	A	09	N	6561	7.61	56.03	4.26	7	THU	MAR	N	7164	7.24	64.3	4.65	17	WED	NOV
07	605	LA	R	5.58	221	A	11	N	10716	7.01	51.96	3.64	7	WED	MAR	S	10746	7.06	51.75	3.65	17	THU	MAY
07	605	LA	R	8.9	485	B	11	S	9949	6.45	52.36	3.38	6	THU	OCT	N	9910	6.17	54.53	3.36	13	MON	NOV
07	605	LA	R	11	222	B	11	S	8054	6.27	52.45	3.29	11	SAT	AUG	N	8415	6.77	50.7	3.43	15	SAT	SEP
07	605	LA	R	17.75	223	A	11	S	8580	6.77	57.6	3.9	7	TUE	JAN	N	7570	6.77	50.81	3.44	14	SAT	APR
07	605	LA		22.92	547	O	11	S	6442	7.12	57.49	4.09	7	MON	JAN	S	5753	6.83	53.54	3.65	17	THU	JUN
04	680	ALA	M	1.961	39	A	09	S	6455	9.01	61.53	5.54	8	MON	MAR	N	5106	7.34	59.75	4.38	18	TUE	DEC
04	680	ALA	R	11.85	42	A	09	S	5936	7.96	63.16	5.03	7	THU	DEC	N	5242	7.64	58.1	4.44	17	WED	MAR
04	680	ALA	R	20.06	157	A	09	S	7504	7.91	57.65	4.56	7	WED	SEP	N	7622	8.6	53.81	4.63	17	WED	JUN
04	680	CC	R	.01	557	A	09	N	6554	8	52.28	4.18	8	WED	JUN	S	6799	8.56	50.65	4.34	17	TUE	MAR
04	680	CC	R	6.764	419	O	09	S	6518	7.95	56.44	4.49	7	MON	JUN	N	6296	8.25	52.51	4.33	15	FRI	MAR
04	680	CC	R	8.751	158	A	09	N	7159	8.15	50.65	4.13	7	THU	SEP	N	7315	8.14	51.78	4.21	15	THU	SEP
04	680	CC	R	12.61	302	B	09	N	7806	8.25	52.7	4.35	7	THU	SEP	S	7598	8.02	52.76	4.23	17	FRI	SEP
04	680	CC		13.08	159	A	09	N	7646	7.93	54.16	4.3	7	WED	DEC	S	7751	7.81	55.78	4.35	17	THU	MAR
04	680	CC	R	18.71	301	B	09	S	9443	7.39	55.76	4.12	7	THU	MAR	N	9999	7.74	56.4	4.36	17	THU	SEP
04	680	CC		22.43	161	A	09	S	4956	7.95	61.26	4.87	7	TUE	FEB	N	4639	8.04	56.66	4.56	17	THU	FEB
04	680	SOL	R	7.324	355	A	09	S	3155	8.11	65.51	5.31	7	THU	NOV	N	3106	8.36	62.55	5.23	17	FRI	JAN
04	680	SOL		12.80	338	B	09	S	3231	8.3	62.52	5.19	7	THU	NOV	N	3999	9.33	68.77	6.42	17	THU	AUG
07	710	LA		7.6	37	A	11	S	5766	7.5	51.6	3.87	7	THU	APR	S	5282	6.89	51.48	3.55	16	WED	NOV
07	710	LA		11.5	421	A	11	S	7506	7.81	53.79	4.2	7	FRI	MAR	N	7502	7.61	55.17	4.2	16	THU	JAN
07	710	LA		23.75	435	B	11	S	8521	7.82	56.88	4.44	7	FRI	NOV	N	7747	7.22	55.99	4.04	17	THU	APR
07	710	LA		25.21	42	A	11	S	5570	8.06	55.67	4.49	7	FRI	FEB	S	4883	7.41	53.09	3.93	15	THU	OCT
07	710	LA	R	27.11	436	A	11	S	2161	8.58	58.79	5.04	7	MON	DEC	N	1897	7.51	58.93	4.43	17	TUE	SEP
04	780	SOL		2.955	339	A	10	W	2947	8.22	66.66	5.48	7	THU	MAR	W	2806	9.15	57.02	5.22	17	WED	JUN
04	780	SOL		3.995	357	A	10	W	3034	8.16	65.67	5.36	7	THU	SEP	E	2729	9.13	52.79	4.82	17	TUE	DEC
04	780	SOL		6.656	341	A	11	E	2822	8.57	56.94	4.88	7	TUE	JAN	W	2821	9.01	54.16	4.88	17	THU	FEB
11	805	SD		.647	922	A	11	S	2463	6.92	62.06	4.3	12	SAT	AUG	S	2848	8.03	61.89	4.97	17	FRI	MAY
11	805	SD		5.542	684	O	11	N	5737	7.04	53.17	3.74	7	WED	JAN	S	6708	7.84	55.81	4.37	15	THU	AUG
11	805	SD		8.854	944	A	11	N	8656	6	72.03	4.32	6	TUE	MAR	S	8977	7.54	59.46	4.48	17	WED	APR
11	805	SD		11.10	925	B	11	N	8824	6.95	64.72	4.5	7	THU	JUL	S	8929	7.49	60.71	4.55	16	MON	SEP
11	805	SD		13.51	926	B	11	N	9862	7.02	64.92	4.56	7	WED	JAN	S	9899	7.8	58.64	4.58	16	TUE	MAR

									AM PEAK							PM PEAK						
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
11	805	SD		14.46	966	B	11	N	10492	6.39	75.4	4.81	6	WED	JUN	S	10323	7.47	63.39	4.74	16	MON	APR
11	805	SD		16.43	927	B	11	N	8309	7.04	68.98	4.86	7	THU	MAR	S	9368	8.48	64.6	5.47	16	THU	JAN
11	805	SD		17.65	928	A	11	N	10986	7.73	73.1	5.65	7	WED	AUG	S	10923	8.33	67.46	5.62	17	TUE	JUL
11	805	SD		23.65	929	B	11	N	7694	7.24	59.17	4.28	7	MON	DEC	S	8462	7.88	59.81	4.71	16	FRI	FEB
11	805	SD		24.44	683	X	11	N	9202	7.81	62.53	4.88	7	WED	SEP	S	8483	7.54	59.7	4.5	15	FRI	APR
11	805	SD		28.50	930	B	11	S	7999	8.08	65.52	5.29	8	THU	OCT	N	6986	7.83	59.03	4.62	17	TUE	OCT
04	880	ALA		2.283	127	A	11	S	7770	7.33	59.51	4.36	8	THU	JUN	N	7769	7.74	56.35	4.36	17	TUE	JUN
04	880	ALA		26.61	129	A	11	N	7133	6.78	50.27	3.41	7	THU	DEC	N	7578	7.13	50.81	3.62	14	FRI	DEC
11	905	SD		3.207	932	A	11	W	2410	9.29	53.77	5	7	THU	FEB	E	2565	9.53	55.81	5.32	17	MON	NOV
11	905	SD		5.164	942	A	11	E	2665	7.52	64.73	4.87	7	WED	NOV	W	2975	9.03	60.17	5.43	16	THU	JAN

Glossary and Acronyms

AADT – Annual Average Daily Traffic are traffic volumes estimates representing the average value of daily traffic over the course of a year.
AADTT – Annual Average Daily Truck Traffic.
AASHTO – American Association of State Highway and Transportation Officials.
AAWDT – Annual Average Weekday Traffic are Traffic volume estimates representing the average value of weekday traffic over the course of a year.
AVC – Automatic vehicle classifying counters.
Average Daily Traffic (ADT) – The average of daily traffic for a specific time period, such as a month (MADT) or a year (AADT).
Axle-Correction Factor – Estimated ratio of the number of axles to the number of vehicles operating at a count site or on a set of roads; used to convert axle counts (such as those collected using road tubes) to estimates of vehicle counts.
Caltrans – California Department of Transportation.
Classification Count – Traffic count by vehicle type, usually distinguished by number and location of axles or by vehicle length.
Control Station – A traffic segment on which quarterly or continuous counts are collected.
Control/Quarterly Count – Traffic count taken over a seven-day period quarterly (e.g., October-January-April-July) every three years. This count is used to establish traffic volume variation according to the time category.
Count Year – October 1 through September 30.
CR – County road.
Cross-Street Count – Counts on local streets that cross a state highway. These counts are required for TASAS.
DOT – Department of Transportation.
DOW – Day of week.
DVMT – Daily Vehicle Miles of Travel.
EPA – Environmental Protection Agency.
ESAL – Equivalent Single Axle Load.
FHWA – Federal Highway Administration.
FHWA Count – A subset of continuous counts that are submitted to the Federal Highway Administration (FHWA).
FHWA Functional Systems – A set of seven roadway functional systems used by FHWA and defined in the HPMS Field Manual. See Section 3.3.3 for a list of these functional systems.
GFG – Growth Factor Group, a group of traffic segments that have similar growth rates and which are factored for growth using the same growth factor.
GIS – Geographic Information System.
Growth Factor – A multiplier used to convert an estimate of AADT for one year to an estimate for a subsequent year, usually the following year.
HERS – Highway Economic Requirements System.
HPMS – Highway Performance Monitoring System (HPMS) – An FHWA database containing data submitted by Caltrans and other states summarizing selected characteristics of all roads in the state, including local roads.
HTV – The Caltrans format for loading total vehicle traffic counts into the TSN.
ITS – Intelligent Transportation System.
Leg – Highway segments defined according to ascending postmiles and a postmile

reference at the center of an intersection or interchange. A = ahead leg, B = back leg, O = equal traffic volume for back and ahead legs, and X = interchange (with count collected in the middle of the interchange).
LIDAR – Light detection and ranging devices.
MADT – Monthly Average Daily Traffic, representing the average daily volume over the course of a given month.
MPO – Metropolitan Planning Organization.
NAAQS – National Ambient Air Quality Standards.
NHS – National Highway System.
PeMS – (Freeway) Performance Monitoring System.
Postmile – Reference values used to establish relative locations along highways in terms of miles and their fractions.
Profile Count – Also called a sample count. A short-term count collected at least one day (but typically seven days) every three years.
Quarterly Count – Traffic count taken over a seven-day period quarterly (e.g., October-January-April-July) every three years. This count is used to establish traffic volume variation according to the time category.
Ramp Count – Traffic count taken at on- and off-ramps, which are used for ramp balancing.
Recording Counter – A counting machine that periodically records on storage media the number of vehicles counted during specific time periods.
Route Profile – The variation in traffic volumes by postmile along a highway.
SHS – State Highway System.
SR – State road.
TASAS – The legacy Traffic Accident Surveillance and Analysis System has been incorporated into the TSN.
TMC – Traffic Management Center.
TMG – Traffic Monitoring Guide.
TMS – Traffic Monitoring System (a system for monitoring or collecting traffic data), or Traffic Management System (a system for managing traffic operations).
TMS Detection – Automatic sensors deployed as part of the Transportation Management System. Although the sensors are used primarily for ramp metering, traveler information, and incident management, data from the sensors also may be used for traffic census.
Traffic Count – Tally of vehicles passing a given point on a roadway in a given period of time.
Traffic Segment – A segment of road for which a single value of AADT is estimated.
Traffic Station – A highway segment on which traffic is counted.
Traffic Volume – Count or estimate of the number of vehicles passing a given point on a road in a given period of time.
Trend Count – Counts that are collected continuously and submitted by districts to Caltrans Headquarters monthly.
TSN – Caltrans developed the Transportation System Network (TSN) as an Oracle database to replace four legacy systems: TASAS, Traffic Volumes, HPMS, and the Pavement Management System.
VC – Vehicle classification.
VCR – The Caltrans format for loading vehicle classification data into the TSN.
VMT – Vehicle Miles of Travel.
WIM – Weigh-in-motion.

Appendix H
Caltrans Ramp Meter Rates

Location (I.D.)	Route	Dir	Period	Cars per green	Sec./ Cycle	(per lane) Veh./hr	Total # lanes	HOV
25th St (54)	94	EB	1500 - 1900	1	7.5 - 9.3	480 - 388	2	No
19th/G St (55)	94	EB	1500 - 1630	2	8.3	871	3	No
			1630 - 1800		8.8	814		
			1800 - 1830		8	900		
32nd St (52)	94	EB	1500 - 1900	1	7.4 - 10	486 - 360	1	No
28th St (53)	94	EB	1500 - 1900	2	7.5 - 9.3	960 - 775	1	No
Kelton Rd (11)	94	WB	0530 - 0930	1	6.3 - 11.3	570 - 318	2	Lt
Broadway/College (14)	94	WB	0530 - 0930	1	6.3 - 11.3	570 - 318	2	No
NB/SB Euclid Ave (10)	94	WB	0530 - 0930	2	7.2 - 13.7	996 - 526	2	No
Federal/Home Ave (6)	94	WB	0530 - 0930	2	7.2 - 11.8	996 - 610	1	No
Imperial Ave (88)	805	NB	0530 - 0930	2	7.2 - 12.1	996 - 593	2	No
47th St (90)	805	NB	0530 - 0930	1	6.3 - 11.6	570 - 310	2	No

The meters normally operate in a traffic responsive mode.
There are 15 separate rates or steps between the slowest and the fastest discharge rate that depend on the mainlane volumes.

Appendix I
SANDAG Series 12 Model Outputs and Documentation

Base Year (2008) Land Use Input

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3554	111	SINGLE FAMILY	du	1.0	13.	9.
3554	112	SINGLE FAMILY	du	550.0	7095.	4952.
3554	121	MULTI-FAMILY	du	3.0	34.	24.
3554	1411	CONGREGATE CARE FACILITY	other	6.0	26.	18.
3554	4112	RIGHT-OF-WAY	acre	32.3	0.	0.
3554	7611	OPEN SPACE PARK	acre	2.3	18.	12.
3554		TOTAL			7186.	5015.
3574	2113	LIGHT INDUSTRY GENERAL	ksf	152.7	2840.	2349.
3574	4112	RIGHT-OF-WAY	acre	9.1	0.	0.
3574		TOTAL			2840.	2349.
3594	4112	RIGHT-OF-WAY	acre	21.2	0.	0.
3594		TOTAL			0.	0.
3602	112	SINGLE FAMILY	du	226.0	2915.	2035.
3602	4112	RIGHT-OF-WAY	acre	28.8	0.	0.
3602	4113	COMMUNICATION OR UTILITY	acre	31.3	100.	78.
3602	6112	RELIGIOUS FACILITY	ksf	14.0	91.	70.
3602	6816	ELEMENTARY SCHOOL	other	357.0	1214.	678.
3602	7611	OPEN SPACE PARK	acre	70.6	543.	358.
3602	7613	ACTIVE PARK	acre	9.4	725.	477.
3602		TOTAL			5589.	3696.
3627	112	SINGLE FAMILY	du	295.0	3805.	2656.
3627	121	MULTI-FAMILY	du	25.0	285.	200.
3627	4112	RIGHT-OF-WAY	acre	23.0	0.	0.
3627		TOTAL			4090.	2856.
3696	112	SINGLE FAMILY	du	170.0	2193.	1531.
3696	121	MULTI-FAMILY	du	23.0	262.	184.
3696	122	MULTI-FAMILY	du	13.0	112.	78.
3696	4112	RIGHT-OF-WAY	acre	8.4	0.	0.
3696	6112	RELIGIOUS FACILITY	ksf	5.7	37.	28.
3696	6816	ELEMENTARY SCHOOL	other	713.0	2424.	1355.
3696	7611	OPEN SPACE PARK	acre	0.7	5.	4.
3696		TOTAL			5033.	3180.
3720	112	SINGLE FAMILY	du	337.0	4347.	3034.
3720	121	MULTI-FAMILY	du	3.0	34.	24.
3720	4112	RIGHT-OF-WAY	acre	13.3	0.	0.
3720	6112	RELIGIOUS FACILITY	ksf	16.6	108.	83.
3720	7611	OPEN SPACE PARK	acre	7.2	56.	37.
3720		TOTAL			4545.	3178.
3744	112	SINGLE FAMILY	du	278.0	3586.	2503.
3744	121	MULTI-FAMILY	du	91.0	1037.	728.
3744	122	MULTI-FAMILY	du	13.0	112.	78.
3744	2114	WAREHOUSING	ksf	1.7	10.	9.
3744	4112	RIGHT-OF-WAY	acre	29.7	0.	0.
3744	6111	CEMETERY	acre	44.7	273.	223.
3744	6112	RELIGIOUS FACILITY	ksf	22.0	143.	110.
3744		TOTAL			5161.	3652.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3745	112	SINGLE FAMILY	du	284.0	3664.	2557.
3745	121	MULTI-FAMILY	du	224.0	2554.	1793.
3745	122	MULTI-FAMILY	du	65.0	559.	392.
3745	4112	RIGHT-OF-WAY	acre	67.8	0.	0.
3745	6112	RELIGIOUS FACILITY	ksf	4.3	28.	21.
3745		TOTAL			6804.	4764.
3764	112	SINGLE FAMILY	du	346.0	4463.	3115.
3764	4112	RIGHT-OF-WAY	acre	18.2	0.	0.
3764	6814	SENIOR HIGH SCHOOL	other	950.0	3800.	1710.
3764	6815	JUNIOR HIGH OR MIDDLE SCHOOL	other	420.0	966.	593.
3764	7613	ACTIVE PARK	acre	4.7	365.	240.
3764		TOTAL			9594.	5658.
3766	112	SINGLE FAMILY	du	13.0	168.	117.
3766	121	MULTI-FAMILY	du	9.0	103.	72.
3766	122	MULTI-FAMILY	du	3.0	26.	18.
3766	2113	LIGHT INDUSTRY GENERAL	ksf	410.3	7631.	6310.
3766	2114	WAREHOUSING	ksf	30.3	185.	155.
3766	4112	RIGHT-OF-WAY	acre	39.4	0.	0.
3766	4113	COMMUNICATION OR UTILITY	acre	15.6	50.	39.
3766	7611	OPEN SPACE PARK	acre	0.7	6.	4.
3766		TOTAL			8168.	6715.
3767	2113	LIGHT INDUSTRY GENERAL	ksf	596.5	11095.	9174.
3767	4112	RIGHT-OF-WAY	acre	8.0	0.	0.
3767	5133	COMMUNITY SHOP CENTER	ksf	127.6	13768.	9743.
3767	6511	CLINIC	ksf	31.9	2148.	1595.
3767	7611	OPEN SPACE PARK	acre	0.1	1.	1.
3767	7613	ACTIVE PARK	acre	5.6	434.	285.
3767		TOTAL			27446.	20798.
3817	112	SINGLE FAMILY	du	270.0	3483.	2431.
3817	121	MULTI-FAMILY	du	45.0	513.	360.
3817	122	MULTI-FAMILY	du	83.0	714.	501.
3817	4112	RIGHT-OF-WAY	acre	29.2	0.	0.
3817	4113	COMMUNICATION OR UTILITY	acre	0.3	1.	1.
3817	6112	RELIGIOUS FACILITY	ksf	15.0	98.	75.
3817	7611	OPEN SPACE PARK	acre	0.1	1.	0.
3817	7613	ACTIVE PARK	acre	5.0	387.	255.
3817		TOTAL			5196.	3623.
3831	112	SINGLE FAMILY	du	9.0	116.	81.
3831	121	MULTI-FAMILY	du	7.0	80.	56.
3831	122	MULTI-FAMILY	du	69.0	593.	417.
3831	2113	LIGHT INDUSTRY GENERAL	ksf	29.2	543.	449.
3831	4112	RIGHT-OF-WAY	acre	17.0	0.	0.
3831	4113	COMMUNICATION OR UTILITY	acre	2.9	9.	7.
3831	5137	ARTERIAL COMMERCIAL	ksf	24.4	1342.	975.
3831	6012	LOW RISE OFFICE A	ksf	51.7	2760.	2125.
3831	6112	RELIGIOUS FACILITY	ksf	13.8	90.	69.
3831	6119	OTHER PUBLIC SERVICE	ksf	8.1	111.	80.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3831	6815	JUNIOR HIGH OR MIDDLE SCHOOL	other	212.0	488.	300.
3831		TOTAL			6132.	4559.
3854	112	SINGLE FAMILY	du	21.0	271.	189.
3854	121	MULTI-FAMILY	du	3.0	34.	24.
3854	122	MULTI-FAMILY	du	126.0	1084.	761.
3854	4112	RIGHT-OF-WAY	acre	24.2	0.	0.
3854	5137	ARTERIAL COMMERCIAL	ksf	4.8	264.	192.
3854	6112	RELIGIOUS FACILITY	ksf	15.7	102.	78.
3854	6816	ELEMENTARY SCHOOL	other	273.0	928.	519.
3854		TOTAL			2683.	1763.
3855	112	SINGLE FAMILY	du	150.0	1935.	1351.
3855	121	MULTI-FAMILY	du	122.0	1391.	976.
3855	2113	LIGHT INDUSTRY GENERAL	ksf	14.4	268.	222.
3855	4112	RIGHT-OF-WAY	acre	30.0	0.	0.
3855	4113	COMMUNICATION OR UTILITY	acre	0.3	1.	1.
3855	4114	PARKING	acre	2.8	0.	0.
3855	5025	SERVICE STATION FOOD MART	other	10.0	2063.	1498.
3855	5137	ARTERIAL COMMERCIAL	ksf	58.7	3230.	2346.
3855	6014	GOV'T OFFICE	ksf	22.1	881.	662.
3855	6112	RELIGIOUS FACILITY	ksf	3.4	22.	17.
3855	6810	DAY CARE CENTER	other	75.0	457.	378.
3855	6816	ELEMENTARY SCHOOL	other	737.0	2506.	1400.
3855	7611	OPEN SPACE PARK	acre	0.4	3.	2.
3855		TOTAL			12758.	8854.
3857	112	SINGLE FAMILY	du	240.0	3096.	2161.
3857	121	MULTI-FAMILY	du	241.0	2747.	1929.
3857	122	MULTI-FAMILY	du	27.0	232.	163.
3857	2113	LIGHT INDUSTRY GENERAL	ksf	265.3	4934.	4080.
3857	4112	RIGHT-OF-WAY	acre	52.7	0.	0.
3857	5137	ARTERIAL COMMERCIAL	ksf	34.8	1916.	1392.
3857	6012	LOW RISE OFFICE A	ksf	46.1	2464.	1897.
3857	6112	RELIGIOUS FACILITY	ksf	28.7	186.	143.
3857		TOTAL			15576.	11765.
3858	112	SINGLE FAMILY	du	20.0	258.	180.
3858	121	MULTI-FAMILY	du	33.0	376.	264.
3858	122	MULTI-FAMILY	du	67.0	576.	405.
3858	4112	RIGHT-OF-WAY	acre	5.3	0.	0.
3858	5137	ARTERIAL COMMERCIAL	ksf	20.1	1107.	804.
3858	6012	LOW RISE OFFICE A	ksf	7.0	372.	287.
3858		TOTAL			2690.	1939.
3860	112	SINGLE FAMILY	du	67.0	864.	603.
3860	121	MULTI-FAMILY	du	3.0	34.	24.
3860	4112	RIGHT-OF-WAY	acre	6.9	0.	0.
3860	5137	ARTERIAL COMMERCIAL	ksf	11.1	609.	442.
3860	6816	ELEMENTARY SCHOOL	other	526.0	1788.	999.
3860	7611	OPEN SPACE PARK	acre	4.8	37.	24.
3860		TOTAL			3332.	2093.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3861	112	SINGLE FAMILY	du	195.0	2515.	1756.
3861	121	MULTI-FAMILY	du	86.0	980.	688.
3861	122	MULTI-FAMILY	du	350.0	3010.	2113.
3861	4112	RIGHT-OF-WAY	acre	19.0	0.	0.
3861	4121	RAIL/TRANSIT CENTER	acre	1.7	669.	511.
3861	5139	OTHER RETAIL TRADE	ksf	11.4	627.	457.
3861	6012	LOW RISE OFFICE A	ksf	3.3	174.	134.
3861	6112	RELIGIOUS FACILITY	ksf	7.0	45.	35.
3861		TOTAL			8022.	5694.
3902	112	SINGLE FAMILY	du	71.0	916.	639.
3902	121	MULTI-FAMILY	du	38.0	433.	304.
3902	122	MULTI-FAMILY	du	200.0	1720.	1208.
3902	2113	LIGHT INDUSTRY GENERAL	ksf	5.7	106.	88.
3902	4112	RIGHT-OF-WAY	acre	51.0	0.	0.
3902	4129	OTHER TRANSPORTATION	acre	1.3	10.	8.
3902	5137	ARTERIAL COMMERCIAL	ksf	7.4	408.	296.
3902	6112	RELIGIOUS FACILITY	ksf	8.9	58.	44.
3902		TOTAL			3651.	2588.
3904	112	SINGLE FAMILY	du	1.0	13.	9.
3904	121	MULTI-FAMILY	du	14.0	160.	112.
3904	4112	RIGHT-OF-WAY	acre	18.8	0.	0.
3904	5137	ARTERIAL COMMERCIAL	ksf	3.2	174.	126.
3904	6111	CEMETERY	acre	116.4	710.	582.
3904	6112	RELIGIOUS FACILITY	ksf	1.5	9.	7.
3904	7220	OTHER RECREATION-HIGH	acre	6.0	438.	299.
3904		TOTAL			1504.	1135.
3905	112	SINGLE FAMILY	du	25.0	322.	225.
3905	121	MULTI-FAMILY	du	11.0	125.	88.
3905	122	MULTI-FAMILY	du	42.0	361.	254.
3905	4112	RIGHT-OF-WAY	acre	4.5	0.	0.
3905	5137	ARTERIAL COMMERCIAL	ksf	3.6	198.	144.
3905	6112	RELIGIOUS FACILITY	ksf	4.8	31.	24.
3905	6511	CLINIC	ksf	153.6	10337.	7676.
3905		TOTAL			11375.	8410.
3920	112	SINGLE FAMILY	du	31.0	400.	279.
3920	121	MULTI-FAMILY	du	26.0	296.	208.
3920	122	MULTI-FAMILY	du	29.0	249.	175.
3920	4112	RIGHT-OF-WAY	acre	6.6	0.	0.
3920	6112	RELIGIOUS FACILITY	ksf	5.3	35.	27.
3920	6816	ELEMENTARY SCHOOL	other	808.0	2747.	1535.
3920		TOTAL			3727.	2224.
3921	112	SINGLE FAMILY	du	22.0	284.	198.
3921	121	MULTI-FAMILY	du	18.0	205.	144.
3921	122	MULTI-FAMILY	du	101.0	869.	610.
3921	4112	RIGHT-OF-WAY	acre	6.1	0.	0.
3921	6816	ELEMENTARY SCHOOL	other	458.0	1557.	870.
3921		TOTAL			2915.	1822.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3922	112	SINGLE FAMILY	du	290.0	3741.	2611.
3922	121	MULTI-FAMILY	du	75.0	855.	600.
3922	122	MULTI-FAMILY	du	45.0	387.	272.
3922	131	MOBILE HOME PARK	du	250.0	1875.	1243.
3922	4112	RIGHT-OF-WAY	acre	25.6	0.	0.
3922	5137	ARTERIAL COMMERCIAL	ksf	13.2	728.	528.
3922	6012	LOW RISE OFFICE A	ksf	11.1	595.	458.
3922	6112	RELIGIOUS FACILITY	ksf	40.0	260.	200.
3922	7611	OPEN SPACE PARK	acre	0.3	2.	1.
3922		TOTAL			8443.	5914.
3924	112	SINGLE FAMILY	du	7.0	90.	63.
3924	4112	RIGHT-OF-WAY	acre	4.1	0.	0.
3924	4113	COMMUNICATION OR UTILITY	acre	0.2	1.	0.
3924	4114	PARKING	acre	0.4	0.	0.
3924	5025	SERVICE STATION FOOD MART	other	8.0	1650.	1199.
3924	5137	ARTERIAL COMMERCIAL	ksf	30.6	1683.	1223.
3924	6112	RELIGIOUS FACILITY	ksf	5.9	38.	30.
3924		TOTAL			3463.	2514.
3926	112	SINGLE FAMILY	du	4.0	52.	36.
3926	121	MULTI-FAMILY	du	9.0	103.	72.
3926	122	MULTI-FAMILY	du	35.0	301.	211.
3926	2113	LIGHT INDUSTRY GENERAL	ksf	116.4	2165.	1790.
3926	4112	RIGHT-OF-WAY	acre	4.2	0.	0.
3926	6112	RELIGIOUS FACILITY	ksf	2.4	16.	12.
3926	6129	MEETING ROOM FACILITY	ksf	8.0	331.	239.
3926		TOTAL			2967.	2361.
3927	112	SINGLE FAMILY	du	18.0	232.	162.
3927	121	MULTI-FAMILY	du	9.0	103.	72.
3927	122	MULTI-FAMILY	du	100.0	860.	604.
3927	2111	INDUSTRIAL PARK	ksf	26.0	476.	395.
3927	2113	LIGHT INDUSTRY GENERAL	ksf	96.3	1791.	1481.
3927	4112	RIGHT-OF-WAY	acre	10.0	0.	0.
3927	4114	PARKING	acre	0.4	0.	0.
3927	5137	ARTERIAL COMMERCIAL	ksf	13.6	748.	544.
3927	7611	OPEN SPACE PARK	acre	5.9	46.	30.
3927		TOTAL			4256.	3288.
3929	4112	RIGHT-OF-WAY	acre	2.7	0.	0.
3929	5137	ARTERIAL COMMERCIAL	ksf	20.0	1100.	799.
3929	6013	GOV'T /CIVIC CENTER	ksf	18.5	740.	556.
3929	6819	OTHER SCHOOL	ksf	9.8	213.	176.
3929		TOTAL			2053.	1531.
3944	112	SINGLE FAMILY	du	1.0	13.	9.
3944	121	MULTI-FAMILY	du	141.0	1607.	1128.
3944	131	MOBILE HOME PARK	du	265.0	1988.	1318.
3944	4112	RIGHT-OF-WAY	acre	12.4	0.	0.
3944	4121	RAIL/TRANSIT CENTER	acre	1.1	422.	322.
3944	6112	RELIGIOUS FACILITY	ksf	5.1	33.	25.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3944	7611	OPEN SPACE PARK	acre	3.5	27.	17.
3944		TOTAL			4089.	2821.
3945	4112	RIGHT-OF-WAY	acre	0.6	0.	0.
3945	6012	LOW RISE OFFICE A	ksf	64.0	3418.	2632.
3945	6129	MEETING ROOM FACILITY	ksf	16.0	664.	480.
3945		TOTAL			4082.	3112.
3946	112	SINGLE FAMILY	du	299.0	3857.	2692.
3946	4112	RIGHT-OF-WAY	acre	23.4	0.	0.
3946	6112	RELIGIOUS FACILITY	ksf	14.0	91.	70.
3946	6816	ELEMENTARY SCHOOL	other	614.0	2088.	1167.
3946	7611	OPEN SPACE PARK	acre	14.6	112.	74.
3946		TOTAL			6148.	4002.
3947	112	SINGLE FAMILY	du	112.0	1445.	1008.
3947	121	MULTI-FAMILY	du	13.0	148.	104.
3947	122	MULTI-FAMILY	du	44.0	378.	266.
3947	2113	LIGHT INDUSTRY GENERAL	ksf	7.2	133.	110.
3947	2311	SCRAP YARD/LANDFILL	acre	0.4	3.	2.
3947	4112	RIGHT-OF-WAY	acre	13.4	0.	0.
3947	4114	PARKING	acre	0.3	0.	0.
3947	5131	WHOLESALE TRADE	ksf	4.4	433.	307.
3947	5137	ARTERIAL COMMERCIAL	ksf	4.0	220.	160.
3947	6112	RELIGIOUS FACILITY	ksf	11.5	75.	58.
3947	7611	OPEN SPACE PARK	acre	1.9	15.	10.
3947		TOTAL			2849.	2024.
3949	112	SINGLE FAMILY	du	346.0	4463.	3115.
3949	121	MULTI-FAMILY	du	240.0	2736.	1921.
3949	122	MULTI-FAMILY	du	374.0	3216.	2258.
3949	131	MOBILE HOME PARK	du	95.0	712.	472.
3949	4112	RIGHT-OF-WAY	acre	27.2	0.	0.
3949	5137	ARTERIAL COMMERCIAL	ksf	5.0	273.	198.
3949	5138	SERVICE STATION	other	8.0	1486.	1082.
3949	6112	RELIGIOUS FACILITY	ksf	25.6	166.	128.
3949	6816	ELEMENTARY SCHOOL	other	270.0	918.	513.
3949	7611	OPEN SPACE PARK	acre	1.0	8.	5.
3949		TOTAL			13979.	9693.
3958	112	SINGLE FAMILY	du	58.0	748.	522.
3958	121	MULTI-FAMILY	du	21.0	239.	168.
3958	122	MULTI-FAMILY	du	41.0	353.	248.
3958	2114	WAREHOUSING	ksf	1.5	9.	8.
3958	4112	RIGHT-OF-WAY	acre	4.5	0.	0.
3958	4114	PARKING	acre	0.1	0.	0.
3958	5011	HIGH TURNOVER RESTAURANT	ksf	5.6	1002.	728.
3958	5137	ARTERIAL COMMERCIAL	ksf	5.7	312.	227.
3958		TOTAL			2663.	1900.
3959	112	SINGLE FAMILY	du	128.0	1651.	1153.
3959	121	MULTI-FAMILY	du	8.0	91.	64.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3959	122	MULTI-FAMILY	du	53.0	456.	320.
3959	2113	LIGHT INDUSTRY GENERAL	ksf	4.0	75.	62.
3959	4112	RIGHT-OF-WAY	acre	6.5	0.	0.
3959	4114	PARKING	acre	0.2	0.	0.
3959	5011	HIGH TURNOVER RESTAURANT	ksf	1.5	268.	195.
3959	5014	CONVENIENCE MARKET CHAIN	ksf	3.0	2063.	1499.
3959	5137	ARTERIAL COMMERCIAL	ksf	50.4	2774.	2015.
3959	7613	ACTIVE PARK	acre	0.2	12.	8.
3959		TOTAL			7390.	5314.
3960	112	SINGLE FAMILY	du	53.0	684.	477.
3960	121	MULTI-FAMILY	du	6.0	68.	48.
3960	122	MULTI-FAMILY	du	110.0	946.	664.
3960	4112	RIGHT-OF-WAY	acre	7.2	0.	0.
3960	5029	AUTO REPAIR	ksf	2.0	55.	40.
3960	5137	ARTERIAL COMMERCIAL	ksf	8.0	440.	320.
3960		TOTAL			2193.	1549.
3961	112	SINGLE FAMILY	du	43.0	555.	387.
3961	121	MULTI-FAMILY	du	16.0	182.	128.
3961	122	MULTI-FAMILY	du	59.0	507.	356.
3961	4112	RIGHT-OF-WAY	acre	4.0	0.	0.
3961	4114	PARKING	acre	0.0	0.	0.
3961	6112	RELIGIOUS FACILITY	ksf	20.0	130.	100.
3961		TOTAL			1374.	971.
3962	4112	RIGHT-OF-WAY	acre	1.1	0.	0.
3962		TOTAL			0.	0.
3969	112	SINGLE FAMILY	du	28.0	361.	252.
3969	121	MULTI-FAMILY	du	44.0	502.	352.
3969	122	MULTI-FAMILY	du	406.0	3492.	2451.
3969	4112	RIGHT-OF-WAY	acre	8.4	0.	0.
3969	5010	VACANT COMMERCIAL	ksf	8.7	0.	0.
3969	5014	CONVENIENCE MARKET CHAIN	ksf	3.2	2186.	1588.
3969	5024	CAR WASH	other	4.0	550.	400.
3969	5029	AUTO REPAIR	ksf	6.1	167.	121.
3969	5134	NEIGHBORHOOD SHOP CENTER	ksf	28.8	4874.	3450.
3969	6012	LOW RISE OFFICE A	ksf	71.8	3833.	2951.
3969	6112	RELIGIOUS FACILITY	ksf	3.5	23.	17.
3969	6115	FIRE OR POLICE STATION	ksf	14.5	590.	435.
3969	7200	COMMERCIAL RECREATION	ksf	9.0	395.	269.
3969		TOTAL			16972.	12287.
3974	112	SINGLE FAMILY	du	123.0	1587.	1108.
3974	121	MULTI-FAMILY	du	33.0	376.	264.
3974	122	MULTI-FAMILY	du	25.0	215.	151.
3974	4112	RIGHT-OF-WAY	acre	10.4	0.	0.
3974	4129	OTHER TRANSPORTATION	acre	0.9	7.	6.
3974	5013	SUPERMARKET	ksf	4.4	908.	659.
3974	5027	SERVICE STATION CAR WASH	other	12.0	2558.	1858.
3974		TOTAL			5651.	4046.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3977	112	SINGLE FAMILY	du	99.0	1277.	891.
3977	121	MULTI-FAMILY	du	13.0	148.	104.
3977	122	MULTI-FAMILY	du	30.0	258.	181.
3977	2113	LIGHT INDUSTRY GENERAL	ksf	24.4	454.	376.
3977	2311	SCRAP YARD/LANDFILL	acre	1.5	11.	9.
3977	4112	RIGHT-OF-WAY	acre	9.5	0.	0.
3977	4114	PARKING	acre	0.1	0.	0.
3977	5029	AUTO REPAIR	ksf	11.9	327.	237.
3977	6119	OTHER PUBLIC SERVICE	ksf	2.0	28.	20.
3977		TOTAL			2503.	1819.
3979	112	SINGLE FAMILY	du	79.0	1019.	711.
3979	121	MULTI-FAMILY	du	64.0	730.	512.
3979	122	MULTI-FAMILY	du	23.0	198.	139.
3979	4112	RIGHT-OF-WAY	acre	21.2	0.	0.
3979	6112	RELIGIOUS FACILITY	ksf	4.9	32.	24.
3979	7611	OPEN SPACE PARK	acre	1.9	15.	10.
3979		TOTAL			1993.	1396.
3980	112	SINGLE FAMILY	du	105.0	1354.	945.
3980	121	MULTI-FAMILY	du	75.0	855.	600.
3980	122	MULTI-FAMILY	du	84.0	722.	507.
3980	4112	RIGHT-OF-WAY	acre	20.9	0.	0.
3980	6112	RELIGIOUS FACILITY	ksf	14.5	94.	72.
3980	6115	FIRE OR POLICE STATION	ksf	9.6	391.	288.
3980		TOTAL			3417.	2413.
3984	112	SINGLE FAMILY	du	114.0	1471.	1026.
3984	121	MULTI-FAMILY	du	18.0	205.	144.
3984	122	MULTI-FAMILY	du	24.0	206.	145.
3984	2113	LIGHT INDUSTRY GENERAL	ksf	22.1	412.	340.
3984	2311	SCRAP YARD/LANDFILL	acre	0.4	3.	2.
3984	4112	RIGHT-OF-WAY	acre	9.6	0.	0.
3984	5029	AUTO REPAIR	ksf	2.8	77.	56.
3984	5030	AUTO TIRES	ksf	1.0	34.	25.
3984	5137	ARTERIAL COMMERCIAL	ksf	10.8	596.	433.
3984	6012	LOW RISE OFFICE A	ksf	2.2	118.	91.
3984	6112	RELIGIOUS FACILITY	ksf	4.5	29.	22.
3984	9101	INACTIVE USE	acre	0.1	0.	0.
3984		TOTAL			3151.	2285.
3985	112	SINGLE FAMILY	du	69.0	890.	621.
3985	121	MULTI-FAMILY	du	9.0	103.	72.
3985	122	MULTI-FAMILY	du	21.0	181.	127.
3985	2113	LIGHT INDUSTRY GENERAL	ksf	23.5	438.	362.
3985	2114	WAREHOUSING	ksf	21.0	128.	107.
3985	4112	RIGHT-OF-WAY	acre	12.2	0.	0.
3985	4114	PARKING	acre	0.6	0.	0.
3985	5029	AUTO REPAIR	ksf	1.2	33.	24.
3985	6112	RELIGIOUS FACILITY	ksf	11.0	72.	55.
3985	6816	ELEMENTARY SCHOOL	other	78.0	265.	148.
3985		TOTAL			2109.	1517.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3988	112	SINGLE FAMILY	du	275.0	3547.	2476.
3988	4112	RIGHT-OF-WAY	acre	19.3	0.	0.
3988	6815	JUNIOR HIGH OR MIDDLE SCHOOL	other	1127.0	2592.	1592.
3988		TOTAL			6140.	4069.
3989	112	SINGLE FAMILY	du	36.0	464.	324.
3989	121	MULTI-FAMILY	du	31.0	353.	248.
3989	122	MULTI-FAMILY	du	36.0	310.	217.
3989	2113	LIGHT INDUSTRY GENERAL	ksf	41.0	762.	630.
3989	4112	RIGHT-OF-WAY	acre	14.4	0.	0.
3989	6112	RELIGIOUS FACILITY	ksf	74.2	483.	371.
3989		TOTAL			2372.	1791.
3990	112	SINGLE FAMILY	du	108.0	1393.	972.
3990	121	MULTI-FAMILY	du	78.0	889.	624.
3990	122	MULTI-FAMILY	du	47.0	404.	284.
3990	2113	LIGHT INDUSTRY GENERAL	ksf	5.8	108.	90.
3990	4112	RIGHT-OF-WAY	acre	11.4	0.	0.
3990	5137	ARTERIAL COMMERCIAL	ksf	6.8	377.	274.
3990	6111	CEMETERY	acre	7.0	42.	35.
3990	6112	RELIGIOUS FACILITY	ksf	5.2	34.	26.
3990		TOTAL			3248.	2304.
3991	112	SINGLE FAMILY	du	172.0	2219.	1549.
3991	121	MULTI-FAMILY	du	49.0	559.	392.
3991	122	MULTI-FAMILY	du	44.0	378.	266.
3991	4112	RIGHT-OF-WAY	acre	9.2	0.	0.
3991	5137	ARTERIAL COMMERCIAL	ksf	27.8	1529.	1111.
3991	6012	LOW RISE OFFICE A	ksf	3.2	171.	131.
3991	6112	RELIGIOUS FACILITY	ksf	3.2	21.	16.
3991	6129	MEETING ROOM FACILITY	ksf	3.2	134.	97.
3991		TOTAL			5011.	3562.
3992	112	SINGLE FAMILY	du	177.0	2283.	1594.
3992	121	MULTI-FAMILY	du	99.0	1129.	792.
3992	122	MULTI-FAMILY	du	214.0	1840.	1292.
3992	4112	RIGHT-OF-WAY	acre	19.3	0.	0.
3992	6012	LOW RISE OFFICE A	ksf	3.8	206.	158.
3992	6013	GOV'T /CIVIC CENTER	ksf	50.7	2024.	1521.
3992	6112	RELIGIOUS FACILITY	ksf	14.6	95.	73.
3992	7611	OPEN SPACE PARK	acre	5.6	43.	29.
3992	7613	ACTIVE PARK	acre	3.7	284.	187.
3992		TOTAL			7905.	5646.
3993	4112	RIGHT-OF-WAY	acre	4.2	0.	0.
3993	5133	COMMUNITY SHOP CENTER	ksf	360.9	38937.	27553.
3993		TOTAL			38937.	27553.
3994	112	SINGLE FAMILY	du	81.0	1045.	729.
3994	121	MULTI-FAMILY	du	74.0	844.	592.
3994	122	MULTI-FAMILY	du	8.0	69.	48.
3994	4112	RIGHT-OF-WAY	acre	20.3	0.	0.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3994	5137	ARTERIAL COMMERCIAL	ksf	7.9	434.	315.
3994	7611	OPEN SPACE PARK	acre	7.9	61.	40.
3994		TOTAL			2452.	1725.
3995	112	SINGLE FAMILY	du	274.0	3535.	2467.
3995	121	MULTI-FAMILY	du	17.0	194.	136.
3995	122	MULTI-FAMILY	du	104.0	894.	628.
3995	4112	RIGHT-OF-WAY	acre	42.9	0.	0.
3995	5137	ARTERIAL COMMERCIAL	ksf	45.4	2496.	1813.
3995	6112	RELIGIOUS FACILITY	ksf	52.2	340.	261.
3995	6519	OTHER HEALTH CARE	ksf	22.6	1523.	1131.
3995	6814	SENIOR HIGH SCHOOL	other	2333.0	9332.	4199.
3995	6816	ELEMENTARY SCHOOL	other	759.0	2581.	1442.
3995	7611	OPEN SPACE PARK	acre	0.8	6.	4.
3995	7613	ACTIVE PARK	acre	4.1	319.	210.
3995		TOTAL			21220.	12291.
3996	112	SINGLE FAMILY	du	684.0	8824.	6159.
3996	4112	RIGHT-OF-WAY	acre	38.7	0.	0.
3996	5029	AUTO REPAIR	ksf	1.0	26.	19.
3996	5136	AUTO DEALERSHIP	acre	0.1	39.	28.
3996	6112	RELIGIOUS FACILITY	ksf	18.9	123.	94.
3996		TOTAL			9012.	6300.
3998	112	SINGLE FAMILY	du	144.0	1858.	1297.
3998	121	MULTI-FAMILY	du	122.0	1391.	976.
3998	122	MULTI-FAMILY	du	148.0	1273.	894.
3998	4112	RIGHT-OF-WAY	acre	27.2	0.	0.
3998	5139	OTHER RETAIL TRADE	ksf	2.4	132.	96.
3998	6112	RELIGIOUS FACILITY	ksf	19.3	125.	96.
3998	6114	POST OFFICE	ksf	5.8	1680.	1168.
3998		TOTAL			6459.	4527.
3999	112	SINGLE FAMILY	du	151.0	1948.	1360.
3999	121	MULTI-FAMILY	du	166.0	1892.	1329.
3999	122	MULTI-FAMILY	du	240.0	2064.	1449.
3999	4112	RIGHT-OF-WAY	acre	24.7	0.	0.
3999	5137	ARTERIAL COMMERCIAL	ksf	6.3	349.	253.
3999	6112	RELIGIOUS FACILITY	ksf	33.6	219.	168.
3999	6519	OTHER HEALTH CARE	ksf	26.0	1750.	1300.
3999	6816	ELEMENTARY SCHOOL	other	384.0	1306.	730.
3999	7613	ACTIVE PARK	acre	0.2	13.	8.
3999		TOTAL			9540.	6596.
4002	112	SINGLE FAMILY	du	143.0	1845.	1288.
4002	121	MULTI-FAMILY	du	157.0	1790.	1257.
4002	122	MULTI-FAMILY	du	160.0	1376.	966.
4002	4112	RIGHT-OF-WAY	acre	23.0	0.	0.
4002	4114	PARKING	acre	0.3	0.	0.
4002	5137	ARTERIAL COMMERCIAL	ksf	17.6	967.	702.
4002	6112	RELIGIOUS FACILITY	ksf	50.6	329.	253.
4002	6113	LIBRARY	ksf	3.3	244.	166.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4002	6119	OTHER PUBLIC SERVICE	ksf	3.5	49.	35.
4002	6815	JUNIOR HIGH OR MIDDLE SCHOOL	other	1242.0	2857.	1755.
4002	6816	ELEMENTARY SCHOOL	other	619.0	2105.	1176.
4002	7613	ACTIVE PARK	acre	18.0	1384.	911.
4002		TOTAL			12945.	8508.
4007	112	SINGLE FAMILY	du	488.0	6295.	4394.
4007	4112	RIGHT-OF-WAY	acre	32.7	0.	0.
4007	6112	RELIGIOUS FACILITY	ksf	29.3	191.	147.
4007	6816	ELEMENTARY SCHOOL	other	589.0	2003.	1119.
4007		TOTAL			8488.	5660.
4008	112	SINGLE FAMILY	du	57.0	735.	513.
4008	121	MULTI-FAMILY	du	75.0	855.	600.
4008	122	MULTI-FAMILY	du	117.0	1006.	706.
4008	1421	CORRECTIONAL FACILITY	other	300.0	840.	609.
4008	4112	RIGHT-OF-WAY	acre	12.2	0.	0.
4008	5133	COMMUNITY SHOP CENTER	ksf	134.3	14495.	10257.
4008	5138	SERVICE STATION	other	8.0	1486.	1082.
4008	6112	RELIGIOUS FACILITY	ksf	24.1	156.	120.
4008	6119	OTHER PUBLIC SERVICE	ksf	3.6	49.	36.
4008	6816	ELEMENTARY SCHOOL	other	481.0	1635.	914.
4008	7613	ACTIVE PARK	acre	0.2	12.	8.
4008		TOTAL			21270.	14845.
4009	112	SINGLE FAMILY	du	219.0	2825.	1972.
4009	121	MULTI-FAMILY	du	112.0	1277.	896.
4009	122	MULTI-FAMILY	du	124.0	1066.	749.
4009	4112	RIGHT-OF-WAY	acre	17.8	0.	0.
4009	5137	ARTERIAL COMMERCIAL	ksf	13.7	755.	549.
4009	5139	OTHER RETAIL TRADE	ksf	0.9	51.	37.
4009	6112	RELIGIOUS FACILITY	ksf	18.4	120.	92.
4009	6115	FIRE OR POLICE STATION	ksf	3.4	139.	103.
4009		TOTAL			6234.	4398.
4010	112	SINGLE FAMILY	du	328.0	4231.	2953.
4010	4112	RIGHT-OF-WAY	acre	28.2	0.	0.
4010	6112	RELIGIOUS FACILITY	ksf	8.5	55.	42.
4010	7613	ACTIVE PARK	acre	34.6	2662.	1752.
4010	9101	INACTIVE USE	acre	0.1	0.	0.
4010		TOTAL			6948.	4747.
4013	112	SINGLE FAMILY	du	178.0	2296.	1603.
4013	121	MULTI-FAMILY	du	63.0	718.	504.
4013	122	MULTI-FAMILY	du	40.0	344.	242.
4013	4112	RIGHT-OF-WAY	acre	16.6	0.	0.
4013	5137	ARTERIAL COMMERCIAL	ksf	4.0	222.	161.
4013	6112	RELIGIOUS FACILITY	ksf	2.3	15.	11.
4013		TOTAL			3595.	2521.
4018	112	SINGLE FAMILY	du	589.0	7598.	5303.
4018	4112	RIGHT-OF-WAY	acre	33.2	0.	0.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4018	6112	RELIGIOUS FACILITY	ksf	5.0	32.	25.
4018	7611	OPEN SPACE PARK	acre	8.6	66.	44.
4018		TOTAL			7697.	5372.
4024	112	SINGLE FAMILY	du	404.0	5212.	3638.
4024	121	MULTI-FAMILY	du	389.0	4435.	3113.
4024	122	MULTI-FAMILY	du	322.0	2769.	1944.
4024	4112	RIGHT-OF-WAY	acre	50.2	0.	0.
4024	5029	AUTO REPAIR	ksf	1.8	49.	36.
4024	5134	NEIGHBORHOOD SHOP CENTER	ksf	33.2	5629.	3984.
4024	5137	ARTERIAL COMMERCIAL	ksf	37.5	2065.	1500.
4024	5139	OTHER RETAIL TRADE	ksf	1.2	64.	47.
4024	6112	RELIGIOUS FACILITY	ksf	6.0	39.	30.
4024	6810	DAY CARE CENTER	other	70.0	427.	352.
4024	6816	ELEMENTARY SCHOOL	other	549.0	1867.	1043.
4024	7220	OTHER RECREATION-HIGH	acre	2.8	205.	140.
4024		TOTAL			22760.	15826.
4027	112	SINGLE FAMILY	du	43.0	555.	387.
4027	121	MULTI-FAMILY	du	52.0	593.	416.
4027	122	MULTI-FAMILY	du	88.0	757.	531.
4027	2113	LIGHT INDUSTRY GENERAL	ksf	66.2	1230.	1017.
4027	2114	WAREHOUSING	ksf	25.3	154.	129.
4027	4112	RIGHT-OF-WAY	acre	22.0	0.	0.
4027	4113	COMMUNICATION OR UTILITY	acre	2.8	9.	7.
4027	5137	ARTERIAL COMMERCIAL	ksf	45.4	2496.	1813.
4027	6112	RELIGIOUS FACILITY	ksf	7.1	46.	35.
4027	7611	OPEN SPACE PARK	acre	2.8	22.	14.
4027		TOTAL			5862.	4351.
4028	112	SINGLE FAMILY	du	73.0	942.	657.
4028	121	MULTI-FAMILY	du	51.0	581.	408.
4028	122	MULTI-FAMILY	du	86.0	740.	519.
4028	2114	WAREHOUSING	ksf	4.6	28.	23.
4028	4112	RIGHT-OF-WAY	acre	22.1	0.	0.
4028	5137	ARTERIAL COMMERCIAL	ksf	103.0	5664.	4114.
4028	6012	LOW RISE OFFICE A	ksf	4.2	226.	174.
4028	6112	RELIGIOUS FACILITY	ksf	11.5	75.	57.
4028	6129	MEETING ROOM FACILITY	ksf	2.7	111.	80.
4028		TOTAL			8367.	6034.
4035	112	SINGLE FAMILY	du	182.0	2348.	1639.
4035	121	MULTI-FAMILY	du	223.0	2542.	1785.
4035	122	MULTI-FAMILY	du	360.0	3096.	2174.
4035	4112	RIGHT-OF-WAY	acre	75.9	0.	0.
4035	4113	COMMUNICATION OR UTILITY	acre	0.1	0.	0.
4035	5137	ARTERIAL COMMERCIAL	ksf	13.2	724.	526.
4035	6112	RELIGIOUS FACILITY	ksf	24.5	159.	122.
4035	7613	ACTIVE PARK	acre	16.9	1302.	857.
4035		TOTAL			10171.	7102.
4038	112	SINGLE FAMILY	du	148.0	1909.	1333.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4038	121	MULTI-FAMILY	du	87.0	992.	696.
4038	122	MULTI-FAMILY	du	89.0	765.	537.
4038	4112	RIGHT-OF-WAY	acre	39.3	0.	0.
4038	5137	ARTERIAL COMMERCIAL	ksf	22.1	1213.	881.
4038	6112	RELIGIOUS FACILITY	ksf	3.6	23.	18.
4038	6816	ELEMENTARY SCHOOL	other	760.0	2584.	1444.
4038	7611	OPEN SPACE PARK	acre	2.9	23.	15.
4038	9101	INACTIVE USE	acre	0.1	0.	0.
4038		TOTAL			7509.	4924.
4039	112	SINGLE FAMILY	du	162.0	2090.	1459.
4039	121	MULTI-FAMILY	du	96.0	1094.	768.
4039	122	MULTI-FAMILY	du	107.0	920.	646.
4039	4112	RIGHT-OF-WAY	acre	18.2	0.	0.
4039	5137	ARTERIAL COMMERCIAL	ksf	8.4	465.	338.
4039	5139	OTHER RETAIL TRADE	ksf	10.5	578.	421.
4039	6012	LOW RISE OFFICE A	ksf	2.9	154.	119.
4039	6112	RELIGIOUS FACILITY	ksf	27.4	178.	137.
4039	6816	ELEMENTARY SCHOOL	other	173.0	588.	329.
4039	7611	OPEN SPACE PARK	acre	1.1	9.	6.
4039		TOTAL			6076.	4221.
4040	112	SINGLE FAMILY	du	83.0	1071.	747.
4040	121	MULTI-FAMILY	du	103.0	1174.	824.
4040	122	MULTI-FAMILY	du	14.0	120.	85.
4040	4112	RIGHT-OF-WAY	acre	12.4	0.	0.
4040	5137	ARTERIAL COMMERCIAL	ksf	30.8	1694.	1231.
4040	6012	LOW RISE OFFICE A	ksf	13.5	723.	557.
4040	6112	RELIGIOUS FACILITY	ksf	50.6	329.	253.
4040	7613	ACTIVE PARK	acre	17.5	1348.	887.
4040	9101	INACTIVE USE	acre	0.0	0.	0.
4040		TOTAL			6459.	4583.
4044	4112	RIGHT-OF-WAY	acre	0.1	0.	0.
4044		TOTAL			0.	0.
4047	112	SINGLE FAMILY	du	456.0	5882.	4106.
4047	4112	RIGHT-OF-WAY	acre	23.2	0.	0.
4047	4113	COMMUNICATION OR UTILITY	acre	3.8	12.	9.
4047	7611	OPEN SPACE PARK	acre	0.8	6.	4.
4047		TOTAL			5901.	4120.
4050	4112	RIGHT-OF-WAY	acre	0.4	0.	0.
4050	5133	COMMUNITY SHOP CENTER	ksf	75.3	8130.	5753.
4050	5134	NEIGHBORHOOD SHOP CENTER	ksf	48.1	8153.	5770.
4050		TOTAL			16284.	11524.
4057	112	SINGLE FAMILY	du	140.0	1806.	1261.
4057	121	MULTI-FAMILY	du	140.0	1596.	1120.
4057	122	MULTI-FAMILY	du	119.0	1023.	718.
4057	4112	RIGHT-OF-WAY	acre	21.6	0.	0.
4057	5137	ARTERIAL COMMERCIAL	ksf	2.8	151.	110.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4057	6112	RELIGIOUS FACILITY	ksf	5.3	35.	27.
4057	7611	OPEN SPACE PARK	acre	7.2	56.	37.
4057	9101	INACTIVE USE	acre	0.0	0.	0.
4057		TOTAL			4667.	3273.
4058	112	SINGLE FAMILY	du	132.0	1703.	1189.
4058	121	MULTI-FAMILY	du	152.0	1733.	1217.
4058	122	MULTI-FAMILY	du	44.0	378.	266.
4058	4112	RIGHT-OF-WAY	acre	19.4	0.	0.
4058	5137	ARTERIAL COMMERCIAL	ksf	3.6	197.	143.
4058	6112	RELIGIOUS FACILITY	ksf	9.1	59.	45.
4058	6119	OTHER PUBLIC SERVICE	ksf	2.7	37.	26.
4058	6816	ELEMENTARY SCHOOL	other	543.0	1846.	1032.
4058	7611	OPEN SPACE PARK	acre	0.5	4.	3.
4058	7613	ACTIVE PARK	acre	0.2	12.	8.
4058		TOTAL			5969.	3928.
4061	112	SINGLE FAMILY	du	19.0	245.	171.
4061	121	MULTI-FAMILY	du	54.0	616.	432.
4061	122	MULTI-FAMILY	du	347.0	2984.	2095.
4061	4112	RIGHT-OF-WAY	acre	16.0	0.	0.
4061	5137	ARTERIAL COMMERCIAL	ksf	1.8	98.	71.
4061		TOTAL			3943.	2769.
4079	112	SINGLE FAMILY	du	147.0	1896.	1324.
4079	121	MULTI-FAMILY	du	147.0	1676.	1177.
4079	122	MULTI-FAMILY	du	110.0	946.	664.
4079	1511	MOTEL	room	64.0	934.	575.
4079	4112	RIGHT-OF-WAY	acre	28.9	0.	0.
4079	5027	SERVICE STATION CAR WASH	other	8.0	1706.	1239.
4079	5137	ARTERIAL COMMERCIAL	ksf	8.2	452.	328.
4079	6112	RELIGIOUS FACILITY	ksf	4.2	27.	21.
4079	6816	ELEMENTARY SCHOOL	other	707.0	2404.	1343.
4079	9101	INACTIVE USE	acre	0.6	0.	0.
4079		TOTAL			10041.	6671.
4080	112	SINGLE FAMILY	du	161.0	2077.	1450.
4080	121	MULTI-FAMILY	du	174.0	1984.	1393.
4080	122	MULTI-FAMILY	du	137.0	1178.	827.
4080	4112	RIGHT-OF-WAY	acre	22.5	0.	0.
4080	5137	ARTERIAL COMMERCIAL	ksf	3.7	205.	149.
4080	6112	RELIGIOUS FACILITY	ksf	15.3	100.	77.
4080	7611	OPEN SPACE PARK	acre	0.8	6.	4.
4080	9101	INACTIVE USE	acre	2.1	0.	0.
4080		TOTAL			5549.	3899.
4683	112	SINGLE FAMILY	du	22.0	284.	198.
4683	121	MULTI-FAMILY	du	10.0	114.	80.
4683	122	MULTI-FAMILY	du	34.0	292.	205.
4683	2113	LIGHT INDUSTRY GENERAL	ksf	38.9	724.	599.
4683	4112	RIGHT-OF-WAY	acre	13.4	0.	0.
4683	4113	COMMUNICATION OR UTILITY	acre	3.9	12.	10.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4683	4114	PARKING	acre	3.0	0.	0.
4683	4121	RAIL/TRANSIT CENTER	acre	2.5	998.	763.
4683	5010	VACANT COMMERCIAL	ksf	4.2	0.	0.
4683	6129	MEETING ROOM FACILITY	ksf	13.9	576.	416.
4683		TOTAL			3001.	2271.
4684	4112	RIGHT-OF-WAY	acre	1.4	0.	0.
4684	5133	COMMUNITY SHOP CENTER	ksf	81.0	8745.	6188.
4684		TOTAL			8745.	6188.
4685	112	SINGLE FAMILY	du	97.0	1251.	873.
4685	121	MULTI-FAMILY	du	17.0	194.	136.
4685	122	MULTI-FAMILY	du	59.0	507.	356.
4685	2113	LIGHT INDUSTRY GENERAL	ksf	41.6	774.	640.
4685	2311	SCRAP YARD/LANDFILL	acre	1.8	13.	11.
4685	4112	RIGHT-OF-WAY	acre	8.8	0.	0.
4685	6112	RELIGIOUS FACILITY	ksf	5.2	34.	26.
4685		TOTAL			2773.	2042.
4686	112	SINGLE FAMILY	du	71.0	916.	639.
4686	121	MULTI-FAMILY	du	12.0	137.	96.
4686	122	MULTI-FAMILY	du	23.0	198.	139.
4686	2113	LIGHT INDUSTRY GENERAL	ksf	0.5	9.	8.
4686	4112	RIGHT-OF-WAY	acre	5.2	0.	0.
4686		TOTAL			1260.	882.
4687	112	SINGLE FAMILY	du	4.0	52.	36.
4687	121	MULTI-FAMILY	du	6.0	68.	48.
4687	122	MULTI-FAMILY	du	12.0	103.	72.
4687	2113	LIGHT INDUSTRY GENERAL	ksf	34.8	648.	536.
4687	2311	SCRAP YARD/LANDFILL	acre	0.2	2.	1.
4687	4112	RIGHT-OF-WAY	acre	2.7	0.	0.
4687	5137	ARTERIAL COMMERCIAL	ksf	5.3	289.	210.
4687		TOTAL			1162.	904.
4688	112	SINGLE FAMILY	du	3.0	39.	27.
4688	121	MULTI-FAMILY	du	5.0	57.	40.
4688	122	MULTI-FAMILY	du	6.0	52.	36.
4688	2113	LIGHT INDUSTRY GENERAL	ksf	55.5	1032.	854.
4688	4112	RIGHT-OF-WAY	acre	0.3	0.	0.
4688	4114	PARKING	acre	0.5	0.	0.
4688	5137	ARTERIAL COMMERCIAL	ksf	7.5	412.	299.
4688		TOTAL			1591.	1256.
4689	112	SINGLE FAMILY	du	32.0	413.	288.
4689	121	MULTI-FAMILY	du	22.0	251.	176.
4689	122	MULTI-FAMILY	du	24.0	206.	145.
4689	4112	RIGHT-OF-WAY	acre	3.6	0.	0.
4689	6012	LOW RISE OFFICE A	ksf	12.6	675.	520.
4689	6112	RELIGIOUS FACILITY	ksf	28.2	183.	141.
4689	6810	DAY CARE CENTER	other	109.0	665.	549.
4689		TOTAL			2393.	1819.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4690	112	SINGLE FAMILY	du	16.0	206.	144.
4690	121	MULTI-FAMILY	du	9.0	103.	72.
4690	122	MULTI-FAMILY	du	6.0	52.	36.
4690	2113	LIGHT INDUSTRY GENERAL	ksf	2.3	43.	35.
4690	2311	SCRAP YARD/LANDFILL	acre	0.9	7.	6.
4690	4112	RIGHT-OF-WAY	acre	1.2	0.	0.
4690	4114	PARKING	acre	0.1	0.	0.
4690	5029	AUTO REPAIR	ksf	9.0	248.	180.
4690	5030	AUTO TIRES	ksf	3.5	120.	87.
4690	5137	ARTERIAL COMMERCIAL	ksf	4.0	220.	160.
4690	6012	LOW RISE OFFICE A	ksf	2.3	124.	95.
4690		TOTAL			1122.	816.
4691	112	SINGLE FAMILY	du	8.0	103.	72.
4691	2113	LIGHT INDUSTRY GENERAL	ksf	13.9	259.	214.
4691	2114	WAREHOUSING	ksf	1.0	6.	5.
4691	2311	SCRAP YARD/LANDFILL	acre	0.9	7.	6.
4691	4112	RIGHT-OF-WAY	acre	2.6	0.	0.
4691	5011	HIGH TURNOVER RESTAURANT	ksf	2.2	399.	290.
4691	5136	AUTO DEALERSHIP	acre	0.1	50.	36.
4691	5137	ARTERIAL COMMERCIAL	ksf	4.0	219.	159.
4691		TOTAL			1044.	782.
4692	112	SINGLE FAMILY	du	27.0	348.	243.
4692	122	MULTI-FAMILY	du	68.0	585.	411.
4692	2113	LIGHT INDUSTRY GENERAL	ksf	29.5	548.	453.
4692	4112	RIGHT-OF-WAY	acre	7.9	0.	0.
4692	5137	ARTERIAL COMMERCIAL	ksf	1.0	55.	40.
4692		TOTAL			1536.	1147.
4693	112	SINGLE FAMILY	du	3.0	39.	27.
4693	121	MULTI-FAMILY	du	2.0	23.	16.
4693	122	MULTI-FAMILY	du	12.0	103.	72.
4693	2113	LIGHT INDUSTRY GENERAL	ksf	4.9	91.	75.
4693	2114	WAREHOUSING	ksf	19.5	119.	100.
4693	2311	SCRAP YARD/LANDFILL	acre	0.1	1.	1.
4693	4112	RIGHT-OF-WAY	acre	1.2	0.	0.
4693	5029	AUTO REPAIR	ksf	1.6	45.	33.
4693	5137	ARTERIAL COMMERCIAL	ksf	8.0	441.	320.
4693	6012	LOW RISE OFFICE A	ksf	8.5	454.	350.
4693		TOTAL			1316.	994.
4694	112	SINGLE FAMILY	du	8.0	103.	72.
4694	121	MULTI-FAMILY	du	6.0	68.	48.
4694	2113	LIGHT INDUSTRY GENERAL	ksf	50.2	933.	771.
4694	4112	RIGHT-OF-WAY	acre	1.5	0.	0.
4694	4114	PARKING	acre	0.8	0.	0.
4694	5011	HIGH TURNOVER RESTAURANT	ksf	1.8	315.	229.
4694	5028	AUTO PARTS	ksf	5.7	490.	356.
4694	5137	ARTERIAL COMMERCIAL	ksf	70.5	3878.	2816.
4694		TOTAL			5787.	4292.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4695	112	SINGLE FAMILY	du	25.0	322.	225.
4695	122	MULTI-FAMILY	du	12.0	103.	72.
4695	2113	LIGHT INDUSTRY GENERAL	ksf	0.8	15.	12.
4695	4112	RIGHT-OF-WAY	acre	4.9	0.	0.
4695		TOTAL			441.	310.
4696	112	SINGLE FAMILY	du	116.0	1496.	1044.
4696	121	MULTI-FAMILY	du	15.0	171.	120.
4696	122	MULTI-FAMILY	du	111.0	955.	670.
4696	4112	RIGHT-OF-WAY	acre	8.7	0.	0.
4696	5029	AUTO REPAIR	ksf	1.8	48.	35.
4696	5030	AUTO TIRES	ksf	2.5	86.	62.
4696	5137	ARTERIAL COMMERCIAL	ksf	1.4	79.	58.
4696		TOTAL			2836.	1990.
4697	112	SINGLE FAMILY	du	38.0	490.	342.
4697	121	MULTI-FAMILY	du	12.0	137.	96.
4697	122	MULTI-FAMILY	du	65.0	559.	392.
4697	4112	RIGHT-OF-WAY	acre	3.1	0.	0.
4697	5025	SERVICE STATION FOOD MART	other	12.0	2476.	1798.
4697	5137	ARTERIAL COMMERCIAL	ksf	8.2	453.	329.
4697	6112	RELIGIOUS FACILITY	ksf	5.5	36.	28.
4697		TOTAL			4150.	2985.
4698	112	SINGLE FAMILY	du	56.0	722.	504.
4698	121	MULTI-FAMILY	du	11.0	125.	88.
4698	122	MULTI-FAMILY	du	25.0	215.	151.
4698	4112	RIGHT-OF-WAY	acre	4.3	0.	0.
4698	4114	PARKING	acre	0.2	0.	0.
4698	5014	CONVENIENCE MARKET CHAIN	ksf	17.5	12036.	8742.
4698	5137	ARTERIAL COMMERCIAL	ksf	18.7	1028.	747.
4698	6112	RELIGIOUS FACILITY	ksf	0.6	4.	3.
4698		TOTAL			14132.	10236.
4699	112	SINGLE FAMILY	du	54.0	697.	486.
4699	121	MULTI-FAMILY	du	8.0	91.	64.
4699	122	MULTI-FAMILY	du	30.0	258.	181.
4699	4112	RIGHT-OF-WAY	acre	4.7	0.	0.
4699	5137	ARTERIAL COMMERCIAL	ksf	17.5	960.	697.
4699	6112	RELIGIOUS FACILITY	ksf	11.8	77.	59.
4699		TOTAL			2083.	1488.
4700	112	SINGLE FAMILY	du	17.0	219.	153.
4700	121	MULTI-FAMILY	du	18.0	205.	144.
4700	122	MULTI-FAMILY	du	19.0	163.	115.
4700	2113	LIGHT INDUSTRY GENERAL	ksf	11.8	219.	181.
4700	4112	RIGHT-OF-WAY	acre	1.8	0.	0.
4700	4114	PARKING	acre	0.9	0.	0.
4700	5011	HIGH TURNOVER RESTAURANT	ksf	1.4	244.	177.
4700	5014	CONVENIENCE MARKET CHAIN	ksf	14.0	9629.	6994.
4700	5029	AUTO REPAIR	ksf	4.5	123.	89.
4700	5030	AUTO TIRES	ksf	1.6	54.	39.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4700	5137	ARTERIAL COMMERCIAL	ksf	21.8	1199.	871.
4700	6013	GOV'T /CIVIC CENTER	ksf	1.7	68.	51.
4700	6112	RELIGIOUS FACILITY	ksf	4.5	29.	22.
4700	6115	FIRE OR POLICE STATION	ksf	14.6	596.	439.
4700		TOTAL			12748.	9276.
4701	112	SINGLE FAMILY	du	5.0	64.	45.
4701	121	MULTI-FAMILY	du	14.0	160.	112.
4701	122	MULTI-FAMILY	du	4.0	34.	24.
4701	2113	LIGHT INDUSTRY GENERAL	ksf	15.7	292.	242.
4701	4112	RIGHT-OF-WAY	acre	1.1	0.	0.
4701	5029	AUTO REPAIR	ksf	8.0	219.	159.
4701	5137	ARTERIAL COMMERCIAL	ksf	21.8	1201.	872.
4701	6112	RELIGIOUS FACILITY	ksf	1.8	12.	9.
4701		TOTAL			1983.	1463.
4702	112	SINGLE FAMILY	du	22.0	284.	198.
4702	122	MULTI-FAMILY	du	4.0	34.	24.
4702	2113	LIGHT INDUSTRY GENERAL	ksf	13.8	256.	212.
4702	2311	SCRAP YARD/LANDFILL	acre	0.2	2.	2.
4702	4112	RIGHT-OF-WAY	acre	2.0	0.	0.
4702	5014	CONVENIENCE MARKET CHAIN	ksf	5.8	3989.	2897.
4702	5030	AUTO TIRES	ksf	0.6	22.	16.
4702	5137	ARTERIAL COMMERCIAL	ksf	0.6	31.	22.
4702	6129	MEETING ROOM FACILITY	ksf	4.0	166.	120.
4702		TOTAL			4785.	3492.
4703	111	SINGLE FAMILY	du	1.0	13.	9.
4703	112	SINGLE FAMILY	du	182.0	2348.	1639.
4703	4112	RIGHT-OF-WAY	acre	19.0	0.	0.
4703	6113	LIBRARY	ksf	27.6	2029.	1375.
4703	6819	OTHER SCHOOL	ksf	14.5	316.	261.
4703	7611	OPEN SPACE PARK	acre	32.6	251.	165.
4703		TOTAL			4956.	3449.
4704	4112	RIGHT-OF-WAY	acre	1.4	0.	0.
4704	6812	UNIVERSITY OR COLLEGE	other	7667.0	15334.	12465.
4704		TOTAL			15334.	12465.
4705	112	SINGLE FAMILY	du	256.0	3302.	2305.
4705	4112	RIGHT-OF-WAY	acre	17.6	0.	0.
4705	7611	OPEN SPACE PARK	acre	25.4	195.	128.
4705		TOTAL			3498.	2433.
4706	112	SINGLE FAMILY	du	326.0	4205.	2935.
4706	1411	CONGREGATE CARE FACILITY	other	12.0	52.	36.
4706	4112	RIGHT-OF-WAY	acre	18.6	0.	0.
4706		TOTAL			4257.	2972.
4707	112	SINGLE FAMILY	du	153.0	1974.	1378.
4707	4112	RIGHT-OF-WAY	acre	9.0	0.	0.
4707	4113	COMMUNICATION OR UTILITY	acre	0.6	2.	1.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4707	7611	OPEN SPACE PARK	acre	0.8	6.	4.
4707	7613	ACTIVE PARK	acre	3.0	234.	154.
4707		TOTAL			2215.	1537.
4708	112	SINGLE FAMILY	du	351.0	4528.	3160.
4708	121	MULTI-FAMILY	du	17.0	194.	136.
4708	4112	RIGHT-OF-WAY	acre	31.6	0.	0.
4708	7611	OPEN SPACE PARK	acre	0.2	2.	1.
4708		TOTAL			4723.	3298.
4709	112	SINGLE FAMILY	du	209.0	2696.	1882.
4709	121	MULTI-FAMILY	du	188.0	2143.	1505.
4709	122	MULTI-FAMILY	du	119.0	1023.	718.
4709	4112	RIGHT-OF-WAY	acre	20.2	0.	0.
4709	5137	ARTERIAL COMMERCIAL	ksf	2.2	119.	86.
4709	6112	RELIGIOUS FACILITY	ksf	17.0	110.	85.
4709	6519	OTHER HEALTH CARE	ksf	3.8	253.	188.
4709	6816	ELEMENTARY SCHOOL	other	483.0	1642.	918.
4709	7613	ACTIVE PARK	acre	6.6	510.	335.
4709		TOTAL			8497.	5717.
4710	112	SINGLE FAMILY	du	25.0	322.	225.
4710	121	MULTI-FAMILY	du	23.0	262.	184.
4710	122	MULTI-FAMILY	du	171.0	1471.	1032.
4710	4112	RIGHT-OF-WAY	acre	5.9	0.	0.
4710	5137	ARTERIAL COMMERCIAL	ksf	10.1	557.	404.
4710	6119	OTHER PUBLIC SERVICE	ksf	8.7	120.	87.
4710	7613	ACTIVE PARK	acre	0.1	9.	6.
4710		TOTAL			2741.	1939.
4711	112	SINGLE FAMILY	du	12.0	155.	108.
4711	121	MULTI-FAMILY	du	10.0	114.	80.
4711	122	MULTI-FAMILY	du	80.0	688.	483.
4711	2113	LIGHT INDUSTRY GENERAL	ksf	8.0	149.	123.
4711	4112	RIGHT-OF-WAY	acre	2.9	0.	0.
4711	6012	LOW RISE OFFICE A	ksf	5.4	288.	222.
4711		TOTAL			1394.	1016.
4712	112	SINGLE FAMILY	du	24.0	310.	216.
4712	121	MULTI-FAMILY	du	15.0	171.	120.
4712	122	MULTI-FAMILY	du	134.0	1152.	809.
4712	4112	RIGHT-OF-WAY	acre	3.8	0.	0.
4712	6511	CLINIC	ksf	3.0	201.	149.
4712		TOTAL			1834.	1294.
4713	112	SINGLE FAMILY	du	11.0	142.	99.
4713	121	MULTI-FAMILY	du	6.0	68.	48.
4713	122	MULTI-FAMILY	du	25.0	215.	151.
4713	4112	RIGHT-OF-WAY	acre	1.3	0.	0.
4713	5137	ARTERIAL COMMERCIAL	ksf	6.5	359.	261.
4713		TOTAL			784.	559.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4714	112	SINGLE FAMILY	du	5.0	64.	45.
4714	121	MULTI-FAMILY	du	13.0	148.	104.
4714	122	MULTI-FAMILY	du	9.0	77.	54.
4714	4112	RIGHT-OF-WAY	acre	3.6	0.	0.
4714	5137	ARTERIAL COMMERCIAL	ksf	30.4	1672.	1214.
4714		TOTAL			1962.	1417.
4715	112	SINGLE FAMILY	du	25.0	322.	225.
4715	121	MULTI-FAMILY	du	17.0	194.	136.
4715	122	MULTI-FAMILY	du	54.0	464.	326.
4715	4112	RIGHT-OF-WAY	acre	4.1	0.	0.
4715	7611	OPEN SPACE PARK	acre	0.0	0.	0.
4715	7613	ACTIVE PARK	acre	2.7	204.	134.
4715		TOTAL			1185.	822.
4716	112	SINGLE FAMILY	du	29.0	374.	261.
4716	121	MULTI-FAMILY	du	4.0	46.	32.
4716	122	MULTI-FAMILY	du	20.0	172.	121.
4716	4112	RIGHT-OF-WAY	acre	2.0	0.	0.
4716	4114	PARKING	acre	0.2	0.	0.
4716	5137	ARTERIAL COMMERCIAL	ksf	9.4	518.	376.
4716		TOTAL			1109.	790.
4717	112	SINGLE FAMILY	du	39.0	503.	351.
4717	121	MULTI-FAMILY	du	34.0	388.	272.
4717	122	MULTI-FAMILY	du	37.0	318.	223.
4717	4112	RIGHT-OF-WAY	acre	2.5	0.	0.
4717	5137	ARTERIAL COMMERCIAL	ksf	1.6	90.	65.
4717		TOTAL			1298.	912.
4718	112	SINGLE FAMILY	du	36.0	464.	324.
4718	121	MULTI-FAMILY	du	21.0	239.	168.
4718	122	MULTI-FAMILY	du	10.0	86.	60.
4718	4112	RIGHT-OF-WAY	acre	8.1	0.	0.
4718	4113	COMMUNICATION OR UTILITY	acre	0.5	1.	1.
4718	5131	WHOLESALE TRADE	ksf	15.7	1553.	1101.
4718	5137	ARTERIAL COMMERCIAL	ksf	15.9	876.	637.
4718	6819	OTHER SCHOOL	ksf	36.1	787.	650.
4718	7613	ACTIVE PARK	acre	0.2	18.	12.
4718		TOTAL			4025.	2953.
4719	112	SINGLE FAMILY	du	48.0	619.	432.
4719	121	MULTI-FAMILY	du	45.0	513.	360.
4719	122	MULTI-FAMILY	du	31.0	267.	187.
4719	4112	RIGHT-OF-WAY	acre	3.8	0.	0.
4719	5137	ARTERIAL COMMERCIAL	ksf	1.5	84.	61.
4719		TOTAL			1483.	1041.
4720	112	SINGLE FAMILY	du	20.0	258.	180.
4720	121	MULTI-FAMILY	du	22.0	251.	176.
4720	122	MULTI-FAMILY	du	8.0	69.	48.
4720	1511	MOTEL	room	27.0	394.	243.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4720	4112	RIGHT-OF-WAY	acre	5.5	0.	0.
4720	5137	ARTERIAL COMMERCIAL	ksf	27.0	1485.	1079.
4720		TOTAL			2457.	1726.
4721	112	SINGLE FAMILY	du	24.0	310.	216.
4721	121	MULTI-FAMILY	du	24.0	274.	192.
4721	122	MULTI-FAMILY	du	13.0	112.	78.
4721	4112	RIGHT-OF-WAY	acre	6.4	0.	0.
4721	5137	ARTERIAL COMMERCIAL	ksf	14.5	796.	578.
4721	6816	ELEMENTARY SCHOOL	other	333.0	1132.	633.
4721		TOTAL			2624.	1698.
4722	112	SINGLE FAMILY	du	101.0	1303.	909.
4722	121	MULTI-FAMILY	du	81.0	923.	648.
4722	122	MULTI-FAMILY	du	52.0	447.	314.
4722	2113	LIGHT INDUSTRY GENERAL	ksf	23.7	441.	365.
4722	4112	RIGHT-OF-WAY	acre	14.4	0.	0.
4722	5137	ARTERIAL COMMERCIAL	ksf	2.3	127.	92.
4722	7611	OPEN SPACE PARK	acre	2.6	20.	13.
4722	7613	ACTIVE PARK	acre	0.2	17.	11.
4722		TOTAL			3279.	2354.
4723	112	SINGLE FAMILY	du	15.0	193.	135.
4723	121	MULTI-FAMILY	du	19.0	217.	152.
4723	122	MULTI-FAMILY	du	150.0	1290.	906.
4723	4112	RIGHT-OF-WAY	acre	14.2	0.	0.
4723	5137	ARTERIAL COMMERCIAL	ksf	30.7	1689.	1227.
4723		TOTAL			3389.	2419.
4724	112	SINGLE FAMILY	du	38.0	490.	342.
4724	121	MULTI-FAMILY	du	59.0	673.	472.
4724	122	MULTI-FAMILY	du	120.0	1032.	725.
4724	4112	RIGHT-OF-WAY	acre	4.1	0.	0.
4724		TOTAL			2195.	1539.
4725	112	SINGLE FAMILY	du	32.0	413.	288.
4725	121	MULTI-FAMILY	du	44.0	502.	352.
4725	122	MULTI-FAMILY	du	20.0	172.	121.
4725	4112	RIGHT-OF-WAY	acre	5.7	0.	0.
4725	5137	ARTERIAL COMMERCIAL	ksf	2.1	113.	82.
4725	6816	ELEMENTARY SCHOOL	other	354.0	1204.	673.
4725		TOTAL			2403.	1516.
4726	112	SINGLE FAMILY	du	120.0	1548.	1081.
4726	121	MULTI-FAMILY	du	10.0	114.	80.
4726	4112	RIGHT-OF-WAY	acre	16.7	0.	0.
4726	5025	SERVICE STATION FOOD MART	other	8.0	1650.	1199.
4726	5137	ARTERIAL COMMERCIAL	ksf	1.4	76.	55.
4726	7611	OPEN SPACE PARK	acre	6.3	49.	32.
4726		TOTAL			3437.	2446.
4727	112	SINGLE FAMILY	du	108.0	1393.	972.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4727	4112	RIGHT-OF-WAY	acre	13.3	0.	0.
4727	7611	OPEN SPACE PARK	acre	8.6	67.	44.
4727		TOTAL			1460.	1016.
4728	112	SINGLE FAMILY	du	220.0	2838.	1981.
4728	121	MULTI-FAMILY	du	22.0	251.	176.
4728	122	MULTI-FAMILY	du	12.0	103.	72.
4728	4112	RIGHT-OF-WAY	acre	13.2	0.	0.
4728	6112	RELIGIOUS FACILITY	ksf	7.7	50.	38.
4728	7611	OPEN SPACE PARK	acre	5.8	45.	29.
4728		TOTAL			3286.	2297.

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Base Year (2008) Network

SANDAG Series 12
City of San Diego
Community Plan Update
Functional Class Network

SESD & ENCANTO

Network Build 08/01/13
SESD and Encanto
Base Year 2008 Cal 5

Functional Classifications:

- Freeway
- Prime
- Major
- Collector
- Local Collector
- Rural Collector
- Local
- Freeway Connector
- Ramp
- Zone Connector
- Light & Commuter Rail
- Zone Boundary
- Community Plan Areas

Intersection Controls:

- Signal
- All-Way Stop
- One-Way Stop
- Ramp Meter
- Rail Crossing

Speeds and Lanes:

- Adjusted Speed
- Modeled Speed
- Lanes
- Lane Imbalance
- Traffic Analysis Zone
- Median Type

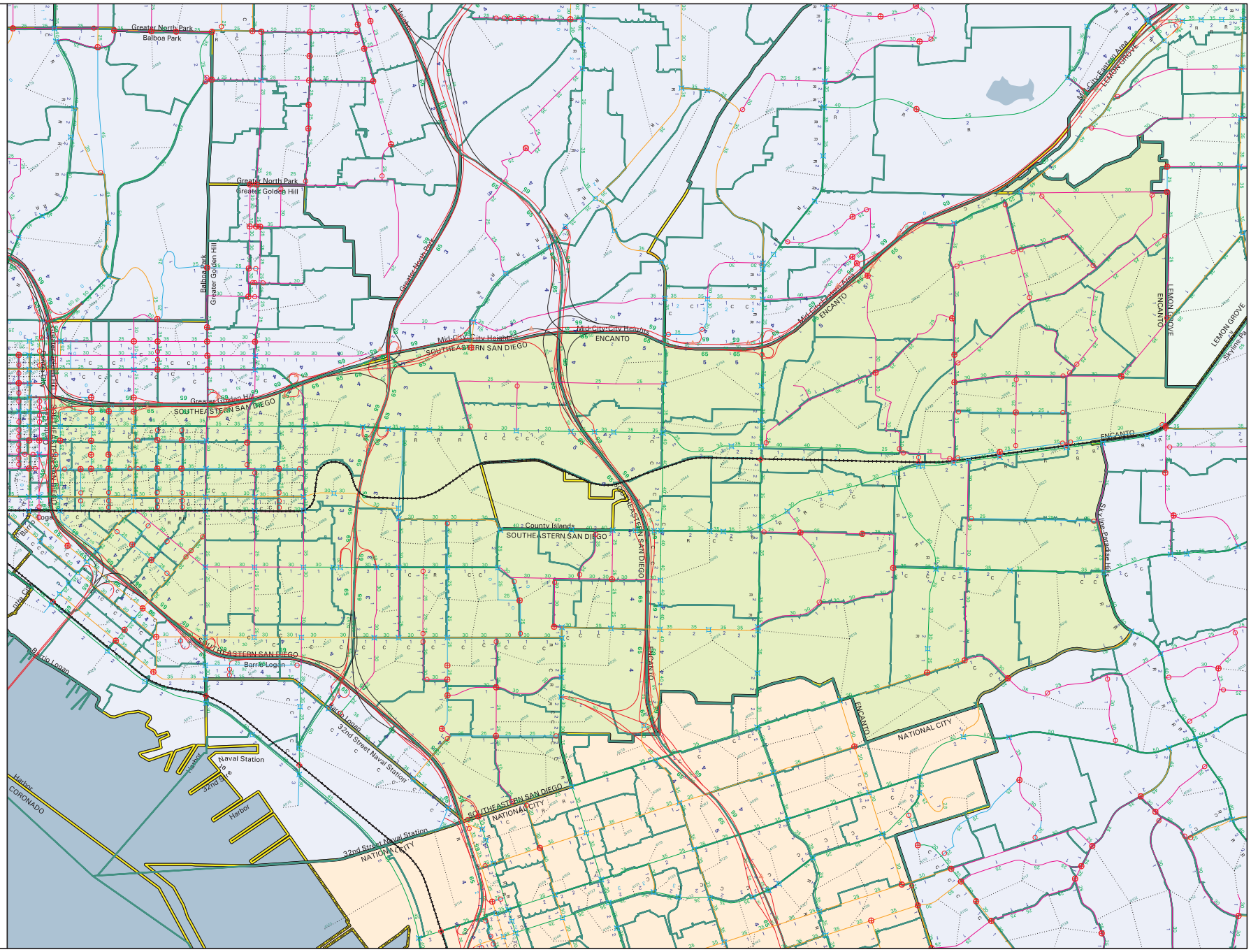
Proposed Study Area:

- CPA-Defined Study Area
- One-TAZ Buffered Study Area

Feet 0 800 1,600
Meters 96 288 480

SANDAG

August 1, 2013



Base Year (2008) Calibration Output

SANDAG Series 12
City of San Diego
Community Plan Update
Daily Traffic Volumes
and Calibration Status

SOUTHEAST SAN DIEGO

Model Run 08/09/13
SESD and Encanto
Base Year 2008 Cal 5
2008 - Base Year

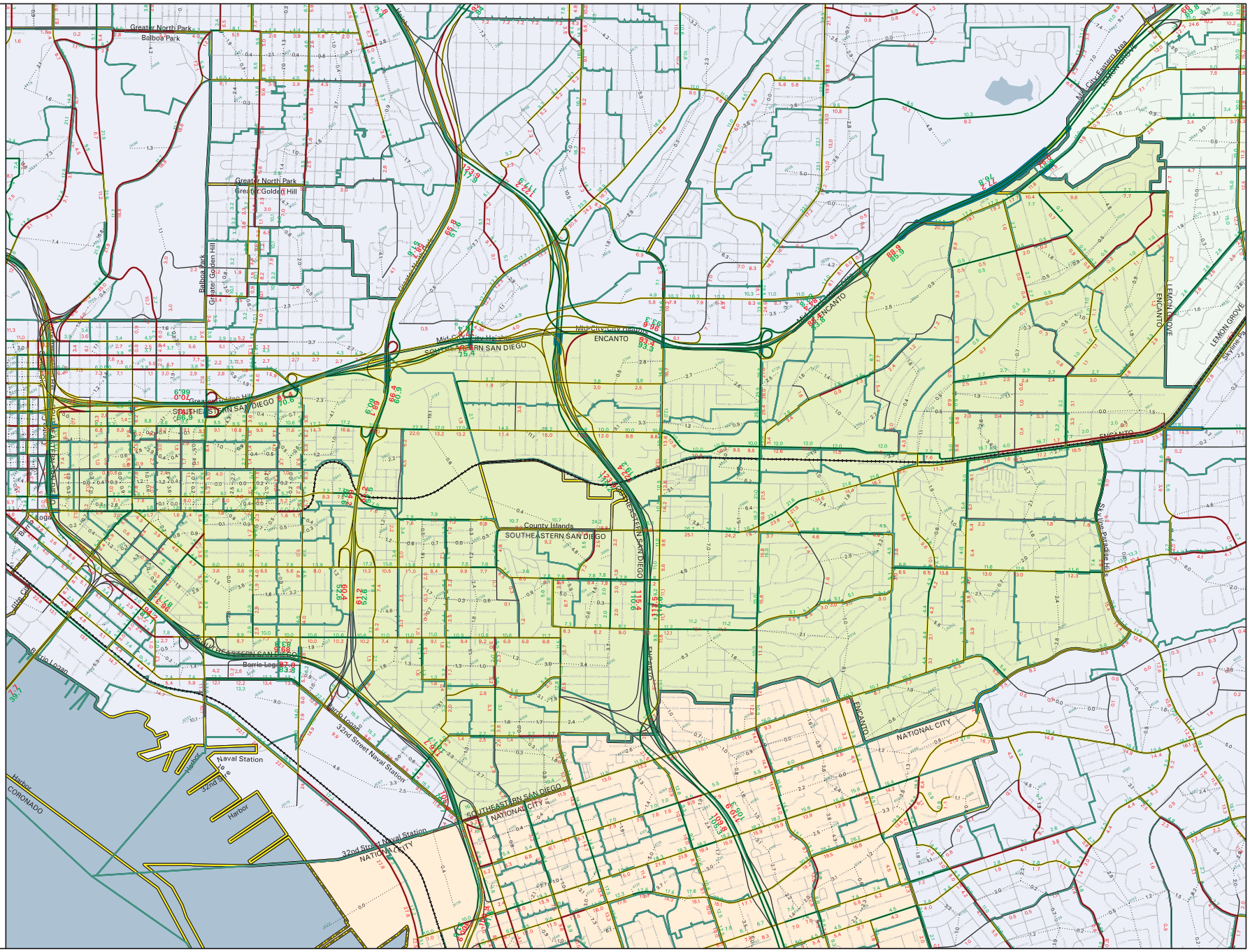
Link Calibration Status:

- Within +/- 10.0%
- -50.0% to -10.0% - 10.0% to 50.0%
- More Than +/- 50.0%
- Links without a Calibration Count
- Zone Connector
- Zone Boundary
- Community Plan Areas
- Cordon Links

Forecasted Volumes:

- Adjusted Volume
- Unadjusted Volume
- Observed Ground Count
- Count Station
- Traffic Analysis Zone

Proposed Study Area



Feet 0 800 1,600
Meters 96 288 480

SANDAG

August 12, 2013

Horizon Year (2035) Land Use Input

Zone	Code	Name	Type	Amount	Person	Vehicle
		Land Use			Trips	
3554	111	SINGLE FAMILY	du	1.0	13.	9.
3554	112	SINGLE FAMILY	du	564.0	7276.	5078.
3554	121	MULTI-FAMILY	du	3.0	34.	24.
3554	1411	CONGREGATE CARE FACILITY	other	6.0	26.	18.
3554	4112	RIGHT-OF-WAY	acre	32.3	0.	0.
3554	7611	OPEN SPACE PARK	acre	2.3	18.	12.
3554		TOTAL			7367.	5141.
3574	2113	LIGHT INDUSTRY GENERAL	ksf	143.4	2668.	2206.
3574	4112	RIGHT-OF-WAY	acre	9.1	0.	0.
3574	5137	ARTERIAL COMMERCIAL	ksf	43.9	2415.	1754.
3574		TOTAL			5083.	3960.
3594	4112	RIGHT-OF-WAY	acre	21.2	0.	0.
3594		TOTAL			0.	0.
3602	112	SINGLE FAMILY	du	227.0	2928.	2044.
3602	4112	RIGHT-OF-WAY	acre	28.8	0.	0.
3602	4113	COMMUNICATION OR UTILITY	acre	31.3	100.	78.
3602	6112	RELIGIOUS FACILITY	ksf	14.0	91.	70.
3602	6816	ELEMENTARY SCHOOL	other	357.0	1214.	678.
3602	7611	OPEN SPACE PARK	acre	70.6	543.	358.
3602	7613	ACTIVE PARK	acre	9.4	725.	477.
3602		TOTAL			5602.	3705.
3627	112	SINGLE FAMILY	du	315.0	4063.	2836.
3627	121	MULTI-FAMILY	du	25.0	285.	200.
3627	4112	RIGHT-OF-WAY	acre	23.0	0.	0.
3627		TOTAL			4348.	3036.
3696	112	SINGLE FAMILY	du	175.0	2257.	1576.
3696	121	MULTI-FAMILY	du	23.0	262.	184.
3696	122	MULTI-FAMILY	du	13.0	112.	78.
3696	4112	RIGHT-OF-WAY	acre	8.4	0.	0.
3696	6112	RELIGIOUS FACILITY	ksf	5.7	37.	28.
3696	6816	ELEMENTARY SCHOOL	other	713.0	2424.	1355.
3696	7611	OPEN SPACE PARK	acre	0.7	5.	4.
3696		TOTAL			5098.	3225.
3720	112	SINGLE FAMILY	du	343.0	4425.	3088.
3720	121	MULTI-FAMILY	du	3.0	34.	24.
3720	4112	RIGHT-OF-WAY	acre	13.3	0.	0.
3720	6112	RELIGIOUS FACILITY	ksf	16.6	108.	83.
3720	7611	OPEN SPACE PARK	acre	7.2	56.	37.
3720		TOTAL			4622.	3232.
3744	112	SINGLE FAMILY	du	518.0	6682.	4664.
3744	121	MULTI-FAMILY	du	66.0	752.	528.
3744	122	MULTI-FAMILY	du	13.0	112.	78.
3744	4112	RIGHT-OF-WAY	acre	29.7	0.	0.
3744	6111	CEMETERY	acre	40.5	247.	202.
3744	6112	RELIGIOUS FACILITY	ksf	22.0	143.	110.
3744		TOTAL			7936.	5583.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3745	112	SINGLE FAMILY	du	315.0	4063.	2836.
3745	121	MULTI-FAMILY	du	228.0	2599.	1825.
3745	122	MULTI-FAMILY	du	65.0	559.	392.
3745	4112	RIGHT-OF-WAY	acre	67.8	0.	0.
3745	6112	RELIGIOUS FACILITY	ksf	4.3	28.	21.
3745		TOTAL			7250.	5075.
3764	112	SINGLE FAMILY	du	349.0	4502.	3142.
3764	121	MULTI-FAMILY	du	142.0	1619.	1136.
3764	122	MULTI-FAMILY	du	302.0	2597.	1823.
3764	4112	RIGHT-OF-WAY	acre	18.2	0.	0.
3764	5137	ARTERIAL COMMERCIAL	ksf	60.8	3346.	2430.
3764	6814	SENIOR HIGH SCHOOL	other	950.0	3800.	1710.
3764	6815	JUNIOR HIGH OR MIDDLE SCHOOL	other	420.0	966.	593.
3764	7613	ACTIVE PARK	acre	4.7	365.	240.
3764		TOTAL			17194.	11075.
3766	112	SINGLE FAMILY	du	13.0	168.	117.
3766	121	MULTI-FAMILY	du	6.0	68.	48.
3766	2113	LIGHT INDUSTRY GENERAL	ksf	511.6	9516.	7869.
3766	2114	WAREHOUSING	ksf	30.3	185.	155.
3766	4112	RIGHT-OF-WAY	acre	39.4	0.	0.
3766	4113	COMMUNICATION OR UTILITY	acre	15.6	50.	39.
3766	6082	LOW RISE OFFICE H	ksf	125.1	3103.	2390.
3766	7611	OPEN SPACE PARK	acre	0.7	6.	4.
3766		TOTAL			13096.	10621.
3767	2113	LIGHT INDUSTRY GENERAL	ksf	596.5	11095.	9174.
3767	4112	RIGHT-OF-WAY	acre	8.0	0.	0.
3767	5133	COMMUNITY SHOP CENTER	ksf	127.6	13768.	9743.
3767	6511	CLINIC	ksf	31.9	2148.	1595.
3767	7611	OPEN SPACE PARK	acre	0.1	1.	1.
3767	7613	ACTIVE PARK	acre	5.6	434.	285.
3767		TOTAL			27446.	20798.
3817	112	SINGLE FAMILY	du	283.0	3651.	2548.
3817	121	MULTI-FAMILY	du	45.0	513.	360.
3817	122	MULTI-FAMILY	du	88.0	757.	531.
3817	4112	RIGHT-OF-WAY	acre	29.2	0.	0.
3817	4113	COMMUNICATION OR UTILITY	acre	0.3	1.	1.
3817	6112	RELIGIOUS FACILITY	ksf	15.0	98.	75.
3817	7611	OPEN SPACE PARK	acre	0.1	1.	0.
3817	7613	ACTIVE PARK	acre	5.8	449.	296.
3817		TOTAL			5469.	3812.
3831	112	SINGLE FAMILY	du	10.0	129.	90.
3831	121	MULTI-FAMILY	du	4.0	46.	32.
3831	122	MULTI-FAMILY	du	46.0	396.	278.
3831	2113	LIGHT INDUSTRY GENERAL	ksf	29.2	543.	449.
3831	4112	RIGHT-OF-WAY	acre	17.0	0.	0.
3831	4113	COMMUNICATION OR UTILITY	acre	2.9	9.	7.
3831	5137	ARTERIAL COMMERCIAL	ksf	63.2	3477.	2525.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3831	6052	LOW RISE OFFICE E	ksf	51.7	1349.	1039.
3831	6112	RELIGIOUS FACILITY	ksf	27.7	180.	138.
3831	6119	OTHER PUBLIC SERVICE	ksf	8.1	111.	80.
3831	6815	JUNIOR HIGH OR MIDDLE SCHOOL	other	212.0	488.	300.
3831		TOTAL			6727.	4939.
3854	112	SINGLE FAMILY	du	21.0	271.	189.
3854	121	MULTI-FAMILY	du	3.0	34.	24.
3854	122	MULTI-FAMILY	du	126.0	1084.	761.
3854	4112	RIGHT-OF-WAY	acre	24.2	0.	0.
3854	5137	ARTERIAL COMMERCIAL	ksf	4.8	264.	192.
3854	6112	RELIGIOUS FACILITY	ksf	15.7	102.	78.
3854	6816	ELEMENTARY SCHOOL	other	273.0	928.	519.
3854		TOTAL			2683.	1763.
3855	112	SINGLE FAMILY	du	297.0	3831.	2674.
3855	121	MULTI-FAMILY	du	86.0	980.	688.
3855	122	MULTI-FAMILY	du	107.0	920.	646.
3855	2113	LIGHT INDUSTRY GENERAL	ksf	12.1	225.	186.
3855	4112	RIGHT-OF-WAY	acre	30.0	0.	0.
3855	4113	COMMUNICATION OR UTILITY	acre	0.3	1.	1.
3855	4114	PARKING	acre	0.3	0.	0.
3855	5025	SERVICE STATION FOOD MART	other	10.0	2063.	1498.
3855	5134	NEIGHBORHOOD SHOP CENTER	ksf	8.7	1473.	1042.
3855	5137	ARTERIAL COMMERCIAL	ksf	92.1	5066.	3680.
3855	6014	GOV'T OFFICE	ksf	22.1	881.	662.
3855	6112	RELIGIOUS FACILITY	ksf	3.4	22.	17.
3855	6810	DAY CARE CENTER	other	75.0	457.	378.
3855	6816	ELEMENTARY SCHOOL	other	737.0	2506.	1400.
3855	7611	OPEN SPACE PARK	acre	0.4	3.	2.
3855		TOTAL			18430.	12875.
3857	112	SINGLE FAMILY	du	252.0	3251.	2269.
3857	121	MULTI-FAMILY	du	276.0	3146.	2209.
3857	122	MULTI-FAMILY	du	124.0	1066.	749.
3857	2113	LIGHT INDUSTRY GENERAL	ksf	364.0	6770.	5598.
3857	4112	RIGHT-OF-WAY	acre	51.0	0.	0.
3857	5137	ARTERIAL COMMERCIAL	ksf	59.3	3262.	2369.
3857	6042	LOW RISE OFFICE D	ksf	46.1	1504.	1158.
3857	6112	RELIGIOUS FACILITY	ksf	28.7	186.	143.
3857		TOTAL			19186.	14495.
3858	112	SINGLE FAMILY	du	20.0	258.	180.
3858	121	MULTI-FAMILY	du	33.0	376.	264.
3858	122	MULTI-FAMILY	du	67.0	576.	405.
3858	4112	RIGHT-OF-WAY	acre	5.3	0.	0.
3858	5137	ARTERIAL COMMERCIAL	ksf	20.1	1107.	804.
3858	6012	LOW RISE OFFICE A	ksf	7.0	372.	287.
3858	9101	INACTIVE USE	acre	0.3	0.	0.
3858		TOTAL			2690.	1939.
3860	112	SINGLE FAMILY	du	83.0	1071.	747.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3860	122	MULTI-FAMILY	du	68.0	585.	411.
3860	4112	RIGHT-OF-WAY	acre	6.9	0.	0.
3860	5137	ARTERIAL COMMERCIAL	ksf	27.2	1499.	1089.
3860	6816	ELEMENTARY SCHOOL	other	526.0	1788.	999.
3860	7611	OPEN SPACE PARK	acre	4.8	37.	24.
3860		TOTAL			4980.	3270.
3861	112	SINGLE FAMILY	du	190.0	2451.	1711.
3861	121	MULTI-FAMILY	du	96.0	1094.	768.
3861	122	MULTI-FAMILY	du	468.0	4025.	2826.
3861	4112	RIGHT-OF-WAY	acre	19.0	0.	0.
3861	4121	RAIL/TRANSIT CENTER	acre	1.7	669.	511.
3861	5139	OTHER RETAIL TRADE	ksf	11.4	627.	457.
3861	6112	RELIGIOUS FACILITY	ksf	7.0	45.	35.
3861		TOTAL			8912.	6307.
3902	112	SINGLE FAMILY	du	75.0	967.	675.
3902	121	MULTI-FAMILY	du	55.0	627.	440.
3902	122	MULTI-FAMILY	du	227.0	1952.	1371.
3902	2113	LIGHT INDUSTRY GENERAL	ksf	40.7	758.	627.
3902	4112	RIGHT-OF-WAY	acre	51.0	0.	0.
3902	6112	RELIGIOUS FACILITY	ksf	8.9	58.	44.
3902		TOTAL			4362.	3157.
3904	112	SINGLE FAMILY	du	4.0	52.	36.
3904	121	MULTI-FAMILY	du	34.0	388.	272.
3904	4112	RIGHT-OF-WAY	acre	18.6	0.	0.
3904	6111	CEMETERY	acre	116.4	710.	582.
3904	6112	RELIGIOUS FACILITY	ksf	1.5	9.	7.
3904	7220	OTHER RECREATION-HIGH	acre	6.0	438.	299.
3904	9101	INACTIVE USE	acre	0.7	0.	0.
3904		TOTAL			1597.	1196.
3905	112	SINGLE FAMILY	du	25.0	322.	225.
3905	121	MULTI-FAMILY	du	11.0	125.	88.
3905	122	MULTI-FAMILY	du	42.0	361.	254.
3905	4112	RIGHT-OF-WAY	acre	4.5	0.	0.
3905	5137	ARTERIAL COMMERCIAL	ksf	3.6	198.	144.
3905	6112	RELIGIOUS FACILITY	ksf	4.8	31.	24.
3905	6511	CLINIC	ksf	153.6	10337.	7676.
3905		TOTAL			11375.	8410.
3920	112	SINGLE FAMILY	du	33.0	426.	297.
3920	121	MULTI-FAMILY	du	27.0	308.	216.
3920	122	MULTI-FAMILY	du	29.0	249.	175.
3920	4112	RIGHT-OF-WAY	acre	6.6	0.	0.
3920	6112	RELIGIOUS FACILITY	ksf	5.3	35.	27.
3920	6816	ELEMENTARY SCHOOL	other	808.0	2747.	1535.
3920		TOTAL			3765.	2250.
3921	112	SINGLE FAMILY	du	22.0	284.	198.
3921	121	MULTI-FAMILY	du	18.0	205.	144.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3921	122	MULTI-FAMILY	du	101.0	869.	610.
3921	4112	RIGHT-OF-WAY	acre	6.1	0.	0.
3921	6816	ELEMENTARY SCHOOL	other	458.0	1557.	870.
3921		TOTAL			2915.	1822.
3922	112	SINGLE FAMILY	du	285.0	3676.	2566.
3922	121	MULTI-FAMILY	du	80.0	912.	640.
3922	122	MULTI-FAMILY	du	306.0	2632.	1848.
3922	131	MOBILE HOME PARK	du	250.0	1875.	1243.
3922	4112	RIGHT-OF-WAY	acre	25.6	0.	0.
3922	6112	RELIGIOUS FACILITY	ksf	40.0	260.	200.
3922	7611	OPEN SPACE PARK	acre	0.3	2.	1.
3922	9101	INACTIVE USE	du	0.5	0.	0.
3922		TOTAL			9357.	6499.
3924	122	MULTI-FAMILY	du	163.0	1402.	984.
3924	4112	RIGHT-OF-WAY	acre	4.1	0.	0.
3924	4113	COMMUNICATION OR UTILITY	acre	0.2	1.	0.
3924	5025	SERVICE STATION FOOD MART	other	8.0	1650.	1199.
3924	5137	ARTERIAL COMMERCIAL	ksf	43.3	2383.	1731.
3924	6112	RELIGIOUS FACILITY	ksf	4.0	26.	20.
3924		TOTAL			5462.	3934.
3926	121	MULTI-FAMILY	du	74.0	844.	592.
3926	122	MULTI-FAMILY	du	324.0	2786.	1956.
3926	2113	LIGHT INDUSTRY GENERAL	ksf	179.4	3337.	2760.
3926	4112	RIGHT-OF-WAY	acre	4.2	0.	0.
3926	5137	ARTERIAL COMMERCIAL	ksf	35.5	1955.	1420.
3926		TOTAL			8922.	6728.
3927	112	SINGLE FAMILY	du	18.0	232.	162.
3927	121	MULTI-FAMILY	du	118.0	1345.	944.
3927	122	MULTI-FAMILY	du	305.0	2623.	1841.
3927	2111	INDUSTRIAL PARK	ksf	152.0	2781.	2310.
3927	2113	LIGHT INDUSTRY GENERAL	ksf	153.4	2854.	2360.
3927	4112	RIGHT-OF-WAY	acre	10.0	0.	0.
3927	5137	ARTERIAL COMMERCIAL	ksf	24.2	1332.	968.
3927	7611	OPEN SPACE PARK	acre	6.4	49.	32.
3927		TOTAL			11217.	8618.
3929	122	MULTI-FAMILY	du	244.0	2098.	1473.
3929	4112	RIGHT-OF-WAY	acre	2.7	0.	0.
3929	5137	ARTERIAL COMMERCIAL	ksf	60.9	3349.	2433.
3929		TOTAL			5448.	3906.
3944	112	SINGLE FAMILY	du	1.0	13.	9.
3944	122	MULTI-FAMILY	du	1294.0	11128.	7813.
3944	4112	RIGHT-OF-WAY	acre	12.4	0.	0.
3944	4121	RAIL/TRANSIT CENTER	acre	1.1	422.	322.
3944	5137	ARTERIAL COMMERCIAL	ksf	30.4	1670.	1213.
3944	6112	RELIGIOUS FACILITY	ksf	5.1	33.	25.
3944	7611	OPEN SPACE PARK	acre	3.5	27.	17.
3944		TOTAL			13292.	9400.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3945	122	MULTI-FAMILY	du	147.0	1264.	888.
3945	4112	RIGHT-OF-WAY	acre	0.6	0.	0.
3945	5137	ARTERIAL COMMERCIAL	ksf	29.4	1615.	1173.
3945	6012	LOW RISE OFFICE A	ksf	64.0	3418.	2632.
3945	6129	MEETING ROOM FACILITY	ksf	16.0	664.	480.
3945	7611	OPEN SPACE PARK	acre	3.8	30.	19.
3945		TOTAL			6991.	5192.
3946	112	SINGLE FAMILY	du	309.0	3986.	2782.
3946	121	MULTI-FAMILY	du	61.0	695.	488.
3946	122	MULTI-FAMILY	du	218.0	1875.	1316.
3946	4112	RIGHT-OF-WAY	acre	23.4	0.	0.
3946	5137	ARTERIAL COMMERCIAL	ksf	48.9	2691.	1954.
3946	6112	RELIGIOUS FACILITY	ksf	2.7	17.	13.
3946	6816	ELEMENTARY SCHOOL	other	614.0	2088.	1167.
3946	7611	OPEN SPACE PARK	acre	14.6	112.	74.
3946		TOTAL			11464.	7795.
3947	112	SINGLE FAMILY	du	116.0	1496.	1044.
3947	121	MULTI-FAMILY	du	13.0	148.	104.
3947	122	MULTI-FAMILY	du	191.0	1643.	1153.
3947	4112	RIGHT-OF-WAY	acre	13.4	0.	0.
3947	4114	PARKING	acre	0.3	0.	0.
3947	5137	ARTERIAL COMMERCIAL	ksf	25.6	1410.	1024.
3947	6112	RELIGIOUS FACILITY	ksf	11.5	75.	58.
3947	7611	OPEN SPACE PARK	acre	1.9	15.	10.
3947	9101	INACTIVE USE	du	0.0	0.	0.
3947		TOTAL			4786.	3393.
3949	112	SINGLE FAMILY	du	572.0	7379.	5150.
3949	121	MULTI-FAMILY	du	58.0	661.	464.
3949	122	MULTI-FAMILY	du	1098.0	9443.	6629.
3949	4112	RIGHT-OF-WAY	acre	27.2	0.	0.
3949	5137	ARTERIAL COMMERCIAL	ksf	19.7	1085.	788.
3949	5138	SERVICE STATION	other	8.0	1486.	1082.
3949	6112	RELIGIOUS FACILITY	ksf	25.6	166.	128.
3949	6816	ELEMENTARY SCHOOL	other	270.0	918.	513.
3949	7611	OPEN SPACE PARK	acre	1.0	8.	5.
3949		TOTAL			21145.	14760.
3958	112	SINGLE FAMILY	du	58.0	748.	522.
3958	121	MULTI-FAMILY	du	21.0	239.	168.
3958	122	MULTI-FAMILY	du	41.0	353.	248.
3958	2114	WAREHOUSING	ksf	1.5	9.	8.
3958	4112	RIGHT-OF-WAY	acre	4.5	0.	0.
3958	4114	PARKING	acre	0.1	0.	0.
3958	5011	HIGH TURNOVER RESTAURANT	ksf	5.6	1002.	728.
3958	5137	ARTERIAL COMMERCIAL	ksf	5.7	312.	227.
3958		TOTAL			2663.	1900.
3959	112	SINGLE FAMILY	du	125.0	1612.	1126.
3959	121	MULTI-FAMILY	du	19.0	217.	152.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3959	122	MULTI-FAMILY	du	50.0	430.	302.
3959	2113	LIGHT INDUSTRY GENERAL	ksf	3.1	57.	47.
3959	4112	RIGHT-OF-WAY	acre	6.5	0.	0.
3959	4114	PARKING	acre	0.2	0.	0.
3959	5011	HIGH TURNOVER RESTAURANT	ksf	1.5	268.	195.
3959	5014	CONVENIENCE MARKET CHAIN	ksf	3.0	2063.	1499.
3959	5137	ARTERIAL COMMERCIAL	ksf	58.2	3200.	2324.
3959	7613	ACTIVE PARK	acre	0.2	12.	8.
3959		TOTAL			7860.	5652.
3960	112	SINGLE FAMILY	du	53.0	684.	477.
3960	121	MULTI-FAMILY	du	6.0	68.	48.
3960	122	MULTI-FAMILY	du	110.0	946.	664.
3960	4112	RIGHT-OF-WAY	acre	7.2	0.	0.
3960	5029	AUTO REPAIR	ksf	2.0	55.	40.
3960	5137	ARTERIAL COMMERCIAL	ksf	8.0	440.	320.
3960		TOTAL			2193.	1549.
3961	112	SINGLE FAMILY	du	43.0	555.	387.
3961	121	MULTI-FAMILY	du	7.0	80.	56.
3961	122	MULTI-FAMILY	du	85.0	731.	513.
3961	4112	RIGHT-OF-WAY	acre	4.0	0.	0.
3961	4114	PARKING	acre	0.0	0.	0.
3961	5137	ARTERIAL COMMERCIAL	ksf	2.7	146.	106.
3961	6112	RELIGIOUS FACILITY	ksf	20.0	130.	100.
3961		TOTAL			1641.	1162.
3962	4112	RIGHT-OF-WAY	acre	1.1	0.	0.
3962		TOTAL			0.	0.
3969	122	MULTI-FAMILY	du	965.0	8299.	5826.
3969	4112	RIGHT-OF-WAY	acre	8.4	0.	0.
3969	5011	HIGH TURNOVER RESTAURANT	ksf	14.4	2575.	1870.
3969	5029	AUTO REPAIR	ksf	6.1	167.	121.
3969	5134	NEIGHBORHOOD SHOP CENTER	ksf	28.8	4874.	3450.
3969	5137	ARTERIAL COMMERCIAL	ksf	30.3	1668.	1211.
3969	6012	LOW RISE OFFICE A	ksf	4.8	258.	199.
3969	6072	LOW RISE OFFICE E	ksf	66.1	1640.	1263.
3969	6112	RELIGIOUS FACILITY	ksf	3.5	23.	17.
3969	6115	FIRE OR POLICE STATION	ksf	14.5	590.	435.
3969	7613	ACTIVE PARK	acre	0.1	7.	5.
3969		TOTAL			20100.	14397.
3974	122	MULTI-FAMILY	du	483.0	4154.	2916.
3974	4112	RIGHT-OF-WAY	acre	10.4	0.	0.
3974	5013	SUPERMARKET	ksf	4.4	908.	659.
3974	5027	SERVICE STATION CAR WASH	other	12.0	2558.	1858.
3974	9101	INACTIVE USE	du	0.6	0.	0.
3974		TOTAL			7620.	5434.
3977	112	SINGLE FAMILY	du	100.0	1290.	900.
3977	121	MULTI-FAMILY	du	16.0	182.	128.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3977	122	MULTI-FAMILY	du	30.0	258.	181.
3977	2113	LIGHT INDUSTRY GENERAL	ksf	77.8	1447.	1196.
3977	4112	RIGHT-OF-WAY	acre	9.5	0.	0.
3977	4114	PARKING	acre	0.1	0.	0.
3977	5029	AUTO REPAIR	ksf	11.9	327.	237.
3977		TOTAL			3504.	2643.
3979	112	SINGLE FAMILY	du	84.0	1084.	756.
3979	121	MULTI-FAMILY	du	64.0	730.	512.
3979	122	MULTI-FAMILY	du	23.0	198.	139.
3979	4112	RIGHT-OF-WAY	acre	21.2	0.	0.
3979	6112	RELIGIOUS FACILITY	ksf	4.9	32.	24.
3979	7611	OPEN SPACE PARK	acre	1.9	15.	10.
3979	9101	INACTIVE USE	du	0.2	0.	0.
3979		TOTAL			2057.	1441.
3980	112	SINGLE FAMILY	du	108.0	1393.	972.
3980	121	MULTI-FAMILY	du	76.0	866.	608.
3980	122	MULTI-FAMILY	du	84.0	722.	507.
3980	4112	RIGHT-OF-WAY	acre	20.9	0.	0.
3980	6112	RELIGIOUS FACILITY	ksf	14.5	94.	72.
3980	6115	FIRE OR POLICE STATION	ksf	9.6	391.	288.
3980		TOTAL			3467.	2448.
3984	112	SINGLE FAMILY	du	92.0	1187.	828.
3984	121	MULTI-FAMILY	du	10.0	114.	80.
3984	122	MULTI-FAMILY	du	136.0	1170.	821.
3984	2113	LIGHT INDUSTRY GENERAL	ksf	22.1	412.	340.
3984	4112	RIGHT-OF-WAY	acre	9.6	0.	0.
3984	5029	AUTO REPAIR	ksf	2.0	55.	40.
3984	5137	ARTERIAL COMMERCIAL	ksf	26.8	1471.	1069.
3984	6012	LOW RISE OFFICE A	ksf	2.2	118.	91.
3984	6112	RELIGIOUS FACILITY	ksf	4.5	29.	22.
3984	9101	INACTIVE USE	du	0.1	0.	0.
3984		TOTAL			4556.	3292.
3985	112	SINGLE FAMILY	du	64.0	826.	576.
3985	122	MULTI-FAMILY	du	86.0	740.	519.
3985	2113	LIGHT INDUSTRY GENERAL	ksf	23.5	438.	362.
3985	2114	WAREHOUSING	ksf	21.0	128.	107.
3985	4112	RIGHT-OF-WAY	acre	12.2	0.	0.
3985	4114	PARKING	acre	0.6	0.	0.
3985	5137	ARTERIAL COMMERCIAL	ksf	20.0	1101.	800.
3985	6112	RELIGIOUS FACILITY	ksf	11.0	72.	55.
3985	6816	ELEMENTARY SCHOOL	other	78.0	265.	148.
3985		TOTAL			3570.	2568.
3988	112	SINGLE FAMILY	du	303.0	3909.	2728.
3988	121	MULTI-FAMILY	du	7.0	80.	56.
3988	4112	RIGHT-OF-WAY	acre	19.3	0.	0.
3988	6815	JUNIOR HIGH OR MIDDLE SCHOOL	other	1127.0	2592.	1592.
3988		TOTAL			6581.	4377.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3989	112	SINGLE FAMILY	du	36.0	464.	324.
3989	121	MULTI-FAMILY	du	22.0	251.	176.
3989	122	MULTI-FAMILY	du	114.0	980.	688.
3989	2113	LIGHT INDUSTRY GENERAL	ksf	41.0	762.	630.
3989	4112	RIGHT-OF-WAY	acre	14.4	0.	0.
3989	5137	ARTERIAL COMMERCIAL	ksf	31.0	1706.	1239.
3989	6112	RELIGIOUS FACILITY	ksf	68.8	447.	344.
3989		TOTAL			4611.	3401.
3990	112	SINGLE FAMILY	du	109.0	1406.	981.
3990	121	MULTI-FAMILY	du	78.0	889.	624.
3990	122	MULTI-FAMILY	du	47.0	404.	284.
3990	4112	RIGHT-OF-WAY	acre	11.4	0.	0.
3990	5137	ARTERIAL COMMERCIAL	ksf	37.4	2055.	1492.
3990	6111	CEMETERY	acre	7.0	42.	35.
3990	6112	RELIGIOUS FACILITY	ksf	5.2	34.	26.
3990		TOTAL			4831.	3443.
3991	112	SINGLE FAMILY	du	175.0	2257.	1576.
3991	121	MULTI-FAMILY	du	66.0	752.	528.
3991	122	MULTI-FAMILY	du	37.0	318.	223.
3991	4112	RIGHT-OF-WAY	acre	9.2	0.	0.
3991	5137	ARTERIAL COMMERCIAL	ksf	38.5	2118.	1538.
3991	6012	LOW RISE OFFICE A	ksf	3.2	171.	131.
3991	6112	RELIGIOUS FACILITY	ksf	3.2	21.	16.
3991	6129	MEETING ROOM FACILITY	ksf	3.2	134.	97.
3991		TOTAL			5771.	4110.
3992	112	SINGLE FAMILY	du	178.0	2296.	1603.
3992	121	MULTI-FAMILY	du	103.0	1174.	824.
3992	122	MULTI-FAMILY	du	285.0	2451.	1721.
3992	4112	RIGHT-OF-WAY	acre	19.3	0.	0.
3992	5137	ARTERIAL COMMERCIAL	ksf	8.5	470.	341.
3992	6012	LOW RISE OFFICE A	ksf	3.8	206.	158.
3992	6013	GOV'T /CIVIC CENTER	ksf	50.7	2024.	1521.
3992	6112	RELIGIOUS FACILITY	ksf	14.6	95.	73.
3992	7611	OPEN SPACE PARK	acre	5.6	43.	29.
3992	7613	ACTIVE PARK	acre	3.7	284.	187.
3992	9101	INACTIVE USE	du	2.8	0.	0.
3992		TOTAL			9044.	6457.
3993	4112	RIGHT-OF-WAY	acre	4.2	0.	0.
3993	5133	COMMUNITY SHOP CENTER	ksf	360.9	38937.	27553.
3993		TOTAL			38937.	27553.
3994	112	SINGLE FAMILY	du	82.0	1058.	738.
3994	121	MULTI-FAMILY	du	109.0	1243.	872.
3994	122	MULTI-FAMILY	du	23.0	198.	139.
3994	4112	RIGHT-OF-WAY	acre	20.3	0.	0.
3994	7611	OPEN SPACE PARK	acre	7.9	61.	40.
3994		TOTAL			2559.	1789.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3995	112	SINGLE FAMILY	du	212.0	2735.	1909.
3995	121	MULTI-FAMILY	du	3.0	34.	24.
3995	122	MULTI-FAMILY	du	679.0	5839.	4100.
3995	4112	RIGHT-OF-WAY	acre	42.9	0.	0.
3995	5137	ARTERIAL COMMERCIAL	ksf	33.5	1841.	1337.
3995	6112	RELIGIOUS FACILITY	ksf	52.2	340.	261.
3995	6814	SENIOR HIGH SCHOOL	other	2333.0	9332.	4199.
3995	6816	ELEMENTARY SCHOOL	other	759.0	2581.	1442.
3995	7611	OPEN SPACE PARK	acre	0.8	6.	4.
3995	7613	ACTIVE PARK	acre	4.1	319.	210.
3995		TOTAL			23026.	13485.
3996	112	SINGLE FAMILY	du	706.0	9107.	6357.
3996	4112	RIGHT-OF-WAY	acre	38.7	0.	0.
3996	5029	AUTO REPAIR	ksf	1.0	26.	19.
3996	5136	AUTO DEALERSHIP	acre	0.1	39.	28.
3996	6112	RELIGIOUS FACILITY	ksf	18.9	123.	94.
3996	7613	ACTIVE PARK	acre	0.5	38.	25.
3996		TOTAL			9334.	6523.
3998	112	SINGLE FAMILY	du	144.0	1858.	1297.
3998	121	MULTI-FAMILY	du	111.0	1265.	888.
3998	122	MULTI-FAMILY	du	168.0	1445.	1014.
3998	4112	RIGHT-OF-WAY	acre	27.2	0.	0.
3998	5137	ARTERIAL COMMERCIAL	ksf	6.7	370.	269.
3998	5139	OTHER RETAIL TRADE	ksf	1.2	66.	48.
3998	6112	RELIGIOUS FACILITY	ksf	19.3	125.	96.
3998	6114	POST OFFICE	ksf	5.8	1680.	1168.
3998		TOTAL			6810.	4781.
3999	112	SINGLE FAMILY	du	189.0	2438.	1702.
3999	121	MULTI-FAMILY	du	160.0	1824.	1281.
3999	122	MULTI-FAMILY	du	326.0	2804.	1968.
3999	4112	RIGHT-OF-WAY	acre	24.7	0.	0.
3999	5137	ARTERIAL COMMERCIAL	ksf	30.0	1650.	1199.
3999	6112	RELIGIOUS FACILITY	ksf	33.6	219.	168.
3999	6519	OTHER HEALTH CARE	ksf	26.0	1750.	1300.
3999	6816	ELEMENTARY SCHOOL	other	384.0	1306.	730.
3999	7613	ACTIVE PARK	acre	0.2	13.	8.
3999	9101	INACTIVE USE	du	0.1	0.	0.
3999		TOTAL			12003.	8355.
4002	112	SINGLE FAMILY	du	151.0	1948.	1360.
4002	121	MULTI-FAMILY	du	150.0	1710.	1201.
4002	122	MULTI-FAMILY	du	189.0	1625.	1141.
4002	4112	RIGHT-OF-WAY	acre	23.0	0.	0.
4002	4114	PARKING	acre	0.3	0.	0.
4002	5137	ARTERIAL COMMERCIAL	ksf	20.0	1100.	799.
4002	6112	RELIGIOUS FACILITY	ksf	50.6	329.	253.
4002	6113	LIBRARY	ksf	3.3	244.	166.
4002	6815	JUNIOR HIGH OR MIDDLE SCHOOL	other	1242.0	2857.	1755.
4002	6816	ELEMENTARY SCHOOL	other	619.0	2105.	1176.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4002	7613	ACTIVE PARK	acre	18.0	1384.	911.
4002	9101	INACTIVE USE	du	0.1	0.	0.
4002		TOTAL			13302.	8760.
4007	112	SINGLE FAMILY	du	489.0	6308.	4403.
4007	121	MULTI-FAMILY	du	10.0	114.	80.
4007	4112	RIGHT-OF-WAY	acre	32.7	0.	0.
4007	6112	RELIGIOUS FACILITY	ksf	29.3	191.	147.
4007	6816	ELEMENTARY SCHOOL	other	589.0	2003.	1119.
4007		TOTAL			8615.	5749.
4008	112	SINGLE FAMILY	du	57.0	735.	513.
4008	121	MULTI-FAMILY	du	103.0	1174.	824.
4008	122	MULTI-FAMILY	du	187.0	1608.	1129.
4008	1421	CORRECTIONAL FACILITY	other	300.0	840.	609.
4008	4112	RIGHT-OF-WAY	acre	12.2	0.	0.
4008	5133	COMMUNITY SHOP CENTER	ksf	134.3	14495.	10257.
4008	5137	ARTERIAL COMMERCIAL	ksf	32.1	1767.	1283.
4008	5138	SERVICE STATION	other	8.0	1486.	1082.
4008	6112	RELIGIOUS FACILITY	ksf	24.1	156.	120.
4008	6119	OTHER PUBLIC SERVICE	ksf	3.6	49.	36.
4008	6816	ELEMENTARY SCHOOL	other	481.0	1635.	914.
4008	7613	ACTIVE PARK	acre	0.2	12.	8.
4008		TOTAL			23958.	16775.
4009	112	SINGLE FAMILY	du	226.0	2915.	2035.
4009	121	MULTI-FAMILY	du	100.0	1140.	800.
4009	122	MULTI-FAMILY	du	141.0	1213.	851.
4009	4112	RIGHT-OF-WAY	acre	17.8	0.	0.
4009	5137	ARTERIAL COMMERCIAL	ksf	13.7	755.	549.
4009	5139	OTHER RETAIL TRADE	ksf	0.9	51.	37.
4009	6112	RELIGIOUS FACILITY	ksf	18.4	120.	92.
4009	6115	FIRE OR POLICE STATION	ksf	3.4	139.	103.
4009	9101	INACTIVE USE	du	0.1	0.	0.
4009		TOTAL			6334.	4467.
4010	112	SINGLE FAMILY	du	360.0	4644.	3242.
4010	121	MULTI-FAMILY	du	23.0	262.	184.
4010	4112	RIGHT-OF-WAY	acre	28.2	0.	0.
4010	6112	RELIGIOUS FACILITY	ksf	8.5	55.	42.
4010	7613	ACTIVE PARK	acre	34.6	2662.	1752.
4010	9101	INACTIVE USE	du	0.1	0.	0.
4010		TOTAL			7623.	5220.
4013	112	SINGLE FAMILY	du	178.0	2296.	1603.
4013	121	MULTI-FAMILY	du	63.0	718.	504.
4013	122	MULTI-FAMILY	du	40.0	344.	242.
4013	4112	RIGHT-OF-WAY	acre	16.6	0.	0.
4013	5137	ARTERIAL COMMERCIAL	ksf	4.0	222.	161.
4013	6112	RELIGIOUS FACILITY	ksf	2.3	15.	11.
4013		TOTAL			3595.	2521.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4018	112	SINGLE FAMILY	du	613.0	7908.	5520.
4018	4112	RIGHT-OF-WAY	acre	33.2	0.	0.
4018	6112	RELIGIOUS FACILITY	ksf	5.0	32.	25.
4018	7611	OPEN SPACE PARK	acre	8.6	66.	44.
4018	7613	ACTIVE PARK	acre	0.2	11.	7.
4018		TOTAL			8018.	5596.
4024	112	SINGLE FAMILY	du	368.0	4747.	3314.
4024	121	MULTI-FAMILY	du	58.0	661.	464.
4024	122	MULTI-FAMILY	du	1319.0	11343.	7964.
4024	4112	RIGHT-OF-WAY	acre	50.2	0.	0.
4024	5134	NEIGHBORHOOD SHOP CENTER	ksf	33.2	5629.	3984.
4024	5137	ARTERIAL COMMERCIAL	ksf	75.2	4136.	3004.
4024	6112	RELIGIOUS FACILITY	ksf	6.0	39.	30.
4024	6810	DAY CARE CENTER	other	70.0	427.	352.
4024	6816	ELEMENTARY SCHOOL	other	549.0	1867.	1043.
4024		TOTAL			28849.	20155.
4027	112	SINGLE FAMILY	du	54.0	697.	486.
4027	121	MULTI-FAMILY	du	127.0	1448.	1016.
4027	122	MULTI-FAMILY	du	29.0	249.	175.
4027	2111	INDUSTRIAL PARK	ksf	113.5	2077.	1726.
4027	2113	LIGHT INDUSTRY GENERAL	ksf	27.2	506.	419.
4027	4112	RIGHT-OF-WAY	acre	19.9	0.	0.
4027	5137	ARTERIAL COMMERCIAL	ksf	89.1	4902.	3561.
4027	6112	RELIGIOUS FACILITY	ksf	7.1	46.	35.
4027	7611	OPEN SPACE PARK	acre	1.9	14.	9.
4027	7613	ACTIVE PARK	acre	7.7	593.	390.
4027		TOTAL			10533.	7818.
4028	112	SINGLE FAMILY	du	75.0	967.	675.
4028	121	MULTI-FAMILY	du	175.0	1995.	1401.
4028	122	MULTI-FAMILY	du	70.0	602.	423.
4028	2114	WAREHOUSING	ksf	4.0	24.	20.
4028	4112	RIGHT-OF-WAY	acre	22.1	0.	0.
4028	5137	ARTERIAL COMMERCIAL	ksf	150.7	8290.	6022.
4028	6112	RELIGIOUS FACILITY	ksf	11.5	75.	57.
4028	6129	MEETING ROOM FACILITY	ksf	2.7	111.	80.
4028		TOTAL			12065.	8678.
4035	112	SINGLE FAMILY	du	181.0	2335.	1630.
4035	121	MULTI-FAMILY	du	208.0	2371.	1665.
4035	122	MULTI-FAMILY	du	444.0	3818.	2681.
4035	4112	RIGHT-OF-WAY	acre	75.9	0.	0.
4035	4113	COMMUNICATION OR UTILITY	acre	0.1	0.	0.
4035	5137	ARTERIAL COMMERCIAL	ksf	13.6	746.	542.
4035	6112	RELIGIOUS FACILITY	ksf	24.5	159.	122.
4035	7613	ACTIVE PARK	acre	16.9	1302.	857.
4035		TOTAL			10732.	7496.
4038	112	SINGLE FAMILY	du	153.0	1974.	1378.
4038	121	MULTI-FAMILY	du	90.0	1026.	720.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4038	122	MULTI-FAMILY	du	146.0	1256.	882.
4038	4112	RIGHT-OF-WAY	acre	39.3	0.	0.
4038	5137	ARTERIAL COMMERCIAL	ksf	41.9	2304.	1673.
4038	6112	RELIGIOUS FACILITY	ksf	3.6	23.	18.
4038	6816	ELEMENTARY SCHOOL	other	760.0	2584.	1444.
4038	7611	OPEN SPACE PARK	acre	2.9	23.	15.
4038	9101	INACTIVE USE	du	0.4	0.	0.
4038		TOTAL			9189.	6129.
4039	112	SINGLE FAMILY	du	168.0	2167.	1513.
4039	121	MULTI-FAMILY	du	90.0	1026.	720.
4039	122	MULTI-FAMILY	du	173.0	1488.	1045.
4039	4112	RIGHT-OF-WAY	acre	18.2	0.	0.
4039	5137	ARTERIAL COMMERCIAL	ksf	8.4	465.	338.
4039	5139	OTHER RETAIL TRADE	ksf	10.5	578.	421.
4039	6112	RELIGIOUS FACILITY	ksf	27.4	178.	137.
4039	6816	ELEMENTARY SCHOOL	other	173.0	588.	329.
4039	7611	OPEN SPACE PARK	acre	1.1	9.	6.
4039	9101	INACTIVE USE	du	0.4	0.	0.
4039		TOTAL			6499.	4507.
4040	112	SINGLE FAMILY	du	83.0	1071.	747.
4040	121	MULTI-FAMILY	du	100.0	1140.	800.
4040	122	MULTI-FAMILY	du	156.0	1342.	942.
4040	4112	RIGHT-OF-WAY	acre	12.4	0.	0.
4040	5137	ARTERIAL COMMERCIAL	ksf	69.1	3801.	2760.
4040	6012	LOW RISE OFFICE A	ksf	3.9	210.	161.
4040	6022	LOW RISE OFFICE B	ksf	5.4	239.	184.
4040	6112	RELIGIOUS FACILITY	ksf	50.6	329.	253.
4040	7613	ACTIVE PARK	acre	17.5	1348.	887.
4040	9101	INACTIVE USE	acre	0.0	0.	0.
4040		TOTAL			9478.	6735.
4044	4112	RIGHT-OF-WAY	acre	0.1	0.	0.
4044		TOTAL			0.	0.
4047	112	SINGLE FAMILY	du	458.0	5908.	4124.
4047	4112	RIGHT-OF-WAY	acre	23.2	0.	0.
4047	4113	COMMUNICATION OR UTILITY	acre	3.8	12.	9.
4047	7611	OPEN SPACE PARK	acre	0.8	6.	4.
4047		TOTAL			5927.	4138.
4050	121	MULTI-FAMILY	du	187.0	2132.	1497.
4050	4112	RIGHT-OF-WAY	acre	0.4	0.	0.
4050	5133	COMMUNITY SHOP CENTER	ksf	176.7	19062.	13489.
4050		TOTAL			21194.	14986.
4057	112	SINGLE FAMILY	du	147.0	1896.	1324.
4057	121	MULTI-FAMILY	du	131.0	1493.	1048.
4057	122	MULTI-FAMILY	du	133.0	1144.	803.
4057	4112	RIGHT-OF-WAY	acre	21.6	0.	0.
4057	5137	ARTERIAL COMMERCIAL	ksf	2.8	151.	110.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4057	6112	RELIGIOUS FACILITY	ksf	5.3	35.	27.
4057	7611	OPEN SPACE PARK	acre	7.2	56.	37.
4057	9101	INACTIVE USE	du	2.9	0.	0.
4057		TOTAL			4775.	3348.
4058	112	SINGLE FAMILY	du	135.0	1741.	1216.
4058	121	MULTI-FAMILY	du	120.0	1368.	960.
4058	122	MULTI-FAMILY	du	174.0	1496.	1051.
4058	4112	RIGHT-OF-WAY	acre	19.4	0.	0.
4058	5137	ARTERIAL COMMERCIAL	ksf	16.6	913.	663.
4058	6112	RELIGIOUS FACILITY	ksf	9.1	59.	45.
4058	6119	OTHER PUBLIC SERVICE	ksf	2.7	37.	26.
4058	6816	ELEMENTARY SCHOOL	other	543.0	1846.	1032.
4058	7611	OPEN SPACE PARK	acre	0.5	4.	3.
4058	7613	ACTIVE PARK	acre	0.2	12.	8.
4058		TOTAL			7477.	5004.
4061	112	SINGLE FAMILY	du	19.0	245.	171.
4061	121	MULTI-FAMILY	du	12.0	137.	96.
4061	122	MULTI-FAMILY	du	422.0	3629.	2548.
4061	4112	RIGHT-OF-WAY	acre	16.0	0.	0.
4061	5137	ARTERIAL COMMERCIAL	ksf	1.8	98.	71.
4061		TOTAL			4109.	2886.
4079	112	SINGLE FAMILY	du	150.0	1935.	1351.
4079	121	MULTI-FAMILY	du	147.0	1676.	1177.
4079	122	MULTI-FAMILY	du	110.0	946.	664.
4079	1511	MOTEL	room	64.0	934.	575.
4079	4112	RIGHT-OF-WAY	acre	28.9	0.	0.
4079	5027	SERVICE STATION CAR WASH	other	8.0	1706.	1239.
4079	5137	ARTERIAL COMMERCIAL	ksf	13.3	732.	532.
4079	6112	RELIGIOUS FACILITY	ksf	4.2	27.	21.
4079	6816	ELEMENTARY SCHOOL	other	707.0	2404.	1343.
4079	9101	INACTIVE USE	du	0.7	0.	0.
4079		TOTAL			10360.	6901.
4080	112	SINGLE FAMILY	du	168.0	2167.	1513.
4080	121	MULTI-FAMILY	du	178.0	2029.	1425.
4080	122	MULTI-FAMILY	du	137.0	1178.	827.
4080	4112	RIGHT-OF-WAY	acre	22.5	0.	0.
4080	5137	ARTERIAL COMMERCIAL	ksf	3.7	205.	149.
4080	6112	RELIGIOUS FACILITY	ksf	15.3	100.	77.
4080	7611	OPEN SPACE PARK	acre	0.8	6.	4.
4080	9101	INACTIVE USE	du	2.2	0.	0.
4080		TOTAL			5685.	3994.
4683	121	MULTI-FAMILY	du	4.0	46.	32.
4683	122	MULTI-FAMILY	du	1444.0	12418.	8718.
4683	4112	RIGHT-OF-WAY	acre	13.4	0.	0.
4683	4113	COMMUNICATION OR UTILITY	acre	0.8	3.	2.
4683	5133	COMMUNITY SHOP CENTER	ksf	145.4	15693.	11105.
4683	5137	ARTERIAL COMMERCIAL	ksf	103.2	5676.	4123.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4683	6129	MEETING ROOM FACILITY	ksf	5.4	226.	163.
4683	6511	CLINIC	ksf	27.6	1861.	1382.
4683	7611	OPEN SPACE PARK	acre	2.0	15.	10.
4683		TOTAL			35938.	25535.
4684	122	MULTI-FAMILY	du	368.0	3165.	2222.
4684	4112	RIGHT-OF-WAY	acre	1.4	0.	0.
4684	5133	COMMUNITY SHOP CENTER	ksf	145.8	15735.	11135.
4684		TOTAL			18900.	13357.
4685	112	SINGLE FAMILY	du	99.0	1277.	891.
4685	121	MULTI-FAMILY	du	17.0	194.	136.
4685	122	MULTI-FAMILY	du	59.0	507.	356.
4685	2113	LIGHT INDUSTRY GENERAL	ksf	87.3	1623.	1342.
4685	4112	RIGHT-OF-WAY	acre	8.8	0.	0.
4685	6112	RELIGIOUS FACILITY	ksf	5.2	34.	26.
4685		TOTAL			3635.	2752.
4686	112	SINGLE FAMILY	du	74.0	955.	666.
4686	122	MULTI-FAMILY	du	83.0	714.	501.
4686	2113	LIGHT INDUSTRY GENERAL	ksf	0.5	9.	8.
4686	4112	RIGHT-OF-WAY	acre	5.2	0.	0.
4686	5137	ARTERIAL COMMERCIAL	ksf	12.7	696.	506.
4686		TOTAL			2374.	1681.
4687	112	SINGLE FAMILY	du	4.0	52.	36.
4687	121	MULTI-FAMILY	du	21.0	239.	168.
4687	122	MULTI-FAMILY	du	4.0	34.	24.
4687	2113	LIGHT INDUSTRY GENERAL	ksf	61.2	1139.	941.
4687	4112	RIGHT-OF-WAY	acre	2.7	0.	0.
4687	5137	ARTERIAL COMMERCIAL	ksf	6.2	343.	249.
4687		TOTAL			1807.	1419.
4688	112	SINGLE FAMILY	du	2.0	26.	18.
4688	121	MULTI-FAMILY	du	2.0	23.	16.
4688	122	MULTI-FAMILY	du	50.0	430.	302.
4688	2113	LIGHT INDUSTRY GENERAL	ksf	57.2	1065.	880.
4688	4112	RIGHT-OF-WAY	acre	0.3	0.	0.
4688	4114	PARKING	acre	0.5	0.	0.
4688	5137	ARTERIAL COMMERCIAL	ksf	10.5	576.	418.
4688		TOTAL			2119.	1635.
4689	112	SINGLE FAMILY	du	32.0	413.	288.
4689	121	MULTI-FAMILY	du	16.0	182.	128.
4689	122	MULTI-FAMILY	du	48.0	413.	290.
4689	4112	RIGHT-OF-WAY	acre	3.6	0.	0.
4689	5133	COMMUNITY SHOP CENTER	ksf	0.5	49.	35.
4689	5137	ARTERIAL COMMERCIAL	ksf	1.3	73.	53.
4689	6012	LOW RISE OFFICE A	ksf	12.6	675.	520.
4689	6112	RELIGIOUS FACILITY	ksf	28.2	183.	141.
4689	6810	DAY CARE CENTER	other	109.0	665.	549.
4689		TOTAL			2653.	2003.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4690	112	SINGLE FAMILY	du	10.0	129.	90.
4690	121	MULTI-FAMILY	du	19.0	217.	152.
4690	122	MULTI-FAMILY	du	2.0	17.	12.
4690	2113	LIGHT INDUSTRY GENERAL	ksf	37.0	687.	568.
4690	4112	RIGHT-OF-WAY	acre	1.2	0.	0.
4690	4114	PARKING	acre	0.1	0.	0.
4690	5029	AUTO REPAIR	ksf	6.0	165.	120.
4690	5030	AUTO TIRES	ksf	3.5	120.	87.
4690	5137	ARTERIAL COMMERCIAL	ksf	10.9	599.	435.
4690	6012	LOW RISE OFFICE A	ksf	2.3	124.	95.
4690		TOTAL			2058.	1560.
4691	112	SINGLE FAMILY	du	8.0	103.	72.
4691	121	MULTI-FAMILY	du	10.0	114.	80.
4691	2113	LIGHT INDUSTRY GENERAL	ksf	37.0	687.	568.
4691	4112	RIGHT-OF-WAY	acre	2.6	0.	0.
4691	5011	HIGH TURNOVER RESTAURANT	ksf	2.2	399.	290.
4691	5136	AUTO DEALERSHIP	acre	0.1	50.	36.
4691	5137	ARTERIAL COMMERCIAL	ksf	11.6	639.	464.
4691		TOTAL			1993.	1510.
4692	112	SINGLE FAMILY	du	27.0	348.	243.
4692	122	MULTI-FAMILY	du	68.0	585.	411.
4692	2113	LIGHT INDUSTRY GENERAL	ksf	29.5	548.	453.
4692	4112	RIGHT-OF-WAY	acre	7.9	0.	0.
4692	5137	ARTERIAL COMMERCIAL	ksf	1.0	55.	40.
4692		TOTAL			1536.	1147.
4693	112	SINGLE FAMILY	du	3.0	39.	27.
4693	121	MULTI-FAMILY	du	2.0	23.	16.
4693	2113	LIGHT INDUSTRY GENERAL	ksf	4.9	91.	75.
4693	2114	WAREHOUSING	ksf	19.5	119.	100.
4693	4112	RIGHT-OF-WAY	acre	1.2	0.	0.
4693	5029	AUTO REPAIR	ksf	1.6	45.	33.
4693	5137	ARTERIAL COMMERCIAL	ksf	28.7	1576.	1145.
4693	6012	LOW RISE OFFICE A	ksf	2.0	107.	82.
4693	6022	LOW RISE OFFICE B	ksf	6.5	288.	222.
4693		TOTAL			2288.	1700.
4694	112	SINGLE FAMILY	du	8.0	103.	72.
4694	121	MULTI-FAMILY	du	2.0	23.	16.
4694	122	MULTI-FAMILY	du	21.0	181.	127.
4694	2113	LIGHT INDUSTRY GENERAL	ksf	48.9	909.	751.
4694	4112	RIGHT-OF-WAY	acre	1.5	0.	0.
4694	4114	PARKING	acre	0.8	0.	0.
4694	5011	HIGH TURNOVER RESTAURANT	ksf	1.8	315.	229.
4694	5028	AUTO PARTS	ksf	5.7	490.	356.
4694	5134	NEIGHBORHOOD SHOP CENTER	ksf	30.0	5085.	3599.
4694	5137	ARTERIAL COMMERCIAL	ksf	7.6	419.	305.
4694		TOTAL			7524.	5454.
4695	112	SINGLE FAMILY	du	27.0	348.	243.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4695	121	MULTI-FAMILY	du	17.0	194.	136.
4695	122	MULTI-FAMILY	du	165.0	1419.	996.
4695	4112	RIGHT-OF-WAY	acre	4.9	0.	0.
4695	5137	ARTERIAL COMMERCIAL	ksf	19.4	1067.	775.
4695		TOTAL			3028.	2150.
4696	112	SINGLE FAMILY	du	113.0	1458.	1017.
4696	121	MULTI-FAMILY	du	6.0	68.	48.
4696	122	MULTI-FAMILY	du	131.0	1127.	791.
4696	4112	RIGHT-OF-WAY	acre	8.7	0.	0.
4696	5029	AUTO REPAIR	ksf	1.8	48.	35.
4696	5030	AUTO TIRES	ksf	2.5	86.	62.
4696	5137	ARTERIAL COMMERCIAL	ksf	7.6	415.	301.
4696		TOTAL			3202.	2256.
4697	112	SINGLE FAMILY	du	38.0	490.	342.
4697	121	MULTI-FAMILY	du	21.0	239.	168.
4697	122	MULTI-FAMILY	du	61.0	525.	368.
4697	4112	RIGHT-OF-WAY	acre	3.1	0.	0.
4697	5025	SERVICE STATION FOOD MART	other	12.0	2476.	1798.
4697	5137	ARTERIAL COMMERCIAL	ksf	10.9	597.	434.
4697	6112	RELIGIOUS FACILITY	ksf	5.5	36.	28.
4697		TOTAL			4363.	3138.
4698	112	SINGLE FAMILY	du	50.0	645.	450.
4698	121	MULTI-FAMILY	du	9.0	103.	72.
4698	122	MULTI-FAMILY	du	55.0	473.	332.
4698	4112	RIGHT-OF-WAY	acre	4.3	0.	0.
4698	4114	PARKING	acre	0.2	0.	0.
4698	5014	CONVENIENCE MARKET CHAIN	ksf	17.5	12036.	8742.
4698	5137	ARTERIAL COMMERCIAL	ksf	21.7	1195.	868.
4698	6112	RELIGIOUS FACILITY	ksf	0.6	4.	3.
4698		TOTAL			14456.	10468.
4699	112	SINGLE FAMILY	du	55.0	709.	495.
4699	121	MULTI-FAMILY	du	11.0	125.	88.
4699	122	MULTI-FAMILY	du	28.0	241.	169.
4699	4112	RIGHT-OF-WAY	acre	4.7	0.	0.
4699	5137	ARTERIAL COMMERCIAL	ksf	18.1	995.	723.
4699	6112	RELIGIOUS FACILITY	ksf	11.8	77.	59.
4699		TOTAL			2148.	1535.
4700	112	SINGLE FAMILY	du	17.0	219.	153.
4700	121	MULTI-FAMILY	du	4.0	46.	32.
4700	122	MULTI-FAMILY	du	94.0	808.	568.
4700	2113	LIGHT INDUSTRY GENERAL	ksf	11.8	219.	181.
4700	4112	RIGHT-OF-WAY	acre	1.8	0.	0.
4700	4114	PARKING	acre	0.1	0.	0.
4700	5011	HIGH TURNOVER RESTAURANT	ksf	1.4	244.	177.
4700	5014	CONVENIENCE MARKET CHAIN	ksf	14.0	9629.	6994.
4700	5029	AUTO REPAIR	ksf	4.5	123.	89.
4700	5030	AUTO TIRES	ksf	1.6	54.	39.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4700	5137	ARTERIAL COMMERCIAL	ksf	42.5	2340.	1699.
4700	6013	GOV'T /CIVIC CENTER	ksf	1.7	68.	51.
4700	6112	RELIGIOUS FACILITY	ksf	4.5	29.	22.
4700	6115	FIRE OR POLICE STATION	ksf	14.6	596.	439.
4700		TOTAL			14375.	10446.
4701	112	SINGLE FAMILY	du	5.0	64.	45.
4701	121	MULTI-FAMILY	du	6.0	68.	48.
4701	122	MULTI-FAMILY	du	55.0	473.	332.
4701	2113	LIGHT INDUSTRY GENERAL	ksf	14.5	270.	223.
4701	4112	RIGHT-OF-WAY	acre	1.1	0.	0.
4701	5029	AUTO REPAIR	ksf	5.9	161.	117.
4701	5137	ARTERIAL COMMERCIAL	ksf	34.2	1883.	1368.
4701	6112	RELIGIOUS FACILITY	ksf	1.8	12.	9.
4701		TOTAL			2932.	2142.
4702	112	SINGLE FAMILY	du	21.0	271.	189.
4702	122	MULTI-FAMILY	du	18.0	155.	109.
4702	2113	LIGHT INDUSTRY GENERAL	ksf	13.8	256.	212.
4702	4112	RIGHT-OF-WAY	acre	2.0	0.	0.
4702	5014	CONVENIENCE MARKET CHAIN	ksf	5.8	3989.	2897.
4702	5137	ARTERIAL COMMERCIAL	ksf	8.2	452.	329.
4702	6129	MEETING ROOM FACILITY	ksf	4.0	166.	120.
4702		TOTAL			5290.	3856.
4703	111	SINGLE FAMILY	du	1.0	13.	9.
4703	112	SINGLE FAMILY	du	220.0	2838.	1981.
4703	4112	RIGHT-OF-WAY	acre	19.0	0.	0.
4703	6113	LIBRARY	ksf	27.6	2029.	1375.
4703	6819	OTHER SCHOOL	ksf	14.5	316.	261.
4703	7611	OPEN SPACE PARK	acre	32.6	251.	165.
4703		TOTAL			5447.	3791.
4704	4112	RIGHT-OF-WAY	acre	1.4	0.	0.
4704	6113	LIBRARY	ksf	20.0	1472.	998.
4704	6812	UNIVERSITY OR COLLEGE	other	7667.0	15334.	12465.
4704		TOTAL			16806.	13463.
4705	112	SINGLE FAMILY	du	257.0	3315.	2314.
4705	4112	RIGHT-OF-WAY	acre	17.6	0.	0.
4705	7611	OPEN SPACE PARK	acre	25.4	195.	128.
4705		TOTAL			3510.	2442.
4706	112	SINGLE FAMILY	du	327.0	4218.	2944.
4706	1411	CONGREGATE CARE FACILITY	other	12.0	52.	36.
4706	4112	RIGHT-OF-WAY	acre	18.6	0.	0.
4706		TOTAL			4270.	2981.
4707	112	SINGLE FAMILY	du	170.0	2193.	1531.
4707	4112	RIGHT-OF-WAY	acre	9.0	0.	0.
4707	4113	COMMUNICATION OR UTILITY	acre	0.6	2.	1.
4707	7611	OPEN SPACE PARK	acre	0.8	6.	4.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4707	7613	ACTIVE PARK	acre	3.0	234.	154.
4707		TOTAL			2434.	1690.
4708	112	SINGLE FAMILY	du	394.0	5083.	3548.
4708	121	MULTI-FAMILY	du	17.0	194.	136.
4708	4112	RIGHT-OF-WAY	acre	31.6	0.	0.
4708	7611	OPEN SPACE PARK	acre	0.2	2.	1.
4708		TOTAL			5278.	3685.
4709	112	SINGLE FAMILY	du	213.0	2748.	1918.
4709	121	MULTI-FAMILY	du	186.0	2120.	1489.
4709	122	MULTI-FAMILY	du	136.0	1170.	821.
4709	4112	RIGHT-OF-WAY	acre	20.2	0.	0.
4709	5137	ARTERIAL COMMERCIAL	ksf	2.2	119.	86.
4709	6112	RELIGIOUS FACILITY	ksf	17.0	110.	85.
4709	6519	OTHER HEALTH CARE	ksf	3.8	253.	188.
4709	6816	ELEMENTARY SCHOOL	other	483.0	1642.	918.
4709	7613	ACTIVE PARK	acre	6.6	510.	335.
4709		TOTAL			8672.	5840.
4710	112	SINGLE FAMILY	du	25.0	322.	225.
4710	121	MULTI-FAMILY	du	23.0	262.	184.
4710	122	MULTI-FAMILY	du	171.0	1471.	1032.
4710	4112	RIGHT-OF-WAY	acre	5.9	0.	0.
4710	5137	ARTERIAL COMMERCIAL	ksf	10.1	557.	404.
4710	6119	OTHER PUBLIC SERVICE	ksf	8.7	120.	87.
4710	7613	ACTIVE PARK	acre	0.1	9.	6.
4710		TOTAL			2741.	1939.
4711	112	SINGLE FAMILY	du	12.0	155.	108.
4711	121	MULTI-FAMILY	du	10.0	114.	80.
4711	122	MULTI-FAMILY	du	80.0	688.	483.
4711	2113	LIGHT INDUSTRY GENERAL	ksf	8.0	149.	123.
4711	4112	RIGHT-OF-WAY	acre	2.9	0.	0.
4711	6012	LOW RISE OFFICE A	ksf	5.4	288.	222.
4711		TOTAL			1394.	1016.
4712	112	SINGLE FAMILY	du	24.0	310.	216.
4712	121	MULTI-FAMILY	du	15.0	171.	120.
4712	122	MULTI-FAMILY	du	134.0	1152.	809.
4712	4112	RIGHT-OF-WAY	acre	3.8	0.	0.
4712	6511	CLINIC	ksf	3.0	201.	149.
4712		TOTAL			1834.	1294.
4713	112	SINGLE FAMILY	du	14.0	181.	126.
4713	121	MULTI-FAMILY	du	2.0	23.	16.
4713	122	MULTI-FAMILY	du	74.0	636.	447.
4713	4112	RIGHT-OF-WAY	acre	1.3	0.	0.
4713	5137	ARTERIAL COMMERCIAL	ksf	18.3	1006.	730.
4713	9101	INACTIVE USE	acre	0.1	0.	0.
4713		TOTAL			1845.	1319.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4714	112	SINGLE FAMILY	du	3.0	39.	27.
4714	121	MULTI-FAMILY	du	13.0	148.	104.
4714	122	MULTI-FAMILY	du	88.0	757.	531.
4714	4112	RIGHT-OF-WAY	acre	3.6	0.	0.
4714	5137	ARTERIAL COMMERCIAL	ksf	32.1	1767.	1283.
4714	9101	INACTIVE USE	acre	0.2	0.	0.
4714		TOTAL			2710.	1945.
4715	112	SINGLE FAMILY	du	25.0	322.	225.
4715	121	MULTI-FAMILY	du	17.0	194.	136.
4715	122	MULTI-FAMILY	du	54.0	464.	326.
4715	4112	RIGHT-OF-WAY	acre	4.1	0.	0.
4715	7611	OPEN SPACE PARK	acre	0.0	0.	0.
4715	7613	ACTIVE PARK	acre	2.7	204.	134.
4715	9101	INACTIVE USE	du	0.1	0.	0.
4715		TOTAL			1185.	822.
4716	112	SINGLE FAMILY	du	24.0	310.	216.
4716	122	MULTI-FAMILY	du	88.0	757.	531.
4716	4112	RIGHT-OF-WAY	acre	2.0	0.	0.
4716	5137	ARTERIAL COMMERCIAL	ksf	20.5	1129.	820.
4716		TOTAL			2196.	1568.
4717	112	SINGLE FAMILY	du	42.0	542.	378.
4717	121	MULTI-FAMILY	du	34.0	388.	272.
4717	122	MULTI-FAMILY	du	37.0	318.	223.
4717	4112	RIGHT-OF-WAY	acre	2.5	0.	0.
4717	5137	ARTERIAL COMMERCIAL	ksf	1.6	90.	65.
4717		TOTAL			1337.	939.
4718	112	SINGLE FAMILY	du	49.0	632.	441.
4718	121	MULTI-FAMILY	du	21.0	239.	168.
4718	122	MULTI-FAMILY	du	134.0	1152.	809.
4718	4112	RIGHT-OF-WAY	acre	8.1	0.	0.
4718	4113	COMMUNICATION OR UTILITY	acre	0.5	1.	1.
4718	5131	WHOLESALE TRADE	ksf	15.7	1553.	1101.
4718	5137	ARTERIAL COMMERCIAL	ksf	61.5	3381.	2455.
4718	6819	OTHER SCHOOL	ksf	36.1	787.	650.
4718	7613	ACTIVE PARK	acre	0.2	18.	12.
4718		TOTAL			7764.	5637.
4719	112	SINGLE FAMILY	du	49.0	632.	441.
4719	121	MULTI-FAMILY	du	45.0	513.	360.
4719	122	MULTI-FAMILY	du	31.0	267.	187.
4719	4112	RIGHT-OF-WAY	acre	3.8	0.	0.
4719	5137	ARTERIAL COMMERCIAL	ksf	1.5	84.	61.
4719	9101	INACTIVE USE	acre	0.1	0.	0.
4719		TOTAL			1496.	1050.
4720	112	SINGLE FAMILY	du	22.0	284.	198.
4720	121	MULTI-FAMILY	du	46.0	524.	368.
4720	122	MULTI-FAMILY	du	4.0	34.	24.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4720	1511	MOTEL	room	27.0	394.	243.
4720	4112	RIGHT-OF-WAY	acre	5.5	0.	0.
4720	5137	ARTERIAL COMMERCIAL	ksf	37.2	2048.	1488.
4720		TOTAL			3285.	2321.
4721	112	SINGLE FAMILY	du	23.0	297.	207.
4721	121	MULTI-FAMILY	du	28.0	319.	224.
4721	122	MULTI-FAMILY	du	13.0	112.	78.
4721	4112	RIGHT-OF-WAY	acre	6.4	0.	0.
4721	5137	ARTERIAL COMMERCIAL	ksf	20.8	1144.	831.
4721	6816	ELEMENTARY SCHOOL	other	333.0	1132.	633.
4721		TOTAL			3004.	1973.
4722	112	SINGLE FAMILY	du	89.0	1148.	801.
4722	121	MULTI-FAMILY	du	73.0	832.	584.
4722	122	MULTI-FAMILY	du	169.0	1453.	1020.
4722	2113	LIGHT INDUSTRY GENERAL	ksf	8.4	156.	129.
4722	4112	RIGHT-OF-WAY	acre	14.4	0.	0.
4722	5137	ARTERIAL COMMERCIAL	ksf	42.9	2360.	1714.
4722	7611	OPEN SPACE PARK	acre	2.6	20.	13.
4722	7613	ACTIVE PARK	acre	0.2	17.	11.
4722	9101	INACTIVE USE	du	1.8	0.	0.
4722		TOTAL			5987.	4274.
4723	112	SINGLE FAMILY	du	11.0	142.	99.
4723	121	MULTI-FAMILY	du	12.0	137.	96.
4723	122	MULTI-FAMILY	du	308.0	2649.	1860.
4723	4112	RIGHT-OF-WAY	acre	14.2	0.	0.
4723	5137	ARTERIAL COMMERCIAL	ksf	43.6	2398.	1741.
4723		TOTAL			5325.	3796.
4724	112	SINGLE FAMILY	du	38.0	490.	342.
4724	121	MULTI-FAMILY	du	41.0	467.	328.
4724	122	MULTI-FAMILY	du	156.0	1342.	942.
4724	4112	RIGHT-OF-WAY	acre	4.1	0.	0.
4724	5137	ARTERIAL COMMERCIAL	ksf	1.7	93.	68.
4724		TOTAL			2392.	1680.
4725	112	SINGLE FAMILY	du	34.0	439.	306.
4725	121	MULTI-FAMILY	du	26.0	296.	208.
4725	122	MULTI-FAMILY	du	43.0	370.	260.
4725	4112	RIGHT-OF-WAY	acre	5.7	0.	0.
4725	5137	ARTERIAL COMMERCIAL	ksf	2.1	113.	82.
4725	6816	ELEMENTARY SCHOOL	other	354.0	1204.	673.
4725		TOTAL			2422.	1529.
4726	112	SINGLE FAMILY	du	190.0	2451.	1711.
4726	121	MULTI-FAMILY	du	10.0	114.	80.
4726	122	MULTI-FAMILY	du	26.0	224.	157.
4726	4112	RIGHT-OF-WAY	acre	16.7	0.	0.
4726	5025	SERVICE STATION FOOD MART	other	8.0	1650.	1199.
4726	5137	ARTERIAL COMMERCIAL	ksf	22.5	1239.	900.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4726	7611	OPEN SPACE PARK	acre	6.3	49.	32.
4726		TOTAL			5727.	4079.
4727	112	SINGLE FAMILY	du	123.0	1587.	1108.
4727	4112	RIGHT-OF-WAY	acre	13.3	0.	0.
4727	7611	OPEN SPACE PARK	acre	8.6	67.	44.
4727		TOTAL			1653.	1151.
4728	112	SINGLE FAMILY	du	222.0	2864.	1999.
4728	121	MULTI-FAMILY	du	22.0	251.	176.
4728	122	MULTI-FAMILY	du	12.0	103.	72.
4728	4112	RIGHT-OF-WAY	acre	13.2	0.	0.
4728	6112	RELIGIOUS FACILITY	ksf	7.7	50.	38.
4728	7611	OPEN SPACE PARK	acre	5.8	45.	29.
4728	9101	INACTIVE USE	du	0.4	0.	0.
4728		TOTAL			3312.	2315.

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Horizon Year (2035) - Preferred Plan Output

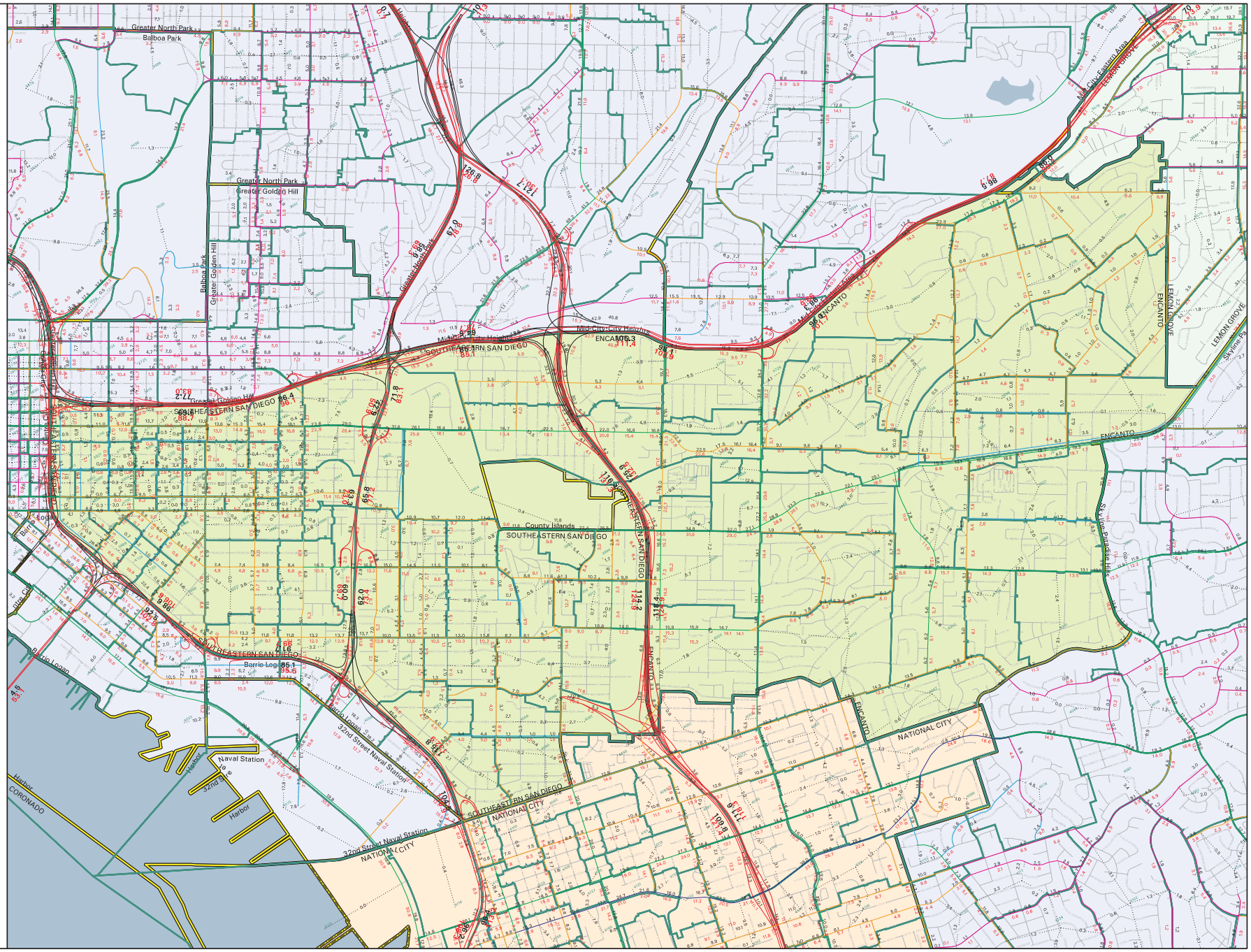
SANDAG Series 12 2035
Revenue Constrained
2011 RTP Highway Network
Forecasted Daily Volumes

SOUTHEAST SAN DIEGO

Model Run 01/30/14
2035rc11C - Proposed Land Use
Reasonably Expected Network with SR-94 Alt 1
with Connection Deletions

Forecasted Volumes:

- Adjusted Volume
- Unadjusted Volume
- Traffic Analysis Zone



Feet 0 800 1,600
Meters 96 288 480

SANDAG

January 31, 2014

MANUAL ADJUSTMENT TO THE MODEL VOLUME

The SANDAG Series 12 Preferred Network volume was compared to existing ground count, as well as the projected growth for the Encanto and Southeastern communities. The table below documents roadway segments where adjustments were made due to the model projected volume on those segments being too high or too low when compare to the land use changes.

Street	Segment	AVOL	Final Volume	Reasoning
1. Hilltop Drive	I-805 & 47th Street	4,400	4,700	Adjustment by growing existing by 5%
2. Division Street	Valencia Parkway & 61st Street	8,800	9,600	Existing ground count is > project model volume, 5% growth of the existing ground count was used.
3. Division Street	Euclid Avenue & Harbison Avenue	12,300	13,400	Existing ground count is > project model volume, 5% growth of the existing ground count was used.
4. Woodman Street	Plaza Blvd & Paradise Valley Road	16,300	17,600	Existing ground count is > project model volume, 5% growth of the existing ground count was used.
5. Market Street/Akins Avenue	Euclid Avenue & 60th Street	9,600	11,700	Existing ground count is > project model volume, 5% growth of the existing ground count was used.
6. 38th Street	Ocean View Boulevard & Acacia Street	3,500	3,800	Existing ground count is > project model volume, 5% growth of the existing ground count was used.
7. Market Street	17th Street & 19th Street	7,700	8,300	Existing ground count is > project model volume, 5% growth of the existing ground count was used.
8. National Avenue	26th Street & 27th Street/I-5 SB Off-Ramp	11,400	12,000	Existing ground count is > project model volume, 5% growth of the existing ground count was used.
9. Hilltop Drive	Boundary Street & I-805	3,500	4,700	Existing ground count is > project model volume, 5% growth of the existing ground count was used.
10. Ocean View Boulevard	I-15 SB Ramps & I-15 NB Ramps	16,600	17,900	Existing ground count is > project model volume, 5% growth of the existing ground count was used.
11. San Pasqual	Ocean View to Logan	11,400	6,500	Growth was too high, consider that nearby land use does not generate this much trip. A 20% growth from the existing ground count was assumed.
12. 43rd Street	Logan Avenue & Newton Avenue	12,700	14,000	Existing ground count is > project model volume, 5% growth of the existing ground count was used.
13. National Avenue	28th Street & I-5 NB Ramps	14,400	19,400	Existing ground count is > project model volume, 5% growth of the existing ground count was used.
14. Division Street	Main Street & Osborn Street	5,400	16,700	Existing ground count is > project model volume, 5% growth of the existing ground count was used.

Appendix J
Vehicle Miles Traveled (VMT) Calculation
Future Conditions

2035 C - Proposed Land Use

JURISDICTION	JUR CODE	TOTAL VMT	TOTAL Encanto CPU VMT	Two Trip End Encanto CPU VMT	One Trip End Encanto CPU VMT	NON-Encanto CPU VMT	
			I-I, I-E and E-I	I-I	I-E and E-I	E-E	
32nd Street Naval Station TOTAL	14	64,294	1,241	-	1,241	63,053	
Balboa Park TOTAL	14	421,324	7,535	-	7,535	413,789	
Barrio Logan TOTAL	14	441,509	5,837	-	5,837	435,672	
Black Mountain Ranch TOTAL	14	234,739	69	-	69	234,670	
CARLSBAD TOTAL	1	4,318,940	8,818	-	8,818	4,310,122	
CHULA VISTA TOTAL	2	5,590,192	81,657	-	81,657	5,508,535	
CORONADO TOTAL	3	471,560	6,933	-	6,933	464,627	
Carmel Mountain Ranch TOTAL	14	647,361	3,074	-	3,074	644,287	
Carmel Valley TOTAL	14	899,105	3,081	-	3,081	896,024	
Centre City TOTAL	14	860,464	16,936	-	16,936	843,528	
Clairemont Mesa TOTAL	14	1,952,824	16,933	-	16,933	1,935,891	
College Area TOTAL	14	722,467	2,994	-	2,994	719,473	
DEL MAR TOTAL	4	101,202	127	-	127	101,075	
Del Mar Mesa TOTAL	14	23,944	9	-	9	23,935	
EL CAJON TOTAL	5	2,431,661	26,800	-	26,800	2,404,861	
ENCANTO TOTAL	**14**	**877,485**	**293,099**	**38,418**	**254,681**	**584,386**	
ENCINITAS TOTAL	6	2,543,941	10,133	-	10,133	2,533,808	
ESCONDIDO TOTAL	7	3,458,923	7,337	-	7,337	3,451,586	
East Elliott TOTAL	14	289,787	70	-	70	289,717	
External TOTAL	14	527,517	2,936	-	2,936	524,581	
Fairbanks Country Club TOTAL	14	27,893	46	-	46	27,847	
Flower Hill TOTAL	14	32,928	155	-	155	32,773	
Greater Golden Hill TOTAL	14	303,409	19,298	-	19,298	284,111	
Greater North Park TOTAL	14	693,766	36,893	-	36,893	656,873	
Harbor TOTAL	14	62,888	1,436	-	1,436	61,452	
IMPERIAL BEACH TOTAL	8	131,636	453	-	453	131,183	
Kearny Mesa TOTAL	14	2,497,605	35,031	-	35,031	2,462,574	
LA MESA TOTAL	9	2,091,274	40,393	-	40,393	2,050,881	
LEMON GROVE TOTAL	10	944,265	76,052	-	76,052	868,213	
La Jolla TOTAL	14	773,337	2,054	-	2,054	771,283	
Linda Vista TOTAL	14	698,251	2,352	-	2,352	695,899	#
Lindbergh Field TOTAL	14	163,832	2,371	-	2,371	161,461	
Los Penasquitos Canyon Preserve TOTAL	14	21,420	140	-	140	21,280	
Mid-City:City Heights TOTAL	14	1,490,298	116,432	-	116,432	1,373,866	
Mid-City:Eastern Area TOTAL	14	630,865	70,530	-	70,530	560,335	
Mid-City:Kensington-Talmadge TOTAL	14	383,211	13,284	-	13,284	369,927	
Mid-City:Normal Heights TOTAL	14	316,336	15,462	-	15,462	300,874	
Midway-Pacific Highway TOTAL	14	854,494	11,116	-	11,116	843,378	
Mira Mesa TOTAL	14	2,320,454	11,797	-	11,797	2,308,657	
Miramar Air Station TOTAL	14	2,706,697	25,157	-	25,157	2,681,540	
Miramar Ranch North TOTAL	14	491,198	3,568	-	3,568	487,630	
Mission Bay Park TOTAL	14	649,631	3,536	-	3,536	646,095	
Mission Beach TOTAL	14	50,345	177	-	177	50,168	
Mission Valley TOTAL	14	3,225,527	44,876	-	44,876	3,180,651	
NATIONAL CITY TOTAL	11	1,972,616	93,026	-	93,026	1,879,590	
NCFUA Reserve TOTAL	14	7,769	6	-	6	7,763	
NCFUA Subarea 2 TOTAL	14	292,861	1,670	-	1,670	291,191	
Navajo TOTAL	14	1,074,568	3,859	-	3,859	1,070,709	
OCEANSIDE TOTAL	12	4,049,681	2,874	-	2,874	4,046,807	
Ocean Beach TOTAL	14	136,466	719	-	719	135,747	
Old San Diego TOTAL	14	253,877	2,352	-	2,352	251,525	
Otay Mesa TOTAL	14	1,648,542	14,263	-	14,263	1,634,279	
Otay Mesa-Nestor TOTAL	14	1,053,612	7,429	-	7,429	1,046,183	
POWAY TOTAL	13	1,299,225	1,871	-	1,871	1,297,354	
Pacific Beach TOTAL	14	591,874	1,834	-	1,834	590,040	
Pacific Highlands Ranch TOTAL	14	345,165	135	-	135	345,030	
Peninsula TOTAL	14	451,700	2,824	-	2,824	448,876	
Rancho Bernardo TOTAL	14	2,026,286	8,393	-	8,393	2,017,893	
Rancho Encantada TOTAL	14	14,296	30	-	30	14,266	
Rancho Penasquitos TOTAL	14	1,296,487	5,880	-	5,880	1,290,607	
SAN MARCOS TOTAL	15	2,619,802	2,102	-	2,102	2,617,700	
SANTEE TOTAL	16	1,340,075	7,034	-	7,034	1,333,041	
SOLANA BEACH TOTAL	17	711,853	3,600	-	3,600	708,253	
SOUTHEASTERN SAN DIEGO TOTAL	14	1,510,538	90,668	-	90,668	1,419,870	
Sabre Springs TOTAL	14	356,631	2,035	-	2,035	354,596	
San Pasqual TOTAL	14	474,891	1,114	-	1,114	473,777	
San Ysidro TOTAL	14	594,853	3,916	-	3,916	590,937	
Scripps Miramar Ranch TOTAL	14	638,211	4,458	-	4,458	633,753	
Scripps Reserve TOTAL	14	-	-	-	-	-	

Serra Mesa TOTAL	14	918,208	23,909	-	23,909	894,299
Skyline-Paradise Hills TOTAL	14	298,057	38,925	-	38,925	259,132
Tierrasanta TOTAL	14	1,247,433	15,385	-	15,385	1,232,048
Tijuana River Valley TOTAL	14	5,146	12	-	12	5,134
Torrey Highlands TOTAL	14	244,491	100	-	100	244,391
Torrey Hills TOTAL	14	518,106	3,123	-	3,123	514,983
Torrey Pines TOTAL	14	1,563,255	11,251	-	11,251	1,552,004
Unincorporated TOTAL	19	24,563,679	112,992	-	112,992	24,450,687
University TOTAL	14	2,835,534	20,022	-	20,022	2,815,512
Uptown TOTAL	14	820,493	9,297	-	9,297	811,196
VISTA TOTAL	18	2,186,458	254	-	254	2,186,204
Via De La Valle TOTAL	14	15,763	10	-	10	15,753
REGIONWIDE TOTAL		108,419,301	1,525,600	38,418	1,487,182	106,893,701

2035 C - Proposed Land Use

JURISDICTION	JUR CODE	TOTAL VMT	TOTAL City of San Diego: SESD VMT	Two Trip End City of San Diego: SESD VMT	One Trip End City of San Diego: SESD VMT	NON-City of San Diego: SESD VMT	
			I-I, I-E and E-I	I-I	I-E and E-I	E-E	
32nd Street Naval Station TOTAL	14	64,294	6,270	-	6,270	58,024	
Balboa Park TOTAL	14	421,324	25,615	-	25,615	395,709	
Barrio Logan TOTAL	14	441,509	37,742	-	37,742	403,767	
Black Mountain Ranch TOTAL	14	234,739	99	-	99	234,640	
CARLSBAD TOTAL	1	4,318,940	9,850	-	9,850	4,309,090	
CHULA VISTA TOTAL	2	5,590,192	95,597	-	95,597	5,494,595	
CORONADO TOTAL	3	471,560	18,308	-	18,308	453,252	
Carmel Mountain Ranch TOTAL	14	647,361	3,560	-	3,560	643,801	
Carmel Valley TOTAL	14	899,105	3,465	-	3,465	895,640	
Centre City TOTAL	14	860,464	48,657	-	48,657	811,807	
Clairemont Mesa TOTAL	14	1,952,824	21,377	-	21,377	1,931,447	
College Area TOTAL	14	722,467	3,975	-	3,975	718,492	
DEL MAR TOTAL	4	101,202	123	-	123	101,079	
Del Mar Mesa TOTAL	14	23,944	18	-	18	23,926	
EL CAJON TOTAL	5	2,431,661	20,913	-	20,913	2,410,748	
ENCANTO TOTAL	14	877,485	78,682	-	78,682	798,803	
ENCINITAS TOTAL	6	2,543,941	11,083	-	11,083	2,532,858	
ESCONDIDO TOTAL	7	3,458,923	8,691	-	8,691	3,450,232	
East Elliott TOTAL	14	289,787	61	-	61	289,726	
External TOTAL	14	527,517	3,993	-	3,993	523,524	
Fairbanks Country Club TOTAL	14	27,893	51	-	51	27,842	
Flower Hill TOTAL	14	32,928	171	-	171	32,757	
Greater Golden Hill TOTAL	14	303,409	38,380	-	38,380	265,029	
Greater North Park TOTAL	14	693,766	43,538	-	43,538	650,228	
Harbor TOTAL	14	62,888	3,938	-	3,938	58,950	
IMPERIAL BEACH TOTAL	8	131,636	814	-	814	130,822	
Kearny Mesa TOTAL	14	2,497,605	32,570	-	32,570	2,465,035	
LA MESA TOTAL	9	2,091,274	26,590	-	26,590	2,064,684	
LEMON GROVE TOTAL	10	944,265	43,481	-	43,481	900,784	
La Jolla TOTAL	14	773,337	4,397	-	4,397	768,940	
Linda Vista TOTAL	14	698,251	5,545	-	5,545	692,706	#
Lindbergh Field TOTAL	14	163,832	3,974	-	3,974	159,858	
Los Penasquitos Canyon Preserve TOTAL	14	21,420	164	-	164	21,256	
Mid-City:City Heights TOTAL	14	1,490,298	114,337	-	114,337	1,375,961	
Mid-City:Eastern Area TOTAL	14	630,865	38,866	-	38,866	591,999	
Mid-City:Kensington-Talmadge TOTAL	14	383,211	18,807	-	18,807	364,404	
Mid-City:Normal Heights TOTAL	14	316,336	15,594	-	15,594	300,742	
Midway-Pacific Highway TOTAL	14	854,494	25,388	-	25,388	829,106	
Mira Mesa TOTAL	14	2,320,454	12,093	-	12,093	2,308,361	
Miramar Air Station TOTAL	14	2,706,697	26,733	-	26,733	2,679,964	
Miramar Ranch North TOTAL	14	491,198	4,046	-	4,046	487,152	
Mission Bay Park TOTAL	14	649,631	8,353	-	8,353	641,278	
Mission Beach TOTAL	14	50,345	346	-	346	49,999	
Mission Valley TOTAL	14	3,225,527	44,235	-	44,235	3,181,292	
NATIONAL CITY TOTAL	11	1,972,616	109,763	-	109,763	1,862,853	
NCFUA Reserve TOTAL	14	7,769	9	-	9	7,760	
NCFUA Subarea 2 TOTAL	14	292,861	1,826	-	1,826	291,035	
Navajo TOTAL	14	1,074,568	6,259	-	6,259	1,068,309	
OCEANSIDE TOTAL	12	4,049,681	3,550	-	3,550	4,046,131	
Ocean Beach TOTAL	14	136,466	1,433	-	1,433	135,033	
Old San Diego TOTAL	14	253,877	5,787	-	5,787	248,090	
Otay Mesa TOTAL	14	1,648,542	13,689	-	13,689	1,634,853	
Otay Mesa-Nestor TOTAL	14	1,053,612	15,843	-	15,843	1,037,769	
POWAY TOTAL	13	1,299,225	1,826	-	1,826	1,297,399	
Pacific Beach TOTAL	14	591,874	5,002	-	5,002	586,872	
Pacific Highlands Ranch TOTAL	14	345,165	210	-	210	344,955	
Peninsula TOTAL	14	451,700	4,435	-	4,435	447,265	
Rancho Bernardo TOTAL	14	2,026,286	9,632	-	9,632	2,016,654	
Rancho Encantada TOTAL	14	14,296	37	-	37	14,259	
Rancho Penasquitos TOTAL	14	1,296,487	6,641	-	6,641	1,289,846	
SAN MARCOS TOTAL	15	2,619,802	2,038	-	2,038	2,617,764	
SANTEE TOTAL	16	1,340,075	5,530	-	5,530	1,334,545	
SOLANA BEACH TOTAL	17	711,853	3,883	-	3,883	707,970	
SOUTHEASTERN SAN DIEGO TOTAL	**14**	**1,510,538**	**356,250**	**59,976**	**296,274**	**1,154,288**	
Sabre Springs TOTAL	14	356,631	2,367	-	2,367	354,264	
San Pasqual TOTAL	14	474,891	1,268	-	1,268	473,623	
San Ysidro TOTAL	14	594,853	6,313	-	6,313	588,540	
Scripps Miramar Ranch TOTAL	14	638,211	5,191	-	5,191	633,020	
Scripps Reserve TOTAL	14	-	-	-	-	-	
Serra Mesa TOTAL	14	918,208	20,362	-	20,362	897,846	
Skyline-Paradise Hills TOTAL	14	298,057	6,758	-	6,758	291,299	
Tierrasanta TOTAL	14	1,247,433	17,126	-	17,126	1,230,307	
Tijuana River Valley TOTAL	14	5,146	18	-	18	5,128	
Torrey Highlands TOTAL	14	244,491	127	-	127	244,364	
Torrey Hills TOTAL	14	518,106	3,436	-	3,436	514,670	
Torrey Pines TOTAL	14	1,563,255	10,922	-	10,922	1,552,333	
Unincorporated TOTAL	19	24,563,679	108,210	-	108,210	24,455,469	
University TOTAL	14	2,835,534	20,971	-	20,971	2,814,563	
Uptown TOTAL	14	820,493	26,009	-	26,009	794,484	
VISTA TOTAL	18	2,186,458	288	-	288	2,186,170	
Via De La Valle TOTAL	14	15,763	14	-	14	15,749	
REGIONWIDE TOTAL		108,419,301	1,693,513	59,976	1,633,537	106,725,788	

Appendix K
Peak Hour Arterial Analysis Worksheets
Preferred Plan

Arterial Level of Service: EB Imperial Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
17th Street	III	30	25.7	6.6	32.3	0.20	22.5	C
19th St	III	30	15.4	7.6	23.0	0.11	17.0	D
25th St	III	30	47.0	9.0	56.0	0.37	23.8	C
28th ST	III	30	46.8	6.8	53.6	0.37	24.7	B
30th Street	III	30	30.9	4.3	35.2	0.24	24.9	B
32nd Street	III	30	31.8	11.4	43.2	0.25	20.9	C
36th St	III	30	60.4	27.5	87.9	0.48	19.5	C
Total	III		258.0	73.2	331.2	2.02	21.9	C

Arterial Level of Service: WB Imperial Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
32nd Street	III	30	60.4	30.2	90.6	0.48	18.9	C
30th Street	III	30	31.8	8.9	40.7	0.25	22.2	C
28th ST	III	30	30.9	13.2	44.1	0.24	19.9	C
25th St	III	30	46.8	17.0	63.8	0.37	20.8	C
19th St	III	30	47.0	16.3	63.3	0.37	21.0	C
17th Street	III	30	15.4	6.8	22.2	0.11	17.7	D
Total	III		232.3	92.4	324.7	1.82	20.1	C

Arterial Level of Service: EB Imperial Ave2

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
36th St	III	30	12.3	38.6	50.9	0.09	6.1	F
40th st	III	30	66.4	64.8	131.2	0.52	14.3	D
I-805 SB Ramps	III	39	62.4	36.7	99.1	0.67	24.4	B
I-805 NB Ramps	III	40	11.4	5.0	16.4	0.10	21.8	C
47th St	III	40	3.9	47.5	51.4	0.03	2.4	F
Total	III		156.4	192.6	349.0	1.41	14.6	D

Arterial Level of Service: WB Imperial Ave2

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-805 NB Ramps	III	40	3.9	29.1	33.0	0.03	3.7	F
I-805 SB Ramps	III	40	11.4	16.8	28.2	0.10	12.7	E
40th st	III	40	60.3	46.3	106.6	0.67	22.6	C
36th St	III	30	66.4	38.1	104.5	0.52	18.0	C
Total	III		142.0	130.3	272.3	1.33	17.5	D

Arterial Level of Service: EB Imperial Ave2

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
17th Street	III	30	25.7	8.9	34.6	0.20	21.0	C
19th St	III	30	15.4	9.9	25.3	0.11	15.5	D
25th St	III	30	47.0	22.3	69.3	0.37	19.2	C
28th ST	III	30	46.8	12.0	58.8	0.37	22.6	C
30th Street	III	30	30.9	7.6	38.5	0.24	22.8	C
32nd Street	III	30	31.8	21.7	53.5	0.25	16.9	D
36th St	III	30	60.4	24.3	84.7	0.48	20.2	C
Total	III		258.0	106.7	364.7	2.02	19.9	C

Arterial Level of Service: WB Imperial Ave2

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
32nd Street	III	30	60.4	19.6	80.0	0.48	21.4	C
30th Street	III	30	31.8	10.2	42.0	0.25	21.5	C
28th ST	III	30	30.9	13.1	44.0	0.24	19.9	C
25th St	III	30	46.8	13.2	60.0	0.37	22.1	C
19th St	III	30	47.0	9.7	56.7	0.37	23.5	C
17th Street	III	30	15.4	7.2	22.6	0.11	17.3	D
Total	III		232.3	73.0	305.3	1.82	21.4	C

Arterial Level of Service: EB Imperial Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
36th St	III	30	11.6	29.9	41.5	0.08	7.1	F
40th st	III	30	66.4	81.5	147.9	0.52	12.7	E
I-805 SB Ramps	III	38	62.8	31.7	94.5	0.67	25.6	B
I-805 NB Ramps	III	40	11.4	6.4	17.8	0.10	20.1	C
47th St	III	40	3.9	36.3	40.2	0.03	3.0	F
Total	III		156.1	185.8	341.9	1.41	14.8	D

Arterial Level of Service: WB Imperial Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-805 NB Ramps	III	40	3.9	40.1	44.0	0.03	2.8	F
I-805 SB Ramps	III	40	11.4	10.1	21.5	0.10	16.6	D
40th st	III	40	60.4	82.3	142.7	0.67	16.9	D
36th St	III	30	66.4	38.9	105.3	0.52	17.9	D
Total	III		142.1	171.4	313.5	1.33	15.2	D

Arterial Level of Service: EB Market Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
19th St	III	35	14.8	9.3	24.1	0.11	16.4	D
25th St	III	35	44.2	16.5	60.7	0.37	21.8	C
32nd Street	III	35	88.0	10.2	98.2	0.86	31.4	A
I-15 SB Ramp	III	35	36.1	31.5	67.6	0.30	16.0	D
I-15 NB Ramp	III	35	17.0	28.1	45.1	0.13	10.6	E
I-805 SB Ramps	III	35	93.9	26.0	119.9	0.91	27.4	B
I-805 NB Ramps	III	35	16.4	7.7	24.1	0.12	18.1	C
47th St	III	35	41.5	27.8	69.3	0.35	17.9	D
Euclid Avenue	III	35	54.3	38.1	92.4	0.53	20.6	C
Total	III		406.2	195.2	601.4	3.68	22.0	C

Arterial Level of Service: WB Market Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Euclid Avenue	III	35	88.6	78.6	167.2	0.86	18.6	C
47th St	III	35	54.3	69.2	123.5	0.53	15.4	D
I-805 NB Ramps	III	35	41.5	40.1	81.6	0.35	15.2	D
I-805 SB Ramps	III	35	16.4	15.5	31.9	0.12	13.7	E
I-15 NB Ramp	III	35	93.9	7.2	101.1	0.91	32.5	A
I-15 SB Ramp	III	35	17.0	25.5	42.5	0.13	11.2	E
32nd Street	III	35	36.1	17.7	53.8	0.30	20.1	C
25th St	III	35	88.0	60.8	148.8	0.86	20.7	C
19th St	III	35	44.2	9.7	53.9	0.37	24.6	B
Total	III		480.0	324.3	804.3	4.43	19.8	C

Arterial Level of Service: EB mk2

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-805 SB Ramps	III	35	93.9	17.0	110.9	0.91	29.6	B
I-805 NB Ramps	III	35	16.4	7.6	24.0	0.12	18.2	C
47th St	III	35	41.5	11.2	52.7	0.35	23.6	C
Euclid Avenue	III	35	54.3	17.4	71.7	0.53	26.5	B
Total	III		206.1	53.2	259.3	1.91	26.5	B

Arterial Level of Service: WB mk2

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Euclid Avenue	III	35	88.6	24.2	112.8	0.86	27.5	B
47th St	III	35	54.3	33.8	88.1	0.53	21.6	C
I-805 NB Ramps	III	35	41.5	43.5	85.0	0.35	14.6	D
I-805 SB Ramps	III	35	16.4	9.6	26.0	0.12	16.8	D
I-15 NB Ramp	III	35	93.9	7.2	101.1	0.91	32.5	A
Total	III		294.7	118.3	413.0	2.77	24.1	B

Arterial Level of Service: EB Market Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
19th St	III	35	14.8	15.1	29.9	0.11	13.2	E
25th St	III	35	44.2	26.7	70.9	0.37	18.7	C
32nd Street	III	35	88.0	30.1	118.1	0.86	26.1	B
I-15 SB Ramp	III	35	36.1	65.1	101.2	0.30	10.7	E
I-15 NB Ramp	III	35	17.0	55.6	72.6	0.13	6.6	F
I-805 SB Ramps	III	35	93.9	116.1	210.0	0.91	15.6	D
I-805 NB Ramps	III	35	16.4	23.2	39.6	0.12	11.0	E
47th St	III	35	41.5	97.0	138.5	0.35	9.0	F
Euclid Avenue	III	35	54.3	151.5	205.8	0.53	9.2	F
Total	III		406.2	580.4	986.6	3.68	13.4	E

Arterial Level of Service: WB Market Street

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Euclid Avenue	III	35	88.6	48.5	137.1	0.86	22.6	C
47th St	III	35	54.3	52.2	106.5	0.53	17.9	D
I-805 NB Ramps	III	35	41.5	34.2	75.7	0.35	16.4	D
I-805 SB Ramps	III	35	16.4	19.3	35.7	0.12	12.2	E
I-15 NB Ramp	III	35	93.9	4.3	98.2	0.91	33.5	A
	III	35	17.0	16.6	33.6	0.13	14.2	D
32nd Street	III	35	36.1	26.2	62.3	0.30	17.4	D
25th St	III	35	88.0	32.9	120.9	0.86	25.5	B
19th St	III	35	44.2	18.2	62.4	0.37	21.2	C
Total	III		480.0	252.4	732.4	4.43	21.8	C

Arterial Level of Service: EB mk2

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-805 SB Ramps	III	35	93.9	32.6	126.5	0.91	26.0	B
I-805 NB Ramps	III	35	16.4	22.9	39.3	0.12	11.1	E
47th St	III	35	41.5	27.7	69.2	0.35	18.0	D
Euclid Avenue	III	35	54.3	50.2	104.5	0.53	18.2	C
Total	III		206.1	133.4	339.5	1.91	20.2	C

Arterial Level of Service: WB mk2

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Euclid Avenue	III	35	88.6	17.1	105.7	0.86	29.3	B
47th St	III	35	54.3	29.7	84.0	0.53	22.7	C
I-805 NB Ramps	III	35	41.5	33.9	75.4	0.35	16.5	D
I-805 SB Ramps	III	35	16.4	10.5	26.9	0.12	16.2	D
I-15 NB Ramp	III	35	93.9	4.3	98.2	0.91	33.5	A
Total	III		294.7	95.5	390.2	2.77	25.6	B

Arterial Level of Service: EB National Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
28th ST	III	30	91.5	16.0	107.5	0.76	25.5	B
I-5 NB Off-Ramp	III	30	9.2	47.8	57.0	0.06	3.8	F
32nd Street	III	30	54.4	8.0	62.4	0.43	24.7	B
43rd st	III	30	154.5	22.6	177.1	1.29	26.2	B
Total	III		309.6	94.4	404.0	2.54	22.6	C

Arterial Level of Service: WB National Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
32nd Street	III	30	154.5	11.4	165.9	1.29	27.9	B
I-5 NB Off-Ramp	III	30	54.4	34.6	89.0	0.43	17.3	D
28th ST	III	30	9.2	56.7	65.9	0.06	3.3	F
Total	III		218.1	102.7	320.8	1.78	19.9	C

Arterial Level of Service: EB National Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
28th ST	III	30	91.5	20.9	112.4	0.76	24.4	B
I-5 NB Off-Ramp	III	30	9.2	41.1	50.3	0.06	4.3	F
32nd Street	III	30	54.4	16.7	71.1	0.43	21.7	C
43rd st	III	30	154.5	25.3	179.8	1.29	25.8	B
Total	III		309.6	104.0	413.6	2.54	22.1	C

Arterial Level of Service: WB National Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
32nd Street	III	30	154.5	9.2	163.7	1.29	28.3	B
I-5 NB Off-Ramp	III	30	54.4	48.6	103.0	0.43	15.0	D
28th ST	III	30	9.2	37.3	46.5	0.06	4.6	F
Total	III		218.1	95.1	313.2	1.78	20.4	C

Arterial Level of Service: EB Logan Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
47th St	III	30	64.1	16.8	80.9	0.53	23.8	C
Euclid Avenue	III	30	62.5	36.5	99.0	0.49	17.9	D
Total	III		126.6	53.3	179.9	1.03	20.5	C

Arterial Level of Service: WB Logan Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Euclid Avenue	III	30	17.0	29.2	46.2	0.13	9.9	F
47th St	III	30	62.5	23.7	86.2	0.49	20.5	C
43rd st	III	30	64.1	29.3	93.4	0.53	20.6	C
Total	III		143.6	82.2	225.8	1.15	18.4	C

Arterial Level of Service: EB Logan Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
43rd st	III	30	154.5	25.4	179.9	1.29	25.8	B
47th St	III	30	64.1	24.3	88.4	0.53	21.7	C
Euclid Avenue	III	30	62.5	73.0	135.5	0.49	13.1	E
Total	III		281.1	122.7	403.8	2.31	20.6	C

Arterial Level of Service: WB Logan Ave

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Euclid Avenue	III	30	17.0	59.4	76.4	0.13	6.0	F
47th St	III	30	62.5	24.0	86.5	0.49	20.5	C
43rd st	III	30	64.1	29.0	93.1	0.53	20.6	C
Total	III		143.6	112.4	256.0	1.15	16.2	D

Arterial Level of Service: EB Skyline Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
58th St	III	30	28.9	7.6	36.5	0.23	22.4	C
Valencia Parkway	III	35	25.6	12.6	38.2	0.21	20.1	C
Woodman St	III	35	87.3	61.3	148.6	0.85	20.6	C
69th St	III	35	64.3	12.3	76.6	0.63	29.4	B
Total	III		206.1	93.8	299.9	1.92	23.0	C

Arterial Level of Service: WB Skyline Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
69th St	III	30	8.2	17.3	25.5	0.05	7.5	F
Woodman St	III	35	64.3	36.3	100.6	0.63	22.4	C
Valencia Parkway	III	35	87.3	31.4	118.7	0.85	25.8	B
58th St	III	35	25.6	16.4	42.0	0.21	18.3	C
Total	III		185.4	101.4	286.8	1.74	21.9	C

Arterial Level of Service: EB Skyline Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
58th St	III	30	8.8	7.4	16.2	0.06	12.7	E
Valencia Parkway	III	35	25.6	19.3	44.9	0.21	17.1	D
Woodman St	III	35	87.3	32.9	120.2	0.85	25.4	B
69th St	III	35	64.3	10.4	74.7	0.63	30.1	A
Total	III		186.0	70.0	256.0	1.74	24.5	B

Arterial Level of Service: WB Skyline Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
69th St	III	30	4.6	14.0	18.6	0.03	5.8	F
Woodman St	III	35	64.3	24.7	89.0	0.63	25.3	B
Valencia Parkway	III	35	87.3	23.0	110.3	0.85	27.7	B
58th St	III	35	25.6	11.9	37.5	0.21	20.5	C
Total	III		181.8	73.6	255.4	1.72	24.2	B

Arterial Level of Service: NB 47th St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Division Street	II	40	13.3	33.5	46.8	0.12	8.9	F
I-805 SB RAMPS	II	40	23.8	15.2	39.0	0.21	19.1	D
I-805 NB RAMPS	II	40	10.4	1.8	12.2	0.09	26.6	C
Logan Ave	II	40	38.4	27.6	66.0	0.40	21.8	D
Imperial Avenue	II	40	46.6	48.7	95.3	0.50	18.9	D
mk2	II	40	45.9	38.3	84.2	0.49	21.1	D
SR-94 EB On-Ramp	II	35	44.5	0.3	44.8	0.42	34.0	B
Total	II		222.9	165.4	388.3	2.23	20.7	D

Arterial Level of Service: SB 47th St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR-94 EB On-Ramp	II	35	25.1	0.2	25.3	0.20	28.6	B
mk2	II	35	44.5	26.2	70.7	0.42	21.6	D
Imperial Avenue	II	40	45.9	57.0	102.9	0.49	17.3	D
Logan Ave	II	40	46.6	23.3	69.9	0.50	25.8	C
I-805 NB RAMPS	II	40	38.4	20.5	58.9	0.40	24.5	C
I-805 SB RAMPS	II	40	10.4	3.9	14.3	0.09	22.7	C
Division Street	II	40	23.8	28.0	51.8	0.21	14.4	E
Total	II		234.7	159.1	393.8	2.32	21.2	D

Arterial Level of Service: NB 47th St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Division Street	II	40	13.3	34.9	48.2	0.12	8.7	F
I-805 SB RAMPS	II	40	23.8	59.6	83.4	0.21	8.9	F
I-805 NB RAMPS	II	40	10.4	3.4	13.8	0.09	23.5	C
Logan Ave	II	40	38.4	18.4	56.8	0.40	25.4	C
Imperial Avenue	II	40	46.6	25.9	72.5	0.50	24.9	C
mk2	II	40	45.9	35.1	81.0	0.49	22.0	D
SR-94 EB On-Ramp	II	35	44.5	0.3	44.8	0.42	34.0	B
Total	II		222.9	177.6	400.5	2.23	20.1	D

Arterial Level of Service: SB 47th St

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR-94 EB On-Ramp	II	35	25.1	0.6	25.7	0.20	28.1	B
mk2	II	35	44.5	36.9	81.4	0.42	18.7	D
Imperial Avenue	II	40	45.9	38.2	84.1	0.49	21.1	D
Logan Ave	II	40	46.6	27.0	73.6	0.50	24.5	C
I-805 NB RAMPS	II	40	38.4	3.0	41.4	0.40	34.8	B
I-805 SB RAMPS	II	40	10.4	20.0	30.4	0.09	10.7	F
Division Street	II	40	23.8	21.8	45.6	0.21	16.4	E
Total	II		234.7	147.5	382.2	2.32	21.8	D

Arterial Level of Service: NB Euclid Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Division Street	III	35	40.4	23.4	63.8	0.34	19.0	C
Logan Ave	III	35	58.1	8.3	66.4	0.48	26.3	B
Olvera Avenue	III	35	2.7	90.3	93.0	0.02	0.7	F
Imperial Avenue	III	35	60.9	43.9	104.8	0.51	17.4	D
mk2	III	35	47.9	25.9	73.8	0.40	19.5	C
SR-94 EB Ramp	III	35	52.2	9.0	61.2	0.43	25.6	B
SR-94 WB Off Ramp	III	35	20.6	6.0	26.6	0.16	21.8	C
Total	III		282.8	206.8	489.6	2.34	17.2	D

Arterial Level of Service: SB Euclid Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR-94 WB Off Ramp	III	35	19.0	7.0	26.0	0.15	20.6	C
SR-94 EB Ramp	III	35	20.6	6.4	27.0	0.16	21.5	C
mk2	III	35	52.2	41.3	93.5	0.43	16.7	D
Imperial Avenue	III	35	47.9	36.9	84.8	0.40	16.9	D
Olvera Ave	III	35	60.9	94.4	155.3	0.51	11.8	E
Logan Avenue	III	35	2.7	9.0	11.7	0.02	5.8	F
Division Street	III	35	58.1	40.3	98.4	0.48	17.7	D
Total	III		261.4	235.3	496.7	2.15	15.6	D

Arterial Level of Service: NB Euclid Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Division Street	III	35	40.4	20.3	60.7	0.34	20.0	C
Logan Ave	III	35	58.1	6.3	64.4	0.48	27.1	B
Olvera Avenue	III	35	2.7	47.6	50.3	0.02	1.4	F
Imperial Avenue	III	35	60.9	28.7	89.6	0.51	20.4	C
mk2	III	35	47.9	33.8	81.7	0.40	17.6	D
SR-94 EB Ramp	III	35	52.2	11.3	63.5	0.43	24.7	B
SR-94 WB Off Ramp	III	35	20.6	6.7	27.3	0.16	21.2	C
Total	III		282.8	154.7	437.5	2.34	19.3	C

Arterial Level of Service: SB Euclid Avenue

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR-94 WB Off Ramp	III	35	19.0	9.4	28.4	0.15	18.8	C
SR-94 EB Ramp	III	35	20.6	10.7	31.3	0.16	18.5	C
mk2	III	35	52.2	61.0	113.2	0.43	13.8	E
Imperial Avenue	III	35	47.9	28.4	76.3	0.40	18.8	C
Olvera Ave	III	35	60.9	72.2	133.1	0.51	13.7	E
	III	35	2.7	24.7	27.4	0.02	2.5	F
Division Street	III	35	58.1	53.0	111.1	0.48	15.7	D
Total	III		261.4	259.4	520.8	2.15	14.9	D

Appendix L
Peak Hour Intersection LOS Analysis Worksheets
Preferred Plan

Preferred Plan AM
1: 17th Street & J Street

5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	50	80	60	160	0	0	0	0	210	420	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.9		4.9						4.9	
Lane Util. Factor		1.00	1.00		1.00						0.91	
Frpb, ped/bikes		1.00	0.91		1.00						0.96	
Flpb, ped/bikes		1.00	1.00		0.98						1.00	
Frt		1.00	0.85		1.00						0.96	
Flt Protected		1.00	1.00		0.99						0.99	
Satd. Flow (prot)		1863	1198		1806						4601	
Flt Permitted		1.00	1.00		0.89						0.99	
Satd. Flow (perm)		1863	1198		1626						4601	
Peak-hour factor, PHF	0.64	0.64	0.64	0.84	0.84	0.84	0.92	0.92	0.92	0.90	0.90	0.90
Adj. Flow (vph)	0	78	125	71	190	0	0	0	0	233	467	289
RTOR Reduction (vph)	0	0	94	0	0	0	0	0	0	0	79	0
Lane Group Flow (vph)	0	78	31	0	261	0	0	0	0	0	910	0
Confl. Peds. (#/hr)	20		70	70		20	60		10	10		60
Confl. Bikes (#/hr)	10		10	10		10	10		10	10		10
Bus Blockages (#/hr)	0	0	42	42	0	0	0	0	0	6	0	37
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases			8	4						2		
Actuated Green, G (s)		15.9	15.9		15.9						39.3	
Effective Green, g (s)		15.9	15.9		15.9						39.3	
Actuated g/C Ratio		0.24	0.24		0.24						0.60	
Clearance Time (s)		4.9	4.9		4.9						4.9	
Vehicle Extension (s)		2.0	2.0		2.0						2.0	
Lane Grp Cap (vph)		455	293		397						2781	
v/s Ratio Prot		0.04										
v/s Ratio Perm			0.03		c0.16						0.20	
v/c Ratio		0.17	0.10		0.66						0.33	
Uniform Delay, d1		19.4	19.0		22.1						6.3	
Progression Factor		1.00	1.00		1.00						1.00	
Incremental Delay, d2		0.1	0.1		3.0						0.3	
Delay (s)		19.4	19.1		25.1						6.6	
Level of Service		B	B		C						A	
Approach Delay (s)		19.2			25.1			0.0			6.6	
Approach LOS		B			C			A			A	

Intersection Summary				
HCM 2000 Control Delay	11.7	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.42			
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	9.8	
Intersection Capacity Utilization	60.7%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Preferred Plan AM
2: 17th Street & Imperial Avenue

5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	330	30	40	220	0	0	0	0	220	110	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9					4.9	4.9	4.9
Lane Util. Factor		0.95			0.95					0.91	0.86	0.91
Frpb, ped/bikes		1.00			1.00					1.00	0.96	0.93
Flpb, ped/bikes		1.00			1.00					1.00	1.00	1.00
Frt		0.99			1.00					1.00	0.92	0.85
Flt Protected		1.00			0.99					0.95	0.99	1.00
Satd. Flow (prot)		3146			3057					1610	2832	1338
Flt Permitted		1.00			0.86					0.95	0.99	1.00
Satd. Flow (perm)		3146			2640					1610	2832	1338
Peak-hour factor, PHF	0.85	0.85	0.85	0.87	0.87	0.87	0.92	0.92	0.92	0.82	0.82	0.82
Adj. Flow (vph)	0	388	35	46	253	0	0	0	0	268	134	402
RTOR Reduction (vph)	0	7	0	0	0	0	0	0	0	0	155	155
Lane Group Flow (vph)	0	416	0	0	299	0	0	0	0	206	242	46
Confl. Peds. (#/hr)	70		20	20		70	50		10	10		50
Confl. Bikes (#/hr)	20		10	10		20	10		10	10		10
Heavy Vehicles (%)	13%	13%	13%	17%	17%	17%	2%	2%	2%	2%	2%	2%
Turn Type		NA		Perm	NA					Split	NA	Perm
Protected Phases		2			6					4	4	
Permitted Phases				6								4
Actuated Green, G (s)		40.3			40.3					14.9	14.9	14.9
Effective Green, g (s)		40.3			40.3					14.9	14.9	14.9
Actuated g/C Ratio		0.62			0.62					0.23	0.23	0.23
Clearance Time (s)		4.9			4.9					4.9	4.9	4.9
Vehicle Extension (s)		2.0			2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1950			1636					369	649	306
v/s Ratio Prot		c0.13								c0.13	0.09	
v/s Ratio Perm					0.11							0.03
v/c Ratio		0.21			0.18					0.56	0.37	0.15
Uniform Delay, d1		5.4			5.3					22.1	21.1	20.0
Progression Factor		1.00			1.00					1.14	1.32	2.01
Incremental Delay, d2		0.3			0.2					1.0	0.1	0.1
Delay (s)		5.7			5.5					26.2	28.0	40.3
Level of Service		A			A					C	C	D
Approach Delay (s)		5.7			5.5			0.0			30.6	
Approach LOS		A			A			A			C	

Intersection Summary				
HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.31			
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	9.8	
Intersection Capacity Utilization	59.4%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Preferred Plan AM
3: 19th St & Market Street

5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	130	0	0	490	90	180	230	40	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9			4.9		5.2	5.2				
Lane Util. Factor	1.00	1.00			0.95		1.00	0.95				
Frpb, ped/bikes	1.00	1.00			0.99		1.00	0.99				
Flpb, ped/bikes	0.99	1.00			1.00		1.00	1.00				
Frt	1.00	1.00			0.98		1.00	0.98				
Flt Protected	0.95	1.00			1.00		0.95	1.00				
Satd. Flow (prot)	1755	1863			3434		1770	3435				
Flt Permitted	0.42	1.00			1.00		0.95	1.00				
Satd. Flow (perm)	767	1863			3434		1770	3435				
Peak-hour factor, PHF	0.83	0.83	0.83	0.94	0.94	0.94	0.79	0.79	0.79	0.92	0.92	0.92
Adj. Flow (vph)	12	157	0	0	521	96	228	291	51	0	0	0
RTOR Reduction (vph)	0	0	0	0	28	0	0	28	0	0	0	0
Lane Group Flow (vph)	12	157	0	0	589	0	228	314	0	0	0	0
Confl. Peds. (#/hr)	40		50	50		40	10		20	20		10
Confl. Bikes (#/hr)	20		20	20		20	10		10	10		10
Turn Type	Perm	NA			NA		Split	NA				
Protected Phases		4			8		2	2				
Permitted Phases	4											
Actuated Green, G (s)	13.4	13.4			13.4		12.6	12.6				
Effective Green, g (s)	13.4	13.4			13.4		12.6	12.6				
Actuated g/C Ratio	0.37	0.37			0.37		0.35	0.35				
Clearance Time (s)	4.9	4.9			4.9		5.2	5.2				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)	284	691			1274		617	1198				
v/s Ratio Prot		0.08			c0.17		c0.13	0.09				
v/s Ratio Perm	0.02											
v/c Ratio	0.04	0.23			0.46		0.37	0.26				
Uniform Delay, d1	7.3	7.8			8.6		8.8	8.4				
Progression Factor	1.00	1.00			1.00		1.00	1.00				
Incremental Delay, d2	0.1	0.2			0.3		0.4	0.1				
Delay (s)	7.3	8.0			8.9		9.2	8.5				
Level of Service	A	A			A		A	A				
Approach Delay (s)		7.9			8.9			8.8			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	36.1	Sum of lost time (s)	10.1
Intersection Capacity Utilization	41.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
4: 19th St & J Street

6/26/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	20	30	0	0	30	10	230	450	90	0	0	0
Peak Hour Factor	0.50	0.50	0.50	0.71	0.71	0.71	0.96	0.96	0.96	0.92	0.92	0.92
Hourly flow rate (vph)	40	60	0	0	42	14	240	469	94	0	0	0

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total (vph)	100	56	474	328
Volume Left (vph)	40	0	240	0
Volume Right (vph)	0	14	0	94
Hadj (s)	0.11	-0.12	0.29	-0.17
Departure Headway (s)	5.7	5.5	5.2	4.8
Degree Utilization, x	0.16	0.09	0.69	0.44
Capacity (veh/h)	596	604	671	740
Control Delay (s)	9.8	9.1	17.9	10.3
Approach Delay (s)	9.8	9.1	14.8	
Approach LOS	A	A	B	

Intersection Summary			
Delay	13.9		
Level of Service	B		
Intersection Capacity Utilization	45.1%	ICU Level of Service	A
Analysis Period (min)	15		
Description: NB is 3 lanes, but reduce to 2 lanes for synchro analysis, the NBT volume was divided in 1/2			

Preferred Plan AM
5: 19th St & Imperial Avenue 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	270	280	0	0	210	340	70	350	60	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9			4.9			4.9				
Lane Util. Factor	1.00	1.00			0.95			0.91				
Frpb, ped/bikes	1.00	1.00			0.94			0.99				
Flpb, ped/bikes	0.99	1.00			1.00			1.00				
Frt	1.00	1.00			0.91			0.98				
Flt Protected	0.95	1.00			1.00			0.99				
Satd. Flow (prot)	1587	1681			2632			4917				
Flt Permitted	0.35	1.00			1.00			0.99				
Satd. Flow (perm)	577	1681			2632			4917				
Peak-hour factor, PHF	0.84	0.84	0.84	0.88	0.88	0.88	0.87	0.87	0.87	0.92	0.92	0.92
Adj. Flow (vph)	321	333	0	0	239	386	80	402	69	0	0	0
RTOR Reduction (vph)	0	0	0	0	153	0	0	31	0	0	0	0
Lane Group Flow (vph)	321	333	0	0	472	0	0	520	0	0	0	0
Confl. Peds. (#/hr)	40		30	30		40	10		10	10		10
Confl. Bikes (#/hr)	20		10	10		20	10		10	10		10
Heavy Vehicles (%)	13%	13%	13%	17%	17%	17%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	5	2			6			8				
Permitted Phases	2						8					
Actuated Green, G (s)	29.1	28.6			14.1			11.9				
Effective Green, g (s)	29.1	28.6			14.1			11.9				
Actuated g/C Ratio	0.58	0.57			0.28			0.24				
Clearance Time (s)	4.4	4.9			4.9			4.9				
Vehicle Extension (s)	2.0	2.0			3.5			3.0				
Lane Grp Cap (vph)	536	955			737			1163				
v/s Ratio Prot	c0.12	0.20			0.18							
v/s Ratio Perm	c0.23							0.11				
v/c Ratio	0.60	0.35			0.64			0.45				
Uniform Delay, d1	10.0	5.8			15.9			16.4				
Progression Factor	1.00	1.00			1.00			1.00				
Incremental Delay, d2	1.2	0.1			2.0			0.3				
Delay (s)	11.2	5.9			17.9			16.7				
Level of Service	B	A			B			B				
Approach Delay (s)		8.5			17.9			16.7			0.0	
Approach LOS		A			B			B			A	

Intersection Summary				
HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.60			
Actuated Cycle Length (s)	50.3	Sum of lost time (s)	14.2	
Intersection Capacity Utilization	58.4%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Preferred Plan AM
6: 19th St & Commercial Street 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	90	0	0	180	90	100	340	50	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		1.00			1.00			0.95				
Frpb, ped/bikes		1.00			0.98			1.00				
Flpb, ped/bikes		0.99			1.00			1.00				
Frt		1.00			0.96			0.98				
Flt Protected		0.98			1.00			0.99				
Satd. Flow (prot)		1760			1555			3431				
Flt Permitted		0.77			1.00			0.99				
Satd. Flow (perm)		1385			1555			3431				
Peak-hour factor, PHF	0.58	0.58	0.58	0.73	0.73	0.73	0.84	0.84	0.84	0.92	0.92	0.92
Adj. Flow (vph)	86	155	0	0	247	123	119	405	60	0	0	0
RTOR Reduction (vph)	0	0	0	0	35	0	0	13	0	0	0	0
Lane Group Flow (vph)	0	241	0	0	335	0	0	571	0	0	0	0
Confl. Peds. (#/hr)	60		20	20		60	10		10	10		10
Confl. Bikes (#/hr)	20		10	10		20	10		10	10		10
Heavy Vehicles (%)	5%	5%	5%	14%	14%	14%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		2			6			8				
Permitted Phases	2						8					
Actuated Green, G (s)		11.6			11.6			11.1				
Effective Green, g (s)		11.6			11.6			11.1				
Actuated g/C Ratio		0.38			0.38			0.36				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		2.0			2.0			2.0				
Lane Grp Cap (vph)		523			587			1240				
v/s Ratio Prot					c0.22							
v/s Ratio Perm		0.17						0.17				
v/c Ratio		0.46			0.57			0.46				
Uniform Delay, d1		7.2			7.6			7.5				
Progression Factor		1.00			1.00			1.00				
Incremental Delay, d2		0.2			0.8			0.1				
Delay (s)		7.4			8.4			7.6				
Level of Service		A			A			A				
Approach Delay (s)		7.4			8.4			7.6			0.0	
Approach LOS		A			A			A			A	

Intersection Summary				
HCM 2000 Control Delay	7.8	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.52			
Actuated Cycle Length (s)	30.7	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	51.3%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

Preferred Plan AM
7: Beardsley & Logan Avenue 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	130	70	100	140	0	70	0	90	150	220	60
Peak Hour Factor	0.81	0.81	0.81	0.76	0.76	0.76	0.80	0.80	0.80	0.90	0.90	0.90
Hourly flow rate (vph)	0	160	86	132	184	0	88	0	112	167	244	67

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	247	132	184	200	478
Volume Left (vph)	0	132	0	88	167
Volume Right (vph)	86	0	0	113	67
Hadj (s)	-0.18	0.53	0.03	-0.22	0.02
Departure Headway (s)	6.9	7.9	7.3	6.7	6.2
Degree Utilization, x	0.47	0.29	0.38	0.37	0.83
Capacity (veh/h)	483	421	442	481	478
Control Delay (s)	15.8	12.8	13.5	13.6	32.6
Approach Delay (s)	15.8	13.2		13.6	32.6
Approach LOS	C	B		B	D

Intersection Summary				
Delay		21.2		
Level of Service		C		
Intersection Capacity Utilization		55.8%	ICU Level of Service	B
Analysis Period (min)		15		

Preferred Plan AM
8: Cesar Chavez Pkwy & Logan Avenue 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	190	70	40	50	50	120	220	250	160	660	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9	4.9	4.4	4.9	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	1.00	0.95	
Frpb, ped/bikes	1.00	0.97		1.00	1.00	0.91	1.00	1.00	0.93	1.00	0.99	
Flpb, ped/bikes	0.93	1.00		0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1652	1737		1677	1863	1443	1770	3539	1471	1770	3406	
Flt Permitted	0.71	1.00		0.50	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1241	1737		891	1863	1443	1770	3539	1471	1770	3406	
Peak-hour factor, PHF	0.90	0.90	0.90	0.75	0.75	0.75	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	156	211	78	53	67	67	130	239	272	172	710	172
RTOR Reduction (vph)	0	18	0	0	0	43	0	0	158	0	31	0
Lane Group Flow (vph)	156	271	0	53	67	24	130	239	114	172	851	0
Confl. Peds. (#/hr)	80		100	100		80	10		30	30		10
Confl. Bikes (#/hr)	10		20	20		10	5		5	5		5
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	24.2	24.2		24.2	24.2	24.2	6.3	19.5	19.5	8.9	22.1	
Effective Green, g (s)	24.2	24.2		24.2	24.2	24.2	6.3	19.5	19.5	8.9	22.1	
Actuated g/C Ratio	0.36	0.36		0.36	0.36	0.36	0.09	0.29	0.29	0.13	0.33	
Clearance Time (s)	4.9	4.9		4.9	4.9	4.9	4.4	4.9	4.9	4.4	4.9	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	3.4	3.4	2.0	3.4	
Lane Grp Cap (vph)	449	629		322	674	522	166	1033	429	235	1126	
v/s Ratio Prot		c0.16			0.04		0.07	0.07		c0.10	c0.25	
v/s Ratio Perm	0.13			0.06		0.02			0.08			
v/c Ratio	0.35	0.43		0.16	0.10	0.05	0.78	0.23	0.27	0.73	0.76	
Uniform Delay, d1	15.5	16.1		14.4	14.1	13.8	29.6	18.0	18.2	27.8	19.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.1	2.1		0.1	0.0	0.0	19.6	0.1	0.4	9.7	3.0	
Delay (s)	17.7	18.2		14.5	14.1	13.8	49.2	18.1	18.5	37.5	23.0	
Level of Service	B	B		B	B	B	D	B	B	D	C	
Approach Delay (s)		18.0			14.1			24.6			25.3	
Approach LOS		B			B			C			C	

Intersection Summary				
HCM 2000 Control Delay		22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio		0.63		
Actuated Cycle Length (s)		66.8	Sum of lost time (s)	14.2
Intersection Capacity Utilization		71.2%	ICU Level of Service	C
Analysis Period (min)		15		
c Critical Lane Group				

Preferred Plan AM
9: I-5 NB Off Ramp & Cesar Chavez Pkwy 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	150	260	0	0	320	30	660	0	150	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			5.0		5.0	5.0				
Lane Util. Factor	1.00	0.95			0.95		0.95	0.95				
Frpb, ped/bikes	1.00	1.00			0.98		1.00	0.98				
Flpb, ped/bikes	1.00	1.00			1.00		0.96	0.98				
Frt	1.00	1.00			0.99		1.00	0.94				
Flt Protected	0.95	1.00			1.00		0.95	0.97				
Satd. Flow (prot)	1770	3539			3420		1618	1556				
Flt Permitted	0.95	1.00			1.00		0.76	0.81				
Satd. Flow (perm)	1770	3539			3420		1289	1301				
Peak-hour factor, PHF	0.88	0.88	0.88	0.94	0.93	0.93	0.94	0.94	0.94	0.93	0.93	0.93
Adj. Flow (vph)	170	295	0	0	344	32	702	0	160	0	0	0
RTOR Reduction (vph)	0	0	0	0	9	0	0	49	0	0	0	0
Lane Group Flow (vph)	170	295	0	0	367	0	442	371	0	0	0	0
Confl. Peds. (#/hr)	110		60	60		110	30		10	10		30
Confl. Bikes (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Split	NA			NA		Perm	NA				
Protected Phases	6	6			2			4			8	
Permitted Phases							4			8		
Actuated Green, G (s)	12.6	12.6			14.2		27.3	27.3				
Effective Green, g (s)	12.6	12.6			14.2		27.3	27.3				
Actuated g/C Ratio	0.19	0.19			0.21		0.40	0.40				
Clearance Time (s)	4.0	4.0			5.0		5.0	5.0				
Vehicle Extension (s)	3.4	3.4			3.4		2.0	2.0				
Lane Grp Cap (vph)	327	654			713		516	521				
v/s Ratio Prot	c0.10	0.08			c0.11							
v/s Ratio Perm							c0.34	0.29				
v/c Ratio	0.52	0.45			0.52		0.86	0.71				
Uniform Delay, d1	25.0	24.7			23.9		18.6	17.1				
Progression Factor	1.00	1.00			1.00		1.00	1.00				
Incremental Delay, d2	1.6	0.6			0.7		12.7	3.8				
Delay (s)	26.6	25.2			24.6		31.3	20.9				
Level of Service	C	C			C		C	C				
Approach Delay (s)		25.7			24.6			26.3			0.0	
Approach LOS		C			C			C			A	

Intersection Summary			
HCM 2000 Control Delay	25.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	68.1	Sum of lost time (s)	14.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
10: Park Driveway/I-5 SB On-Ramp & Logan Avenue 6/18/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	405	190	5	5	205	60	0	0	15	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.80	0.80	0.80	0.77	0.77	0.77	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	506	238	6	6	266	78	0	0	16	0	0	0
Pedestrians		10			10			10			10	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		691										
pX, platoon unblocked												
vC, conflicting volume	354			254			1552	1630	261	1604	1594	325
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	354			254			1552	1630	261	1604	1594	325
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	58			100			100	100	98	100	100	100
cM capacity (veh/h)	1205			1300			60	58	765	55	61	710

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	506	244	6	344	16
Volume Left	506	0	6	0	0
Volume Right	0	6	0	78	16
cSH	1205	1700	1300	1700	765
Volume to Capacity	0.42	0.14	0.00	0.20	0.02
Queue Length 95th (ft)	53	0	0	0	2
Control Delay (s)	10.1	0.0	7.8	0.0	9.8
Lane LOS	B		A		A
Approach Delay (s)	6.8		0.1		9.8
Approach LOS					A

Intersection Summary			
Average Delay	4.8		
Intersection Capacity Utilization	43.8%	ICU Level of Service	A
Analysis Period (min)	15		

Preferred Plan AM
11: National Avenue & SR-75 5/24/2014

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	40	160	0	20	130
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.62	0.62	0.76	0.76	0.82	0.82
Hourly flow rate (vph)	0	65	211	0	24	159
Pedestrians		10	10		30	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		1	1		3	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		1108				
pX, platoon unblocked						
vC, conflicting volume	241				315	251
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	241				315	251
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				96	79
cM capacity (veh/h)	1293				655	762

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	65	211	24	159
Volume Left	0	0	24	0
Volume Right	0	0	0	159
cSH	1700	1700	655	762
Volume to Capacity	0.04	0.12	0.04	0.21
Queue Length 95th (ft)	0	0	3	19
Control Delay (s)	0.0	0.0	10.7	11.0
Lane LOS			B	B
Approach Delay (s)	0.0	0.0	10.9	
Approach LOS			B	

Intersection Summary			
Average Delay	4.4		
Intersection Capacity Utilization	28.5%	ICU Level of Service	A
Analysis Period (min)	15		

Preferred Plan AM
12: 25th St & F St/SR-94 WB Off Ramp 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	210	420	290	140	340	0	0	520	90
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	
Lane Util. Factor					0.95			0.95			0.95	
Frpb, ped/bikes					0.99			1.00			0.99	
Flpb, ped/bikes					1.00			1.00			1.00	
Frt					0.95			1.00			0.98	
Flt Protected					0.99			0.99			1.00	
Satd. Flow (prot)					3303			3472			3426	
Flt Permitted					0.99			0.60			1.00	
Satd. Flow (perm)					3303			2096			3426	
Peak-hour factor, PHF	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92	0.80	0.80	0.80
Adj. Flow (vph)	0	0	0	236	472	326	152	370	0	0	650	112
RTOR Reduction (vph)	0	0	0	0	90	0	0	0	0	0	25	0
Lane Group Flow (vph)	0	0	0	0	944	0	0	522	0	0	737	0
Confl. Peds. (#/hr)	10		10	10		10	60		10	10		60
Confl. Bikes (#/hr)	5		5	5		5	10		10	10		10
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					8			2			6	
Permitted Phases				8			2					
Actuated Green, G (s)					19.5			17.9			17.9	
Effective Green, g (s)					19.5			17.9			17.9	
Actuated g/C Ratio					0.42			0.39			0.39	
Clearance Time (s)					4.5			4.5			4.5	
Vehicle Extension (s)					3.0			3.0			3.0	
Lane Grp Cap (vph)					1388			808			1321	
v/s Ratio Prot											0.22	
v/s Ratio Perm					0.29			c0.25				
v/c Ratio					0.68			0.65			0.56	
Uniform Delay, d1					10.9			11.7			11.2	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d2					1.3			1.8			0.5	
Delay (s)					12.3			13.4			11.7	
Level of Service					B			B			B	
Approach Delay (s)		0.0			12.3			13.4			11.7	
Approach LOS		A			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	12.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	46.4	Sum of lost time (s)	9.0
Intersection Capacity Utilization	73.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
13: 25th St & G St/SR-94 EB Ramp 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	150	40	0	0	0	0	390	270	280	450	0
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	
Lane Util. Factor		0.95						0.95		1.00	1.00	
Frpb, ped/bikes		0.99						0.99		1.00	1.00	
Flpb, ped/bikes		1.00						1.00		0.99	1.00	
Frt		0.98						0.94		1.00	1.00	
Flt Protected		0.98						1.00		0.95	1.00	
Satd. Flow (prot)		3382						3276		1758	1863	
Flt Permitted		0.98						1.00		0.36	1.00	
Satd. Flow (perm)		3382						3276		662	1863	
Peak-hour factor, PHF	0.75	0.75	0.75	0.92	0.92	0.92	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	120	200	53	0	0	0	0	438	303	315	506	0
RTOR Reduction (vph)	0	23	0	0	0	0	0	121	0	0	0	0
Lane Group Flow (vph)	0	350	0	0	0	0	0	620	0	315	506	0
Confl. Peds. (#/hr)	10		20	20		10	60		20	20		60
Confl. Bikes (#/hr)	5		5	5		5	10		10	10		10
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4									6		
Actuated Green, G (s)		11.0						30.1		30.1	30.1	
Effective Green, g (s)		11.0						30.1		30.1	30.1	
Actuated g/C Ratio		0.22						0.60		0.60	0.60	
Clearance Time (s)		4.5						4.5		4.5	4.5	
Vehicle Extension (s)		3.0						3.0		3.0	3.0	
Lane Grp Cap (vph)		742						1968		397	1119	
v/s Ratio Prot								0.19			0.27	
v/s Ratio Perm		0.10								c0.48		
v/c Ratio		0.47						0.32		0.79	0.45	
Uniform Delay, d1		17.0						4.9		7.6	5.5	
Progression Factor		1.00						1.00		1.00	1.00	
Incremental Delay, d2		0.5						0.1		10.4	0.3	
Delay (s)		17.5						5.0		18.1	5.8	
Level of Service		B						A		B	A	
Approach Delay (s)		17.5			0.0			5.0			10.5	
Approach LOS		B			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	9.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	50.1	Sum of lost time (s)	9.0
Intersection Capacity Utilization	59.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
14: 25th St & Market Street 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	100	40	60	480	270	130	320	90	100	230	160
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	5.0		4.4	4.9		4.4	4.9	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	0.98		1.00	0.99		1.00	0.96	
Flpb, ped/bikes	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	0.97		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1738		1770	1720		1770	3379		1770	3182	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1738		1770	1720		1770	3379		1770	3182	
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)	74	105	42	63	505	284	137	337	95	105	242	168
RTOR Reduction (vph)	0	14	0	0	21	0	0	31	0	0	135	0
Lane Group Flow (vph)	74	133	0	63	768	0	137	401	0	105	275	0
Confl. Peds. (#/hr)	40		60	60		40	70		20	20		70
Confl. Bikes (#/hr)	20		20	20		20	10					10
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	4.6	36.5		6.5	38.3		7.6	17.8		6.6	16.8	
Effective Green, g (s)	4.6	36.5		6.5	38.3		7.6	17.8		6.6	16.8	
Actuated g/C Ratio	0.05	0.42		0.08	0.45		0.09	0.21		0.08	0.20	
Clearance Time (s)	4.4	4.9		4.4	5.0		4.4	4.9		4.4	4.9	
Vehicle Extension (s)	2.0	3.2		2.0	2.5		2.0	2.2		2.0	2.5	
Lane Grp Cap (vph)	94	737		133	766		156	699		135	621	
v/s Ratio Prot	c0.04	0.08		0.04	c0.45		c0.08	c0.12		0.06	0.09	
v/s Ratio Perm												
v/c Ratio	0.79	0.18		0.47	1.00		0.88	0.57		0.78	0.44	
Uniform Delay, d1	40.2	15.4		38.1	23.9		38.7	30.7		39.0	30.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	31.9	0.1		1.0	33.1		37.7	0.8		22.2	0.4	
Delay (s)	72.1	15.6		39.1	57.0		76.5	31.5		61.1	30.8	
Level of Service	E	B		D	E		E	C		E	C	
Approach Delay (s)		34.5			55.7			42.3			37.0	
Approach LOS		C			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	45.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	86.0	Sum of lost time (s)	18.7
Intersection Capacity Utilization	87.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
15: 25th St & Imperial Avenue 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	140	160	120	280	120	90	180	80	90	280	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9			4.9			4.9	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes	1.00	0.93		1.00	0.97			0.97			0.98	
Flpb, ped/bikes	0.97	1.00		0.95	1.00			0.99			0.99	
Frt	1.00	0.92		1.00	0.95			0.97			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1651	1540		1539	1594			2928			2788	
Flt Permitted	0.42	1.00		0.51	1.00			0.67			0.79	
Satd. Flow (perm)	728	1540		819	1594			1998			2225	
Peak-hour factor, PHF	0.87	0.87	0.87	0.91	0.91	0.91	0.88	0.88	0.88	0.85	0.85	0.85
Adj. Flow (vph)	80	161	184	132	308	132	102	205	91	106	329	141
RTOR Reduction (vph)	0	59	0	0	22	0	0	45	0	0	51	0
Lane Group Flow (vph)	80	286	0	132	418	0	0	353	0	0	525	0
Confl. Peds. (#/hr)	70		60	60		70	50		70	70		50
Confl. Bikes (#/hr)	20		20	20		20	10		10	10		10
Heavy Vehicles (%)	6%	6%	6%	11%	11%	11%	13%	13%	13%	20%	20%	20%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	32.4	32.4		32.4	32.4			22.8			22.8	
Effective Green, g (s)	32.4	32.4		32.4	32.4			22.8			22.8	
Actuated g/C Ratio	0.50	0.50		0.50	0.50			0.35			0.35	
Clearance Time (s)	4.9	4.9		4.9	4.9			4.9			4.9	
Vehicle Extension (s)	3.1	3.1		3.1	3.1			4.5			4.5	
Lane Grp Cap (vph)	362	767		408	794			700			780	
v/s Ratio Prot		0.19			c0.26							
v/s Ratio Perm	0.11			0.16				0.18			c0.24	
v/c Ratio	0.22	0.37		0.32	0.53			0.50			0.67	
Uniform Delay, d1	9.2	10.0		9.7	11.1			16.6			17.9	
Progression Factor	1.00	1.00		1.27	1.30			1.00			1.00	
Incremental Delay, d2	1.4	1.4		2.0	2.4			1.0			2.7	
Delay (s)	10.6	11.4		14.5	16.8			17.6			20.6	
Level of Service	B	B		B	B			B			C	
Approach Delay (s)		11.3			16.3			17.6			20.6	
Approach LOS		B			B			B			C	

Intersection Summary				
HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.59			
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	9.8	
Intersection Capacity Utilization	76.9%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

Preferred Plan AM
16: Cesar Chavez Pkwy & Commercial Street & 25th St 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	10	50	50	100	100	40	120	30	30	110	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9			4.9			4.9	4.9
Lane Util. Factor		1.00			1.00			1.00			1.00	1.00
Frpb, ped/bikes		0.96			0.97			0.97			1.00	1.00
Flpb, ped/bikes		1.00			1.00			1.00			1.00	1.00
Frt		0.90			0.95			0.98			1.00	0.85
Flt Protected		0.99			0.99			0.99			0.99	1.00
Satd. Flow (prot)		1543			1504			1581			1567	1346
Flt Permitted		0.94			0.91			0.99			0.99	1.00
Satd. Flow (perm)		1461			1390			1581			1567	1346
Peak-hour factor, PHF	0.63	0.63	0.63	0.80	0.80	0.80	0.80	0.80	0.80	0.87	0.87	0.87
Adj. Flow (vph)	16	16	79	62	125	125	50	150	38	34	126	333
RTOR Reduction (vph)	0	0	0	0	0	0	0	9	0	0	0	0
Lane Group Flow (vph)	0	111	0	0	312	0	0	229	0	0	160	333
Confl. Peds. (#/hr)	70		20	20		70	130		60	60		130
Confl. Bikes (#/hr)	10		10	10		10	10		10	10		10
Heavy Vehicles (%)	5%	5%	5%	14%	14%	14%	13%	13%	13%	20%	20%	20%
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	Prot
Protected Phases		2			2		8	8		4	4	4
Permitted Phases	2			2								
Actuated Green, G (s)		19.2			19.2			13.7			20.7	20.7
Effective Green, g (s)		19.2			19.2			13.7			20.7	20.7
Actuated g/C Ratio		0.28			0.28			0.20			0.30	0.30
Clearance Time (s)		4.9			4.9			4.9			4.9	4.9
Vehicle Extension (s)		2.0			2.0			2.0			2.0	2.0
Lane Grp Cap (vph)		410			390			317			474	407
v/s Ratio Prot								c0.14			0.10	c0.25
v/s Ratio Perm		0.08			c0.22							
v/c Ratio		0.27			0.80			0.72			0.34	0.82
Uniform Delay, d1		19.1			22.8			25.5			18.5	22.1
Progression Factor		1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2		0.1			10.6			6.8			0.2	11.5
Delay (s)		19.2			33.3			32.3			18.6	33.5
Level of Service		B			C			C			B	C
Approach Delay (s)		19.2			33.3			32.3			28.7	
Approach LOS		B			C			C			C	

Intersection Summary				
HCM 2000 Control Delay	29.8	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.79			
Actuated Cycle Length (s)	68.3	Sum of lost time (s)	14.7	
Intersection Capacity Utilization	71.3%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

Preferred Plan AM
17: 28th ST & B Street/SR-94 WB Ramp 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	10	20	150	20	260	10	290	40	100	360	60
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	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.98			0.97			0.99			0.99	
Flpb, ped/bikes		1.00			0.99			1.00			1.00	
Frt		0.93			0.92			0.98			0.98	
Flt Protected		0.99			0.98			1.00			0.99	
Satd. Flow (prot)		1670			1622			1819			1789	
Flt Permitted		0.89			0.86			0.98			0.86	
Satd. Flow (perm)		1511			1416			1792			1545	
Peak-hour factor, PHF	0.61	0.61	0.61	0.91	0.91	0.91	0.89	0.89	0.89	0.92	0.92	0.92
Adj. Flow (vph)	16	16	33	165	22	286	11	326	45	109	391	65
RTOR Reduction (vph)	0	23	0	0	85	0	0	6	0	0	6	0
Lane Group Flow (vph)	0	42	0	0	388	0	0	376	0	0	559	0
Confl. Peds. (#/hr)	10		10	10		10	40		10	10		40
Confl. Bikes (#/hr)	5		5	5		5	10		10	10		10
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		22.2			22.2			38.8			38.8	
Effective Green, g (s)		22.2			22.2			38.8			38.8	
Actuated g/C Ratio		0.32			0.32			0.55			0.55	
Clearance Time (s)		4.5			4.5			4.5			4.5	
Vehicle Extension (s)		3.0			3.0			3.0			3.0	
Lane Grp Cap (vph)		479			449			993			856	
v/s Ratio Prot												
v/s Ratio Perm		0.03			c0.27			0.21			c0.36	
v/c Ratio		0.09			0.86			0.38			0.65	
Uniform Delay, d1		16.8			22.5			8.8			10.9	
Progression Factor		1.00			1.00			0.39			1.00	
Incremental Delay, d2		0.1			15.8			0.8			3.9	
Delay (s)		16.9			38.3			4.2			14.8	
Level of Service		B			D			A			B	
Approach Delay (s)		16.9			38.3			4.2			14.8	
Approach LOS		B			D			A			B	

Intersection Summary			
HCM 2000 Control Delay	19.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	90.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
18: 28th ST & SR-94 EB Ramp 5/24/2014

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	120	220	250	280	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5		4.5	4.5
Lane Util. Factor	1.00		1.00		1.00	1.00
Frpb, ped/bikes	0.97		0.97		1.00	1.00
Flpb, ped/bikes	1.00		1.00		1.00	1.00
Frt	0.92		0.93		1.00	1.00
Flt Protected	0.98		1.00		0.95	1.00
Satd. Flow (prot)	1632		1683		1770	1863
Flt Permitted	0.98		1.00		0.95	1.00
Satd. Flow (perm)	1632		1683		1770	1863
Peak-hour factor, PHF	0.90	0.90	0.79	0.79	0.86	0.86
Adj. Flow (vph)	100	133	278	316	326	291
RTOR Reduction (vph)	75	0	54	0	0	0
Lane Group Flow (vph)	158	0	540	0	326	291
Confl. Peds. (#/hr)	10	10		10	10	
Confl. Bikes (#/hr)	5	5		10	10	
Turn Type	Prot		NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases						
Actuated Green, G (s)	11.3		29.0		16.2	49.7
Effective Green, g (s)	11.3		29.0		16.2	49.7
Actuated g/C Ratio	0.16		0.41		0.23	0.71
Clearance Time (s)	4.5		4.5		4.5	4.5
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	263		697		409	1322
v/s Ratio Prot	c0.10		c0.32		c0.18	0.16
v/s Ratio Perm						
v/c Ratio	0.60		0.77		0.80	0.22
Uniform Delay, d1	27.3		17.7		25.4	3.5
Progression Factor	1.00		1.00		0.83	0.71
Incremental Delay, d2	3.9		8.2		8.1	0.3
Delay (s)	31.1		25.9		29.1	2.8
Level of Service	C		C		C	A
Approach Delay (s)	31.1		25.9			16.7
Approach LOS	C		C			B

Intersection Summary			
HCM 2000 Control Delay	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
19: 28th ST & Imperial Avenue 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	120	50	50	260	60	50	160	40	30	120	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.2		4.2	4.2			4.2			4.6	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	0.98		1.00	0.99			0.99			0.98	
Flpb, ped/bikes	0.98	1.00		0.97	1.00			0.99			1.00	
Frt	1.00	0.96		1.00	0.97			0.98			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1633	1648		1537	1599			1682			1768	
Flt Permitted	0.53	1.00		0.64	1.00			0.85			0.90	
Satd. Flow (perm)	918	1648		1031	1599			1444			1601	
Peak-hour factor, PHF	0.89	0.89	0.89	0.93	0.93	0.93	0.90	0.90	0.90	0.78	0.78	0.78
Adj. Flow (vph)	67	135	56	54	280	65	56	178	44	38	154	77
RTOR Reduction (vph)	0	18	0	0	10	0	0	12	0	0	25	0
Lane Group Flow (vph)	67	173	0	54	335	0	0	266	0	0	244	0
Confl. Peds. (#/hr)	20		20	20		20	30		30	30		30
Confl. Bikes (#/hr)	20		20	20		20	10		10	10		10
Heavy Vehicles (%)	8%	8%	8%	14%	14%	14%	8%	8%	8%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	41.1	41.1		41.1	41.1			15.5			15.1	
Effective Green, g (s)	41.1	41.1		41.1	41.1			15.5			15.1	
Actuated g/C Ratio	0.63	0.63		0.63	0.63			0.24			0.23	
Clearance Time (s)	4.2	4.2		4.2	4.2			4.2			4.6	
Vehicle Extension (s)	1.0	1.0		1.0	1.0			2.0			2.0	
Lane Grp Cap (vph)	580	1042		651	1011			344			371	
v/s Ratio Prot		0.10			c0.21							
v/s Ratio Perm	0.07			0.05				c0.18			0.15	
v/c Ratio	0.12	0.17		0.08	0.33			0.77			0.66	
Uniform Delay, d1	4.7	4.9		4.6	5.6			23.1			22.6	
Progression Factor	1.32	1.35		1.76	1.94			1.00			1.00	
Incremental Delay, d2	0.4	0.3		0.2	0.9			9.4			3.2	
Delay (s)	6.6	6.9		8.4	11.7			32.6			25.8	
Level of Service	A	A		A	B			C			C	
Approach Delay (s)		6.8			11.2			32.6			25.8	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	18.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	8.8
Intersection Capacity Utilization	65.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Preferred Plan AM
20: 28th ST & Commercial Street 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	20	60	40	60	150	60	50	220	80	20	130	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9			4.9			4.9	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.98			0.99			0.99			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.95			0.97			0.97			0.98	
Flt Protected		0.99			0.99			0.99			0.99	
Satd. Flow (prot)		1685			1565			1667			1845	
Flt Permitted		0.91			0.89			0.93			0.93	
Satd. Flow (perm)		1549			1407			1555			1721	
Peak-hour factor, PHF	0.68	0.68	0.68	0.93	0.93	0.93	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	29	88	59	65	161	65	61	268	98	24	159	24
RTOR Reduction (vph)	0	21	0	0	12	0	0	20	0	0	8	0
Lane Group Flow (vph)	0	155	0	0	279	0	0	407	0	0	199	0
Confl. Peds. (#/hr)	10		10	10		10	30		30	30		30
Confl. Bikes (#/hr)	10		10	10		10	10		10	10		10
Heavy Vehicles (%)	5%	5%	5%	15%	15%	15%	8%	8%	8%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		13.3			13.3			15.7			15.7	
Effective Green, g (s)		13.3			13.3			15.7			15.7	
Actuated g/C Ratio		0.34			0.34			0.40			0.40	
Clearance Time (s)		4.9			4.9			4.9			4.9	
Vehicle Extension (s)		2.0			2.0			2.0			2.0	
Lane Grp Cap (vph)		530			482			629			696	
v/s Ratio Prot												
v/s Ratio Perm		0.10			c0.20			c0.26			0.12	
v/c Ratio		0.29			0.58			0.65			0.29	
Uniform Delay, d1		9.3			10.5			9.3			7.8	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.1			1.1			1.7			0.1	
Delay (s)		9.4			11.5			11.0			7.9	
Level of Service		A			B			B			A	
Approach Delay (s)		9.4			11.5			11.0			7.9	
Approach LOS		A			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	38.8	Sum of lost time (s)	9.8
Intersection Capacity Utilization	57.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Preferred Plan AM
21: 28th ST & Ocean View Blvd 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	150	50	120	170	60	60	120	120	50	130	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9			4.9			4.9	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.97			0.96			0.96			0.94	
Flpb, ped/bikes		0.97			0.98			0.97			0.99	
Frt		0.98			0.98			0.95			0.97	
Flt Protected		0.99			0.98			0.99			0.99	
Satd. Flow (prot)		1695			1680			1628			1666	
Flt Permitted		0.77			0.71			0.85			0.79	
Satd. Flow (perm)		1332			1215			1395			1338	
Peak-hour factor, PHF	0.58	0.58	0.58	0.80	0.80	0.80	0.62	0.62	0.62	0.69	0.69	0.69
Adj. Flow (vph)	138	259	86	150	212	75	97	194	194	72	188	72
RTOR Reduction (vph)	0	11	0	0	11	0	0	39	0	0	16	0
Lane Group Flow (vph)	0	472	0	0	426	0	0	446	0	0	316	0
Confl. Peds. (#/hr)	120		120	120		120	190		50	50		190
Confl. Bikes (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		31.8			31.8			23.4			23.4	
Effective Green, g (s)		31.8			31.8			23.4			23.4	
Actuated g/C Ratio		0.49			0.49			0.36			0.36	
Clearance Time (s)		4.9			4.9			4.9			4.9	
Vehicle Extension (s)		2.2			2.2			3.2			3.2	
Lane Grp Cap (vph)		651			594			502			481	
v/s Ratio Prot												
v/s Ratio Perm		c0.35			0.35			c0.32			0.24	
v/c Ratio		0.72			0.72			0.89			0.66	
Uniform Delay, d1		13.1			13.1			19.6			17.4	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		6.9			7.3			17.3			3.3	
Delay (s)		20.0			20.4			36.9			20.7	
Level of Service		C			C			D			C	
Approach Delay (s)		20.0			20.4			36.9			20.7	
Approach LOS		C			C			D			C	

Intersection Summary				
HCM 2000 Control Delay	24.9	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.79			
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	9.8	
Intersection Capacity Utilization	60.4%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Preferred Plan AM
22: 27th St & National Avenue 5/24/2014

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	110	15	65	260	40	190
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.89	0.89	0.92	0.92	0.86	0.86
Hourly flow rate (vph)	124	17	71	283	47	221
Pedestrians	10			10	30	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			1	3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				655		
pX, platoon unblocked						
vC, conflicting volume			170		455	110
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			170		455	110
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			95		91	75
cM capacity (veh/h)			1369		490	892

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	82	58	165	188	47	221
Volume Left	0	0	71	0	47	0
Volume Right	0	17	0	0	0	221
cSH	1700	1700	1369	1700	490	892
Volume to Capacity	0.05	0.03	0.05	0.11	0.09	0.25
Queue Length 95th (ft)	0	0	4	0	8	24
Control Delay (s)	0.0	0.0	3.6	0.0	13.1	10.4
Lane LOS			A		B	B
Approach Delay (s)	0.0		1.7		10.8	
Approach LOS					B	

Intersection Summary			
Average Delay	4.6		
Intersection Capacity Utilization	35.1%	ICU Level of Service	A
Analysis Period (min)	15		

Preferred Plan AM
23: 28th ST & National Avenue 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	220	90	55	560	180	30	195	65	50	300	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.4		4.0	4.4			4.4		4.6	4.6	
Lane Util. Factor	1.00	0.95		1.00	1.00			0.95		1.00	1.00	
Frpb, ped/bikes	1.00	0.98		1.00	0.95			0.97		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		0.94	1.00	
Frt	1.00	0.96		1.00	0.96			0.97		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00			0.99		0.95	1.00	
Satd. Flow (prot)	1770	3327		1770	1702			3311		1663	1694	
Flt Permitted	0.95	1.00		0.95	1.00			0.63		0.51	1.00	
Satd. Flow (perm)	1770	3327		1770	1702			2081		891	1694	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.86	0.86	0.86	0.84	0.84	0.84
Adj. Flow (vph)	45	247	101	62	629	202	35	227	76	60	357	345
RTOR Reduction (vph)	0	39	0	0	11	0	0	25	0	0	32	0
Lane Group Flow (vph)	45	309	0	62	820	0	0	313	0	60	670	0
Confl. Peds. (#/hr)	50		20	20		50	10		60	60		10
Confl. Bikes (#/hr)	20		20	20		20	10		10	10		10
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	3.2	48.4		6.6	51.8			42.2		42.0	42.0	
Effective Green, g (s)	3.2	48.4		6.6	51.8			42.2		42.0	42.0	
Actuated g/C Ratio	0.03	0.44		0.06	0.47			0.38		0.38	0.38	
Clearance Time (s)	4.0	4.4		4.0	4.4			4.4		4.6	4.6	
Vehicle Extension (s)	2.0	3.4		2.0	3.4			2.0		2.0	2.0	
Lane Grp Cap (vph)	51	1463		106	801			798		340	646	
v/s Ratio Prot	c0.03	0.09		0.04	c0.48						c0.40	
v/s Ratio Perm								0.15		0.07		
v/c Ratio	0.88	0.21		0.58	1.02			0.39		0.18	1.04	
Uniform Delay, d1	53.2	19.0		50.4	29.1			24.6		22.5	34.0	
Progression Factor	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Incremental Delay, d2	81.6	0.3		5.2	38.1			0.1		0.1	45.6	
Delay (s)	134.9	19.3		55.6	67.2			24.7		22.6	79.6	
Level of Service	F	B		E	E			C		C	E	
Approach Delay (s)		32.6			66.4			24.7			75.1	
Approach LOS		C			E			C			E	

Intersection Summary			
HCM 2000 Control Delay	57.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	94.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
24: I-5 NB Off-Ramp & National Avenue 5/24/2014

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	220	120	0	550	270	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		4.6	4.6	4.6
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.89		1.00	1.00	0.94
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		1.00	0.95	1.00
Satd. Flow (prot)	1863	1413		1863	1770	1486
Flt Permitted	1.00	1.00		1.00	0.95	1.00
Satd. Flow (perm)	1863	1413		1863	1770	1486
Peak-hour factor, PHF	0.89	0.89	0.77	0.77	0.90	0.90
Adj. Flow (vph)	247	135	0	714	300	106
RTOR Reduction (vph)	0	112	0	0	0	84
Lane Group Flow (vph)	247	23	0	714	300	22
Confl. Peds. (#/hr)		30	30		10	10
Confl. Bikes (#/hr)		20	20		10	10
Turn Type	NA	Perm		NA	Prot	Perm
Protected Phases	2			6	8	
Permitted Phases		2				8
Actuated Green, G (s)	12.9	12.9		33.1	15.5	15.5
Effective Green, g (s)	12.9	12.9		33.1	15.5	15.5
Actuated g/C Ratio	0.17	0.17		0.44	0.21	0.21
Clearance Time (s)	4.6	4.6		4.6	4.6	4.6
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)	319	242		818	364	305
v/s Ratio Prot	c0.13			c0.38	c0.17	
v/s Ratio Perm		0.02				0.01
v/c Ratio	0.77	0.10		0.87	0.82	0.07
Uniform Delay, d1	29.8	26.3		19.2	28.6	24.1
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	10.2	0.1		9.9	13.4	0.0
Delay (s)	40.0	26.3		29.1	42.0	24.1
Level of Service	D	C		C	D	C
Approach Delay (s)	35.2			29.1	37.3	
Approach LOS	D			C	D	

Intersection Summary			
HCM 2000 Control Delay	32.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	75.3	Sum of lost time (s)	13.8
Intersection Capacity Utilization	51.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
25: 28th ST & Boston St

5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	75	160	40	30	70	80	110	440	150	210	650	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9		4.4	4.9	4.9	4.9	4.9	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	1.00	0.97	1.00	0.98	
Flpb, ped/bikes	0.99	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.92		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1753	1797		1762	1684		1770	3539	1541	1770	3415	
Flt Permitted	0.63	1.00		0.52	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1164	1797		957	1684		1770	3539	1541	1770	3415	
Peak-hour factor, PHF	0.78	0.78	0.78	0.76	0.76	0.76	0.92	0.92	0.92	0.97	0.97	0.97
Adj. Flow (vph)	96	205	51	39	92	105	120	478	163	216	670	98
RTOR Reduction (vph)	0	14	0	0	64	0	0	0	116	0	15	0
Lane Group Flow (vph)	96	242	0	39	133	0	120	478	47	216	753	0
Confl. Peds. (#/hr)	20		10	10		20	80		10	10		80
Confl. Bikes (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			
Actuated Green, G (s)	12.7	12.7		12.7	12.7		6.1	15.2	15.2	10.5	20.1	
Effective Green, g (s)	12.7	12.7		12.7	12.7		6.1	15.2	15.2	10.5	20.1	
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.11	0.29	0.29	0.20	0.38	
Clearance Time (s)	4.9	4.9		4.9	4.9		4.4	4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.5	2.5	2.0	2.5	
Lane Grp Cap (vph)	278	429		228	402		203	1013	441	350	1292	
v/s Ratio Prot		c0.13			0.08		0.07	0.14		c0.12	c0.22	
v/s Ratio Perm	0.08			0.04					0.03			
v/c Ratio	0.35	0.56		0.17	0.33		0.59	0.47	0.11	0.62	0.58	
Uniform Delay, d1	16.8	17.8		16.0	16.7		22.3	15.6	13.9	19.5	13.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	1.0		0.1	0.2		3.1	0.3	0.1	2.3	0.6	
Delay (s)	17.0	18.8		16.2	16.9		25.4	15.9	14.0	21.7	13.7	
Level of Service	B	B		B	B		C	B	B	C	B	
Approach Delay (s)		18.3			16.7			17.0			15.5	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	53.1	Sum of lost time (s)	14.7
Intersection Capacity Utilization	63.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
26: Boston St & I-5 SB Ramp

5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	300	160	30	20	130	60	25	40	25	0	0	0
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	1.00	0.99		1.00	0.99			0.98				
Flpb, ped/bikes	1.00	1.00		0.98	1.00			1.00				
Frt	1.00	0.98		1.00	0.95			0.96				
Flt Protected	0.95	1.00		0.95	1.00			0.99				
Satd. Flow (prot)	1770	1802		1732	1748			1739				
Flt Permitted	0.95	1.00		0.95	1.00			0.99				
Satd. Flow (perm)	1770	1802		1732	1748			1739				
Peak-hour factor, PHF	0.84	0.84	0.84	0.77	0.77	0.77	0.81	0.81	0.81	0.92	0.92	0.92
Adj. Flow (vph)	357	190	36	26	169	78	31	49	31	0	0	0
RTOR Reduction (vph)	0	9	0	0	27	0	0	26	0	0	0	0
Lane Group Flow (vph)	357	217	0	26	220	0	0	85	0	0	0	0
Confl. Peds. (#/hr)	10		20	20		10	10		10	10		10
Confl. Bikes (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot	NA		Prot	NA		Split	NA				
Protected Phases	5	2		1	6		3	3				
Permitted Phases												
Actuated Green, G (s)	13.4	27.4		0.7	14.7			7.7				
Effective Green, g (s)	13.4	27.4		0.7	14.7			7.7				
Actuated g/C Ratio	0.27	0.56		0.01	0.30			0.16				
Clearance Time (s)	4.5	4.5		4.5	4.5			4.5				
Vehicle Extension (s)	3.0	3.0		3.0	3.0			3.0				
Lane Grp Cap (vph)	481	1001		24	521			271				
v/s Ratio Prot	c0.20	0.12		0.02	c0.13			c0.05				
v/s Ratio Perm												
v/c Ratio	0.74	0.22		1.08	0.42			0.31				
Uniform Delay, d1	16.4	5.5		24.3	13.9			18.5				
Progression Factor	1.00	1.00		1.00	1.00			1.00				
Incremental Delay, d2	6.1	0.1		210.9	0.6			0.7				
Delay (s)	22.5	5.6		235.2	14.4			19.1				
Level of Service	C	A		F	B			B				
Approach Delay (s)		15.9			35.5			19.1			0.0	
Approach LOS		B			D			B			A	

Intersection Summary			
HCM 2000 Control Delay	21.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	49.3	Sum of lost time (s)	13.5
Intersection Capacity Utilization	51.8%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
27: 30th Street & Imperial Avenue 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	130	40	50	230	50	40	60	40	50	80	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.2	7.2		7.6	7.6			7.1			7.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	0.98		1.00	0.98			0.97			0.98	
Flpb, ped/bikes	0.96	1.00		0.94	1.00			0.99			0.98	
Frt	1.00	0.96		1.00	0.97			0.96			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1577	1639		1510	1624			1612			1693	
Flt Permitted	0.56	1.00		0.64	1.00			0.86			0.86	
Satd. Flow (perm)	936	1639		1022	1624			1410			1473	
Peak-hour factor, PHF	0.94	0.94	0.94	0.86	0.86	0.86	0.81	0.81	0.81	0.83	0.83	0.83
Adj. Flow (vph)	43	138	43	58	267	58	49	74	49	60	96	36
RTOR Reduction (vph)	0	10	0	0	7	0	0	38	0	0	22	0
Lane Group Flow (vph)	43	171	0	58	318	0	0	134	0	0	170	0
Confl. Peds. (#/hr)	30		40	40		30	40		40	40		40
Confl. Bikes (#/hr)	20		20	20		20	10		10	10		10
Heavy Vehicles (%)	10%	10%	10%	12%	12%	12%	7%	7%	7%	4%	4%	4%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	40.4	40.4		40.0	40.0			16.3			15.9	
Effective Green, g (s)	37.4	37.4		37.0	37.0			13.3			12.9	
Actuated g/C Ratio	0.58	0.58		0.57	0.57			0.20			0.20	
Clearance Time (s)	4.2	4.2		4.6	4.6			4.1			4.5	
Vehicle Extension (s)	3.4	3.4		2.5	2.5			2.0			2.0	
Lane Grp Cap (vph)	538	943		581	924			288			292	
v/s Ratio Prot		0.10			c0.20							
v/s Ratio Perm	0.05			0.06				0.09			c0.12	
v/c Ratio	0.08	0.18		0.10	0.34			0.46			0.58	
Uniform Delay, d1	6.1	6.5		6.4	7.5			22.7			23.6	
Progression Factor	0.56	0.61		0.96	1.05			1.00			1.00	
Incremental Delay, d2	0.3	0.4		0.2	0.7			0.4			1.9	
Delay (s)	3.7	4.4		6.4	8.6			23.2			25.5	
Level of Service	A	A		A	A			C			C	
Approach Delay (s)		4.2			8.2			23.2			25.5	
Approach LOS		A			A			C			C	

Intersection Summary				
HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.41			
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	15.1	
Intersection Capacity Utilization	61.7%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Preferred Plan AM
28: 30th Street & Commercial Street 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	110	40	40	170	70	10	90	10	40	100	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9			4.9			4.9	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.99			1.00			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.97			0.97			0.99			0.98	
Flt Protected		0.99			0.99			1.00			0.99	
Satd. Flow (prot)		1757			1595			1737			1738	
Flt Permitted		0.88			0.91			0.96			0.90	
Satd. Flow (perm)		1567			1455			1678			1579	
Peak-hour factor, PHF	0.53	0.53	0.53	0.77	0.77	0.77	0.87	0.87	0.87	0.71	0.71	0.71
Adj. Flow (vph)	57	208	75	52	221	91	11	103	11	56	141	42
RTOR Reduction (vph)	0	11	0	0	13	0	0	6	0	0	14	0
Lane Group Flow (vph)	0	329	0	0	351	0	0	119	0	0	225	0
Confl. Peds. (#/hr)	10		10	10		10	30		20	20		30
Confl. Bikes (#/hr)	10		10	10		10	20		10	10		20
Heavy Vehicles (%)	3%	3%	3%	13%	13%	13%	7%	7%	7%	4%	4%	4%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		14.2			14.2			11.8			11.8	
Effective Green, g (s)		14.2			14.2			11.8			11.8	
Actuated g/C Ratio		0.40			0.40			0.33			0.33	
Clearance Time (s)		4.9			4.9			4.9			4.9	
Vehicle Extension (s)		2.0			2.0			2.0			2.0	
Lane Grp Cap (vph)		621			577			553			520	
v/s Ratio Prot												
v/s Ratio Perm		0.21			c0.24			0.07			c0.14	
v/c Ratio		0.53			0.61			0.22			0.43	
Uniform Delay, d1		8.3			8.6			8.7			9.4	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.4			1.3			0.1			0.2	
Delay (s)		8.7			9.8			8.7			9.6	
Level of Service		A			A			A			A	
Approach Delay (s)		8.7			9.8			8.7			9.6	
Approach LOS		A			A			A			A	

Intersection Summary				
HCM 2000 Control Delay	9.3	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.53			
Actuated Cycle Length (s)	35.8	Sum of lost time (s)	9.8	
Intersection Capacity Utilization	46.4%	ICU Level of Service	A	
Analysis Period (min)	15			

c Critical Lane Group

Preferred Plan AM
29: 32nd Street & SR-94 WB RAMPS 5/24/2014

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	250	550	200	90	60	560
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5			4.5
Lane Util. Factor	1.00	1.00	0.95			1.00
Frpb, ped/bikes	1.00	0.97	0.99			1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	0.95			1.00
Flt Protected	0.95	1.00	1.00			1.00
Satd. Flow (prot)	1770	1536	3328			1852
Flt Permitted	0.95	1.00	1.00			0.94
Satd. Flow (perm)	1770	1536	3328			1749
Peak-hour factor, PHF	0.74	0.74	0.92	0.92	0.95	0.95
Adj. Flow (vph)	338	743	217	98	63	589
RTOR Reduction (vph)	0	427	44	0	0	0
Lane Group Flow (vph)	338	316	271	0	0	652
Confl. Peds. (#/hr)	10	10		10	10	
Confl. Bikes (#/hr)	10	10		10	10	
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	16.1	16.1	30.7			30.7
Effective Green, g (s)	16.1	16.1	30.7			30.7
Actuated g/C Ratio	0.29	0.29	0.55			0.55
Clearance Time (s)	4.5	4.5	4.5			4.5
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	510	443	1830			962
v/s Ratio Prot	0.19		0.08			
v/s Ratio Perm		c0.21				c0.37
v/c Ratio	0.66	0.71	0.15			0.68
Uniform Delay, d1	17.5	17.8	6.1			9.0
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	3.2	5.4	0.2			3.8
Delay (s)	20.7	23.2	6.3			12.8
Level of Service	C	C	A			B
Approach Delay (s)	22.4		6.3			12.8
Approach LOS	C		A			B

Intersection Summary			
HCM 2000 Control Delay	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	55.8	Sum of lost time (s)	9.0
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
30: 32nd Street & F St 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	5	5	20	10	30	10	250	80	70	300	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.81	0.81	0.81	0.95	0.95	0.95	0.97	0.97	0.97	0.87	0.87	0.87
Hourly flow rate (vph)	12	6	6	21	11	32	10	258	82	80	345	6
Pedestrians		10			10			10			10	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								751			740	
pX, platoon unblocked												
vC, conflicting volume	885	889	368	857	851	319	361			350		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	885	889	368	857	851	319	361			350		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	98	99	91	96	96	99			93		
cM capacity (veh/h)	225	257	666	247	270	710	1188			1199		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	25	63	351	431
Volume Left	12	21	10	80
Volume Right	6	32	82	6
cSH	280	374	1188	1199
Volume to Capacity	0.09	0.17	0.01	0.07
Queue Length 95th (ft)	7	15	1	5
Control Delay (s)	19.1	16.6	0.3	2.1
Lane LOS	C	C	A	A
Approach Delay (s)	19.1	16.6	0.3	2.1
Approach LOS	C	C		

Intersection Summary			
Average Delay	2.9		
Intersection Capacity Utilization	55.7%	ICU Level of Service	B
Analysis Period (min)	15		

Preferred Plan AM
31: 32nd Street & Market Street 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	450	150	220	1010	180	100	190	130	100	170	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9			4.9			4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	0.97		1.00	0.99			0.99			0.99	
Flpb, ped/bikes	1.00	1.00		0.97	1.00			1.00			1.00	
Frt	1.00	0.96		1.00	0.98			0.96			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1763	3309		1713	3424			1745			1732	
Flt Permitted	0.15	1.00		0.38	1.00			0.79			0.77	
Satd. Flow (perm)	273	3309		681	3424			1397			1354	
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)	95	474	158	232	1063	189	105	200	137	105	179	137
RTOR Reduction (vph)	0	49	0	0	22	0	0	25	0	0	27	0
Lane Group Flow (vph)	95	583	0	232	1230	0	0	417	0	0	394	0
Confl. Peds. (#/hr)	20		50	50		20	40		10	10		40
Confl. Bikes (#/hr)	20		20	20		20	10		10	10		10
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	27.2	27.2		27.2	27.2			21.9			21.9	
Effective Green, g (s)	27.2	27.2		27.2	27.2			21.9			21.9	
Actuated g/C Ratio	0.46	0.46		0.46	0.46			0.37			0.37	
Clearance Time (s)	4.9	4.9		4.9	4.9			4.9			4.9	
Vehicle Extension (s)	1.6	1.6		1.6	1.6			4.0			4.0	
Lane Grp Cap (vph)	126	1528		314	1581			519			503	
v/s Ratio Prot		0.18			c0.36							
v/s Ratio Perm	0.35			0.34				c0.30			0.29	
v/c Ratio	0.75	0.38		0.74	0.78			0.80			0.78	
Uniform Delay, d1	13.1	10.4		12.9	13.3			16.6			16.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	20.0	0.1		7.6	2.3			9.2			8.3	
Delay (s)	33.1	10.4		20.6	15.6			25.8			24.6	
Level of Service	C	B		C	B			C			C	
Approach Delay (s)		13.4			16.4			25.8			24.6	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	58.9	Sum of lost time (s)	9.8
Intersection Capacity Utilization	92.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
32: 32nd Street & Imperial Avenue 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	130	90	90	260	180	40	100	40	90	130	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9			4.9			4.9	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	0.94		1.00	0.96			0.97			0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.98	
Frt	1.00	0.94		1.00	0.94			0.97			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1641	1530		1570	1495			1524			1656	
Flt Permitted	0.95	1.00		0.95	1.00			0.84			0.78	
Satd. Flow (perm)	1641	1530		1570	1495			1302			1315	
Peak-hour factor, PHF	0.94	0.94	0.94	0.77	0.77	0.77	0.73	0.73	0.73	0.84	0.84	0.84
Adj. Flow (vph)	43	138	96	117	338	234	55	137	55	107	155	83
RTOR Reduction (vph)	0	34	0	0	34	0	0	17	0	0	19	0
Lane Group Flow (vph)	43	200	0	117	538	0	0	230	0	0	326	0
Confl. Peds. (#/hr)	30		50	50		30	60		80	80		60
Confl. Bikes (#/hr)	20		20	20		20	10		10	10		10
Heavy Vehicles (%)	10%	10%	10%	15%	15%	15%	15%	15%	15%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			4	
Permitted Phases							4			4		
Actuated Green, G (s)	2.7	25.1		6.8	29.2			18.9			18.9	
Effective Green, g (s)	2.7	25.1		6.8	29.2			18.9			18.9	
Actuated g/C Ratio	0.04	0.39		0.10	0.45			0.29			0.29	
Clearance Time (s)	4.4	4.9		4.4	4.9			4.9			4.9	
Vehicle Extension (s)	2.0	3.4		2.0	3.4			2.5			2.5	
Lane Grp Cap (vph)	68	590		164	671			378			382	
v/s Ratio Prot	0.03	0.13		c0.07	c0.36							
v/s Ratio Perm								0.18			c0.25	
v/c Ratio	0.63	0.34		0.71	0.80			0.61			0.85	
Uniform Delay, d1	30.7	14.1		28.2	15.4			19.9			21.7	
Progression Factor	1.22	0.74		1.00	1.00			1.00			1.00	
Incremental Delay, d2	13.1	1.5		11.5	9.8			2.3			16.4	
Delay (s)	50.6	11.9		39.7	25.2			22.2			38.2	
Level of Service	D	B		D	C			C			D	
Approach Delay (s)		17.9			27.6			22.2			38.2	
Approach LOS		B			C			C			D	

Intersection Summary			
HCM 2000 Control Delay	27.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
33: 32nd Street & Commercial Street 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	5	20	10	20	10	40	90	30	5	100	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9			4.9			4.9	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.96			0.99			0.98	
Flpb, ped/bikes		0.94			0.99			1.00			1.00	
Frt		0.96			0.97			0.97			0.95	
Flt Protected		0.97			0.99			0.99			1.00	
Satd. Flow (prot)		1151			1174			1566			1690	
Flt Permitted		0.74			0.88			0.90			0.99	
Satd. Flow (perm)		876			1050			1423			1678	
Peak-hour factor, PHF	0.73	0.73	0.73	0.38	0.38	0.38	0.72	0.72	0.72	0.85	0.85	0.85
Adj. Flow (vph)	68	7	27	26	53	26	56	125	42	6	118	71
RTOR Reduction (vph)	0	20	0	0	18	0	0	11	0	0	26	0
Lane Group Flow (vph)	0	82	0	0	87	0	0	212	0	0	169	0
Confl. Peds. (#/hr)	30		10	10		30	20		50	50		20
Confl. Bikes (#/hr)	10					10	10		10	10		10
Heavy Vehicles (%)	27%	27%	27%	35%	35%	35%	15%	15%	15%	5%	5%	5%
Bus Blockages (#/hr)	28	28	28	22	22	22	0	0	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		5.0			5.0			18.9			18.9	
Effective Green, g (s)		5.0			5.0			18.9			18.9	
Actuated g/C Ratio		0.15			0.15			0.56			0.56	
Clearance Time (s)		4.9			4.9			4.9			4.9	
Vehicle Extension (s)		2.0			2.0			2.0			2.0	
Lane Grp Cap (vph)		129			155			798			941	
v/s Ratio Prot												
v/s Ratio Perm		c0.09			0.08			c0.15			0.10	
v/c Ratio		0.64			0.56			0.27			0.18	
Uniform Delay, d1		13.5			13.3			3.8			3.6	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		7.4			2.8			0.1			0.0	
Delay (s)		20.9			16.1			3.9			3.6	
Level of Service		C			B			A			A	
Approach Delay (s)		20.9			16.1			3.9			3.6	
Approach LOS		C			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.34		
Actuated Cycle Length (s)	33.7	Sum of lost time (s)	9.8
Intersection Capacity Utilization	46.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
34: 32nd Street & Ocean View Blvd 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	320	50	100	400	80	40	90	70	100	120	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9			4.9			4.9	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	0.98		1.00	0.99			0.98			0.96	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			0.98			0.99	
Frt	1.00	0.98		1.00	0.98			0.95			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1770	1793		1770	1796			1694			1696	
Flt Permitted	0.95	1.00		0.95	1.00			0.86			0.69	
Satd. Flow (perm)	1770	1793		1770	1796			1472			1196	
Peak-hour factor, PHF	0.75	0.75	0.75	0.85	0.85	0.85	0.64	0.64	0.64	0.75	0.75	0.75
Adj. Flow (vph)	80	427	67	118	471	94	62	141	109	133	160	67
RTOR Reduction (vph)	0	9	0	0	11	0	0	30	0	0	13	0
Lane Group Flow (vph)	80	485	0	118	554	0	0	282	0	0	347	0
Confl. Peds. (#/hr)	20		50	50		20	100		30	30		100
Confl. Bikes (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	4.0	25.3		5.2	26.5			20.3			20.3	
Effective Green, g (s)	4.0	25.3		5.2	26.5			20.3			20.3	
Actuated g/C Ratio	0.06	0.39		0.08	0.41			0.31			0.31	
Clearance Time (s)	4.4	4.9		4.4	4.9			4.9			4.9	
Vehicle Extension (s)	2.0	2.8		2.0	2.6			2.0			2.0	
Lane Grp Cap (vph)	108	697		141	732			459			373	
v/s Ratio Prot	0.05	0.27		c0.07	c0.31							
v/s Ratio Perm								0.19			c0.29	
v/c Ratio	0.74	0.70		0.84	0.76			0.61			0.93	
Uniform Delay, d1	30.0	16.6		29.5	16.5			19.0			21.7	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	21.0	5.7		31.7	7.2			1.7			29.1	
Delay (s)	51.0	22.3		61.2	23.7			20.7			50.8	
Level of Service	D	C		E	C			C			D	
Approach Delay (s)		26.3			30.2			20.7			50.8	
Approach LOS		C			C			C			D	

Intersection Summary			
HCM 2000 Control Delay	31.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
35: 32nd Street & National Avenue 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	240	30	80	480	60	55	30	30	50	75	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4		4.4	4.4			4.3			4.4	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.99			0.99			0.98	
Flpb, ped/bikes	0.98	1.00		0.96	1.00			0.98			0.99	
Frt	1.00	0.98		1.00	0.98			0.96			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.98	
Satd. Flow (prot)	1737	1813		1701	1814			1698			1746	
Flt Permitted	0.32	1.00		0.55	1.00			0.82			0.87	
Satd. Flow (perm)	591	1813		986	1814			1428			1534	
Peak-hour factor, PHF	0.78	0.78	0.78	0.86	0.86	0.86	0.88	0.88	0.88	0.80	0.80	0.80
Adj. Flow (vph)	38	308	38	93	558	70	62	34	34	62	94	38
RTOR Reduction (vph)	0	7	0	0	7	0	0	22	0	0	15	0
Lane Group Flow (vph)	38	339	0	93	621	0	0	108	0	0	179	0
Confl. Peds. (#/hr)	40		50	50		40	60		40	40		60
Confl. Bikes (#/hr)	20		20	20		20			10	10		
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	23.8	23.8		23.8	23.8			10.3			10.2	
Effective Green, g (s)	23.8	23.8		23.8	23.8			10.3			10.2	
Actuated g/C Ratio	0.56	0.56		0.56	0.56			0.24			0.24	
Clearance Time (s)	4.4	4.4		4.4	4.4			4.3			4.4	
Vehicle Extension (s)	2.6	2.6		2.6	2.6			2.0			2.0	
Lane Grp Cap (vph)	328	1008		548	1008			343			365	
v/s Ratio Prot		0.19			c0.34							
v/s Ratio Perm	0.06			0.09				0.08			c0.12	
v/c Ratio	0.12	0.34		0.17	0.62			0.31			0.49	
Uniform Delay, d1	4.5	5.2		4.7	6.4			13.4			14.1	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.1	0.2		0.1	1.0			0.2			0.4	
Delay (s)	4.6	5.3		4.8	7.4			13.5			14.4	
Level of Service	A	A		A	A			B			B	
Approach Delay (s)		5.3			7.1			13.5			14.4	
Approach LOS		A			A			B			B	

Intersection Summary			
HCM 2000 Control Delay	8.2	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	42.8	Sum of lost time (s)	8.8
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
36: I-15 SB Ramp & Market Street 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	420	350	250	1220	0	265	0	315	275	0	225
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.2	4.6		4.6		4.2	4.0		4.0
Lane Util. Factor		0.95	1.00	1.00	0.95		1.00		1.00	1.00		1.00
Frpb, ped/bikes		1.00	0.92	1.00	1.00		1.00		0.99	1.00		0.96
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		0.85	1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00		0.95		1.00	0.95		1.00
Satd. Flow (prot)		3539	1460	1770	3539		1770		1565	1770		1517
Flt Permitted		1.00	1.00	0.95	1.00		0.95		1.00	0.95		1.00
Satd. Flow (perm)		3539	1460	1770	3539		1770		1565	1770		1517
Peak-hour factor, PHF	0.92	0.86	0.86	0.79	0.79	0.92	0.84	0.92	0.84	0.92	0.92	0.92
Adj. Flow (vph)	0	488	407	316	1544	0	315	0	375	299	0	245
RTOR Reduction (vph)	0	0	232	0	0	0	0	0	58	0	0	98
Lane Group Flow (vph)	0	488	175	316	1544	0	315	0	317	299	0	147
Confl. Peds. (#/hr)			70	70			10		10	10		10
Confl. Bikes (#/hr)			20	20			10		10	10		10
Turn Type		NA	pm+ov	Prot	NA		Prot		pm+ov	Prot		Perm
Protected Phases		2	8	1	6		8		1	4		
Permitted Phases			2						8			4
Actuated Green, G (s)		23.7	40.2	19.6	47.5		16.5		36.1	16.1		16.1
Effective Green, g (s)		23.7	40.2	19.6	47.5		16.5		36.1	16.1		16.1
Actuated g/C Ratio		0.25	0.43	0.21	0.51		0.18		0.39	0.17		0.17
Clearance Time (s)		4.6	4.6	4.2	4.6		4.6		4.2	4.0		4.0
Vehicle Extension (s)		0.2	0.2	0.2	0.2		0.2		0.2	3.0		3.0
Lane Grp Cap (vph)		898	701	371	1801		313		605	305		261
v/s Ratio Prot		0.14	0.04	0.18	c0.44		c0.18		0.11	c0.17		
v/s Ratio Perm			0.08						0.09			0.10
v/c Ratio		0.54	0.25	0.85	0.86		1.01		0.52	0.98		0.56
Uniform Delay, d1		30.1	16.9	35.5	19.9		38.4		22.0	38.4		35.4
Progression Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.00		1.00
Incremental Delay, d2		0.4	0.1	16.3	4.1		52.5		0.4	46.0		2.8
Delay (s)		30.5	17.0	51.8	24.1		90.9		22.4	84.4		38.2
Level of Service		C	B	D	C		F		C	F		D
Approach Delay (s)		24.4			28.8			53.6			63.6	
Approach LOS		C			C			D			E	

Intersection Summary			
HCM 2000 Control Delay	36.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	93.3	Sum of lost time (s)	17.4
Intersection Capacity Utilization	73.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
37: I-15 NB Ramp & Market Street 5/24/2014

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	640	370	550	1200	270	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6	4.2	4.6	4.6	4.2
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
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	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	1770	3539	1770	1583
Peak-hour factor, PHF	0.82	0.82	0.87	0.87	0.79	0.79
Adj. Flow (vph)	780	451	632	1379	342	342
RTOR Reduction (vph)	0	200	0	0	0	231
Lane Group Flow (vph)	780	252	632	1379	342	111
Confl. Peds. (#/hr)		70	70		10	10
Confl. Bikes (#/hr)		20	20		10	10
Turn Type	NA	Over	Prot	NA	Prot	Over
Protected Phases	2	8	1	6	8	1
Permitted Phases						
Actuated Green, G (s)	28.0	16.5	27.9	60.1	16.5	27.9
Effective Green, g (s)	28.0	16.5	27.9	60.1	16.5	27.9
Actuated g/C Ratio	0.33	0.19	0.33	0.70	0.19	0.33
Clearance Time (s)	4.6	4.6	4.2	4.6	4.6	4.2
Vehicle Extension (s)	6.0	2.0	2.0	6.0	2.0	2.0
Lane Grp Cap (vph)	1154	304	575	2478	340	514
v/s Ratio Prot	c0.22	0.16	c0.36	0.39	c0.19	0.07
v/s Ratio Perm						
v/c Ratio	0.68	0.83	1.10	0.56	1.01	0.22
Uniform Delay, d1	25.0	33.3	28.9	6.3	34.6	21.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.4	22.1	67.5	0.6	50.3	0.1
Delay (s)	27.4	55.4	96.5	6.9	84.9	21.1
Level of Service	C	E	F	A	F	C
Approach Delay (s)	37.7			35.1	53.0	
Approach LOS	D			D	D	

Intersection Summary			
HCM 2000 Control Delay	39.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	85.8	Sum of lost time (s)	13.4
Intersection Capacity Utilization	82.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
38: Ocean View Blvd & I-15 SB Ramps 5/24/2014

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	160	450	300	180	250	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	6.0	6.0		4.6	4.2
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.94		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	3271		1770	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3271		1770	1583
Peak-hour factor, PHF	0.90	0.90	0.79	0.79	0.88	0.88
Adj. Flow (vph)	178	500	380	228	284	341
RTOR Reduction (vph)	0	0	158	0	0	280
Lane Group Flow (vph)	178	500	450	0	284	61
Confl. Peds. (#/hr)	20			20	10	10
Confl. Bikes (#/hr)	10			10	10	10
Turn Type	Prot	NA	NA		Prot	Over
Protected Phases	5	2	6		4	5
Permitted Phases						
Actuated Green, G (s)	7.6	21.8	10.0		9.8	7.6
Effective Green, g (s)	7.6	21.8	10.0		9.8	7.6
Actuated g/C Ratio	0.18	0.52	0.24		0.23	0.18
Clearance Time (s)	4.2	6.0	6.0		4.6	4.2
Vehicle Extension (s)	0.2	0.2	0.2		0.2	0.2
Lane Grp Cap (vph)	318	1828	775		411	285
v/s Ratio Prot	c0.10	0.14	c0.14		c0.16	0.04
v/s Ratio Perm						
v/c Ratio	0.56	0.27	0.58		0.69	0.22
Uniform Delay, d1	15.8	5.7	14.2		14.8	14.8
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	1.2	0.0	0.7		4.0	0.1
Delay (s)	17.0	5.8	15.0		18.8	14.9
Level of Service	B	A	B		B	B
Approach Delay (s)		8.7	15.0		16.7	
Approach LOS		A	B		B	

Intersection Summary			
HCM 2000 Control Delay	13.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	42.2	Sum of lost time (s)	14.8
Intersection Capacity Utilization	51.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
39: 35th St/I-15 NB Ramps & Ocean View Blvd 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	280	300	120	30	290	310	110	270	60	60	40	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.0	5.0	4.2	5.0			4.6	4.6		4.6	4.2
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.90	1.00	0.98			1.00	0.72		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	0.92			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.99	1.00		0.97	1.00
Satd. Flow (prot)	3433	1863	1430	1770	1688			1836	1135		1809	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.99	1.00		0.97	1.00
Satd. Flow (perm)	3433	1863	1430	1770	1688			1836	1135		1809	1583
Peak-hour factor, PHF	0.88	0.88	0.88	0.93	0.93	0.93	0.89	0.89	0.89	0.82	0.82	0.82
Adj. Flow (vph)	318	341	136	32	312	333	124	303	67	73	49	98
RTOR Reduction (vph)	0	0	78	0	25	0	0	0	52	0	0	87
Lane Group Flow (vph)	318	341	58	32	620	0	0	427	15	0	122	11
Confl. Peds. (#/hr)	10		20	20		10	20		80	80		20
Confl. Bikes (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Over
Protected Phases	5	2		1	6		3	3		4	4	5
Permitted Phases			2						3			
Actuated Green, G (s)	15.1	59.9	59.9	4.0	48.8			32.2	32.2		26.4	15.1
Effective Green, g (s)	15.1	59.9	59.9	4.0	48.8			32.2	32.2		26.4	15.1
Actuated g/C Ratio	0.11	0.43	0.43	0.03	0.35			0.23	0.23		0.19	0.11
Clearance Time (s)	4.2	5.0	5.0	4.2	5.0			4.6	4.6		4.6	4.2
Vehicle Extension (s)	2.0	4.5	4.5	2.0	4.5			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	367	792	607	50	584			419	259		338	169
v/s Ratio Prot	c0.09	0.18		0.02	c0.37			c0.23			c0.07	0.01
v/s Ratio Perm			0.04						0.01			
v/c Ratio	0.87	0.43	0.10	0.64	1.06			1.02	0.06		0.36	0.06
Uniform Delay, d1	61.9	28.5	24.3	67.7	46.1			54.4	42.5		49.9	56.5
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	18.3	0.7	0.1	19.0	54.4			48.9	0.0		0.2	0.1
Delay (s)	80.2	29.2	24.4	86.8	100.5			103.2	42.5		50.1	56.6
Level of Service	F	C	C	F	F			F	D		D	E
Approach Delay (s)		48.7			99.8			95.0			53.0	
Approach LOS		D			F			F			D	

Intersection Summary			
HCM 2000 Control Delay	75.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	140.9	Sum of lost time (s)	18.4
Intersection Capacity Utilization	94.1%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
40: Main Street & I-15 Ramps 5/24/2014

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	50	170	590	300	240	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.0	5.0	5.0	4.6	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	0.95	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.92	
Flt Protected	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (prot)	1770	3539	3539	1510	1654	
Flt Permitted	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (perm)	1770	3539	3539	1510	1654	
Peak-hour factor, PHF	0.76	0.76	0.92	0.92	0.82	0.82
Adj. Flow (vph)	66	224	641	326	293	451
RTOR Reduction (vph)	0	0	0	205	56	0
Lane Group Flow (vph)	66	224	641	121	688	0
Confl. Peds. (#/hr)	10			10	10	10
Confl. Bikes (#/hr)	10			10	10	10
Turn Type	Prot	NA	NA	Perm	Prot	
Protected Phases	5	2	6		4	
Permitted Phases				6		
Actuated Green, G (s)	5.2	50.7	41.3	41.3	50.7	
Effective Green, g (s)	5.2	50.7	41.3	41.3	50.7	
Actuated g/C Ratio	0.05	0.46	0.37	0.37	0.46	
Clearance Time (s)	4.2	5.0	5.0	5.0	4.6	
Vehicle Extension (s)	0.2	2.5	2.5	2.5	0.2	
Lane Grp Cap (vph)	82	1616	1316	561	755	
v/s Ratio Prot	c0.04	0.06	c0.18		c0.42	
v/s Ratio Perm				0.08		
v/c Ratio	0.80	0.14	0.49	0.22	0.91	
Uniform Delay, d1	52.4	17.5	26.7	23.8	28.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	39.9	0.2	1.3	0.9	14.9	
Delay (s)	92.3	17.7	28.0	24.7	43.0	
Level of Service	F	B	C	C	D	
Approach Delay (s)		34.6	26.9		43.0	
Approach LOS		C	C		D	

Intersection Summary			
HCM 2000 Control Delay	34.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	111.0	Sum of lost time (s)	13.8
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
41: 36th St & Imperial Ave 5/24/2014

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	60	110	250	200	130	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.88	1.00	1.00	0.98	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.96	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1397	1770	1863	1751	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1397	1770	1863	1751	
Peak-hour factor, PHF	0.77	0.77	0.95	0.95	0.76	0.76
Adj. Flow (vph)	78	143	263	211	171	79
RTOR Reduction (vph)	0	126	0	0	20	0
Lane Group Flow (vph)	78	17	263	211	230	0
Confl. Peds. (#/hr)	10	20	20			20
Confl. Bikes (#/hr)	20	20	10			10
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				
Actuated Green, G (s)	7.7	7.7	13.1	48.4	31.3	
Effective Green, g (s)	7.7	7.7	13.1	48.4	31.3	
Actuated g/C Ratio	0.12	0.12	0.20	0.74	0.48	
Clearance Time (s)	4.9	4.9	4.0	4.0	4.0	
Vehicle Extension (s)	2.0	2.0	2.0	3.7	3.7	
Lane Grp Cap (vph)	209	165	356	1387	843	
v/s Ratio Prot	c0.04		c0.15	0.11	c0.13	
v/s Ratio Perm		0.01				
v/c Ratio	0.37	0.10	0.74	0.15	0.27	
Uniform Delay, d1	26.4	25.6	24.3	2.4	10.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.4	0.1	6.8	0.2	0.8	
Delay (s)	26.8	25.7	31.1	2.6	10.9	
Level of Service	C	C	C	A	B	
Approach Delay (s)	26.1			18.4	10.9	
Approach LOS	C			B	B	

Intersection Summary			
HCM 2000 Control Delay	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	12.9
Intersection Capacity Utilization	50.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
42: 36th St & Ocean View Blvd 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	340	50	30	490	50	60	60	30	30	60	80
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			5.0			5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.99			0.99			0.97	
Flpb, ped/bikes	1.00	1.00		0.99	1.00			1.00			1.00	
Frt	1.00	0.98		1.00	0.99			0.97			0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.99	
Satd. Flow (prot)	1763	1807		1749	1825			1750			1676	
Flt Permitted	0.32	1.00		0.44	1.00			0.67			0.91	
Satd. Flow (perm)	599	1807		805	1825			1190			1545	
Peak-hour factor, PHF	0.85	0.85	0.85	0.88	0.88	0.88	0.92	0.92	0.92	0.75	0.75	0.75
Adj. Flow (vph)	35	400	59	34	557	57	65	65	33	40	80	107
RTOR Reduction (vph)	0	6	0	0	4	0	0	16	0	0	58	0
Lane Group Flow (vph)	35	453	0	34	610	0	0	147	0	0	169	0
Confl. Peds. (#/hr)	20		30	30		20	10		30	30		10
Confl. Bikes (#/hr)	10					10	10		10	10		10
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	39.1	37.3		39.1	37.3			11.6			11.6	
Effective Green, g (s)	39.1	37.3		39.1	37.3			11.6			11.6	
Actuated g/C Ratio	0.60	0.57		0.60	0.57			0.18			0.18	
Clearance Time (s)	4.4	4.9		4.4	4.9			5.0			5.0	
Vehicle Extension (s)	2.0	3.5		2.0	3.5			2.0			2.0	
Lane Grp Cap (vph)	392	1036		510	1047			212			275	
v/s Ratio Prot	c0.00	0.25		0.00	c0.33							
v/s Ratio Perm	0.05			0.04				c0.12			0.11	
v/c Ratio	0.09	0.44		0.07	0.58			0.69			0.62	
Uniform Delay, d1	6.0	7.9		5.4	8.9			25.0			24.6	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.0	1.3		0.0	2.4			7.6			2.9	
Delay (s)	6.0	9.2		5.5	11.2			32.6			27.5	
Level of Service	A	A		A	B			C			C	
Approach Delay (s)		9.0			10.9			32.6			27.5	
Approach LOS		A			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	15.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	14.3
Intersection Capacity Utilization	54.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
43: Yama St/I-5 SB Off-Ramp & Main Street 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	210	210	470	580	0	40	0	125	250	420	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6		4.2	4.6			4.6	4.6	4.6	4.6	
Lane Util. Factor		0.95		1.00	0.95			0.95	0.95	0.95	0.95	
Frpb, ped/bikes		0.97		1.00	1.00			0.98	0.96	1.00	0.99	
Flpb, ped/bikes		1.00		1.00	1.00			1.00	1.00	0.98	1.00	
Frt		0.93		1.00	1.00			0.94	0.85	1.00	0.97	
Flt Protected		1.00		0.95	1.00			0.97	1.00	0.95	1.00	
Satd. Flow (prot)		3169		1770	3539			1586	1440	1653	1698	
Flt Permitted		1.00		0.95	1.00			0.33	1.00	0.69	0.99	
Satd. Flow (perm)		3169		1770	3539			537	1440	1206	1678	
Peak-hour factor, PHF	0.87	0.87	0.87	0.88	0.88	0.88	0.72	0.72	0.72	0.95	0.95	0.95
Adj. Flow (vph)	0	241	241	534	659	0	56	0	174	263	442	126
RTOR Reduction (vph)	0	122	0	0	0	0	0	36	85	0	8	0
Lane Group Flow (vph)	0	360	0	534	659	0	0	58	51	237	586	0
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Confl. Bikes (#/hr)	10		10	10		10	10		10	10		10
Turn Type		NA		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases							8		8	4		
Actuated Green, G (s)		14.4		33.0	51.6			36.9	36.9	36.9	36.9	
Effective Green, g (s)		14.4		33.0	51.6			36.9	36.9	36.9	36.9	
Actuated g/C Ratio		0.15		0.34	0.53			0.38	0.38	0.38	0.38	
Clearance Time (s)		4.6		4.2	4.6			4.6	4.6	4.6	4.6	
Vehicle Extension (s)		0.2		0.2	0.2			0.2	0.2	0.2	0.2	
Lane Grp Cap (vph)		467		597	1869			202	543	455	633	
v/s Ratio Prot		c0.11		c0.30	0.19							
v/s Ratio Perm								0.11	0.04	0.20	c0.35	
v/c Ratio		0.77		0.89	0.35			0.29	0.09	0.52	0.93	
Uniform Delay, d1		40.1		30.7	13.4			21.2	19.6	23.6	29.1	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		7.0		15.5	0.0			0.3	0.0	0.5	19.2	
Delay (s)		47.1		46.2	13.4			21.5	19.6	24.0	48.3	
Level of Service		D		D	B			C	B	C	D	
Approach Delay (s)		47.1			28.1			20.4			41.4	
Approach LOS		D			C			C			D	

Intersection Summary				
HCM 2000 Control Delay	34.8	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.89			
Actuated Cycle Length (s)	97.7	Sum of lost time (s)	13.4	
Intersection Capacity Utilization	84.6%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Preferred Plan AM
44: Yama St & I-5 SB On-Ramp 5/24/2014

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	165	70	190	910
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.87	0.87	0.83	0.83
Hourly flow rate (vph)	0	0	190	80	229	1096
Pedestrians	10		10			10
Lane Width (ft)	0.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	0		1			1
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						313
pX, platoon unblocked	0.70					
vC, conflicting volume	1764	210			280	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1879	210			280	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			82	
cM capacity (veh/h)	44	824			1282	

Direction, Lane #	NB 1	NB 2	SB 1
Volume Total	190	80	1325
Volume Left	0	0	229
Volume Right	0	80	0
cSH	1700	1700	1282
Volume to Capacity	0.11	0.05	0.18
Queue Length 95th (ft)	0	0	16
Control Delay (s)	0.0	0.0	5.0
Lane LOS			A
Approach Delay (s)	0.0		5.0
Approach LOS			

Intersection Summary			
Average Delay	4.1		
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		

Preferred Plan AM
45: National City Blvd/I-5 NB Ramp & Osborn St 5/24/2014

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	70	520	1890	140	20	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5			4.5
Lane Util. Factor	1.00	0.95	0.95			1.00
Frpb, ped/bikes	0.96	0.95	1.00			1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	0.89	0.85	0.99			1.00
Flt Protected	0.99	1.00	1.00			0.99
Satd. Flow (prot)	1571	1433	3486			1853
Flt Permitted	0.99	1.00	1.00			0.46
Satd. Flow (perm)	1571	1433	3486			853
Peak-hour factor, PHF	0.84	0.84	0.86	0.86	0.88	0.88
Adj. Flow (vph)	83	619	2198	163	23	193
RTOR Reduction (vph)	12	12	4	0	0	0
Lane Group Flow (vph)	343	335	2357	0	0	216
Confl. Peds. (#/hr)	10	10		10	10	
Confl. Bikes (#/hr)	10	10		10	10	
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	31.5	31.5	99.5			99.5
Effective Green, g (s)	31.5	31.5	99.5			99.5
Actuated g/C Ratio	0.22	0.22	0.71			0.71
Clearance Time (s)	4.5	4.5	4.5			4.5
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	353	322	2477			606
v/s Ratio Prot	0.22		c0.68			
v/s Ratio Perm		c0.23				0.25
v/c Ratio	0.97	1.04	0.95			0.36
Uniform Delay, d1	53.8	54.2	18.1			7.8
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	40.4	61.4	9.2			0.4
Delay (s)	94.2	115.6	27.3			8.2
Level of Service	F	F	C			A
Approach Delay (s)	104.8		27.3			8.2
Approach LOS	F		C			A

Intersection Summary			
HCM 2000 Control Delay	42.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	86.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
46: Division Street & National City Blvd 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	350	130	50	80	160	470	570	620	600	30	60	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5		4.0	4.5	4.0	4.0	4.5	4.0	4.0	4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.98	1.00	1.00	0.95	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	1.00	
Frt	1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1754		1770	1863	1550	3433	1863	1498	1770	1588	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1754		1770	1863	1550	3433	1863	1498	1770	1588	
Peak-hour factor, PHF	0.89	0.89	0.89	0.95	0.95	0.95	0.98	0.98	0.98	0.91	0.91	0.91
Adj. Flow (vph)	393	146	56	84	168	495	582	633	612	33	66	165
RTOR Reduction (vph)	0	13	0	0	0	78	0	0	281	0	87	0
Lane Group Flow (vph)	393	189	0	84	168	417	582	633	331	33	144	0
Confl. Peds. (#/hr)	10		10	10		10	10		30	30		10
Confl. Bikes (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases						8			2			
Actuated Green, G (s)	21.0	24.0		10.3	13.3	24.3	20.4	34.5	44.8	11.0	25.1	
Effective Green, g (s)	21.0	24.0		10.3	13.3	24.3	20.4	34.5	44.8	11.0	25.1	
Actuated g/C Ratio	0.22	0.25		0.11	0.14	0.25	0.21	0.36	0.46	0.11	0.26	
Clearance Time (s)	4.0	4.5		4.0	4.5	4.0	4.0	4.5	4.0	4.0	4.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	383	434		188	255	389	723	663	693	201	411	
v/s Ratio Prot	c0.22	0.11		0.05	0.09	c0.12	0.17	c0.34	0.05	0.02	0.09	
v/s Ratio Perm						0.15			0.17			
v/c Ratio	1.03	0.44		0.45	0.66	1.07	0.80	0.95	0.48	0.16	0.35	
Uniform Delay, d1	37.9	30.7		40.6	39.6	36.2	36.3	30.4	17.9	38.7	29.2	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	52.8	0.7		1.7	6.0	66.2	6.5	24.1	0.5	0.4	0.5	
Delay (s)	90.7	31.4		42.3	45.6	102.5	42.8	54.5	18.4	39.1	29.7	
Level of Service	F	C		D	D	F	D	D	B	D	C	
Approach Delay (s)		70.6			82.9			38.7			30.9	
Approach LOS		E			F			D			C	

Intersection Summary			
HCM 2000 Control Delay	53.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	96.8	Sum of lost time (s)	17.0
Intersection Capacity Utilization	92.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
47: Home Ave & Federal Blvd 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	40	10	120	30	180	60	290	150	220	80	590
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	5.2		5.2	5.2		5.2	7.0		5.2	7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	0.95
Frpb, ped/bikes	1.00	0.99		1.00	0.97		1.00	0.98		1.00	0.98	0.97
Flpb, ped/bikes	1.00	1.00		0.99	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.87		1.00	0.95		1.00	0.89	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1783		1756	1574		1770	3301		1770	1534	1463
Flt Permitted	0.95	1.00		0.72	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1783		1330	1574		1770	3301		1770	1534	1463
Peak-hour factor, PHF	0.87	0.87	0.87	0.87	0.87	0.87	0.94	0.94	0.94	0.89	0.89	0.89
Adj. Flow (vph)	92	46	11	138	34	207	64	309	160	247	90	663
RTOR Reduction (vph)	0	0	0	0	174	0	0	49	0	0	0	0
Lane Group Flow (vph)	92	57	0	138	67	0	64	420	0	247	382	371
Confl. Peds. (#/hr)	10		10	10		10	10		10	10		10
Confl. Bikes (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Split	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4			8		5	2		1	6	
Permitted Phases				8								6
Actuated Green, G (s)	7.5	7.5		13.6	13.6		6.2	23.2		17.8	34.8	34.8
Effective Green, g (s)	7.5	7.5		13.6	13.6		6.2	23.2		17.8	34.8	34.8
Actuated g/C Ratio	0.09	0.09		0.16	0.16		0.07	0.27		0.21	0.41	0.41
Clearance Time (s)	5.2	5.2		5.2	5.2		5.2	7.0		5.2	7.0	7.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	6.0		2.0	6.0	6.0
Lane Grp Cap (vph)	156	157		213	252		129	904		371	630	601
v/s Ratio Prot	c0.05	0.03			0.04		0.04	0.13		c0.14	0.25	
v/s Ratio Perm				c0.10								c0.25
v/c Ratio	0.59	0.36		0.65	0.27		0.50	0.46		0.67	0.61	0.62
Uniform Delay, d1	37.1	36.4		33.3	31.2		37.7	25.6		30.7	19.6	19.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.6	0.5		5.0	0.2		1.1	1.1		3.5	2.9	3.3
Delay (s)	40.8	36.9		38.3	31.4		38.8	26.6		34.2	22.5	23.0
Level of Service	D	D		D	C		D	C		C	C	C
Approach Delay (s)		39.3			33.9			28.1			25.6	
Approach LOS		D			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	28.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	84.7	Sum of lost time (s)	22.6
Intersection Capacity Utilization	66.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
48: Home Ave & SR-94 Off Ramp 5/24/2014

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	410	10	0	100	90	0
Peak Hour Factor	0.91	0.91	0.56	0.56	0.50	0.50
Hourly flow rate (vph)	451	11	0	179	180	0

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total (vph)	300	161	179	180
Volume Left (vph)	300	150	0	0
Volume Right (vph)	0	11	0	0
Hadj (s)	0.53	0.45	0.03	0.03
Departure Headway (s)	6.0	5.9	5.4	5.4
Degree Utilization, x	0.50	0.27	0.27	0.27
Capacity (veh/h)	577	586	626	623
Control Delay (s)	13.7	9.9	10.4	10.4
Approach Delay (s)	12.4		10.4	10.4
Approach LOS	B		B	B

Intersection Summary			
Delay	11.5		
Level of Service	B		
Intersection Capacity Utilization	26.2%	ICU Level of Service	A
Analysis Period (min)	15		

Preferred Plan AM
49: 40th st & Imperial Avenue 5/24/2014

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	210	230	410	650	100	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.3		5.4	5.4	4.0	4.3
Lane Util. Factor	1.00		1.00	1.00	1.00	0.88
Frpb, ped/bikes	0.97		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.93		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1671		1770	1863	1770	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	1671		1770	1863	1770	2787
Peak-hour factor, PHF	0.85	0.85	0.81	0.81	0.95	0.95
Adj. Flow (vph)	247	271	506	802	105	95
RTOR Reduction (vph)	29	0	0	0	0	85
Lane Group Flow (vph)	489	0	506	802	105	10
Confl. Peds. (#/hr)		10	10		10	10
Confl. Bikes (#/hr)		20	20		10	10
Turn Type	NA		Prot	NA	Prot	Prot
Protected Phases	4		6		5	2
Permitted Phases				6		
Actuated Green, G (s)	35.5		54.9	54.9	12.2	11.9
Effective Green, g (s)	35.5		54.9	54.9	12.2	11.9
Actuated g/C Ratio	0.31		0.47	0.47	0.10	0.10
Clearance Time (s)	4.3		5.4	5.4	4.0	4.3
Vehicle Extension (s)	3.8		4.1	4.1	2.0	3.8
Lane Grp Cap (vph)	510		835	879	185	285
v/s Ratio Prot	c0.29		0.29		c0.06	0.00
v/s Ratio Perm				c0.43		
v/c Ratio	0.96		0.61	0.91	0.57	0.03
Uniform Delay, d1	39.7		22.7	28.5	49.5	47.0
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	29.4		1.5	13.9	2.4	0.1
Delay (s)	69.1		24.2	42.3	51.9	47.1
Level of Service	E		C	D	D	D
Approach Delay (s)	69.1			35.3	49.6	
Approach LOS	E			D	D	

Intersection Summary			
HCM 2000 Control Delay	45.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	116.3	Sum of lost time (s)	14.0
Intersection Capacity Utilization	65.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
50: 43rd st & National Avenue/Logan Ave 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	170	110	110	280	90	350	190	90	10	55	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4	4.4	4.0	4.0		4.4	4.9	4.9	4.9	4.9	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	1.00	0.96		1.00	1.00	0.95	1.00	0.95	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	0.98	1.00	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1583	1770	3276		3433	1863	1499	1729	1660	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.62	1.00	
Satd. Flow (perm)	1770	3539	1583	1770	3276		3433	1863	1499	1132	1660	
Peak-hour factor, PHF	0.85	0.85	0.85	0.91	0.91	0.91	0.87	0.87	0.87	0.75	0.75	0.75
Adj. Flow (vph)	59	200	129	121	308	99	402	218	103	13	73	53
RTOR Reduction (vph)	0	0	116	0	34	0	0	0	63	0	31	0
Lane Group Flow (vph)	59	200	13	121	373	0	402	218	40	13	95	0
Confl. Peds. (#/hr)	40		40	40		40	50		40	40		50
Confl. Bikes (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Split	NA	Over	Split	NA		Prot	NA	Perm	Perm	NA	
Protected Phases	4	4	5	8	8		5	2			6	
Permitted Phases									2	6		
Actuated Green, G (s)	13.3	13.3	6.2	11.5	11.5		6.2	23.8	23.8	13.2	13.2	
Effective Green, g (s)	13.3	13.3	6.2	11.5	11.5		6.2	23.8	23.8	13.2	13.2	
Actuated g/C Ratio	0.21	0.21	0.10	0.19	0.19		0.10	0.38	0.38	0.21	0.21	
Clearance Time (s)	4.4	4.4	4.4	4.0	4.0		4.4	4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.3	2.3	2.3	2.3	
Lane Grp Cap (vph)	380	760	158	328	608		343	716	576	241	353	
v/s Ratio Prot	0.03	c0.06	0.01	0.07	c0.11		c0.12	c0.12			0.06	
v/s Ratio Perm									0.03	0.01		
v/c Ratio	0.16	0.26	0.08	0.37	0.61		1.17	0.30	0.07	0.05	0.27	
Uniform Delay, d1	19.7	20.2	25.3	22.0	23.2		27.8	13.3	12.0	19.4	20.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	0.1	0.1	0.3	1.3		104.0	0.1	0.0	0.1	0.2	
Delay (s)	19.8	20.3	25.3	22.3	24.5		131.9	13.4	12.1	19.4	20.6	
Level of Service	B	C	C	C	C		F	B	B	B	C	
Approach Delay (s)		21.9			24.0			79.1			20.5	
Approach LOS		C			C			E			C	

Intersection Summary			
HCM 2000 Control Delay	45.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	61.9	Sum of lost time (s)	17.7
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
51: 43rd st & North Gate Market Drwy/I-805 ramps 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	50	130	370	170	650	90	280	450	300	180	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2	4.2		4.6	4.6	4.2	4.6	4.6	4.2	4.6	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.97	0.95	
Frpb, ped/bikes		1.00	0.97		1.00	0.96	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	1.00	1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected		0.99	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1848	1530		1801	1517	1770	1863	1583	3433	3405	
Flt Permitted		0.99	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1848	1530		1801	1517	1770	1863	1583	3433	3405	
Peak-hour factor, PHF	0.62	0.62	0.62	0.84	0.84	0.84	0.80	0.80	0.80	0.91	0.91	0.91
Adj. Flow (vph)	16	81	210	440	202	774	112	350	562	330	198	33
RTOR Reduction (vph)	0	0	189	0	0	290	0	0	329	0	8	0
Lane Group Flow (vph)	0	97	21	0	642	484	112	350	233	330	223	0
Confl. Peds. (#/hr)	10		10	10		10	30		50	50		30
Confl. Bikes (#/hr)	5		5	5		5	20		20	20		20
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Over	Prot	NA	
Protected Phases	4	4		8	8		5	2	8	1	6	
Permitted Phases			4			8						
Actuated Green, G (s)		12.0	12.0		49.2	49.2	10.2	26.4	49.2	13.7	29.9	
Effective Green, g (s)		12.0	12.0		49.2	49.2	10.2	26.4	49.2	13.7	29.9	
Actuated g/C Ratio		0.10	0.10		0.41	0.41	0.09	0.22	0.41	0.12	0.25	
Clearance Time (s)		4.2	4.2		4.6	4.6	4.2	4.6	4.6	4.2	4.6	
Vehicle Extension (s)		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Lane Grp Cap (vph)		186	154		745	627	151	413	655	395	856	
v/s Ratio Prot		c0.05			c0.36		0.06	c0.19	0.15	c0.10	c0.07	
v/s Ratio Perm			0.01			0.32						
v/c Ratio		0.52	0.14		0.86	0.77	0.74	0.85	0.36	0.84	0.26	
Uniform Delay, d1		50.7	48.7		31.8	30.0	53.1	44.3	23.9	51.5	35.6	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		1.2	0.1		9.7	5.4	15.7	14.3	0.1	13.6	0.1	
Delay (s)		51.9	48.9		41.5	35.4	68.7	58.6	24.1	65.1	35.7	
Level of Service		D	D		D	D	E	E	C	E	D	
Approach Delay (s)		49.8			38.2			40.8			53.0	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	42.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	118.9	Sum of lost time (s)	17.6
Intersection Capacity Utilization	87.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
52: 43rd st & Division Street 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	200	110	190	340	70	110	150	60	140	570	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0	5.0	4.0	5.0		4.0	5.0	
Lane Util. Factor	0.97	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.95	1.00	0.99		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	0.95		1.00	1.00	0.85	1.00	0.96		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	3291		1770	1863	1504	1770	3359		1770	3351	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	3291		1770	1863	1504	1770	3359		1770	3351	
Peak-hour factor, PHF	0.77	0.77	0.77	0.81	0.81	0.81	0.93	0.93	0.93	0.89	0.89	0.89
Adj. Flow (vph)	78	260	143	235	420	86	118	161	65	157	640	225
RTOR Reduction (vph)	0	91	0	0	0	58	0	47	0	0	39	0
Lane Group Flow (vph)	78	312	0	235	420	28	118	179	0	157	826	0
Confl. Peds. (#/hr)	30		30	30		30	30					30
Confl. Bikes (#/hr)	10		10	10		10	20		20	20		20
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	3.8	16.2		13.0	25.4	25.4	7.1	22.0		9.2	24.1	
Effective Green, g (s)	3.8	16.2		13.0	25.4	25.4	7.1	22.0		9.2	24.1	
Actuated g/C Ratio	0.05	0.21		0.17	0.32	0.32	0.09	0.28		0.12	0.31	
Clearance Time (s)	4.0	5.0		4.0	5.0	5.0	4.0	5.0		4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	166	680		293	603	487	160	942		207	1030	
v/s Ratio Prot	0.02	0.09		c0.13	c0.23		0.07	0.05		c0.09	c0.25	
v/s Ratio Perm						0.02						
v/c Ratio	0.47	0.46		0.80	0.70	0.06	0.74	0.19		0.76	0.80	
Uniform Delay, d1	36.3	27.3		31.5	23.1	18.3	34.7	21.4		33.5	25.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	2.1	0.5		14.5	3.5	0.0	16.2	0.1		14.7	4.6	
Delay (s)	38.4	27.7		46.0	26.6	18.3	50.9	21.5		48.2	29.5	
Level of Service	D	C		D	C	B	D	C		D	C	
Approach Delay (s)		29.5			31.8			31.6			32.4	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	31.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	78.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	71.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
53: I-805 SB Ramps & Market Street 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	290	170	210	760	0	0	0	0	170	0	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.6	5.6	4.2	5.6					3.0		3.0
Lane Util. Factor		1.00	1.00	1.00	1.00					1.00		1.00
Frpb, ped/bikes		1.00	0.71	1.00	1.00					1.00		0.97
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		1863	1118	1770	1863					1770		1529
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		1863	1118	1770	1863					1770		1529
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)	0	315	185	228	826	0	0	0	0	185	0	217
RTOR Reduction (vph)	0	0	116	0	0	0	0	0	0	0	0	98
Lane Group Flow (vph)	0	315	69	228	826	0	0	0	0	185	0	119
Confl. Peds. (#/hr)	60		210	210		60	10		10	10		10
Confl. Bikes (#/hr)	20		20	20		20	5		5	5		5
Turn Type		NA	Perm	Prot	NA					Prot		Perm
Protected Phases		2		1	6					4		
Permitted Phases			2									4
Actuated Green, G (s)		20.7	20.7	12.1	37.0					9.9		9.9
Effective Green, g (s)		20.7	20.7	12.1	37.0					9.9		9.9
Actuated g/C Ratio		0.37	0.37	0.22	0.67					0.18		0.18
Clearance Time (s)		5.6	5.6	4.2	5.6					3.0		3.0
Vehicle Extension (s)		5.0	5.0	2.0	4.5					0.9		0.9
Lane Grp Cap (vph)		694	416	385	1242					315		272
v/s Ratio Prot		0.17		0.13	c0.44					c0.10		
v/s Ratio Perm			0.06									0.08
v/c Ratio		0.45	0.17	0.59	0.67					0.59		0.44
Uniform Delay, d1		13.1	11.6	19.5	5.5					20.9		20.3
Progression Factor		1.00	1.00	1.00	1.00					1.00		1.00
Incremental Delay, d2		1.0	0.4	1.6	1.6					1.8		0.4
Delay (s)		14.1	12.0	21.1	7.2					22.7		20.7
Level of Service		B	B	C	A					C		C
Approach Delay (s)		13.3			10.2			0.0			21.7	
Approach LOS		B			B			A			C	

Intersection Summary				
HCM 2000 Control Delay	13.3	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.71			
Actuated Cycle Length (s)	55.5	Sum of lost time (s)	12.8	
Intersection Capacity Utilization	107.3%	ICU Level of Service	G	
Analysis Period (min)	15			
c Critical Lane Group				

Preferred Plan AM
54: I-805 NB Ramps & Market Street 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	360	0	0	650	340	320	0	230	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.6			4.6			4.6	4.6			
Lane Util. Factor	1.00	1.00			1.00			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			0.96			1.00	0.95			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.95			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	1770	1863			1704			1770	1509			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	1770	1863			1704			1770	1509			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Adj. Flow (vph)	105	379	0	0	684	358	337	0	242	0	0	0
RTOR Reduction (vph)	0	0	0	0	13	0	0	0	192	0	0	0
Lane Group Flow (vph)	105	379	0	0	1029	0	0	337	50	0	0	0
Confl. Peds. (#/hr)	30		130	130		30	10		10	10		10
Confl. Bikes (#/hr)	20		20	20		20	5		5	5		5
Turn Type	Prot	NA			NA		Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases									8			
Actuated Green, G (s)	7.4	91.1			79.5			26.3	26.3			
Effective Green, g (s)	7.4	91.1			79.5			26.3	26.3			
Actuated g/C Ratio	0.06	0.72			0.63			0.21	0.21			
Clearance Time (s)	4.2	4.6			4.6			4.6	4.6			
Vehicle Extension (s)	0.2	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	103	1340			1070			367	313			
v/s Ratio Prot	c0.06	0.20			c0.60			c0.19				
v/s Ratio Perm									0.03			
v/c Ratio	1.02	0.28			0.96			0.92	0.16			
Uniform Delay, d1	59.6	6.2			22.1			49.1	41.1			
Progression Factor	1.00	1.00			1.00			1.00	1.00			
Incremental Delay, d2	94.0	0.0			18.8			26.7	0.1			
Delay (s)	153.6	6.3			40.9			75.8	41.2			
Level of Service	F	A			D			E	D			
Approach Delay (s)		38.3			40.9			61.4			0.0	
Approach LOS		D			D			E			A	

Intersection Summary				
HCM 2000 Control Delay	45.9	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.95			
Actuated Cycle Length (s)	126.6	Sum of lost time (s)	13.4	
Intersection Capacity Utilization	107.3%	ICU Level of Service	G	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	610	170	230	720	0	0	0	0	370	0	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		4.2	5.0					4.6		4.6
Lane Util. Factor		0.95		0.97	0.95					0.97		1.00
Frpb, ped/bikes		0.99		1.00	1.00					1.00		0.96
Flpb, ped/bikes		1.00		1.00	1.00					1.00		1.00
Frt		0.97		1.00	1.00					1.00		0.85
Flt Protected		1.00		0.95	1.00					0.95		1.00
Satd. Flow (prot)		3392		3433	3539					3433		1517
Flt Permitted		1.00		0.95	1.00					0.95		1.00
Satd. Flow (perm)		3392		3433	3539					3433		1517
Peak-hour factor, PHF	0.90	0.90	0.90	0.94	0.94	0.94	0.92	0.92	0.92	0.78	0.78	0.78
Adj. Flow (vph)	0	678	189	245	766	0	0	0	0	474	0	667
RTOR Reduction (vph)	0	32	0	0	0	0	0	0	0	0	0	57
Lane Group Flow (vph)	0	835	0	245	766	0	0	0	0	474	0	610
Confl. Peds. (#/hr)	10		10	10		10	40		50	50		40
Confl. Bikes (#/hr)	20		20	20		20	5		5	5		5
Turn Type		NA		Prot	NA					Prot		Perm
Protected Phases		2		1	6					4		
Permitted Phases												4
Actuated Green, G (s)		20.1		6.7	31.0					31.0		31.0
Effective Green, g (s)		20.1		6.7	31.0					31.0		31.0
Actuated g/C Ratio		0.28		0.09	0.43					0.43		0.43
Clearance Time (s)		5.0		4.2	5.0					4.6		4.6
Vehicle Extension (s)		0.2		0.2	0.2					0.2		0.2
Lane Grp Cap (vph)		952		321	1532					1486		656
v/s Ratio Prot		c0.25		c0.07	0.22					0.14		
v/s Ratio Perm												c0.40
v/c Ratio		0.88		0.76	0.50					0.32		0.93
Uniform Delay, d1		24.6		31.7	14.7					13.4		19.3
Progression Factor		1.00		1.00	1.00					1.00		1.00
Incremental Delay, d2		8.9		9.3	0.1					0.0		19.3
Delay (s)		33.4		41.0	14.8					13.4		38.5
Level of Service		C		D	B					B		D
Approach Delay (s)		33.4			21.1			0.0			28.1	
Approach LOS		C			C			A			C	

Intersection Summary			
HCM 2000 Control Delay	27.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	71.6	Sum of lost time (s)	13.8
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	260	720	0	0	720	1100	230	0	190	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.0			5.0	5.0		4.6	5.0			
Lane Util. Factor	1.00	0.95			0.91	0.91		1.00	0.88			
Frpb, ped/bikes	1.00	1.00			0.96	0.90		1.00	0.99			
Flpb, ped/bikes	1.00	1.00			1.00	1.00		1.00	1.00			
Frt	1.00	1.00			0.94	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			3035	1291		1770	2752			
Flt Permitted	0.95	1.00			1.00	1.00		0.95	1.00			
Satd. Flow (perm)	1770	3539			3035	1291		1770	2752			
Peak-hour factor, PHF	0.94	0.94	0.94	0.86	0.86	0.86	0.87	0.87	0.87	0.92	0.92	0.92
Adj. Flow (vph)	277	766	0	0	837	1279	264	0	218	0	0	0
RTOR Reduction (vph)	0	0	0	0	133	297	0	0	0	0	0	0
Lane Group Flow (vph)	277	766	0	0	1318	368	0	264	218	0	0	0
Confl. Peds. (#/hr)	60		40	40		60	10		10	10		10
Confl. Bikes (#/hr)	20		20	20		20	5		5	5		5
Turn Type	Prot	NA			NA	Perm	Split	NA	custom			
Protected Phases	5	2!			6		8	8	6!			
Permitted Phases						6			8			
Actuated Green, G (s)	14.7	57.2			38.3	38.3		14.3	52.6			
Effective Green, g (s)	14.7	57.2			38.3	38.3		14.3	52.6			
Actuated g/C Ratio	0.18	0.71			0.47	0.47		0.18	0.65			
Clearance Time (s)	4.2	5.0			5.0	5.0		4.6	5.0			
Vehicle Extension (s)	0.2	0.2			0.2	0.2		0.2	0.2			
Lane Grp Cap (vph)	320	2496			1433	609		312	1954			
v/s Ratio Prot	c0.16	0.22			c0.43			c0.15	0.05			
v/s Ratio Perm						0.29			0.03			
v/c Ratio	0.87	0.31			0.92	0.60		0.85	0.11			
Uniform Delay, d1	32.2	4.5			20.0	15.8		32.3	5.4			
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2	20.3	0.0			9.5	1.2		17.9	0.0			
Delay (s)	52.5	4.5			29.5	17.0		50.3	5.4			
Level of Service	D	A			C	B		D	A			
Approach Delay (s)		17.3			25.6			30.0			0.0	
Approach LOS		B			C			C			A	

Intersection Summary			
HCM 2000 Control Delay	23.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	81.1	Sum of lost time (s)	13.8
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Preferred Plan AM
58: 47th St & SR-94 EB On-Ramp 5/24/2014

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	920	160	70	530
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.86	0.86	0.94	0.94
Hourly flow rate (vph)	0	0	1070	186	74	564
Pedestrians	40		10			10
Lane Width (ft)	0.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	0		1			1
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1644	678			1296	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1644	678			1296	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			86	
cM capacity (veh/h)	77	391			531	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	713	543	262	376
Volume Left	0	0	74	0
Volume Right	0	186	0	0
cSH	1700	1700	531	1700
Volume to Capacity	0.42	0.32	0.14	0.22
Queue Length 95th (ft)	0	0	12	0
Control Delay (s)	0.0	0.0	5.1	0.0
Lane LOS			A	
Approach Delay (s)	0.0		2.1	
Approach LOS				

Intersection Summary			
Average Delay	0.7		
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	200	190	285	95	530	150	175	500	65	180	350	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.9	4.9		4.4	5.0		4.4	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	0.98		1.00	0.98		1.00	0.96	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.91		1.00	0.97		1.00	0.98		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3149		1770	3369		1770	3417		1770	3200	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3149		1770	3369		1770	3417		1770	3200	
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)	211	200	300	100	558	158	184	526	68	189	368	263
RTOR Reduction (vph)	0	205	0	0	30	0	0	11	0	0	142	0
Lane Group Flow (vph)	211	295	0	100	686	0	184	583	0	189	489	0
Confl. Peds. (#/hr)	50		10	10		50	20		110	110		20
Confl. Bikes (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	12.5	30.2		8.2	26.4		14.3	22.5		14.9	23.1	
Effective Green, g (s)	12.5	30.2		8.2	26.4		14.3	22.5		14.9	23.1	
Actuated g/C Ratio	0.13	0.32		0.09	0.28		0.15	0.24		0.16	0.24	
Clearance Time (s)	4.4	4.9		4.9	4.9		4.4	5.0		4.4	5.0	
Vehicle Extension (s)	2.0	4.0		2.0	4.1		2.0	2.2		2.0	2.2	
Lane Grp Cap (vph)	232	1001		152	936		266	809		277	778	
v/s Ratio Prot	c0.12	c0.09		0.06	c0.20		0.10	c0.17		c0.11	0.15	
v/s Ratio Perm												
v/c Ratio	0.91	0.30		0.66	0.73		0.69	0.72		0.68	0.63	
Uniform Delay, d1	40.7	24.4		42.0	31.1		38.3	33.4		37.8	32.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	34.6	0.8		7.6	5.1		6.1	2.8		5.4	1.2	
Delay (s)	75.3	25.1		49.6	36.2		44.4	36.2		43.2	33.4	
Level of Service	E	C		D	D		D	D		D	C	
Approach Delay (s)		40.0			37.8			38.1			35.6	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	37.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	19.2
Intersection Capacity Utilization	83.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	95	700	110	110	1320	75	280	410	160	135	290	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.4		4.4	5.3		4.4	5.2		4.4	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		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	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.96		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3448		1770	5033		1770	3329		1770	3271	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3448		1770	5033		1770	3329		1770	3271	
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	119	875	138	138	1650	94	350	512	200	169	362	231
RTOR Reduction (vph)	0	9	0	0	4	0	0	34	0	0	84	0
Lane Group Flow (vph)	119	1004	0	138	1740	0	350	678	0	169	509	0
Confl. Peds. (#/hr)	10		10	10		10	10		30	30		10
Confl. Bikes (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	12.4	45.4		15.0	48.1		26.0	35.1		15.1	24.4	
Effective Green, g (s)	12.4	45.4		15.0	48.1		26.0	35.1		15.1	24.4	
Actuated g/C Ratio	0.10	0.35		0.12	0.37		0.20	0.27		0.12	0.19	
Clearance Time (s)	4.4	5.4		4.4	5.3		4.4	5.2		4.4	5.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.7		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	168	1204		204	1862		354	898		205	613	
v/s Ratio Prot	0.07	c0.29		0.08	c0.35		c0.20	0.20		0.10	c0.16	
v/s Ratio Perm												
v/c Ratio	0.71	0.83		0.68	0.93		0.99	0.76		0.82	0.83	
Uniform Delay, d1	57.0	38.8		55.2	39.4		51.9	43.5		56.2	50.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.6	6.9		6.8	10.2		44.2	3.2		21.8	8.7	
Delay (s)	67.6	45.7		62.0	49.6		96.1	46.8		78.0	59.5	
Level of Service	E	D		E	D		F	D		E	E	
Approach Delay (s)		48.0			50.5			63.0			63.6	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	54.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.4
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	160	200	200	260	360	310	150	340	170	160	170	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.0		4.4	5.0		4.4	5.5		4.4	5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.93		1.00	0.98		1.00	0.92		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.93		1.00	0.93		1.00	0.95		1.00	0.97	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3048		1770	3214		1770	3077		1770	3347	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3048		1770	3214		1770	3077		1770	3347	
Peak-hour factor, PHF	0.90	0.90	0.90	0.88	0.88	0.88	0.89	1.00	0.89	0.80	0.80	0.80
Adj. Flow (vph)	178	222	222	295	409	352	169	340	191	200	212	62
RTOR Reduction (vph)	0	177	0	0	179	0	0	90	0	0	31	0
Lane Group Flow (vph)	178	267	0	295	582	0	169	441	0	200	243	0
Confl. Peds. (#/hr)	30		110	110		30	60		100	100		60
Confl. Bikes (#/hr)	10		10	10		10	20		20	20		20
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	11.0	16.1		15.8	20.9		9.7	17.5		11.0	18.8	
Effective Green, g (s)	11.0	16.1		15.8	20.9		9.7	17.5		11.0	18.8	
Actuated g/C Ratio	0.14	0.20		0.20	0.26		0.12	0.22		0.14	0.24	
Clearance Time (s)	4.4	5.0		4.4	5.0		4.4	5.5		4.4	5.5	
Vehicle Extension (s)	2.0	3.3		2.0	2.7		2.0	2.9		2.0	3.6	
Lane Grp Cap (vph)	244	615		350	842		215	675		244	789	
v/s Ratio Prot	0.10	0.09		c0.17	c0.18		0.10	c0.14		c0.11	0.07	
v/s Ratio Perm												
v/c Ratio	0.73	0.43		0.84	0.69		0.79	0.65		0.82	0.31	
Uniform Delay, d1	32.9	27.8		30.8	26.5		34.0	28.3		33.4	25.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	8.9	0.5		16.0	2.3		15.8	2.2		18.0	0.3	
Delay (s)	41.8	28.4		46.8	28.8		49.8	30.6		51.4	25.4	
Level of Service	D	C		D	C		D	C		D	C	
Approach Delay (s)		32.2			33.8			35.2			36.4	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	34.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	79.7	Sum of lost time (s)	19.3
Intersection Capacity Utilization	75.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	500	480	0	0	560	240	50	0	130	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.6			4.2			4.6	4.6			
Lane Util. Factor	1.00	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.89			
Flpb, ped/bikes	1.00	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.95			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	1770	3539			3344			1770	1404			
Flt Permitted	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	1770	3539			3344			1770	1404			
Peak-hour factor, PHF	0.89	0.89	0.89	0.87	0.87	0.87	0.87	0.87	0.87	0.92	0.92	0.92
Adj. Flow (vph)	562	539	0	0	644	276	57	0	149	0	0	0
RTOR Reduction (vph)	0	0	0	0	42	0	0	0	139	0	0	0
Lane Group Flow (vph)	562	539	0	0	878	0	0	57	10	0	0	0
Confl. Peds. (#/hr)	10		20	20		10	10		10	10		10
Confl. Bikes (#/hr)	5		5	5		5	20		20	20		20
Turn Type	Prot	NA			NA		Split	NA	Perm			
Protected Phases	5	2			6		8	8				
Permitted Phases									8			
Actuated Green, G (s)	30.8	74.5			39.9			6.3	6.3			
Effective Green, g (s)	30.8	74.5			39.9			6.3	6.3			
Actuated g/C Ratio	0.34	0.83			0.44			0.07	0.07			
Clearance Time (s)	4.2	4.6			4.2			4.6	4.6			
Vehicle Extension (s)	0.2	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	605	2929			1482			123	98			
v/s Ratio Prot	c0.32	0.15			c0.26			c0.03				
v/s Ratio Perm									0.01			
v/c Ratio	0.93	0.18			0.59			0.46	0.11			
Uniform Delay, d1	28.5	1.6			18.9			40.2	39.2			
Progression Factor	1.00	1.00			1.00			1.00	1.00			
Incremental Delay, d2	20.3	0.1			0.4			1.0	0.2			
Delay (s)	48.9	1.7			19.3			41.2	39.4			
Level of Service	D	A			B			D	D			
Approach Delay (s)		25.8			19.3			39.9			0.0	
Approach LOS		C			B			D			A	

Intersection Summary			
HCM 2000 Control Delay	24.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	830	190	180	430	0	0	0	0	150	0	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6		4.2	4.6						4.6	4.6
Lane Util. Factor		0.95		1.00	0.95						1.00	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.94
Flpb, ped/bikes		1.00		1.00	1.00						0.98	1.00
Frt		0.97		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.95	1.00
Satd. Flow (prot)		3409		1770	3539						1734	1487
Flt Permitted		1.00		0.95	1.00						0.95	1.00
Satd. Flow (perm)		3409		1770	3539						1734	1487
Peak-hour factor, PHF	0.92	0.92	0.92	0.91	0.91	0.91	0.92	0.92	0.92	0.88	0.88	0.88
Adj. Flow (vph)	0	902	207	198	473	0	0	0	0	170	0	443
RTOR Reduction (vph)	0	25	0	0	0	0	0	0	0	0	0	329
Lane Group Flow (vph)	0	1084	0	198	473	0	0	0	0	0	170	114
Confl. Peds. (#/hr)	10		20	20		10	10		10	10		10
Confl. Bikes (#/hr)	5		5	5		5	20		20	20		20
Turn Type		NA		Prot	NA					Perm	NA	Perm
Protected Phases		2		1	6						4	
Permitted Phases										4		4
Actuated Green, G (s)		32.6		9.4	46.2						9.6	9.6
Effective Green, g (s)		32.6		9.4	46.2						9.6	9.6
Actuated g/C Ratio		0.50		0.14	0.71						0.15	0.15
Clearance Time (s)		4.6		4.2	4.6						4.6	4.6
Vehicle Extension (s)		0.2		0.2	0.2						0.2	0.2
Lane Grp Cap (vph)		1709		255	2515						256	219
v/s Ratio Prot		c0.32		c0.11	0.13							
v/s Ratio Perm											0.10	0.08
v/c Ratio		0.63		0.78	0.19						0.66	0.52
Uniform Delay, d1		11.8		26.8	3.1						26.2	25.6
Progression Factor		1.00		1.00	1.00						1.00	1.00
Incremental Delay, d2		1.8		12.6	0.0						5.0	1.0
Delay (s)		13.7		39.4	3.2						31.1	26.6
Level of Service		B		D	A						C	C
Approach Delay (s)		13.7			13.9			0.0			27.9	
Approach LOS		B			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	17.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	13.4
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	120	180	110	120	500	490	120	410	210	270	390	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.95		1.00	0.98		1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.94		1.00	0.93		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3156		1770	3214		1770	3325		1770	3329	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3156		1770	3214		1770	3325		1770	3329	
Peak-hour factor, PHF	0.88	0.88	0.88	0.93	0.93	0.93	0.92	0.92	0.92	0.84	0.84	0.84
Adj. Flow (vph)	136	205	125	129	538	527	130	446	228	321	464	190
RTOR Reduction (vph)	0	88	0	0	183	0	0	72	0	0	47	0
Lane Group Flow (vph)	136	242	0	129	882	0	130	602	0	321	607	0
Confl. Peds. (#/hr)	20		130	130		20	40		10	10		40
Confl. Bikes (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	6.0	26.8		6.0	26.8		10.3	21.6		15.0	26.3	
Effective Green, g (s)	6.0	26.8		6.0	26.8		10.3	21.6		15.0	26.3	
Actuated g/C Ratio	0.07	0.30		0.07	0.30		0.12	0.24		0.17	0.29	
Clearance Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	118	946		118	963		203	803		296	979	
v/s Ratio Prot	c0.08	0.08		0.07	c0.27		0.07	c0.18		c0.18	0.18	
v/s Ratio Perm												
v/c Ratio	1.15	0.26		1.09	0.92		0.64	0.75		1.08	0.62	
Uniform Delay, d1	41.7	23.7		41.7	30.2		37.8	31.4		37.2	27.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	129.7	0.1		110.1	13.0		5.1	3.9		76.7	1.2	
Delay (s)	171.4	23.9		151.8	43.2		42.9	35.3		113.9	28.4	
Level of Service	F	C		F	D		D	D		F	C	
Approach Delay (s)		66.9			54.9			36.5			56.6	
Approach LOS		E			D			D			E	

Intersection Summary			
HCM 2000 Control Delay	52.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	89.4	Sum of lost time (s)	20.0
Intersection Capacity Utilization	88.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	495	500	1060	160	195	585
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.97	0.88	0.95		1.00	0.95
Frpb, ped/bikes	1.00	0.95	0.99		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.85	0.98		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3433	2659	3439		1762	3539
Flt Permitted	0.95	1.00	1.00		0.16	1.00
Satd. Flow (perm)	3433	2659	3439		292	3539
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	521	526	1116	168	205	616
RTOR Reduction (vph)	0	96	17	0	0	0
Lane Group Flow (vph)	521	430	1267	0	205	616
Confl. Peds. (#/hr)	10	10		20	20	
Confl. Bikes (#/hr)	5	5		20	20	
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	15.3	15.3	37.1		37.1	37.1
Effective Green, g (s)	15.3	15.3	37.1		37.1	37.1
Actuated g/C Ratio	0.25	0.25	0.61		0.61	0.61
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	869	673	2112		179	2173
v/s Ratio Prot	0.15		0.37			0.17
v/s Ratio Perm		c0.16			c0.70	
v/c Ratio	0.60	0.64	0.60		1.15	0.28
Uniform Delay, d1	19.9	20.1	7.1		11.6	5.4
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	1.1	2.0	0.5		111.7	0.1
Delay (s)	21.0	22.1	7.6		123.4	5.5
Level of Service	C	C	A		F	A
Approach Delay (s)	21.5		7.6			34.9
Approach LOS	C		A			C

Intersection Summary			
HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	60.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	140	250	930	630	0	1160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0		4.0
Lane Util. Factor	1.00	1.00	0.95	1.00		0.95
Frpb, ped/bikes	1.00	0.97	1.00	0.97		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.85	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	1.00		1.00
Satd. Flow (prot)	1770	1543	3539	1533		3539
Flt Permitted	0.95	1.00	1.00	1.00		1.00
Satd. Flow (perm)	1770	1543	3539	1533		3539
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	149	266	989	670	0	1234
RTOR Reduction (vph)	0	108	0	257	0	0
Lane Group Flow (vph)	149	158	989	413	0	1234
Confl. Peds. (#/hr)	10	10				
Confl. Bikes (#/hr)	5	5		20	20	
Turn Type	Prot	Perm	NA	Perm		NA
Protected Phases	8		2			6
Permitted Phases		8		2		
Actuated Green, G (s)	10.1	10.1	29.1	29.1		29.1
Effective Green, g (s)	10.1	10.1	29.1	29.1		29.1
Actuated g/C Ratio	0.21	0.21	0.62	0.62		0.62
Clearance Time (s)	4.0	4.0	4.0	4.0		4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	378	330	2181	945		2181
v/s Ratio Prot	0.08		0.28			c0.35
v/s Ratio Perm		c0.10		0.27		
v/c Ratio	0.39	0.48	0.45	0.44		0.57
Uniform Delay, d1	15.9	16.2	4.8	4.8		5.3
Progression Factor	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	0.7	1.1	0.2	0.3		0.3
Delay (s)	16.6	17.3	5.0	5.1		5.7
Level of Service	B	B	A	A		A
Approach Delay (s)	17.1		5.0			5.7
Approach LOS	B		A			A

Intersection Summary			
HCM 2000 Control Delay	6.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	47.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	48.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	170	125	135	330	310	195	665	105	150	700	80
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	5.5		4.4	4.9		4.4	5.7	5.7
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		0.97	0.95	1.00
Frpb, ped/bikes	1.00	0.97		1.00	0.98		1.00	0.97		1.00	1.00	0.89
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.94		1.00	0.93		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3202		1770	3221		1770	3363		3433	3539	1403
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3202		1770	3221		1770	3363		3433	3539	1403
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)	74	179	132	142	347	326	205	700	111	158	737	84
RTOR Reduction (vph)	0	99	0	0	129	0	0	14	0	0	0	61
Lane Group Flow (vph)	74	212	0	142	544	0	205	797	0	158	737	23
Confl. Peds. (#/hr)	10		60	60		10	90		120	120		90
Confl. Bikes (#/hr)	20		20	20		20	20		20	20		20
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)	5.8	22.7		7.8	24.1		15.7	33.6		7.3	24.4	24.4
Effective Green, g (s)	5.8	22.7		7.8	24.1		15.7	33.6		7.3	24.4	24.4
Actuated g/C Ratio	0.06	0.25		0.09	0.27		0.17	0.37		0.08	0.27	0.27
Clearance Time (s)	4.4	4.9		4.4	5.5		4.4	4.9		4.4	5.7	5.7
Vehicle Extension (s)	2.0	3.2		2.0	4.5		2.0	5.3		2.0	5.0	5.0
Lane Grp Cap (vph)	114	807		153	862		308	1255		278	959	380
v/s Ratio Prot	0.04	0.07		c0.08	c0.17		c0.12	0.24		0.05	c0.21	
v/s Ratio Perm												0.02
v/c Ratio	0.65	0.26		0.93	0.63		0.67	0.64		0.57	0.77	0.06
Uniform Delay, d1	41.1	27.0		40.8	29.0		34.7	23.2		39.8	30.2	24.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	9.2	0.2		50.7	1.9		4.2	2.5		1.6	5.9	0.3
Delay (s)	50.3	27.1		91.5	30.9		38.9	25.6		41.4	36.1	24.6
Level of Service	D	C		F	C		D	C		D	D	C
Approach Delay (s)		31.6			41.5			28.3			36.0	
Approach LOS		C			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	34.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	170	510	140	180	1020	280	290	420	140	270	310	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	5.1		4.4	5.2	5.2	4.4	4.9	
Lane Util. Factor	0.97	0.95		1.00	0.95		0.97	0.95	1.00	0.97	0.95	
Frpb, ped/bikes	1.00	0.95		1.00	0.98		1.00	1.00	0.91	1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	0.97		1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3502	3246		1770	3372		3433	3539	1443	3433	3236	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3502	3246		1770	3372		3433	3539	1443	3433	3236	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	189	567	156	200	1133	311	322	467	156	300	344	222
RTOR Reduction (vph)	0	19	0	0	19	0	0	0	108	0	94	0
Lane Group Flow (vph)	189	704	0	200	1425	0	322	467	48	300	472	0
Confl. Peds. (#/hr)	50		130	130		50	40		50	50		40
Confl. Bikes (#/hr)	20		20	20		20	20		20	20		20
Heavy Vehicles (%)	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	8.8	46.2		16.3	53.5		11.8	27.0	27.0	11.6	27.1	
Effective Green, g (s)	8.8	46.2		16.3	53.5		11.8	27.0	27.0	11.6	27.1	
Actuated g/C Ratio	0.07	0.39		0.14	0.45		0.10	0.22	0.22	0.10	0.23	
Clearance Time (s)	4.4	4.9		4.4	5.1		4.4	5.2	5.2	4.4	4.9	
Vehicle Extension (s)	2.0	3.5		2.0	3.2		2.0	4.4	4.4	2.0	4.9	
Lane Grp Cap (vph)	256	1249		240	1503		337	796	324	331	730	
v/s Ratio Prot	0.05	0.22		c0.11	c0.42		c0.09	0.13		0.09	c0.15	
v/s Ratio Perm									0.03			
v/c Ratio	0.74	0.56		0.83	0.95		0.96	0.59	0.15	0.91	0.65	
Uniform Delay, d1	54.5	29.0		50.5	31.9		53.8	41.5	37.3	53.7	42.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	0.93	0.45	
Incremental Delay, d2	9.2	1.8		20.4	13.7		36.8	1.5	0.4	15.0	1.3	
Delay (s)	63.7	30.8		71.0	45.6		90.6	43.0	37.6	64.7	20.3	
Level of Service	E	C		E	D		F	D	D	E	C	
Approach Delay (s)		37.6			48.7			58.3			35.7	
Approach LOS		D			D			E			D	

Intersection Summary			
HCM 2000 Control Delay	45.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	19.1
Intersection Capacity Utilization	91.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Preferred Plan AM
69: Euclid Avenue & Olvera Ave/Olvera Avenue 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	100	0	120	310	110	150	590	100	50	340	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9		5.3	5.3		5.3	5.3	5.3
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.98		1.00	0.99		1.00	1.00	0.89
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		1.00	0.96		1.00	0.98		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863		1770	1762		1770	3419		1770	1863	1402
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863		1770	1762		1770	3419		1770	1863	1402
Peak-hour factor, PHF	0.83	0.83	0.83	0.79	0.79	0.79	0.86	0.86	0.86	0.92	0.92	0.92
Adj. Flow (vph)	108	120	0	152	392	139	174	686	116	54	370	152
RTOR Reduction (vph)	0	0	0	0	7	0	0	9	0	0	0	120
Lane Group Flow (vph)	108	120	0	152	524	0	174	793	0	54	370	32
Confl. Peds. (#/hr)	30		10	10		30	20		30	30		20
Confl. Bikes (#/hr)	10		10	10		10	20		20	20		20
Turn Type	Split	NA		Split	NA		Split	NA		Split	NA	Perm
Protected Phases	4	4		8	8		2	2		6	6	
Permitted Phases												6
Actuated Green, G (s)	15.1	15.1		48.7	48.7		34.6	34.6		31.2	31.2	31.2
Effective Green, g (s)	15.1	15.1		48.7	48.7		34.6	34.6		31.2	31.2	31.2
Actuated g/C Ratio	0.10	0.10		0.32	0.32		0.23	0.23		0.21	0.21	0.21
Clearance Time (s)	4.9	4.9		4.9	4.9		5.3	5.3		5.3	5.3	5.3
Vehicle Extension (s)	3.1	3.1		2.0	2.0		2.6	2.6		2.7	2.7	2.7
Lane Grp Cap (vph)	178	187		574	572		408	788		368	387	291
v/s Ratio Prot	0.06	c0.06		0.09	c0.30		0.10	c0.23		0.03	c0.20	
v/s Ratio Perm												0.02
v/c Ratio	0.61	0.64		0.26	0.92		0.43	1.01		0.15	0.96	0.11
Uniform Delay, d1	64.6	64.8		37.4	48.7		49.2	57.7		48.5	58.7	48.1
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	5.8	7.4		0.1	19.0		3.2	33.5		0.2	34.1	0.1
Delay (s)	70.4	72.2		37.5	67.7		52.5	91.2		48.7	92.9	48.3
Level of Service	E	E		D	E		D	F		D	F	D
Approach Delay (s)		71.4			61.0			84.3			77.0	
Approach LOS		E			E			F			E	

Intersection Summary			
HCM 2000 Control Delay	74.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	76.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	50	70	20	0	70	0	770	70	40	420	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4	4.4	4.4		4.4		5.3		5.3	5.3	
Lane Util. Factor		1.00	1.00	1.00		1.00		*0.85		1.00	*0.85	
Frpb, ped/bikes		1.00	0.57	1.00		0.93		0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00		1.00		1.00		0.98	1.00	
Frt		1.00	0.85	1.00		0.85		0.99		1.00	1.00	
Flt Protected		1.00	1.00	0.95		1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1863	903	1770		1479		3091		1733	1583	
Flt Permitted		1.00	1.00	0.95		1.00		1.00		0.22	1.00	
Satd. Flow (perm)		1863	903	1770		1479		3091		402	1583	
Peak-hour factor, PHF	0.86	0.86	0.86	0.78	0.78	0.78	0.83	0.83	0.83	0.86	0.86	0.86
Adj. Flow (vph)	0	58	81	26	0	90	0	928	84	47	488	0
RTOR Reduction (vph)	0	0	61	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	58	20	26	0	90	0	1010	0	47	488	0
Confl. Peds. (#/hr)	10		50	50		10	20		40	40		20
Confl. Bikes (#/hr)	10		10	10		10	20		20	20		20
Turn Type		NA	Perm	Prot		Perm		NA		Perm	NA	
Protected Phases		4		8				2			6	
Permitted Phases			4			8				6		
Actuated Green, G (s)		8.5	8.5	12.1		12.1		95.3		95.3	95.3	
Effective Green, g (s)		8.5	8.5	12.1		12.1		95.3		95.3	95.3	
Actuated g/C Ratio		0.07	0.07	0.09		0.09		0.73		0.73	0.73	
Clearance Time (s)		4.4	4.4	4.4		4.4		5.3		5.3	5.3	
Vehicle Extension (s)		2.0	2.0	2.0		2.0		2.6		2.7	2.7	
Lane Grp Cap (vph)		121	59	164		137		2265		294	1160	
v/s Ratio Prot		c0.03		0.01				c0.33			0.31	
v/s Ratio Perm			0.02			c0.06				0.12		
v/c Ratio		0.48	0.34	0.16		0.66		0.45		0.16	0.42	
Uniform Delay, d1		58.6	58.1	54.3		56.9		6.9		5.2	6.7	
Progression Factor		1.00	1.00	1.00		1.00		1.00		1.00	1.00	
Incremental Delay, d2		1.1	1.3	0.2		8.4		0.6		0.2	0.2	
Delay (s)		59.7	59.4	54.4		65.3		7.5		5.5	6.9	
Level of Service		E	E	D		E		A		A	A	
Approach Delay (s)		59.5			62.9			7.5			6.8	
Approach LOS		E			E			A			A	

Intersection Summary			
HCM 2000 Control Delay	14.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.1
Intersection Capacity Utilization	50.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	170	150	160	690	190	170	530	60	70	220	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	1.00	
Frpb, ped/bikes	1.00	0.94		1.00	0.99		1.00	0.99		1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.93		1.00	0.97		1.00	0.98		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3097		1770	3381		1770	3454		1770	1713	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3097		1770	3381		1770	3454		1770	1713	
Peak-hour factor, PHF	0.94	0.94	0.94	0.89	0.89	0.89	0.87	0.87	0.87	0.91	0.91	0.91
Adj. Flow (vph)	64	181	160	180	775	213	195	609	69	77	242	132
RTOR Reduction (vph)	0	125	0	0	33	0	0	12	0	0	27	0
Lane Group Flow (vph)	64	216	0	180	955	0	195	666	0	77	347	0
Confl. Peds. (#/hr)	30		40	40		30	40		20	20		40
Confl. Bikes (#/hr)	10		10	10		10	20		20	20		20
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	3.1	15.8		9.4	22.1		9.1	23.1		4.6	18.6	
Effective Green, g (s)	3.1	15.8		9.4	22.1		9.1	23.1		4.6	18.6	
Actuated g/C Ratio	0.04	0.22		0.13	0.30		0.12	0.32		0.06	0.26	
Clearance Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	75	671		228	1024		220	1094		111	437	
v/s Ratio Prot	0.04	0.07		c0.10	c0.28		c0.11	0.19		0.04	c0.20	
v/s Ratio Perm												
v/c Ratio	0.85	0.32		0.79	0.93		0.89	0.61		0.69	0.79	
Uniform Delay, d1	34.7	24.0		30.8	24.7		31.4	21.1		33.5	25.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	55.4	0.3		15.3	14.6		31.1	1.0		14.1	9.6	
Delay (s)	90.1	24.3		46.1	39.3		62.5	22.0		47.5	35.0	
Level of Service	F	C		D	D		E	C		D	C	
Approach Delay (s)		34.7			40.3			31.1			37.1	
Approach LOS		C			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	36.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	72.9	Sum of lost time (s)	20.0
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	120	0	390	190	230	0	0	270	260
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	
Lane Util. Factor					1.00			1.00			1.00	
Frpb, ped/bikes					0.96			1.00			0.95	
Flpb, ped/bikes					1.00			0.99			1.00	
Frt					0.90			1.00			0.93	
Flt Protected					0.99			0.98			1.00	
Satd. Flow (prot)					1578			1801			1656	
Flt Permitted					0.99			0.48			1.00	
Satd. Flow (perm)					1578			876			1656	
Peak-hour factor, PHF	0.92	0.92	0.92	0.93	1.00	0.93	0.84	0.84	0.84	0.88	0.88	0.88
Adj. Flow (vph)	0	0	0	129	0	419	226	274	0	0	307	295
RTOR Reduction (vph)	0	0	0	0	199	0	0	0	0	0	56	0
Lane Group Flow (vph)	0	0	0	0	349	0	0	500	0	0	546	0
Confl. Peds. (#/hr)	10		10	10		10	40		10	10		40
Confl. Bikes (#/hr)	10		10	10		10	10		10	10		10
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					8			2			6	
Permitted Phases				8			2					
Actuated Green, G (s)					14.9			35.0			35.0	
Effective Green, g (s)					14.9			35.0			35.0	
Actuated g/C Ratio					0.25			0.59			0.59	
Clearance Time (s)					4.5			4.5			4.5	
Vehicle Extension (s)					3.0			3.0			3.0	
Lane Grp Cap (vph)					399			520			984	
v/s Ratio Prot											0.33	
v/s Ratio Perm					0.22			c0.57				
v/c Ratio					0.88			0.96			0.55	
Uniform Delay, d1					21.1			11.3			7.2	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d2					18.8			29.8			0.7	
Delay (s)					39.9			41.1			7.9	
Level of Service					D			D			A	
Approach Delay (s)		0.0			39.9			41.1			7.9	
Approach LOS		A			D			D			A	

Intersection Summary			
HCM 2000 Control Delay	28.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	58.9	Sum of lost time (s)	9.0
Intersection Capacity Utilization	103.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	0	90	0	0	0	0	360	170	180	210	0
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	
Lane Util. Factor		1.00						1.00			1.00	
Frpb, ped/bikes		0.97						0.99			1.00	
Flpb, ped/bikes		0.99						1.00			1.00	
Frt		0.92						0.96			1.00	
Flt Protected		0.98						1.00			0.98	
Satd. Flow (prot)		1609						1758			1816	
Flt Permitted		0.98						1.00			0.48	
Satd. Flow (perm)		1609						1758			899	
Peak-hour factor, PHF	0.66	0.66	0.66	0.92	0.92	0.92	0.76	0.76	0.76	0.90	0.90	0.90
Adj. Flow (vph)	91	0	136	0	0	0	0	474	224	200	233	0
RTOR Reduction (vph)	0	82	0	0	0	0	0	23	0	0	0	0
Lane Group Flow (vph)	0	145	0	0	0	0	0	675	0	0	433	0
Confl. Peds. (#/hr)	10		10	10		10	20		10	10		20
Confl. Bikes (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4									6		
Actuated Green, G (s)		10.3						37.2			37.2	
Effective Green, g (s)		10.3						37.2			37.2	
Actuated g/C Ratio		0.18						0.66			0.66	
Clearance Time (s)		4.5						4.5			4.5	
Vehicle Extension (s)		3.0						3.0			3.0	
Lane Grp Cap (vph)		293						1157			591	
v/s Ratio Prot								0.38				
v/s Ratio Perm		0.09									c0.48	
v/c Ratio		0.50						0.58			0.73	
Uniform Delay, d1		20.8						5.4			6.4	
Progression Factor		1.00						1.00			1.00	
Incremental Delay, d2		1.3						0.8			4.7	
Delay (s)		22.1						6.1			11.0	
Level of Service		C						A			B	
Approach Delay (s)		22.1			0.0			6.1			11.0	
Approach LOS		C			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	10.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	56.5	Sum of lost time (s)	9.0
Intersection Capacity Utilization	78.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	280	90	80	550	240	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		4.0	5.4	4.0	
Lane Util. Factor	0.95		1.00	0.95	1.00	
Frpb, ped/bikes	0.99		1.00	1.00	0.99	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.96		1.00	1.00	0.95	
Flt Protected	1.00		0.95	1.00	0.97	
Satd. Flow (prot)	3371		1770	3539	1699	
Flt Permitted	1.00		0.95	1.00	0.97	
Satd. Flow (perm)	3371		1770	3539	1699	
Peak-hour factor, PHF	0.88	0.88	0.96	0.96	0.79	0.79
Adj. Flow (vph)	318	102	83	573	304	177
RTOR Reduction (vph)	48	0	0	0	35	0
Lane Group Flow (vph)	372	0	83	573	446	0
Confl. Peds. (#/hr)		10	10		10	10
Confl. Bikes (#/hr)		10	10		10	10
Turn Type	NA		Prot	NA	Prot	
Protected Phases	2		1	6	8	
Permitted Phases						
Actuated Green, G (s)	13.0		3.4	20.4	16.6	
Effective Green, g (s)	13.0		3.4	20.4	16.6	
Actuated g/C Ratio	0.28		0.07	0.44	0.36	
Clearance Time (s)	5.4		4.0	5.4	4.0	
Vehicle Extension (s)	4.1		2.0	4.1	2.0	
Lane Grp Cap (vph)	944		129	1555	607	
v/s Ratio Prot	0.11		c0.05	c0.16	c0.26	
v/s Ratio Perm						
v/c Ratio	0.39		0.64	0.37	0.74	
Uniform Delay, d1	13.5		20.9	8.7	13.0	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	0.4		8.0	0.2	4.0	
Delay (s)	13.9		28.9	8.9	17.0	
Level of Service	B		C	A	B	
Approach Delay (s)	13.9			11.4	17.0	
Approach LOS	B			B	B	

Intersection Summary			
HCM 2000 Control Delay	13.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	46.4	Sum of lost time (s)	13.4
Intersection Capacity Utilization	49.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan AM
75: Valencia Parkway/Steven Way & Imperial Avenue 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	430	200	100	930	60	250	40	60	20	10	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.0		4.4	5.0		5.6	5.6	5.6	4.9	4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		1.00	1.00	0.97	1.00	0.96	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.95		1.00	0.99		1.00	1.00	0.85	1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3327		1770	3494		1681	1708	1538	1770	1615	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3327		1770	3494		1681	1708	1538	1770	1615	
Peak-hour factor, PHF	0.81	0.81	0.81	0.86	0.86	0.86	0.93	0.93	0.93	0.75	0.75	0.75
Adj. Flow (vph)	62	531	247	116	1081	70	269	43	65	27	13	27
RTOR Reduction (vph)	0	52	0	0	4	0	0	0	45	0	26	0
Lane Group Flow (vph)	62	726	0	116	1147	0	156	156	20	27	14	0
Confl. Peds. (#/hr)	10		20	20		10			10	10		
Confl. Bikes (#/hr)	20		20	20		20	10		10	10		10
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases									8			
Actuated Green, G (s)	4.1	31.2		5.9	33.0		27.1	27.1	27.1	4.9	4.9	
Effective Green, g (s)	4.1	31.2		5.9	33.0		27.1	27.1	27.1	4.9	4.9	
Actuated g/C Ratio	0.05	0.35		0.07	0.37		0.30	0.30	0.30	0.06	0.06	
Clearance Time (s)	4.4	5.0		4.4	5.0		5.6	5.6	5.6	4.9	4.9	
Vehicle Extension (s)	2.0	4.6		2.0	4.6		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	81	1166		117	1295		511	520	468	97	88	
v/s Ratio Prot	0.04	0.22		c0.07	c0.33		c0.09	0.09		c0.02	0.01	
v/s Ratio Perm									0.01			
v/c Ratio	0.77	0.62		0.99	0.89		0.31	0.30	0.04	0.28	0.16	
Uniform Delay, d1	42.0	24.0		41.5	26.2		23.7	23.7	21.8	40.4	40.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	31.3	1.4		80.2	8.0		1.5	1.5	0.2	0.6	0.3	
Delay (s)	73.3	25.4		121.7	34.2		25.3	25.2	22.0	40.9	40.4	
Level of Service	E	C		F	C		C	C	C	D	D	
Approach Delay (s)		28.9			42.2			24.7			40.6	
Approach LOS		C			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	35.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	89.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	220	140	190	490	280	100	120	90	110	90	90
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	5.0	5.0	4.4	5.9		4.4	5.4	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	1.00	1.00	1.00	0.98		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	0.94		1.00	1.00	0.85	1.00	0.94		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3260		1770	1863	1583	1770	3255		1770	3112	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3260		1770	1863	1583	1770	3255		1770	3112	
Peak-hour factor, PHF	0.76	0.76	0.76	0.78	0.78	0.78	0.88	0.88	0.88	0.68	0.68	0.68
Adj. Flow (vph)	79	289	184	244	628	359	114	136	102	162	132	132
RTOR Reduction (vph)	0	109	0	0	0	112	0	82	0	0	105	0
Lane Group Flow (vph)	79	364	0	244	628	247	114	156	0	162	159	0
Confl. Peds. (#/hr)	20		20	20		20	40		20	20		40
Confl. Bikes (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot	NA		Prot	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6	6 7	3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	3.8	26.8		7.8	30.7	42.5	6.8	14.7		6.8	15.2	
Effective Green, g (s)	3.8	26.8		7.8	30.7	42.5	6.8	14.7		6.8	15.2	
Actuated g/C Ratio	0.05	0.35		0.10	0.41	0.56	0.09	0.19		0.09	0.20	
Clearance Time (s)	4.4	4.9		4.4	5.0		4.4	5.9		4.4	5.4	
Vehicle Extension (s)	2.0	4.3		2.0	4.3		2.0	5.3		3.0	4.4	
Lane Grp Cap (vph)	88	1154		182	755	888	158	632		158	624	
v/s Ratio Prot	0.04	0.11		c0.14	c0.34	0.16	0.06	0.05		c0.09	c0.05	
v/s Ratio Perm												
v/c Ratio	0.90	0.32		1.34	0.83	0.28	0.72	0.25		1.03	0.25	
Uniform Delay, d1	35.8	17.8		34.0	20.2	8.6	33.5	25.8		34.5	25.5	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	61.6	0.2		185.5	8.3	0.3	12.9	0.5		78.4	0.4	
Delay (s)	97.3	18.0		219.4	28.5	8.9	46.4	26.3		112.9	25.8	
Level of Service	F	B		F	C	A	D	C		F	C	
Approach Delay (s)		29.4			60.6			32.8			58.9	
Approach LOS		C			E			C			E	

Intersection Summary			
HCM 2000 Control Delay	49.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	75.7	Sum of lost time (s)	19.7
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	80	120	140	240	320	70	170	80	90	60	40
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	4.5	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		0.96			0.97		1.00	0.99		1.00	0.99	
Flpb, ped/bikes		1.00			0.99		1.00	1.00		1.00	1.00	
Frt		0.92			0.93		1.00	0.95		1.00	0.94	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3108			3153		1770	1756		1770	1730	
Flt Permitted		0.74			0.79		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		2308			2527		1770	1756		1770	1730	
Peak-hour factor, PHF	0.67	0.67	0.67	0.71	0.71	0.71	0.71	0.71	0.71	0.74	0.74	0.74
Adj. Flow (vph)	45	119	179	197	338	451	99	239	113	122	81	54
RTOR Reduction (vph)	0	113	0	0	251	0	0	29	0	0	39	0
Lane Group Flow (vph)	0	230	0	0	735	0	99	323	0	122	96	0
Confl. Peds. (#/hr)	20		30	30		20	10		10	10		10
Confl. Bikes (#/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)		19.0			19.0		4.7	14.0		5.1	14.4	
Effective Green, g (s)		19.0			19.0		4.7	14.0		5.1	14.4	
Actuated g/C Ratio		0.37			0.37		0.09	0.27		0.10	0.28	
Clearance Time (s)		4.5			4.5		4.5	4.5		4.5	4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		849			930		161	476		174	482	
v/s Ratio Prot							0.06	c0.18		c0.07	0.06	
v/s Ratio Perm		0.10			c0.29							
v/c Ratio		0.27			0.79		0.61	0.68		0.70	0.20	
Uniform Delay, d1		11.4			14.5		22.6	16.8		22.5	14.2	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.2			4.6		6.8	3.8		12.0	0.2	
Delay (s)		11.6			19.2		29.4	20.6		34.5	14.4	
Level of Service		B			B		C	C		C	B	
Approach Delay (s)		11.6			19.2			22.5			24.0	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	51.6	Sum of lost time (s)	13.5
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	300	280	300	720	420	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8		4.0	5.0	6.2	6.2
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.96		1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.93		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3157		1770	3539	1770	1538
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3157		1770	3539	1770	1538
Peak-hour factor, PHF	0.81	0.81	0.83	0.83	0.83	0.83
Adj. Flow (vph)	370	346	361	867	506	349
RTOR Reduction (vph)	193	0	0	0	0	235
Lane Group Flow (vph)	523	0	361	867	506	114
Confl. Peds. (#/hr)		50	50		10	10
Confl. Bikes (#/hr)		20	20		10	10
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2		1	6	3	
Permitted Phases						3
Actuated Green, G (s)	19.8		19.1	42.7	26.1	26.1
Effective Green, g (s)	19.8		19.1	42.7	26.1	26.1
Actuated g/C Ratio	0.25		0.24	0.53	0.33	0.33
Clearance Time (s)	4.8		4.0	5.0	6.2	6.2
Vehicle Extension (s)	5.4		2.0	4.8	2.0	2.0
Lane Grp Cap (vph)	781		422	1888	577	501
v/s Ratio Prot	c0.17		c0.20	0.24	c0.29	
v/s Ratio Perm						0.07
v/c Ratio	0.67		0.86	0.46	0.88	0.23
Uniform Delay, d1	27.2		29.1	11.5	25.4	19.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	3.2		15.0	0.3	13.7	0.1
Delay (s)	30.3		44.1	11.9	39.1	19.7
Level of Service	C		D	B	D	B
Approach Delay (s)	30.3			21.3	31.2	
Approach LOS	C			C	C	

Intersection Summary			
HCM 2000 Control Delay	26.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	15.0
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	250	150	320	520	110	320	440	420	110	210	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.9	4.9	4.9	4.4	5.2		4.4	5.2	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	1.00	0.91	1.00	0.98		1.00	0.96	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.94		1.00	1.00	0.85	1.00	0.93		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3271		1770	3539	1447	1770	3227		1770	3259	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3271		1770	3539	1447	1770	3227		1770	3259	
Peak-hour factor, PHF	0.73	0.73	0.73	0.70	0.70	0.70	0.63	0.63	0.63	0.77	0.77	0.77
Adj. Flow (vph)	68	342	205	457	743	157	508	698	667	143	273	117
RTOR Reduction (vph)	0	61	0	0	0	75	0	119	0	0	33	0
Lane Group Flow (vph)	68	486	0	457	743	82	508	1246	0	143	357	0
Confl. Peds. (#/hr)	20		20	20		20	30		10	10		30
Confl. Bikes (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6						
Actuated Green, G (s)	8.3	26.2		33.1	51.5	51.5	38.4	56.0		9.4	27.0	
Effective Green, g (s)	8.3	26.2		33.1	51.5	51.5	38.4	56.0		9.4	27.0	
Actuated g/C Ratio	0.06	0.18		0.23	0.36	0.36	0.27	0.39		0.07	0.19	
Clearance Time (s)	4.4	4.9		4.9	4.9	4.9	4.4	5.2		4.4	5.2	
Vehicle Extension (s)	2.0	4.3		2.0	4.1	4.1	2.0	3.3		2.0	3.5	
Lane Grp Cap (vph)	101	594		406	1264	517	471	1254		115	610	
v/s Ratio Prot	0.04	c0.15		c0.26	0.21		c0.29	c0.39		0.08	0.11	
v/s Ratio Perm						0.06						
v/c Ratio	0.67	0.82		1.13	0.59	0.16	1.08	0.99		1.24	0.58	
Uniform Delay, d1	66.6	56.7		55.5	37.7	31.6	52.8	43.9		67.3	53.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	13.0	9.2		83.4	0.9	0.2	64.2	23.8		163.2	1.5	
Delay (s)	79.6	65.9		138.9	38.5	31.8	117.1	67.7		230.6	55.0	
Level of Service	E	E		F	D	C	F	E		F	D	
Approach Delay (s)		67.4			71.6			81.1			102.1	
Approach LOS		E			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	78.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.04		
Actuated Cycle Length (s)	144.1	Sum of lost time (s)	19.4
Intersection Capacity Utilization	86.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	175	120	320	870	580	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	5.2	4.4	5.8	5.8	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frpb, ped/bikes	1.00	0.95	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.97	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1498	1770	3539	3393	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1498	1770	3539	3393	
Peak-hour factor, PHF	0.61	0.61	0.67	0.67	0.72	0.72
Adj. Flow (vph)	287	197	478	1299	806	243
RTOR Reduction (vph)	0	156	0	0	29	0
Lane Group Flow (vph)	287	41	478	1299	1020	0
Confl. Peds. (#/hr)	10	10	10			10
Confl. Bikes (#/hr)	10	10	10			10
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				
Actuated Green, G (s)	18.2	18.2	24.7	58.1	29.0	
Effective Green, g (s)	18.2	18.2	24.7	58.1	29.0	
Actuated g/C Ratio	0.21	0.21	0.28	0.67	0.33	
Clearance Time (s)	5.2	5.2	4.4	5.8	5.8	
Vehicle Extension (s)	2.0	2.0	2.0	3.9	3.7	
Lane Grp Cap (vph)	369	312	500	2355	1127	
v/s Ratio Prot	c0.16		c0.27	0.37	c0.30	
v/s Ratio Perm		0.03				
v/c Ratio	0.78	0.13	0.96	0.55	0.91	
Uniform Delay, d1	32.6	28.1	30.8	7.7	27.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	9.1	0.1	28.9	0.3	10.5	
Delay (s)	41.7	28.2	59.7	8.1	38.4	
Level of Service	D	C	E	A	D	
Approach Delay (s)	36.2			21.9	38.4	
Approach LOS	D			C	D	

Intersection Summary			
HCM 2000 Control Delay	29.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	87.3	Sum of lost time (s)	15.4
Intersection Capacity Utilization	65.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	260	220	120	300	80	50	30	60	70	20	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5		5.0	5.5		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.97		1.00	0.99		1.00	0.97			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frt	1.00	0.93		1.00	0.97		1.00	0.90			0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	
Satd. Flow (prot)	1770	3204		1770	3385		1770	1619			1742	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.97	
Satd. Flow (perm)	1770	3204		1770	3385		1770	1619			1742	
Peak-hour factor, PHF	0.94	0.94	0.94	0.91	0.91	0.91	0.64	0.64	0.64	0.94	0.94	0.94
Adj. Flow (vph)	74	277	234	132	330	88	78	47	94	74	21	21
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	11	0
Lane Group Flow (vph)	74	511	0	132	418	0	78	141	0	0	105	0
Confl. Peds. (#/hr)	20		20	20		20	10		10	10		10
Confl. Bikes (#/hr)	10		10	10		10	10		10	10		10
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases												
Actuated Green, G (s)	3.6	20.8		8.1	26.3		8.0	8.0			6.7	
Effective Green, g (s)	3.6	20.8		8.1	26.3		8.0	8.0			6.7	
Actuated g/C Ratio	0.06	0.33		0.13	0.42		0.13	0.13			0.11	
Clearance Time (s)	4.0	5.5		5.0	5.5		4.0	4.0			4.0	
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	2.0			2.0	
Lane Grp Cap (vph)	102	1073		230	1433		228	208			187	
v/s Ratio Prot	0.04	c0.16		c0.07	0.12		0.04	c0.09			c0.06	
v/s Ratio Perm												
v/c Ratio	0.73	0.48		0.57	0.29		0.34	0.68			0.56	
Uniform Delay, d1	28.8	16.3		25.4	11.8		24.7	25.8			26.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	19.4	0.5		2.1	0.2		0.3	6.7			2.3	
Delay (s)	48.1	16.8		27.5	11.9		25.0	32.5			28.6	
Level of Service	D	B		C	B		C	C			C	
Approach Delay (s)		20.8			15.7			29.8			28.6	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	20.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	62.1	Sum of lost time (s)	18.5
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
1: 17th Street & J Street

5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	60	150	60	160	0	0	0	0	70	700	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.9		4.9						4.9	
Lane Util. Factor		1.00	1.00		1.00						0.91	
Frpb, ped/bikes		1.00	0.96		1.00						0.99	
Flpb, ped/bikes		1.00	1.00		1.00						1.00	
Frt		1.00	0.85		1.00						0.98	
Flt Protected		1.00	1.00		0.99						1.00	
Satd. Flow (prot)		1863	1523		1830						4928	
Flt Permitted		1.00	1.00		0.89						1.00	
Satd. Flow (perm)		1863	1523		1651						4928	
Peak-hour factor, PHF	0.83	0.83	0.83	0.82	0.82	0.82	0.92	0.92	0.92	0.93	0.93	0.93
Adj. Flow (vph)	0	72	181	73	195	0	0	0	0	75	753	97
RTOR Reduction (vph)	0	0	42	0	0	0	0	0	0	0	23	0
Lane Group Flow (vph)	0	72	139	0	268	0	0	0	0	0	902	0
Confl. Peds. (#/hr)	15		30	30		15	70		15	15		70
Confl. Bikes (#/hr)	15		15	15		15	15		15	15		15
Turn Type		NA	Perm	Perm	NA					Perm	NA	
Protected Phases		8			4						2	
Permitted Phases			8	4						2		
Actuated Green, G (s)		10.9	10.9		10.9						13.4	
Effective Green, g (s)		10.9	10.9		10.9						13.4	
Actuated g/C Ratio		0.32	0.32		0.32						0.39	
Clearance Time (s)		4.9	4.9		4.9						4.9	
Vehicle Extension (s)		2.0	2.0		2.0						2.0	
Lane Grp Cap (vph)		595	486		527						1936	
v/s Ratio Prot		0.04										
v/s Ratio Perm			0.09		c0.16						0.18	
v/c Ratio		0.12	0.29		0.51						0.47	
Uniform Delay, d1		8.2	8.7		9.4						7.7	
Progression Factor		1.00	1.00		1.00						1.00	
Incremental Delay, d2		0.0	0.1		0.3						0.1	
Delay (s)		8.2	8.8		9.7						7.8	
Level of Service		A	A		A						A	
Approach Delay (s)		8.6			9.7			0.0			7.8	
Approach LOS		A			A			A			A	

Intersection Summary				
HCM 2000 Control Delay	8.3	HCM 2000 Level of Service	A	
HCM 2000 Volume to Capacity ratio	0.48			
Actuated Cycle Length (s)	34.1	Sum of lost time (s)	9.8	
Intersection Capacity Utilization	57.5%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Preferred Plan PM
2: 17th Street & Imperial Avenue

5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	650	30	50	160	0	0	0	0	400	140	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9					7.9	7.9	7.9
Lane Util. Factor		0.95			0.95					0.91	0.86	0.91
Frpb, ped/bikes		1.00			1.00					1.00	1.00	0.92
Flpb, ped/bikes		1.00			1.00					1.00	1.00	1.00
Frt		0.99			1.00					1.00	0.99	0.85
Flt Protected		1.00			0.99					0.95	0.97	1.00
Satd. Flow (prot)		3313			3298					1610	3076	1329
Flt Permitted		1.00			0.71					0.95	0.97	1.00
Satd. Flow (perm)		3313			2385					1610	3076	1329
Peak-hour factor, PHF	0.74	0.74	0.74	0.76	0.76	0.76	0.92	0.92	0.92	0.82	0.82	0.82
Adj. Flow (vph)	0	878	41	66	211	0	0	0	0	488	171	220
RTOR Reduction (vph)	0	5	0	0	0	0	0	0	0	0	6	155
Lane Group Flow (vph)	0	914	0	0	277	0	0	0	0	244	435	39
Confl. Peds. (#/hr)	190		30	30		190	50		15	15		50
Confl. Bikes (#/hr)	15		15	15		15	15		15	15		15
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	2%	2%	2%	2%	2%	2%
Turn Type		NA		Perm	NA					Split	NA	Perm
Protected Phases		2			6					4	4	
Permitted Phases				6								4
Actuated Green, G (s)		39.2			39.2					16.0	16.0	16.0
Effective Green, g (s)		39.2			39.2					13.0	13.0	13.0
Actuated g/C Ratio		0.60			0.60					0.20	0.20	0.20
Clearance Time (s)		4.9			4.9					4.9	4.9	4.9
Vehicle Extension (s)		2.0			2.0					2.0	2.0	2.0
Lane Grp Cap (vph)		1997			1438					322	615	265
v/s Ratio Prot		c0.28								c0.15	0.14	
v/s Ratio Perm					0.12							0.03
v/c Ratio		0.46			0.19					0.76	0.71	0.15
Uniform Delay, d1		7.1			5.8					24.5	24.2	21.4
Progression Factor		1.00			0.98					1.00	1.00	1.00
Incremental Delay, d2		0.8			0.3					8.7	3.0	0.1
Delay (s)		7.8			6.0					33.3	27.3	21.5
Level of Service		A			A					C	C	C
Approach Delay (s)		7.8			6.0			0.0			27.7	
Approach LOS		A			A			A			C	

Intersection Summary				
HCM 2000 Control Delay	16.0	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.53			
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	12.8	
Intersection Capacity Utilization	67.4%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Preferred Plan PM
3: 19th St & Market Street 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	350	0	0	280	70	130	750	60	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9			4.9		5.2	5.2				
Lane Util. Factor	1.00	1.00			1.00		1.00	0.95				
Frpb, ped/bikes	1.00	1.00			0.98		1.00	0.99				
Flpb, ped/bikes	0.96	1.00			1.00		0.95	1.00				
Frt	1.00	1.00			0.97		1.00	0.99				
Flt Protected	0.95	1.00			1.00		0.95	1.00				
Satd. Flow (prot)	1707	1863			1780		1690	3482				
Flt Permitted	0.46	1.00			1.00		0.95	1.00				
Satd. Flow (perm)	831	1863			1780		1690	3482				
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.95	0.95	0.95	0.92	0.92	0.92
Adj. Flow (vph)	88	385	0	0	308	77	137	789	63	0	0	0
RTOR Reduction (vph)	0	0	0	0	8	0	0	8	0	0	0	0
Lane Group Flow (vph)	88	385	0	0	377	0	137	844	0	0	0	0
Confl. Peds. (#/hr)	60		60	60		60	20		15	15		20
Confl. Bikes (#/hr)	25		25	25		25	15		15	15		15
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		4			8			2				
Permitted Phases	4						2					
Actuated Green, G (s)	48.3	48.3			48.3		31.6	31.6				
Effective Green, g (s)	48.3	48.3			48.3		31.6	31.6				
Actuated g/C Ratio	0.54	0.54			0.54		0.35	0.35				
Clearance Time (s)	4.9	4.9			4.9		5.2	5.2				
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0				
Lane Grp Cap (vph)	445	999			955		593	1222				
v/s Ratio Prot		0.21			c0.21			c0.24				
v/s Ratio Perm	0.11						0.08					
v/c Ratio	0.20	0.39			0.39		0.23	0.69				
Uniform Delay, d1	10.8	12.2			12.3		20.6	25.0				
Progression Factor	1.00	1.00			1.28		1.00	1.00				
Incremental Delay, d2	1.0	1.1			1.0		0.2	1.7				
Delay (s)	11.8	13.3			16.6		20.8	26.7				
Level of Service	B	B			B		C	C				
Approach Delay (s)		13.0			16.6			25.9			0.0	
Approach LOS		B			B			C			A	

Intersection Summary			
HCM 2000 Control Delay	20.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	10.1
Intersection Capacity Utilization	51.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

HCM Unsignalized Intersection Capacity Analysis
4: 19th St & J Street 6/26/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	30	30	0	0	30	10	190	450	110	0	0	0
Peak Hour Factor	0.58	0.58	0.58	0.84	0.84	0.84	0.75	0.75	0.75	0.25	0.25	0.25
Hourly flow rate (vph)	52	52	0	0	36	12	253	600	147	0	0	0

Direction, Lane #	EB 1	WB 1	NB 1	NB 2
Volume Total (vph)	103	48	553	447
Volume Left (vph)	52	0	253	0
Volume Right (vph)	0	12	0	147
Hadj (s)	0.13	-0.12	0.26	-0.20
Departure Headway (s)	5.9	5.7	5.2	4.8
Degree Utilization, x	0.17	0.08	0.80	0.59
Capacity (veh/h)	592	609	680	749
Control Delay (s)	10.1	9.2	24.8	13.2
Approach Delay (s)	10.1	9.2	19.6	
Approach LOS	B	A	C	

Intersection Summary			
Delay	18.3		
Level of Service	C		
Intersection Capacity Utilization	43.8%	ICU Level of Service	A
Analysis Period (min)	15		
Description: NB volume was 737, divided by 1/2 for evaluation purpose			

Preferred Plan PM
5: 19th St & Imperial Avenue 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	470	580	0	0	150	140	60	340	80	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9			4.9			4.9				
Lane Util. Factor	1.00	1.00			0.95			0.91				
Frpb, ped/bikes	1.00	1.00			0.93			0.99				
Flpb, ped/bikes	0.98	1.00			1.00			1.00				
Frt	1.00	1.00			0.93			0.97				
Flt Protected	0.95	1.00			1.00			0.99				
Satd. Flow (prot)	1631	1759			2886			4850				
Flt Permitted	0.46	1.00			1.00			0.99				
Satd. Flow (perm)	785	1759			2886			4850				
Peak-hour factor, PHF	0.93	0.93	0.93	0.83	0.83	0.83	0.86	0.86	0.86	0.92	0.92	0.92
Adj. Flow (vph)	505	624	0	0	181	169	70	395	93	0	0	0
RTOR Reduction (vph)	0	0	0	0	101	0	0	51	0	0	0	0
Lane Group Flow (vph)	505	624	0	0	249	0	0	507	0	0	0	0
Confl. Peds. (#/hr)	60		40	40		60	15		20	20		15
Confl. Bikes (#/hr)	25		30	30		25	15		15	15		15
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA			NA		Perm	NA				
Protected Phases	5	2			6			8				
Permitted Phases	2						8					
Actuated Green, G (s)	41.9	41.9			23.8			13.3				
Effective Green, g (s)	41.9	41.9			23.8			13.3				
Actuated g/C Ratio	0.64	0.64			0.37			0.20				
Clearance Time (s)	4.4	4.9			4.9			4.9				
Vehicle Extension (s)	2.0	2.0			3.5			3.0				
Lane Grp Cap (vph)	684	1133			1056			992				
v/s Ratio Prot	c0.16	0.35			0.09							
v/s Ratio Perm	c0.32							0.10				
v/c Ratio	0.74	0.55			0.24			0.51				
Uniform Delay, d1	6.3	6.4			14.3			23.0				
Progression Factor	1.52	1.09			1.00			1.00				
Incremental Delay, d2	3.2	1.7			0.4			0.4				
Delay (s)	12.7	8.7			14.7			23.4				
Level of Service	B	A			B			C				
Approach Delay (s)		10.5			14.7			23.4			0.0	
Approach LOS		B			B			C			A	

Intersection Summary			
HCM 2000 Control Delay	14.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
6: 19th St & Commercial Street 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	180	0	0	130	70	80	300	50	0	0	0
Ideal Flow (vphpl)	1500	1900	1900	1900	1900	1900	1500	1500	1500	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0				
Lane Util. Factor		*0.53			1.00			0.95				
Frpb, ped/bikes		1.00			0.98			0.99				
Flpb, ped/bikes		0.99			1.00			1.00				
Frt		1.00			0.95			0.98				
Flt Protected		0.98			1.00			0.99				
Satd. Flow (prot)		910			1649			2694				
Flt Permitted		0.80			1.00			0.99				
Satd. Flow (perm)		739			1649			2694				
Peak-hour factor, PHF	0.71	0.71	0.71	0.72	0.72	0.72	0.85	0.85	0.85	0.92	0.92	0.92
Adj. Flow (vph)	141	254	0	0	181	97	94	353	59	0	0	0
RTOR Reduction (vph)	0	0	0	0	26	0	0	19	0	0	0	0
Lane Group Flow (vph)	0	395	0	0	252	0	0	487	0	0	0	0
Confl. Peds. (#/hr)	50		30	30		50	15		15	15		15
Confl. Bikes (#/hr)	20		15	15		20	15		15	15		15
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	2%	2%	2%	2%	2%	2%
Parking (#/hr)			0									
Turn Type	Perm	NA			NA		Perm	NA				
Protected Phases		2			6			8				
Permitted Phases	2						8					
Actuated Green, G (s)		24.2			24.2			13.0				
Effective Green, g (s)		24.2			24.2			13.0				
Actuated g/C Ratio		0.54			0.54			0.29				
Clearance Time (s)		4.0			4.0			4.0				
Vehicle Extension (s)		2.0			2.0			2.0				
Lane Grp Cap (vph)		395			882			774				
v/s Ratio Prot					0.15							
v/s Ratio Perm		c0.53						0.18				
v/c Ratio		1.00			0.29			0.63				
Uniform Delay, d1		10.5			5.8			14.0				
Progression Factor		1.00			1.00			1.00				
Incremental Delay, d2		45.3			0.1			1.2				
Delay (s)		55.8			5.8			15.2				
Level of Service		E			A			B				
Approach Delay (s)		55.8			5.8			15.2			0.0	
Approach LOS		E			A			B			A	

Intersection Summary			
HCM 2000 Control Delay	26.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	45.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
7: Beardsley & Logan Avenue 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	0	320	80	60	100	0	90	0	130	150	90	30
Peak Hour Factor	0.72	0.72	0.72	0.81	0.81	0.81	0.79	0.79	0.79	0.93	0.93	0.93
Hourly flow rate (vph)	0	444	111	74	123	0	114	0	165	161	97	32

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1
Volume Total (vph)	556	74	123	278	290
Volume Left (vph)	0	74	0	114	161
Volume Right (vph)	111	0	0	165	32
Hadj (s)	-0.09	0.53	0.03	-0.24	0.08
Departure Headway (s)	6.6	8.3	7.8	7.0	7.3
Degree Utilization, x	1.0	0.17	0.27	0.54	0.58
Capacity (veh/h)	541	405	430	490	481
Control Delay (s)	66.9	11.8	12.5	18.0	20.0
Approach Delay (s)	66.9	12.2		18.0	20.0
Approach LOS	F	B		C	C

Intersection Summary				
Delay		38.1		
Level of Service		E		
Intersection Capacity Utilization		57.5%	ICU Level of Service	B
Analysis Period (min)		15		

Preferred Plan PM
8: Cesar Chavez Pkwy & Logan Avenue 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	380	80	30	40	60	260	480	610	130	340	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9	4.9	4.4	4.9	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	1.00	0.95	
Frpb, ped/bikes	1.00	0.97		1.00	1.00	0.92	1.00	1.00	0.92	1.00	0.98	
Flpb, ped/bikes	0.95	1.00		0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1680	1752		1682	1863	1464	1770	3539	1460	1770	3351	
Flt Permitted	0.72	1.00		0.16	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1281	1752		291	1863	1464	1770	3539	1460	1770	3351	
Peak-hour factor, PHF	0.87	0.87	0.87	0.80	0.80	0.80	0.90	0.90	0.90	0.86	0.86	0.86
Adj. Flow (vph)	218	437	92	38	50	75	289	533	678	151	395	128
RTOR Reduction (vph)	0	10	0	0	0	52	0	0	51	0	36	0
Lane Group Flow (vph)	218	519	0	38	50	23	289	533	627	151	487	0
Confl. Peds. (#/hr)	50		100	100		50	20		30	30		20
Confl. Bikes (#/hr)	15		15	15		15	5		5	5		5
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA	Perm	Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8		8			2			
Actuated Green, G (s)	24.3	24.3		24.3	24.3	24.3	16.9	33.4	33.4	8.1	24.6	
Effective Green, g (s)	24.3	24.3		24.3	24.3	24.3	16.9	33.4	33.4	8.1	24.6	
Actuated g/C Ratio	0.30	0.30		0.30	0.30	0.30	0.21	0.42	0.42	0.10	0.31	
Clearance Time (s)	4.9	4.9		4.9	4.9	4.9	4.4	4.9	4.9	4.4	4.9	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	3.4	3.4	2.0	3.4	
Lane Grp Cap (vph)	389	532		88	565	444	373	1477	609	179	1030	
v/s Ratio Prot		c0.30			0.03		c0.16	0.15		0.09	0.15	
v/s Ratio Perm	0.17			0.13		0.02			c0.43			
v/c Ratio	0.56	0.98		0.43	0.09	0.05	0.77	0.36	1.03	0.84	0.47	
Uniform Delay, d1	23.4	27.6		22.3	19.9	19.7	29.8	16.0	23.3	35.3	22.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.7	33.5		1.2	0.0	0.0	8.9	0.7	44.1	27.7	1.6	
Delay (s)	29.1	61.1		23.6	20.0	19.7	38.6	16.7	67.4	63.0	24.0	
Level of Service	C	E		C	B	B	D	B	E	E	C	
Approach Delay (s)		51.8			20.7			43.8			32.7	
Approach LOS		D			C			D			C	

Intersection Summary				
HCM 2000 Control Delay		42.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio		1.00		
Actuated Cycle Length (s)		80.0	Sum of lost time (s)	14.2
Intersection Capacity Utilization		85.4%	ICU Level of Service	E
Analysis Period (min)		15		
c Critical Lane Group				

Preferred Plan PM
9: I-5 NB Off Ramp & Cesar Chavez Pkwy

5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	210	340	0	0	190	30	390	0	160	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			5.0		5.0	5.0				
Lane Util. Factor	1.00	0.95			0.95		0.95	0.95				
Frpb, ped/bikes	1.00	1.00			0.97		1.00	0.97				
Flpb, ped/bikes	1.00	1.00			1.00		0.98	0.99				
Frt	1.00	1.00			0.98		1.00	0.91				
Flt Protected	0.95	1.00			1.00		0.95	0.98				
Satd. Flow (prot)	1770	3539			3363		1643	1514				
Flt Permitted	0.95	1.00			1.00		0.76	0.87				
Satd. Flow (perm)	1770	3539			3363		1310	1345				
Peak-hour factor, PHF	0.87	0.87	0.87	0.89	0.89	0.89	0.88	0.88	0.88	0.92	0.92	0.92
Adj. Flow (vph)	241	391	0	0	213	34	443	0	182	0	0	0
RTOR Reduction (vph)	0	0	0	0	16	0	0	74	0	0	0	0
Lane Group Flow (vph)	241	391	0	0	231	0	323	228	0	0	0	0
Confl. Peds. (#/hr)	100		20	20		100	20		15	15		20
Confl. Bikes (#/hr)	15		20	20		15	15		15	15		15
Turn Type	Split	NA			NA		Perm	NA				
Protected Phases	6	6			2			4			8	
Permitted Phases							4			8		
Actuated Green, G (s)	13.9	13.9			13.0		19.7	19.7				
Effective Green, g (s)	13.9	13.9			13.0		19.7	19.7				
Actuated g/C Ratio	0.23	0.23			0.21		0.33	0.33				
Clearance Time (s)	4.0	4.0			5.0		5.0	5.0				
Vehicle Extension (s)	3.4	3.4			3.4		2.0	2.0				
Lane Grp Cap (vph)	405	811			721		425	437				
v/s Ratio Prot	c0.14	0.11			c0.07							
v/s Ratio Perm							c0.25	0.17				
v/c Ratio	0.60	0.48			0.32		0.76	0.52				
Uniform Delay, d1	20.8	20.2			20.1		18.3	16.6				
Progression Factor	1.00	1.00			1.00		1.00	1.00				
Incremental Delay, d2	2.5	0.5			0.3		7.1	0.5				
Delay (s)	23.3	20.8			20.4		25.4	17.1				
Level of Service	C	C			C		C	B				
Approach Delay (s)		21.7			20.4			21.4			0.0	
Approach LOS		C			C			C			A	

Intersection Summary				
HCM 2000 Control Delay	21.4	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.59			
Actuated Cycle Length (s)	60.6	Sum of lost time (s)	14.0	
Intersection Capacity Utilization	60.0%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Preferred Plan PM
10: Park Driveway/I-5 SB On-Ramp & Logan Avenue

6/18/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	540	610	5	5	230	70	0	0	15	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.90	0.90	0.90	0.83	0.83	0.83	0.38	0.38	0.38	0.92	0.92	0.92
Hourly flow rate (vph)	600	678	6	6	277	84	0	0	39	0	0	0
Pedestrians		15			15			15			20	
Lane Width (ft)		12.0			12.0			12.0			0.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			1			0	
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		691										
pX, platoon unblocked												
vC, conflicting volume	381			698			2200	2289	711	2284	2250	354
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	381			698			2200	2289	711	2284	2250	354
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	49			99			100	100	91	100	100	100
cM capacity (veh/h)	1177			887			18	19	422	15	20	681

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1
Volume Total	600	683	6	361	39
Volume Left	600	0	6	0	0
Volume Right	0	6	0	84	39
cSH	1177	1700	887	1700	422
Volume to Capacity	0.51	0.40	0.01	0.21	0.09
Queue Length 95th (ft)	75	0	1	0	8
Control Delay (s)	11.2	0.0	9.1	0.0	14.4
Lane LOS	B		A		B
Approach Delay (s)	5.2		0.1		14.4
Approach LOS					B

Intersection Summary			
Average Delay	4.3		
Intersection Capacity Utilization	53.4%	ICU Level of Service	A
Analysis Period (min)	15		

Preferred Plan PM
11: National Avenue & SR-75 5/24/2014

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	70	100	0	100	160
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.65	0.65	0.88	0.88	0.79	0.79
Hourly flow rate (vph)	0	108	114	0	127	203
Pedestrians		15	15		15	
Lane Width (ft)		12.0	12.0		12.0	
Walking Speed (ft/s)		4.0	4.0		4.0	
Percent Blockage		1	1		1	
Right turn flare (veh)						
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		1108				
pX, platoon unblocked						
vC, conflicting volume	129				251	144
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	129				251	144
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				82	77
cM capacity (veh/h)	1439				719	881

Direction, Lane #	EB 1	WB 1	SB 1	SB 2
Volume Total	108	114	127	203
Volume Left	0	0	127	0
Volume Right	0	0	0	203
cSH	1700	1700	719	881
Volume to Capacity	0.06	0.07	0.18	0.23
Queue Length 95th (ft)	0	0	16	22
Control Delay (s)	0.0	0.0	11.1	10.3
Lane LOS			B	B
Approach Delay (s)	0.0	0.0	10.6	
Approach LOS			B	

Intersection Summary			
Average Delay	6.3		
Intersection Capacity Utilization	27.3%	ICU Level of Service	A
Analysis Period (min)	15		

Preferred Plan PM
12: 25th St & F St/SR-94 WB Off Ramp 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	250	90	240	130	380	0	0	690	70
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	
Lane Util. Factor					0.95			0.95			0.95	
Frpb, ped/bikes					0.99			1.00			0.99	
Flpb, ped/bikes					0.99			0.99			1.00	
Frt					0.94			1.00			0.99	
Flt Protected					0.98			0.99			1.00	
Satd. Flow (prot)					3189			3477			3462	
Flt Permitted					0.98			0.64			1.00	
Satd. Flow (perm)					3189			2260			3462	
Peak-hour factor, PHF	0.92	0.92	0.92	0.88	0.88	0.88	0.96	0.96	0.96	0.87	0.87	0.87
Adj. Flow (vph)	0	0	0	284	102	273	135	396	0	0	793	80
RTOR Reduction (vph)	0	0	0	0	190	0	0	0	0	0	14	0
Lane Group Flow (vph)	0	0	0	0	469	0	0	531	0	0	859	0
Confl. Peds. (#/hr)	15		15	15		15	100		15	15		100
Confl. Bikes (#/hr)	5		5	5		5	15		15	15		15
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					8			2			6	
Permitted Phases				8			2					
Actuated Green, G (s)					11.9			18.1			18.1	
Effective Green, g (s)					11.9			18.1			18.1	
Actuated g/C Ratio					0.31			0.46			0.46	
Clearance Time (s)					4.5			4.5			4.5	
Vehicle Extension (s)					3.0			3.0			3.0	
Lane Grp Cap (vph)					973			1048			1606	
v/s Ratio Prot											c0.25	
v/s Ratio Perm					0.15			0.23				
v/c Ratio					0.48			0.51			0.53	
Uniform Delay, d1					11.0			7.3			7.4	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d2					0.4			0.4			0.3	
Delay (s)					11.4			7.7			7.8	
Level of Service					B			A			A	
Approach Delay (s)		0.0			11.4			7.7			7.8	
Approach LOS		A			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	39.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	68.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
13: 25th St & G St/SR-94 EB Ramp

5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	180	140	220	0	0	0	0	330	310	410	530	0
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	
Lane Util. Factor		0.95						0.95		1.00	1.00	
Frpb, ped/bikes		0.98						0.98		1.00	1.00	
Flpb, ped/bikes		0.99						1.00		0.99	1.00	
Frt		0.94						0.93		1.00	1.00	
Flt Protected		0.98						1.00		0.95	1.00	
Satd. Flow (prot)		3167						3212		1751	1863	
Flt Permitted		0.98						1.00		0.38	1.00	
Satd. Flow (perm)		3167						3212		707	1863	
Peak-hour factor, PHF	0.93	0.93	0.93	0.92	0.92	0.92	0.94	0.94	0.94	0.89	0.89	0.89
Adj. Flow (vph)	194	151	237	0	0	0	0	351	330	461	596	0
RTOR Reduction (vph)	0	156	0	0	0	0	0	84	0	0	0	0
Lane Group Flow (vph)	0	426	0	0	0	0	0	597	0	461	596	0
Confl. Peds. (#/hr)	15		30	30		15	100		20	20		100
Confl. Bikes (#/hr)	5		5	5		5	20		15	15		20
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4									6		
Actuated Green, G (s)		14.1						52.3		52.3	52.3	
Effective Green, g (s)		14.1						52.3		52.3	52.3	
Actuated g/C Ratio		0.19						0.69		0.69	0.69	
Clearance Time (s)		4.5						4.5		4.5	4.5	
Vehicle Extension (s)		3.0						3.0		3.0	3.0	
Lane Grp Cap (vph)		592						2227		490	1292	
v/s Ratio Prot								0.19			0.32	
v/s Ratio Perm		0.13								c0.65		
v/c Ratio		0.72						0.27		0.94	0.46	
Uniform Delay, d1		28.8						4.3		10.2	5.2	
Progression Factor		1.00						1.00		1.00	1.00	
Incremental Delay, d2		4.2						0.1		26.5	0.3	
Delay (s)		33.0						4.4		36.7	5.5	
Level of Service		C						A		D	A	
Approach Delay (s)		33.0			0.0			4.4			19.1	
Approach LOS		C			A			A			B	

Intersection Summary				
HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.89			
Actuated Cycle Length (s)	75.4	Sum of lost time (s)	9.0	
Intersection Capacity Utilization	74.6%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Preferred Plan PM
14: 25th St & Market Street

5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	290	50	40	180	150	90	350	140	220	370	160
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	5.0		4.4	4.9		4.4	4.9	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	0.96		1.00	0.96		1.00	0.94	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.93		1.00	0.96		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1793		1770	1674		1770	3250		1770	3178	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	1793		1770	1674		1770	3250		1770	3178	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.79	0.79	0.79	0.88	0.88	0.88
Adj. Flow (vph)	156	322	56	44	200	167	114	443	177	250	420	182
RTOR Reduction (vph)	0	6	0	0	33	0	0	49	0	0	52	0
Lane Group Flow (vph)	156	372	0	44	334	0	114	571	0	250	550	0
Confl. Peds. (#/hr)	40		70	70		40	80		50	50		80
Confl. Bikes (#/hr)	25		25	25		25	15		15	15		15
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	10.7	32.0		4.7	25.9		8.5	20.1		14.6	26.2	
Effective Green, g (s)	10.7	32.0		4.7	25.9		8.5	20.1		14.6	26.2	
Actuated g/C Ratio	0.12	0.36		0.05	0.29		0.09	0.22		0.16	0.29	
Clearance Time (s)	4.4	4.9		4.4	5.0		4.4	4.9		4.4	4.9	
Vehicle Extension (s)	2.0	3.2		2.0	2.5		2.0	2.2		2.0	2.5	
Lane Grp Cap (vph)	210	637		92	481		167	725		287	925	
v/s Ratio Prot	c0.09	0.21		0.02	c0.20		0.06	c0.18		c0.14	0.17	
v/s Ratio Perm												
v/c Ratio	0.74	0.58		0.48	0.69		0.68	0.79		0.87	0.59	
Uniform Delay, d1	38.3	23.6		41.5	28.5		39.4	32.9		36.8	27.3	
Progression Factor	0.79	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	11.2	3.7		1.4	8.1		8.8	5.3		23.2	0.9	
Delay (s)	41.5	27.2		42.9	36.6		48.3	38.3		60.0	28.2	
Level of Service	D	C		D	D		D	D		E	C	
Approach Delay (s)		31.4			37.3			39.8			37.5	
Approach LOS		C			D			D			D	

Intersection Summary				
HCM 2000 Control Delay	36.9	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.7	
Intersection Capacity Utilization	73.5%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Preferred Plan PM
15: 25th St & Imperial Avenue 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	370	150	90	170	100	90	300	120	150	300	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9			4.9			4.9	
Lane Util. Factor	1.00	1.00		1.00	1.00			0.95			0.95	
Frpb, ped/bikes	1.00	0.98		1.00	0.96			0.96			0.97	
Flpb, ped/bikes	0.95	1.00		0.98	1.00			0.99			0.99	
Frt	1.00	0.96		1.00	0.94			0.96			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1625	1672		1665	1634			3243			3216	
Flt Permitted	0.53	1.00		0.30	1.00			0.68			0.64	
Satd. Flow (perm)	906	1672		528	1634			2222			2093	
Peak-hour factor, PHF	0.92	0.92	0.92	0.86	0.86	0.86	0.84	0.84	0.84	0.93	0.93	0.93
Adj. Flow (vph)	207	402	163	105	198	116	107	357	143	161	323	172
RTOR Reduction (vph)	0	22	0	0	31	0	0	46	0	0	57	0
Lane Group Flow (vph)	207	543	0	105	283	0	0	561	0	0	599	0
Confl. Peds. (#/hr)	80		70	70		80	100		70	70		100
Confl. Bikes (#/hr)	25		25	25		25	15		15	15		15
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	31.4	31.4		31.4	31.4			23.8			23.8	
Effective Green, g (s)	31.4	31.4		31.4	31.4			23.8			23.8	
Actuated g/C Ratio	0.48	0.48		0.48	0.48			0.37			0.37	
Clearance Time (s)	4.9	4.9		4.9	4.9			4.9			4.9	
Vehicle Extension (s)	3.1	3.1		3.1	3.1			4.5			4.5	
Lane Grp Cap (vph)	437	807		255	789			813			766	
v/s Ratio Prot		c0.32			0.17							
v/s Ratio Perm	0.23			0.20				0.25			c0.29	
v/c Ratio	0.47	0.67		0.41	0.36			0.69			0.78	
Uniform Delay, d1	11.3	12.9		10.8	10.5			17.5			18.3	
Progression Factor	1.36	1.38		1.15	1.20			1.00			1.00	
Incremental Delay, d2	3.2	4.0		4.4	1.1			2.9			5.8	
Delay (s)	18.6	21.8		16.8	13.7			20.3			24.1	
Level of Service	B	C		B	B			C			C	
Approach Delay (s)		20.9			14.5			20.3			24.1	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	20.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	9.8
Intersection Capacity Utilization	87.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Preferred Plan PM
16: Cesar Chavez Pkwy & Commercial Street & 25th St 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	10	10	60	70	140	130	30	150	10	15	190	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9			4.9			4.9	4.9
Lane Util. Factor		1.00			1.00			1.00			1.00	1.00
Frpb, ped/bikes		0.95			0.98			0.99			1.00	0.79
Flpb, ped/bikes		1.00			1.00			1.00			1.00	1.00
Frt		0.90			0.95			0.99			1.00	0.85
Flt Protected		0.99			0.99			0.99			1.00	1.00
Satd. Flow (prot)		1492			1611			1697			1705	1144
Flt Permitted		0.94			0.91			0.99			1.00	1.00
Satd. Flow (perm)		1406			1478			1697			1705	1144
Peak-hour factor, PHF	0.67	0.67	0.67	0.87	0.87	0.87	0.71	0.71	0.71	0.88	0.88	0.88
Adj. Flow (vph)	15	15	90	80	161	149	42	211	14	17	216	125
RTOR Reduction (vph)	0	0	0	0	0	0	0	2	0	0	0	0
Lane Group Flow (vph)	0	120	0	0	390	0	0	265	0	0	233	125
Confl. Peds. (#/hr)	40		20	20		40	140		80	80		140
Confl. Bikes (#/hr)	15		15	15		15	15		15	15		15
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	9%	9%	9%	11%	11%	11%
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	Perm
Protected Phases		2			2		8	8		4	4	
Permitted Phases	2			2								4
Actuated Green, G (s)		21.8			21.8			14.5			14.1	14.1
Effective Green, g (s)		21.8			21.8			14.5			14.1	14.1
Actuated g/C Ratio		0.33			0.33			0.22			0.22	0.22
Clearance Time (s)		4.9			4.9			4.9			4.9	4.9
Vehicle Extension (s)		2.0			2.0			2.0			2.0	2.0
Lane Grp Cap (vph)		470			494			377			369	247
v/s Ratio Prot								c0.16			c0.14	
v/s Ratio Perm		0.09			c0.26							0.11
v/c Ratio		0.26			0.79			0.70			0.63	0.51
Uniform Delay, d1		15.7			19.6			23.3			23.1	22.4
Progression Factor		1.00			1.00			1.00			1.00	1.00
Incremental Delay, d2		0.1			7.6			4.8			2.6	0.6
Delay (s)		15.9			27.2			28.1			25.7	23.0
Level of Service		B			C			C			C	C
Approach Delay (s)		15.9			27.2			28.1			24.8	
Approach LOS		B			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	25.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	65.1	Sum of lost time (s)	14.7
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Preferred Plan PM
17: 28th ST & B Street/SR-94 WB Ramp 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	10	30	290	30	220	20	290	50	130	520	70
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		0.95		1.00	0.93			0.99			0.98	
Flpb, ped/bikes		1.00		0.95	1.00			1.00			1.00	
Frt		0.91		1.00	0.87			0.98			0.99	
Flt Protected		0.99		0.95	1.00			1.00			0.99	
Satd. Flow (prot)		1595		1690	1508			1803			1786	
Flt Permitted		0.97		0.74	1.00			0.94			0.84	
Satd. Flow (perm)		1549		1324	1508			1705			1516	
Peak-hour factor, PHF	0.67	0.67	0.67	0.87	0.87	0.87	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	7	15	45	333	34	253	22	326	56	146	584	79
RTOR Reduction (vph)	0	31	0	0	176	0	0	4	0	0	3	0
Lane Group Flow (vph)	0	36	0	333	111	0	0	400	0	0	806	0
Confl. Peds. (#/hr)	15		15	15		15	40		15	15		40
Confl. Bikes (#/hr)	5		5	5		5	15		15	15		15
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		33.4		33.4	33.4			67.6			67.6	
Effective Green, g (s)		33.4		33.4	33.4			67.6			67.6	
Actuated g/C Ratio		0.30		0.30	0.30			0.61			0.61	
Clearance Time (s)		4.5		4.5	4.5			4.5			4.5	
Vehicle Extension (s)		3.0		3.0	3.0			3.0			3.0	
Lane Grp Cap (vph)		470		402	457			1047			931	
v/s Ratio Prot					0.07							
v/s Ratio Perm		0.02		c0.25				0.23			c0.53	
v/c Ratio		0.08		0.83	0.24			0.38			0.87	
Uniform Delay, d1		27.3		35.6	28.8			10.7			17.5	
Progression Factor		1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2		0.1		13.1	0.3			1.1			8.5	
Delay (s)		27.4		48.8	29.1			11.7			26.0	
Level of Service		C		D	C			B			C	
Approach Delay (s)		27.4			39.7			11.7			26.0	
Approach LOS		C			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	27.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	92.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
18: 28th ST & SR-94 EB Ramp 5/24/2014

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	110	170	190	300	430	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5		4.5		4.5	4.5
Lane Util. Factor	1.00		1.00		1.00	1.00
Frpb, ped/bikes	0.95		0.95		1.00	1.00
Flpb, ped/bikes	1.00		1.00		1.00	1.00
Frt	0.92		0.92		1.00	1.00
Flt Protected	0.98		1.00		0.95	1.00
Satd. Flow (prot)	1600		1626		1770	1863
Flt Permitted	0.98		1.00		0.95	1.00
Satd. Flow (perm)	1600		1626		1770	1863
Peak-hour factor, PHF	0.93	0.93	0.98	0.98	0.92	0.92
Adj. Flow (vph)	118	183	194	306	467	446
RTOR Reduction (vph)	57	0	53	0	0	0
Lane Group Flow (vph)	244	0	447	0	467	446
Confl. Peds. (#/hr)	15	15		15	15	
Confl. Bikes (#/hr)	5	5		15	15	
Turn Type	Prot		NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases						
Actuated Green, G (s)	18.1		38.6		29.8	72.9
Effective Green, g (s)	18.1		38.6		29.8	72.9
Actuated g/C Ratio	0.18		0.39		0.30	0.73
Clearance Time (s)	4.5		4.5		4.5	4.5
Vehicle Extension (s)	3.0		3.0		3.0	3.0
Lane Grp Cap (vph)	289		627		527	1358
v/s Ratio Prot	c0.15		c0.28		c0.26	0.24
v/s Ratio Perm						
v/c Ratio	0.85		0.71		0.89	0.33
Uniform Delay, d1	39.6		26.0		33.5	4.8
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	19.8		6.8		16.3	0.6
Delay (s)	59.4		32.8		49.8	5.5
Level of Service	E		C		D	A
Approach Delay (s)	59.4		32.8			28.1
Approach LOS	E		C			C

Intersection Summary			
HCM 2000 Control Delay	35.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	81.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
19: 28th ST & Imperial Avenue 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	130	320	80	60	200	60	50	220	60	50	190	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.2		4.2	4.2			4.2			4.6	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	0.97		1.00	0.97			0.99			0.98	
Flpb, ped/bikes	0.95	1.00		0.96	1.00			1.00			1.00	
Frt	1.00	0.97		1.00	0.97			0.98			0.96	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1639	1710		1587	1640			1633			1587	
Flt Permitted	0.54	1.00		0.42	1.00			0.88			0.86	
Satd. Flow (perm)	925	1710		697	1640			1443			1375	
Peak-hour factor, PHF	0.87	0.87	0.87	0.82	0.82	0.82	0.82	0.82	0.82	0.86	0.86	0.86
Adj. Flow (vph)	149	368	92	73	244	73	61	268	73	58	221	105
RTOR Reduction (vph)	0	12	0	0	14	0	0	14	0	0	23	0
Lane Group Flow (vph)	149	448	0	73	303	0	0	388	0	0	361	0
Confl. Peds. (#/hr)	40		50	50		40	20		50	50		20
Confl. Bikes (#/hr)	25		25	25		25	15		15	15		15
Heavy Vehicles (%)	5%	5%	5%	9%	9%	9%	11%	11%	11%	12%	12%	12%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	35.8	35.8		35.8	35.8			20.8			20.4	
Effective Green, g (s)	35.8	35.8		35.8	35.8			20.8			20.4	
Actuated g/C Ratio	0.55	0.55		0.55	0.55			0.32			0.31	
Clearance Time (s)	4.2	4.2		4.2	4.2			4.2			4.6	
Vehicle Extension (s)	1.0	1.0		1.0	1.0			2.0			2.0	
Lane Grp Cap (vph)	509	941		383	903			461			431	
v/s Ratio Prot		c0.26			0.18							
v/s Ratio Perm	0.16			0.10				c0.27			0.26	
v/c Ratio	0.29	0.48		0.19	0.34			0.84			0.84	
Uniform Delay, d1	7.8	8.9		7.3	8.0			20.6			20.8	
Progression Factor	1.00	1.04		0.70	0.68			1.00			1.00	
Incremental Delay, d2	1.0	1.2		1.1	1.0			12.6			12.7	
Delay (s)	8.8	10.5		6.2	6.4			33.2			33.4	
Level of Service	A	B		A	A			C			C	
Approach Delay (s)		10.1			6.4			33.2			33.4	
Approach LOS		B			A			C			C	

Intersection Summary			
HCM 2000 Control Delay	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	8.8
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Preferred Plan PM
20: 28th ST & Commercial Street 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	130	70	100	210	90	40	240	80	30	230	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9			4.9			4.9	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.99			0.99			0.99	
Flpb, ped/bikes		1.00			1.00			1.00			1.00	
Frt		0.96			0.97			0.97			0.99	
Flt Protected		0.99			0.99			0.99			0.99	
Satd. Flow (prot)		1651			1664			1623			1644	
Flt Permitted		0.87			0.84			0.94			0.94	
Satd. Flow (perm)		1452			1422			1528			1548	
Peak-hour factor, PHF	0.80	0.80	0.80	0.78	0.78	0.78	0.85	0.85	0.85	0.88	0.88	0.88
Adj. Flow (vph)	50	162	88	128	269	115	47	282	94	34	261	34
RTOR Reduction (vph)	0	12	0	0	9	0	0	12	0	0	5	0
Lane Group Flow (vph)	0	288	0	0	503	0	0	411	0	0	324	0
Confl. Peds. (#/hr)	15		15	15		15	50		15	15		50
Confl. Bikes (#/hr)	15		15	15		15	15		15	15		15
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	11%	11%	11%	12%	12%	12%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		33.8			33.8			24.1			24.1	
Effective Green, g (s)		33.8			33.8			24.1			24.1	
Actuated g/C Ratio		0.50			0.50			0.36			0.36	
Clearance Time (s)		4.9			4.9			4.9			4.9	
Vehicle Extension (s)		2.0			2.0			2.0			2.0	
Lane Grp Cap (vph)		724			709			543			551	
v/s Ratio Prot												
v/s Ratio Perm		0.20			c0.35			c0.27			0.21	
v/c Ratio		0.40			0.71			0.76			0.59	
Uniform Delay, d1		10.6			13.1			19.2			17.8	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.1			2.8			5.3			1.0	
Delay (s)		10.7			16.0			24.6			18.8	
Level of Service		B			B			C			B	
Approach Delay (s)		10.7			16.0			24.6			18.8	
Approach LOS		B			B			C			B	

Intersection Summary			
HCM 2000 Control Delay	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	67.7	Sum of lost time (s)	9.8
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Preferred Plan PM
21: 28th ST & Ocean View Blvd 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	220	60	90	120	40	70	160	130	70	150	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9			4.9			4.9	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.98			0.98			0.95			0.98	
Flpb, ped/bikes		0.99			0.99			0.99			0.99	
Frt		0.98			0.98			0.95			0.98	
Flt Protected		0.99			0.98			0.99			0.99	
Satd. Flow (prot)		1741			1737			1654			1739	
Flt Permitted		0.83			0.73			0.84			0.76	
Satd. Flow (perm)		1463			1297			1408			1336	
Peak-hour factor, PHF	0.71	0.71	0.71	0.93	0.93	0.93	0.82	0.92	0.92	0.89	0.89	0.89
Adj. Flow (vph)	155	310	85	97	129	43	85	174	141	79	169	56
RTOR Reduction (vph)	0	9	0	0	10	0	0	32	0	0	13	0
Lane Group Flow (vph)	0	541	0	0	259	0	0	368	0	0	291	0
Confl. Peds. (#/hr)	40		90	90		40	40		80	80		40
Confl. Bikes (#/hr)	15		15	15		15	15		15	15		15
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		34.9			34.9			20.3			20.3	
Effective Green, g (s)		34.9			34.9			20.3			20.3	
Actuated g/C Ratio		0.54			0.54			0.31			0.31	
Clearance Time (s)		4.9			4.9			4.9			4.9	
Vehicle Extension (s)		2.2			2.2			3.2			3.2	
Lane Grp Cap (vph)		785			696			439			417	
v/s Ratio Prot												
v/s Ratio Perm		c0.37			0.20			c0.26			0.22	
v/c Ratio		0.69			0.37			0.84			0.70	
Uniform Delay, d1		11.1			8.7			20.8			19.7	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		4.9			1.5			13.2			5.1	
Delay (s)		16.0			10.2			34.0			24.8	
Level of Service		B			B			C			C	
Approach Delay (s)		16.0			10.2			34.0			24.8	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	21.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	9.8
Intersection Capacity Utilization	61.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
22: 27th St & National Avenue 5/24/2014

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	490	30	30	220	40	220
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.84	0.84	0.90	0.90
Hourly flow rate (vph)	533	33	36	262	44	244
Pedestrians	15			15	30	
Lane Width (ft)	12.0			12.0	12.0	
Walking Speed (ft/s)	4.0			4.0	4.0	
Percent Blockage	1			1	3	
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)				655		
pX, platoon unblocked						
vC, conflicting volume			595		796	328
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			595		796	328
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			96		85	62
cM capacity (veh/h)			953		300	643

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	355	210	123	175	44	244
Volume Left	0	0	36	0	44	0
Volume Right	0	33	0	0	0	244
cSH	1700	1700	953	1700	300	643
Volume to Capacity	0.21	0.12	0.04	0.10	0.15	0.38
Queue Length 95th (ft)	0	0	3	0	13	44
Control Delay (s)	0.0	0.0	2.8	0.0	19.1	14.0
Lane LOS			A		C	B
Approach Delay (s)	0.0		1.2		14.8	
Approach LOS					B	

Intersection Summary			
Average Delay	4.0		
Intersection Capacity Utilization	38.9%	ICU Level of Service	A
Analysis Period (min)	15		

Preferred Plan PM
23: 28th ST & National Avenue 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	500	90	130	350	160	30	125	40	50	150	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.4		4.0	4.4		4.0	4.4		4.0	4.6	
Lane Util. Factor	1.00	0.95		1.00	1.00		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.94		1.00	0.97		1.00	0.95	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.95		1.00	0.96		1.00	0.90	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3424		1770	1660		1770	1743		1770	1600	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3424		1770	1660		1770	1743		1770	1600	
Peak-hour factor, PHF	0.95	0.95	0.95	0.94	0.94	0.94	0.97	0.97	0.97	0.80	0.80	0.80
Adj. Flow (vph)	105	526	95	138	372	170	31	129	41	62	188	362
RTOR Reduction (vph)	0	19	0	0	22	0	0	15	0	0	90	0
Lane Group Flow (vph)	105	602	0	138	520	0	31	155	0	62	460	0
Confl. Peds. (#/hr)	70		30	30		70	40		90	90		40
Confl. Bikes (#/hr)	25		25	25		25	15		15	15		15
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	5.1	23.8		6.7	25.4		1.5	21.5		3.3	23.1	
Effective Green, g (s)	5.1	23.8		6.7	25.4		1.5	21.5		3.3	23.1	
Actuated g/C Ratio	0.07	0.33		0.09	0.35		0.02	0.30		0.05	0.32	
Clearance Time (s)	4.0	4.4		4.0	4.4		4.0	4.4		4.0	4.6	
Vehicle Extension (s)	2.0	3.4		2.0	3.4		3.0	2.0		3.0	2.0	
Lane Grp Cap (vph)	125	1130		164	584		36	519		81	512	
v/s Ratio Prot	0.06	0.18		c0.08	c0.31		0.02	0.09		c0.04	c0.29	
v/s Ratio Perm												
v/c Ratio	0.84	0.53		0.84	0.89		0.86	0.30		0.77	0.90	
Uniform Delay, d1	33.1	19.6		32.2	22.0		35.2	19.5		34.0	23.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	35.2	0.5		29.4	15.9		95.3	0.1		34.2	18.0	
Delay (s)	68.3	20.2		61.6	37.9		130.5	19.6		68.2	41.4	
Level of Service	E	C		E	D		F	B		E	D	
Approach Delay (s)		27.1			42.7			36.7			44.1	
Approach LOS		C			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	37.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	72.1	Sum of lost time (s)	17.0
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
24: I-5 NB Off-Ramp & National Avenue 5/24/2014

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	510	80	0	315	310	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		4.6	4.6	4.6
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00
Frpb, ped/bikes	1.00	0.91		1.00	1.00	0.92
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		1.00	0.95	1.00
Satd. Flow (prot)	1863	1446		1863	1770	1462
Flt Permitted	1.00	1.00		1.00	0.95	1.00
Satd. Flow (perm)	1863	1446		1863	1770	1462
Peak-hour factor, PHF	0.93	0.93	0.85	0.85	0.92	0.92
Adj. Flow (vph)	548	86	0	371	337	152
RTOR Reduction (vph)	0	57	0	0	0	118
Lane Group Flow (vph)	548	29	0	371	337	34
Confl. Peds. (#/hr)		30	30		15	15
Confl. Bikes (#/hr)		25	25		15	15
Turn Type	NA	Perm		NA	Prot	Perm
Protected Phases	2			6	8	
Permitted Phases		2				8
Actuated Green, G (s)	21.8	21.8		15.2	14.7	14.7
Effective Green, g (s)	21.8	21.8		15.2	14.7	14.7
Actuated g/C Ratio	0.33	0.33		0.23	0.22	0.22
Clearance Time (s)	4.6	4.6		4.6	4.6	4.6
Vehicle Extension (s)	0.2	0.2		0.2	0.2	0.2
Lane Grp Cap (vph)	620	481		432	397	328
v/s Ratio Prot	c0.29			c0.20	c0.19	
v/s Ratio Perm		0.02				0.02
v/c Ratio	0.88	0.06		0.86	0.85	0.10
Uniform Delay, d1	20.7	14.9		24.1	24.3	20.2
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	13.7	0.0		15.0	14.9	0.1
Delay (s)	34.4	14.9		39.1	39.2	20.2
Level of Service	C	B		D	D	C
Approach Delay (s)	31.7			39.1	33.3	
Approach LOS	C			D	C	

Intersection Summary			
HCM 2000 Control Delay	34.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	65.5	Sum of lost time (s)	13.8
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
25: 28th ST & Boston St

5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	330	320	40	20	50	60	50	610	320	350	800	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9		4.4	4.9	4.9	4.9	4.9	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	0.98		1.00	1.00	0.94	1.00	0.96	
Flpb, ped/bikes	0.98	1.00		0.99	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	0.92		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1741	1823		1756	1671		1770	3539	1490	1770	3327	
Flt Permitted	0.65	1.00		0.24	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1198	1823		449	1671		1770	3539	1490	1770	3327	
Peak-hour factor, PHF	0.77	0.77	0.77	0.73	0.73	0.73	0.81	0.81	0.81	0.94	0.94	0.94
Adj. Flow (vph)	429	416	52	27	68	82	62	753	395	372	851	170
RTOR Reduction (vph)	0	5	0	0	47	0	0	0	117	0	15	0
Lane Group Flow (vph)	429	463	0	27	103	0	62	753	278	372	1006	0
Confl. Peds. (#/hr)	20		20	20		20	90		30	30		90
Confl. Bikes (#/hr)	15		15	15		15	15		15	15		15
Turn Type	Perm	NA		Perm	NA		Prot	NA	Perm	Prot	NA	
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8					2			
Actuated Green, G (s)	30.2	30.2		30.2	30.2		6.5	23.4	23.4	19.6	37.0	
Effective Green, g (s)	30.2	30.2		30.2	30.2		6.5	23.4	23.4	19.6	37.0	
Actuated g/C Ratio	0.34	0.34		0.34	0.34		0.07	0.27	0.27	0.22	0.42	
Clearance Time (s)	4.9	4.9		4.9	4.9		4.4	4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.5	2.5	2.0	2.5	
Lane Grp Cap (vph)	411	626		154	574		130	942	396	394	1400	
v/s Ratio Prot		0.25			0.06		0.04	c0.21		c0.21	0.30	
v/s Ratio Perm	c0.36			0.06					0.19			
v/c Ratio	1.04	0.74		0.18	0.18		0.48	0.80	0.70	0.94	0.72	
Uniform Delay, d1	28.9	25.4		20.2	20.2		39.1	30.1	29.1	33.6	21.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	56.3	3.9		0.2	0.1		1.0	4.7	5.2	30.9	1.7	
Delay (s)	85.1	29.3		20.4	20.2		40.1	34.7	34.3	64.5	22.8	
Level of Service	F	C		C	C		D	C	C	E	C	
Approach Delay (s)		56.0			20.3			34.9			33.9	
Approach LOS		E			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	39.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	87.9	Sum of lost time (s)	14.7
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
26: Boston St & I-5 SB Ramp

5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	700	150	60	0	70	100	40	90	50	0	0	0
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				
Lane Util. Factor	1.00	1.00			1.00			1.00				
Frpb, ped/bikes	1.00	0.98			0.95			0.98				
Flpb, ped/bikes	1.00	1.00			1.00			1.00				
Frt	1.00	0.96			0.91			0.96				
Flt Protected	0.95	1.00			1.00			0.99				
Satd. Flow (prot)	1770	1753			1610			1733				
Flt Permitted	0.95	1.00			1.00			0.99				
Satd. Flow (perm)	1770	1753			1610			1733				
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	745	160	64	0	74	106	43	98	54	0	0	0
RTOR Reduction (vph)	0	13	0	0	69	0	0	18	0	0	0	0
Lane Group Flow (vph)	745	211	0	0	111	0	0	177	0	0	0	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)	15		15	15		15	15		15	15		15
Turn Type	Prot	NA		Prot	NA		Split	NA				
Protected Phases	5	2		1	6		3	3				
Permitted Phases												
Actuated Green, G (s)	33.4	47.9			10.0			11.8				
Effective Green, g (s)	33.4	47.9			10.0			11.8				
Actuated g/C Ratio	0.49	0.70			0.15			0.17				
Clearance Time (s)	4.5	4.5			4.5			4.5				
Vehicle Extension (s)	3.0	3.0			3.0			3.0				
Lane Grp Cap (vph)	860	1222			234			297				
v/s Ratio Prot	c0.42	0.12			c0.07			c0.10				
v/s Ratio Perm												
v/c Ratio	0.87	0.17			0.47			0.60				
Uniform Delay, d1	15.7	3.6			26.9			26.2				
Progression Factor	1.00	1.00			1.00			1.00				
Incremental Delay, d2	9.1	0.1			1.5			3.2				
Delay (s)	24.8	3.6			28.4			29.4				
Level of Service	C	A			C			C				
Approach Delay (s)		19.9			28.4			29.4			0.0	
Approach LOS		B			C			C			A	

Intersection Summary			
HCM 2000 Control Delay	22.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	68.7	Sum of lost time (s)	13.5
Intersection Capacity Utilization	78.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
27: 30th Street & Imperial Avenue 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	270	60	40	180	50	70	100	70	60	100	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.2		4.6	4.6			4.1			4.5	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.94			0.97			0.96	
Flpb, ped/bikes	0.83	1.00		0.94	1.00			0.97			0.99	
Frt	1.00	0.97		1.00	0.97			0.96			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1420	1719		1639	1663			1656			1495	
Flt Permitted	0.59	1.00		0.50	1.00			0.84			0.82	
Satd. Flow (perm)	880	1719		869	1663			1413			1238	
Peak-hour factor, PHF	0.90	0.90	0.90	0.85	0.85	0.85	0.84	0.84	0.84	0.89	0.89	0.89
Adj. Flow (vph)	89	300	67	47	212	59	83	119	83	67	112	56
RTOR Reduction (vph)	0	10	0	0	12	0	0	28	0	0	21	0
Lane Group Flow (vph)	89	357	0	47	259	0	0	257	0	0	214	0
Confl. Peds. (#/hr)	120		50	50		120	90		30	30		90
Confl. Bikes (#/hr)	25		25	25		25	15		15	15		15
Heavy Vehicles (%)	6%	6%	6%	4%	4%	4%	3%	3%	3%	15%	15%	15%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	38.1	38.1		37.7	37.7			18.6			18.2	
Effective Green, g (s)	38.1	38.1		37.7	37.7			18.6			18.2	
Actuated g/C Ratio	0.59	0.59		0.58	0.58			0.29			0.28	
Clearance Time (s)	4.2	4.2		4.6	4.6			4.1			4.5	
Vehicle Extension (s)	3.4	3.4		2.5	2.5			2.0			2.0	
Lane Grp Cap (vph)	515	1007		504	964			404			346	
v/s Ratio Prot		c0.21			0.16							
v/s Ratio Perm	0.10			0.05				c0.18			0.17	
v/c Ratio	0.17	0.35		0.09	0.27			0.64			0.62	
Uniform Delay, d1	6.2	7.0		6.1	6.8			20.2			20.4	
Progression Factor	1.59	1.54		0.63	0.60			1.00			1.00	
Incremental Delay, d2	0.6	0.8		0.3	0.5			2.4			2.3	
Delay (s)	10.5	11.6		4.1	4.6			22.7			22.7	
Level of Service	B	B		A	A			C			C	
Approach Delay (s)		11.4			4.5			22.7			22.7	
Approach LOS		B			A			C			C	

Intersection Summary				
HCM 2000 Control Delay	14.3	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.45			
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	9.1	
Intersection Capacity Utilization	60.5%	ICU Level of Service	B	
Analysis Period (min)	15			

c Critical Lane Group

Preferred Plan PM
28: 30th Street & Commercial Street 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	170	50	0	220	100	20	120	10	50	120	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9			4.9			4.9	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		0.99			0.99			1.00			0.98	
Flpb, ped/bikes		1.00			1.00			0.99			0.99	
Frt		0.97			0.96			0.99			0.97	
Flt Protected		0.99			1.00			0.99			0.99	
Satd. Flow (prot)		1765			1587			1797			1551	
Flt Permitted		0.89			1.00			0.94			0.89	
Satd. Flow (perm)		1583			1587			1697			1393	
Peak-hour factor, PHF	0.77	0.77	0.77	0.71	0.71	0.71	0.91	0.91	0.91	0.88	0.88	0.88
Adj. Flow (vph)	52	221	65	0	310	141	22	132	11	57	136	45
RTOR Reduction (vph)	0	8	0	0	15	0	0	5	0	0	16	0
Lane Group Flow (vph)	0	330	0	0	436	0	0	160	0	0	222	0
Confl. Peds. (#/hr)	15		15	15		15	70		30	30		70
Confl. Bikes (#/hr)	15		15	15		15	15		15	15		15
Heavy Vehicles (%)	3%	3%	3%	13%	13%	13%	3%	3%	3%	15%	15%	15%
Turn Type	Perm	NA			NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		22.0			22.0			14.3			14.3	
Effective Green, g (s)		22.0			22.0			14.3			14.3	
Actuated g/C Ratio		0.48			0.48			0.31			0.31	
Clearance Time (s)		4.9			4.9			4.9			4.9	
Vehicle Extension (s)		2.0			2.0			2.0			2.0	
Lane Grp Cap (vph)		755			757			526			432	
v/s Ratio Prot					c0.27							
v/s Ratio Perm		0.21						0.09			c0.16	
v/c Ratio		0.44			0.58			0.30			0.51	
Uniform Delay, d1		8.0			8.7			12.1			13.0	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		0.1			0.7			0.1			0.4	
Delay (s)		8.1			9.4			12.2			13.5	
Level of Service		A			A			B			B	
Approach Delay (s)		8.1			9.4			12.2			13.5	
Approach LOS		A			A			B			B	

Intersection Summary				
HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.55			
Actuated Cycle Length (s)	46.1	Sum of lost time (s)	9.8	
Intersection Capacity Utilization	65.2%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

Preferred Plan PM
29: 32nd Street & SR-94 WB RAMPS 5/24/2014

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	290	610	220	100	70	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5			4.5
Lane Util. Factor	1.00	1.00	0.95			1.00
Frpb, ped/bikes	1.00	0.97	0.98			1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	1.00	0.85	0.95			1.00
Flt Protected	0.95	1.00	1.00			0.99
Satd. Flow (prot)	1770	1534	3319			1839
Flt Permitted	0.95	1.00	1.00			0.84
Satd. Flow (perm)	1770	1534	3319			1562
Peak-hour factor, PHF	0.92	0.92	0.83	0.83	0.88	0.88
Adj. Flow (vph)	315	663	265	120	80	295
RTOR Reduction (vph)	0	262	74	0	0	0
Lane Group Flow (vph)	315	401	311	0	0	375
Confl. Peds. (#/hr)	15	15		15	15	
Confl. Bikes (#/hr)	15	15		15	15	
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	15.5	15.5	15.2			15.2
Effective Green, g (s)	15.5	15.5	15.2			15.2
Actuated g/C Ratio	0.39	0.39	0.38			0.38
Clearance Time (s)	4.5	4.5	4.5			4.5
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	691	598	1270			598
v/s Ratio Prot	0.18		0.09			
v/s Ratio Perm		c0.26				c0.24
v/c Ratio	0.46	0.67	0.24			0.63
Uniform Delay, d1	9.0	10.0	8.3			9.9
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	0.5	3.0	0.1			2.1
Delay (s)	9.5	12.9	8.4			12.0
Level of Service	A	B	A			B
Approach Delay (s)	11.8		8.4			12.0
Approach LOS	B		A			B

Intersection Summary			
HCM 2000 Control Delay	11.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	39.7	Sum of lost time (s)	9.0
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
30: 32nd Street & F St 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	5	5	10	20	40	50	270	70	40	490	20
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.63	0.63	0.63	0.90	0.90	0.90	0.75	0.75	0.75	0.89	0.89	0.89
Hourly flow rate (vph)	8	8	8	11	22	44	67	360	93	45	551	22
Pedestrians		15			15			15			15	
Lane Width (ft)		12.0			12.0			12.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			1			1			1	
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (ft)								751			740	
pX, platoon unblocked	1.00	1.00	1.00	1.00	1.00		1.00					
vC, conflicting volume	1277	1268	592	1234	1233	437	588			468		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1277	1268	589	1233	1232	437	585			468		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	95	98	91	86	93	93			96		
cM capacity (veh/h)	104	146	494	127	154	604	974			1080		

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	24	78	520	618
Volume Left	8	11	67	45
Volume Right	8	44	93	22
cSH	162	255	974	1080
Volume to Capacity	0.15	0.31	0.07	0.04
Queue Length 95th (ft)	13	31	5	3
Control Delay (s)	31.0	25.2	1.9	1.1
Lane LOS	D	D	A	A
Approach Delay (s)	31.0	25.2	1.9	1.1
Approach LOS	D	D		

Intersection Summary			
Average Delay	3.5		
Intersection Capacity Utilization	49.5%	ICU Level of Service	A
Analysis Period (min)	15		

Preferred Plan PM
31: 32nd Street & Market Street 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	620	160	90	440	140	90	120	140	220	190	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9			4.9			4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00			1.00	
Frpb, ped/bikes	1.00	0.98		1.00	0.97			0.98			0.98	
Flpb, ped/bikes	0.98	1.00		0.99	1.00			0.99			0.99	
Frt	1.00	0.97		1.00	0.96			0.95			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1731	3371		1757	3312			1697			1721	
Flt Permitted	0.26	1.00		0.18	1.00			0.73			0.65	
Satd. Flow (perm)	479	3371		328	3312			1252			1136	
Peak-hour factor, PHF	0.96	0.96	0.96	0.87	0.87	0.87	0.74	0.74	0.74	0.78	0.78	0.78
Adj. Flow (vph)	83	646	167	103	506	161	122	162	189	282	244	154
RTOR Reduction (vph)	0	26	0	0	34	0	0	27	0	0	12	0
Lane Group Flow (vph)	83	787	0	103	633	0	0	446	0	0	668	0
Confl. Peds. (#/hr)	30		15	15		30	40		30	30		40
Confl. Bikes (#/hr)	25		25	25		25	15		15	15		15
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	29.0	29.0		29.0	29.0			51.1			51.1	
Effective Green, g (s)	29.0	29.0		29.0	29.0			51.1			51.1	
Actuated g/C Ratio	0.32	0.32		0.32	0.32			0.57			0.57	
Clearance Time (s)	4.9	4.9		4.9	4.9			4.9			4.9	
Vehicle Extension (s)	1.6	1.6		1.6	1.6			4.0			4.0	
Lane Grp Cap (vph)	154	1087		105	1068			711			645	
v/s Ratio Prot		0.23			0.19							
v/s Ratio Perm	0.17			c0.31				0.36			c0.59	
v/c Ratio	0.54	0.72		0.98	0.59			0.63			1.04	
Uniform Delay, d1	25.0	26.9		30.2	25.5			13.0			19.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	1.8	2.1		81.2	0.6			2.0			45.1	
Delay (s)	26.8	29.0		111.4	26.1			15.0			64.5	
Level of Service	C	C		F	C			B			E	
Approach Delay (s)		28.8			37.5			15.0			64.5	
Approach LOS		C			D			B			E	

Intersection Summary				
HCM 2000 Control Delay	37.5	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	1.01			
Actuated Cycle Length (s)	89.9	Sum of lost time (s)	9.8	
Intersection Capacity Utilization	99.2%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Preferred Plan PM
32: 32nd Street & Imperial Avenue 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	260	90	70	170	110	60	140	70	130	150	80
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	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	0.97		1.00	0.95			0.96			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			0.97	
Frt	1.00	0.96		1.00	0.94			0.96			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1752	1717		1719	1625			1573			1609	
Flt Permitted	0.95	1.00		0.95	1.00			0.85			0.75	
Satd. Flow (perm)	1752	1717		1719	1625			1344			1224	
Peak-hour factor, PHF	0.91	0.91	0.91	0.84	0.84	0.84	0.95	0.95	0.95	0.83	0.83	0.83
Adj. Flow (vph)	77	286	99	83	202	131	63	147	74	157	181	96
RTOR Reduction (vph)	0	18	0	0	34	0	0	21	0	0	16	0
Lane Group Flow (vph)	77	367	0	83	299	0	0	263	0	0	418	0
Confl. Peds. (#/hr)	40		40	40		40	40		90	90		40
Confl. Bikes (#/hr)	25		25	25		25	15		15	15		15
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	10%	10%	10%	8%	8%	8%
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	4.0	22.3		4.1	22.4			24.4			24.4	
Effective Green, g (s)	4.0	22.3		4.1	22.4			24.4			24.4	
Actuated g/C Ratio	0.06	0.34		0.06	0.34			0.38			0.38	
Clearance Time (s)	4.4	4.9		4.4	4.9			4.9			4.9	
Vehicle Extension (s)	2.0	3.4		2.0	3.4			2.5			2.5	
Lane Grp Cap (vph)	107	589		108	560			504			459	
v/s Ratio Prot	0.04	c0.21		c0.05	0.18							
v/s Ratio Perm								0.20			c0.34	
v/c Ratio	0.72	0.62		0.77	0.53			0.52			0.91	
Uniform Delay, d1	29.9	17.8		30.0	17.1			15.8			19.3	
Progression Factor	1.12	0.84		1.00	1.00			1.00			1.00	
Incremental Delay, d2	16.5	4.6		25.0	3.6			0.7			22.0	
Delay (s)	50.0	19.6		55.0	20.7			16.5			41.3	
Level of Service	D	B		D	C			B			D	
Approach Delay (s)		24.6			27.6			16.5			41.3	
Approach LOS		C			C			B			D	

Intersection Summary				
HCM 2000 Control Delay	28.5	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.77			
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	14.2	
Intersection Capacity Utilization	69.4%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Preferred Plan PM
33: 32nd Street & Commercial Street 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	220	20	5	5	5	40	175	30	5	240	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9			4.9			4.9	
Lane Util. Factor		1.00			1.00			1.00			1.00	
Frpb, ped/bikes		1.00			0.98			0.98			0.98	
Flpb, ped/bikes		0.99			1.00			1.00			1.00	
Frt		0.99			0.95			0.98			0.97	
Flt Protected		0.99			0.98			0.99			1.00	
Satd. Flow (prot)		1433			1377			1646			1671	
Flt Permitted		0.90			0.84			0.90			0.99	
Satd. Flow (perm)		1301			1181			1486			1663	
Peak-hour factor, PHF	0.66	0.66	0.66	0.25	0.25	0.25	0.82	0.82	0.82	0.82	0.82	0.82
Adj. Flow (vph)	136	333	30	20	20	20	49	213	37	6	293	85
RTOR Reduction (vph)	0	2	0	0	10	0	0	6	0	0	12	0
Lane Group Flow (vph)	0	497	0	0	50	0	0	293	0	0	372	0
Confl. Peds. (#/hr)	40		30	30		40	40		90	90		40
Confl. Bikes (#/hr)	15					15	15		15	15		15
Heavy Vehicles (%)	28%	28%	28%	26%	26%	26%	10%	10%	10%	8%	8%	8%
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)		27.6			27.6			19.2			19.2	
Effective Green, g (s)		27.6			27.6			19.2			19.2	
Actuated g/C Ratio		0.49			0.49			0.34			0.34	
Clearance Time (s)		4.9			4.9			4.9			4.9	
Vehicle Extension (s)		2.0			2.0			2.0			2.0	
Lane Grp Cap (vph)		634			575			504			564	
v/s Ratio Prot												
v/s Ratio Perm		c0.38			0.04			0.20			c0.22	
v/c Ratio		0.78			0.09			0.58			0.66	
Uniform Delay, d1		12.0			7.8			15.4			15.9	
Progression Factor		1.00			1.00			1.00			1.00	
Incremental Delay, d2		5.8			0.0			1.1			2.1	
Delay (s)		17.9			7.8			16.5			18.1	
Level of Service		B			A			B			B	
Approach Delay (s)		17.9			7.8			16.5			18.1	
Approach LOS		B			A			B			B	

Intersection Summary				
HCM 2000 Control Delay	17.1	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.73			
Actuated Cycle Length (s)	56.6	Sum of lost time (s)	9.8	
Intersection Capacity Utilization	66.6%	ICU Level of Service	C	
Analysis Period (min)	15			

c Critical Lane Group

Preferred Plan PM
34: 32nd Street & Ocean View Blvd 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	450	50	80	350	100	40	80	80	140	140	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	4.9			4.9			4.9	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	0.98		1.00	0.98			0.98			0.96	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			0.99			0.99	
Frt	1.00	0.98		1.00	0.97			0.95			0.97	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1770	1799		1770	1772			1690			1698	
Flt Permitted	0.95	1.00		0.95	1.00			0.87			0.74	
Satd. Flow (perm)	1770	1799		1770	1772			1486			1279	
Peak-hour factor, PHF	0.90	0.90	0.90	0.89	0.89	0.89	0.82	0.82	0.82	0.90	0.90	0.90
Adj. Flow (vph)	78	500	56	90	393	112	49	98	98	156	156	78
RTOR Reduction (vph)	0	6	0	0	15	0	0	37	0	0	14	0
Lane Group Flow (vph)	78	550	0	90	490	0	0	208	0	0	376	0
Confl. Peds. (#/hr)	20		80	80		20	80		20	20		80
Confl. Bikes (#/hr)	15		15	15		15	15		15	15		15
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases							8			4		
Actuated Green, G (s)	4.4	26.1		4.0	25.7			20.7			20.7	
Effective Green, g (s)	4.4	26.1		4.0	25.7			20.7			20.7	
Actuated g/C Ratio	0.07	0.40		0.06	0.40			0.32			0.32	
Clearance Time (s)	4.4	4.9		4.4	4.9			4.9			4.9	
Vehicle Extension (s)	2.0	2.8		2.0	2.6			2.0			2.0	
Lane Grp Cap (vph)	119	722		108	700			473			407	
v/s Ratio Prot	0.04	c0.31		c0.05	0.28							
v/s Ratio Perm								0.14			c0.29	
v/c Ratio	0.66	0.76		0.83	0.70			0.44			0.92	
Uniform Delay, d1	29.6	16.8		30.2	16.4			17.5			21.4	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	9.5	7.5		38.3	5.8			0.2			26.0	
Delay (s)	39.1	24.2		68.5	22.2			17.8			47.3	
Level of Service	D	C		E	C			B			D	
Approach Delay (s)		26.0			29.2			17.8			47.3	
Approach LOS		C			C			B			D	

Intersection Summary				
HCM 2000 Control Delay	30.4	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.83			
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	14.2	
Intersection Capacity Utilization	80.5%	ICU Level of Service	D	
Analysis Period (min)	15			

c Critical Lane Group

Preferred Plan PM
35: 32nd Street & National Avenue 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	480	60	60	210	70	70	40	110	100	110	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4		4.4	4.4			4.3			4.4	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	0.98		1.00	0.98			0.97			0.99	
Flpb, ped/bikes	0.98	1.00		0.97	1.00			0.99			0.99	
Frt	1.00	0.98		1.00	0.96			0.93			0.98	
Flt Protected	0.95	1.00		0.95	1.00			0.98			0.98	
Satd. Flow (prot)	1726	1804		1710	1758			1651			1755	
Flt Permitted	0.54	1.00		0.27	1.00			0.84			0.80	
Satd. Flow (perm)	984	1804		487	1758			1416			1436	
Peak-hour factor, PHF	0.88	0.88	0.88	0.85	0.85	0.85	0.90	0.90	0.90	0.86	0.86	0.86
Adj. Flow (vph)	57	545	68	71	247	82	78	44	122	116	128	47
RTOR Reduction (vph)	0	8	0	0	20	0	0	57	0	0	11	0
Lane Group Flow (vph)	57	605	0	71	309	0	0	187	0	0	280	0
Confl. Peds. (#/hr)	30		80	80		30	30		60	60		30
Confl. Bikes (#/hr)	25		25	25		25			15	15		
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	19.8	19.8		19.8	19.8			14.2			14.1	
Effective Green, g (s)	19.8	19.8		19.8	19.8			14.2			14.1	
Actuated g/C Ratio	0.46	0.46		0.46	0.46			0.33			0.33	
Clearance Time (s)	4.4	4.4		4.4	4.4			4.3			4.4	
Vehicle Extension (s)	2.6	2.6		2.6	2.6			2.0			2.0	
Lane Grp Cap (vph)	456	836		225	815			470			474	
v/s Ratio Prot		c0.34			0.18							
v/s Ratio Perm	0.06			0.15				0.13			c0.19	
v/c Ratio	0.12	0.72		0.32	0.38			0.40			0.59	
Uniform Delay, d1	6.5	9.2		7.2	7.5			11.0			11.9	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.1	3.0		0.6	0.2			0.2			1.2	
Delay (s)	6.6	12.2		7.8	7.7			11.2			13.1	
Level of Service	A	B		A	A			B			B	
Approach Delay (s)		11.7			7.7			11.2			13.1	
Approach LOS		B			A			B			B	

Intersection Summary				
HCM 2000 Control Delay	10.9	HCM 2000 Level of Service	B	
HCM 2000 Volume to Capacity ratio	0.67			
Actuated Cycle Length (s)	42.7	Sum of lost time (s)	8.8	
Intersection Capacity Utilization	69.2%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Preferred Plan PM
36: I-15 SB Ramp & Market Street 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1040	430	230	630	0	160	0	360	360	0	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6	4.6	4.2	4.6		4.6		4.2	4.0		4.0
Lane Util. Factor		0.95	1.00	1.00	0.95		1.00		1.00	1.00		1.00
Frpb, ped/bikes		1.00	0.94	1.00	1.00		1.00		0.98	1.00		0.94
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		0.85	1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00		0.95		1.00	0.95		1.00
Satd. Flow (prot)		3539	1494	1770	3539		1770		1558	1770		1489
Flt Permitted		1.00	1.00	0.95	1.00		0.95		1.00	0.95		1.00
Satd. Flow (perm)		3539	1494	1770	3539		1770		1558	1770		1489
Peak-hour factor, PHF	0.92	0.86	0.86	0.86	0.86	0.92	0.88	0.92	0.88	0.92	0.92	0.92
Adj. Flow (vph)	0	1209	500	267	733	0	182	0	409	391	0	163
RTOR Reduction (vph)	0	0	128	0	0	0	0	0	34	0	0	125
Lane Group Flow (vph)	0	1209	372	267	733	0	182	0	375	391	0	38
Confl. Peds. (#/hr)			20	20			15		15	15		15
Confl. Bikes (#/hr)			25	25			15		15	15		15
Turn Type		NA	pm+ov	Prot	NA		Prot		pm+ov	Prot		Perm
Protected Phases		2	8	1	6		8		1	4		
Permitted Phases			2						8			4
Actuated Green, G (s)		42.3	56.6	20.7	67.2		14.3		35.0	28.1		28.1
Effective Green, g (s)		42.3	56.6	20.7	67.2		14.3		35.0	28.1		28.1
Actuated g/C Ratio		0.34	0.46	0.17	0.55		0.12		0.29	0.23		0.23
Clearance Time (s)		4.6	4.6	4.2	4.6		4.6		4.2	4.0		4.0
Vehicle Extension (s)		0.2	0.2	0.2	0.2		0.2		0.2	3.0		3.0
Lane Grp Cap (vph)		1219	688	298	1936		206		444	405		340
v/s Ratio Prot		c0.34	0.06	c0.15	0.21		c0.10		0.14	c0.22		
v/s Ratio Perm			0.19						0.10			0.03
v/c Ratio		0.99	0.54	0.90	0.38		0.88		0.85	0.97		0.11
Uniform Delay, d1		40.1	23.8	50.0	15.9		53.4		41.4	46.9		37.5
Progression Factor		1.00	1.00	1.00	1.00		1.00		1.00	1.00		1.00
Incremental Delay, d2		23.7	0.5	26.6	0.0		32.2		13.3	35.4		0.1
Delay (s)		63.7	24.2	76.6	15.9		85.6		54.6	82.3		37.6
Level of Service		E	C	E	B		F		D	F		D
Approach Delay (s)		52.2			32.1			64.2			69.2	
Approach LOS		D			C			E			E	

Intersection Summary				
HCM 2000 Control Delay	51.3	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.95			
Actuated Cycle Length (s)	122.8	Sum of lost time (s)	17.4	
Intersection Capacity Utilization	83.1%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Preferred Plan PM
37: I-15 NB Ramp & Market Street 5/24/2014

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1290	470	570	650	210	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6	4.2	4.6	4.6	4.2
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00	0.96	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	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1517	1770	3539	1770	1568
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1517	1770	3539	1770	1568
Peak-hour factor, PHF	0.94	0.94	0.90	0.90	0.95	0.95
Adj. Flow (vph)	1372	500	633	722	221	337
RTOR Reduction (vph)	0	35	0	0	0	4
Lane Group Flow (vph)	1372	465	633	722	221	333
Confl. Peds. (#/hr)		15	15		15	15
Confl. Bikes (#/hr)		25	25		15	15
Turn Type	NA	pm+ov	Prot	NA	Prot	pm+ov
Protected Phases	2	8	1	6	8	1
Permitted Phases		2				8
Actuated Green, G (s)	38.8	54.8	31.8	74.8	16.0	47.8
Effective Green, g (s)	38.8	54.8	31.8	74.8	16.0	47.8
Actuated g/C Ratio	0.39	0.55	0.32	0.75	0.16	0.48
Clearance Time (s)	4.6	4.6	4.2	4.6	4.6	4.2
Vehicle Extension (s)	6.0	2.0	2.0	6.0	2.0	2.0
Lane Grp Cap (vph)	1373	901	562	2647	283	749
v/s Ratio Prot	c0.39	0.08	c0.36	0.20	c0.12	0.14
v/s Ratio Perm		0.22				0.07
v/c Ratio	1.00	0.52	1.13	0.27	0.78	0.45
Uniform Delay, d1	30.6	14.2	34.1	4.0	40.3	17.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	24.0	1.3	77.7	0.2	19.0	0.2
Delay (s)	54.6	15.6	111.8	4.1	59.3	17.5
Level of Service	D	B	F	A	E	B
Approach Delay (s)	44.2			54.5	34.0	
Approach LOS	D			D	C	

Intersection Summary			
HCM 2000 Control Delay	46.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.4
Intersection Capacity Utilization	90.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
38: Ocean View Blvd & I-15 SB Ramps 5/24/2014

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	230	610	310	140	560	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	6.0	6.0		4.6	4.2
Lane Util. Factor	1.00	0.95	0.95		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.95		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	3539	3293		1770	1583
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	3539	3293		1770	1583
Peak-hour factor, PHF	0.96	0.96	0.89	0.89	0.93	0.93
Adj. Flow (vph)	240	635	348	157	602	419
RTOR Reduction (vph)	0	0	72	0	0	337
Lane Group Flow (vph)	240	635	433	0	602	82
Confl. Peds. (#/hr)	20			20	15	15
Confl. Bikes (#/hr)	15			15	15	15
Turn Type	Prot	NA	NA		Prot	Over
Protected Phases	5	2	6		4	5
Permitted Phases						
Actuated Green, G (s)	11.3	27.6	12.1		25.0	11.3
Effective Green, g (s)	11.3	27.6	12.1		25.0	11.3
Actuated g/C Ratio	0.18	0.44	0.19		0.40	0.18
Clearance Time (s)	4.2	6.0	6.0		4.6	4.2
Vehicle Extension (s)	0.2	0.2	0.2		0.2	0.2
Lane Grp Cap (vph)	316	1545	630		700	283
v/s Ratio Prot	c0.14	0.18	c0.13		c0.34	0.05
v/s Ratio Perm						
v/c Ratio	0.76	0.41	0.69		0.86	0.29
Uniform Delay, d1	24.7	12.2	23.8		17.5	22.5
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	9.0	0.1	2.5		10.0	0.2
Delay (s)	33.6	12.3	26.3		27.5	22.7
Level of Service	C	B	C		C	C
Approach Delay (s)		18.1	26.3		25.5	
Approach LOS		B	C		C	

Intersection Summary			
HCM 2000 Control Delay	23.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	63.2	Sum of lost time (s)	14.8
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
39: 35th St/I-15 NB Ramps & Ocean View Blvd 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	330	590	250	30	260	190	90	170	70	130	60	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.0	5.0	4.2	5.0			4.6	4.6		4.6	4.2
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.89	1.00	0.98			1.00	0.88		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	0.94			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.98	1.00		0.97	1.00
Satd. Flow (prot)	3433	1863	1411	1770	1702			1831	1400		1801	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00			0.98	1.00		0.97	1.00
Satd. Flow (perm)	3433	1863	1411	1770	1702			1831	1400		1801	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.92	0.92	0.92	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	347	621	263	33	283	207	100	189	78	144	67	111
RTOR Reduction (vph)	0	0	113	0	19	0	0	0	63	0	0	97
Lane Group Flow (vph)	347	621	150	33	471	0	0	289	15	0	211	14
Confl. Peds. (#/hr)	30		30	30		30	20		30	30		20
Confl. Bikes (#/hr)	15		15	15		15	15		15	15		15
Turn Type	Prot	NA	Perm	Prot	NA		Split	NA	Perm	Split	NA	Over
Protected Phases	5	2		1	6		3	3		4	4	5
Permitted Phases			2						3			
Actuated Green, G (s)	13.3	42.9	42.9	2.7	32.3			20.6	20.6		19.5	13.3
Effective Green, g (s)	13.3	42.9	42.9	2.7	32.3			20.6	20.6		19.5	13.3
Actuated g/C Ratio	0.13	0.41	0.41	0.03	0.31			0.20	0.20		0.19	0.13
Clearance Time (s)	4.2	5.0	5.0	4.2	5.0			4.6	4.6		4.6	4.2
Vehicle Extension (s)	2.0	4.5	4.5	2.0	4.5			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	438	767	581	45	528			362	277		337	202
v/s Ratio Prot	c0.10	0.33		0.02	c0.28			c0.16			c0.12	0.01
v/s Ratio Perm			0.11						0.01			
v/c Ratio	0.79	0.81	0.26	0.73	0.89			0.80	0.06		0.63	0.07
Uniform Delay, d1	44.1	27.0	20.1	50.3	34.2			39.8	33.9		38.9	40.0
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	8.9	7.0	0.4	41.0	17.8			10.9	0.0		2.6	0.1
Delay (s)	52.9	34.0	20.5	91.3	52.0			50.7	33.9		41.6	40.0
Level of Service	D	C	C	F	D			D	C		D	D
Approach Delay (s)		36.5			54.5			47.1			41.0	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	42.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	104.1	Sum of lost time (s)	18.4
Intersection Capacity Utilization	86.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
40: Main Street & I-15 Ramps 5/24/2014

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	300	660	330	260	540	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.0	5.0	5.0	4.6	
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	1.00	0.91	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	1.00	0.85	0.96	
Flt Protected	0.95	1.00	1.00	1.00	0.97	
Satd. Flow (prot)	1770	3539	3539	1449	1715	
Flt Permitted	0.95	1.00	1.00	1.00	0.97	
Satd. Flow (perm)	1770	3539	3539	1449	1715	
Peak-hour factor, PHF	0.83	0.83	0.88	0.88	0.77	0.77
Adj. Flow (vph)	361	795	375	295	701	286
RTOR Reduction (vph)	0	0	0	241	10	0
Lane Group Flow (vph)	361	795	375	54	977	0
Confl. Peds. (#/hr)	20			20	15	15
Confl. Bikes (#/hr)	15			15	15	15
Turn Type	Prot	NA	NA	Perm	Prot	
Protected Phases	5	2	6		4	
Permitted Phases				6		
Actuated Green, G (s)	19.8	46.2	22.2	22.2	65.2	
Effective Green, g (s)	19.8	46.2	22.2	22.2	65.2	
Actuated g/C Ratio	0.16	0.38	0.18	0.18	0.54	
Clearance Time (s)	4.2	5.0	5.0	5.0	4.6	
Vehicle Extension (s)	0.2	2.5	2.5	2.5	0.2	
Lane Grp Cap (vph)	289	1351	649	265	924	
v/s Ratio Prot	c0.20	c0.22	0.11		c0.57	
v/s Ratio Perm				0.04		
v/c Ratio	1.25	0.59	0.58	0.20	1.06	
Uniform Delay, d1	50.6	29.8	45.1	41.9	27.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	137.6	1.9	3.7	1.7	45.9	
Delay (s)	188.2	31.7	48.8	43.6	73.8	
Level of Service	F	C	D	D	E	
Approach Delay (s)		80.6	46.6		73.8	
Approach LOS		F	D		E	

Intersection Summary			
HCM 2000 Control Delay	70.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	121.0	Sum of lost time (s)	13.8
Intersection Capacity Utilization	99.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
41: 36th St & Imperial Ave 5/24/2014

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	110	240	210	210	400	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.90	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.97	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1433	1770	1863	1786	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1433	1770	1863	1786	
Peak-hour factor, PHF	0.93	0.93	0.94	0.94	0.96	0.96
Adj. Flow (vph)	118	258	223	223	417	115
RTOR Reduction (vph)	0	214	0	0	15	0
Lane Group Flow (vph)	118	44	223	223	517	0
Confl. Peds. (#/hr)	15	15	20			20
Confl. Bikes (#/hr)	25	25	15			15
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				
Actuated Green, G (s)	8.8	8.8	9.9	33.7	19.8	
Effective Green, g (s)	8.8	8.8	9.9	33.7	19.8	
Actuated g/C Ratio	0.17	0.17	0.19	0.66	0.39	
Clearance Time (s)	4.9	4.9	4.0	4.0	4.0	
Vehicle Extension (s)	2.0	2.0	2.0	3.7	3.7	
Lane Grp Cap (vph)	303	245	340	1221	687	
v/s Ratio Prot	c0.07		c0.13	0.12	c0.29	
v/s Ratio Perm		0.03				
v/c Ratio	0.39	0.18	0.66	0.18	0.75	
Uniform Delay, d1	18.9	18.2	19.2	3.5	13.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.3	0.1	3.5	0.1	4.9	
Delay (s)	19.2	18.3	22.6	3.6	18.6	
Level of Service	B	B	C	A	B	
Approach Delay (s)	18.6			13.1	18.6	
Approach LOS	B			B	B	

Intersection Summary			
HCM 2000 Control Delay	16.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	51.4	Sum of lost time (s)	12.9
Intersection Capacity Utilization	59.8%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
42: 36th St & Ocean View Blvd 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	620	70	40	350	50	40	60	40	40	120	90
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			5.0			5.0	
Lane Util. Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.99			0.99			0.95	
Flpb, ped/bikes	0.99	1.00		1.00	1.00			0.99			1.00	
Frt	1.00	0.98		1.00	0.98			0.96			0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.99	
Satd. Flow (prot)	1753	1815		1765	1806			1719			1673	
Flt Permitted	0.39	1.00		0.21	1.00			0.76			0.93	
Satd. Flow (perm)	717	1815		398	1806			1319			1560	
Peak-hour factor, PHF	0.95	0.95	0.95	0.88	0.88	0.88	0.75	0.75	0.75	0.92	0.92	0.92
Adj. Flow (vph)	105	653	74	45	398	57	53	80	53	43	130	98
RTOR Reduction (vph)	0	5	0	0	7	0	0	24	0	0	34	0
Lane Group Flow (vph)	105	722	0	45	448	0	0	162	0	0	237	0
Confl. Peds. (#/hr)	30		40	40		30	50		20	20		50
Confl. Bikes (#/hr)	15					15	15		15	15		15
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	38.1	34.0		35.1	32.5			14.1			14.1	
Effective Green, g (s)	38.1	34.0		35.1	32.5			14.1			14.1	
Actuated g/C Ratio	0.59	0.52		0.54	0.50			0.22			0.22	
Clearance Time (s)	4.4	4.9		4.4	4.9			5.0			5.0	
Vehicle Extension (s)	2.0	3.5		2.0	3.5			2.0			2.0	
Lane Grp Cap (vph)	485	949		269	903			286			338	
v/s Ratio Prot	c0.01	c0.40		0.01	0.25							
v/s Ratio Perm	0.11			0.08				0.12			c0.15	
v/c Ratio	0.22	0.76		0.17	0.50			0.57			0.70	
Uniform Delay, d1	6.4	12.3		8.8	10.8			22.7			23.5	
Progression Factor	1.00	1.00		1.00	1.00			1.00			1.00	
Incremental Delay, d2	0.1	5.7		0.1	1.9			1.5			5.1	
Delay (s)	6.5	18.0		8.9	12.8			24.2			28.5	
Level of Service	A	B		A	B			C			C	
Approach Delay (s)		16.5			12.4			24.2			28.5	
Approach LOS		B			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	18.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	65.0	Sum of lost time (s)	14.3
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
43: Yama St/I-5 SB Off-Ramp & Main Street 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	770	300	240	370	0	90	0	230	800	60	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6		4.2	4.6			4.6	4.6	4.6	4.6	
Lane Util. Factor		0.95		1.00	0.95			0.95	0.95	0.95	0.95	
Frpb, ped/bikes		0.98		1.00	1.00			0.98	0.95	1.00	0.99	
Flpb, ped/bikes		1.00		1.00	1.00			1.00	1.00	0.98	0.99	
Frt		0.96		1.00	1.00			0.93	0.85	1.00	0.96	
Flt Protected		1.00		0.95	1.00			0.97	1.00	0.95	0.97	
Satd. Flow (prot)		3330		1770	3539			1567	1429	1652	1618	
Flt Permitted		1.00		0.95	1.00			0.37	1.00	0.57	0.63	
Satd. Flow (perm)		3330		1770	3539			591	1429	995	1055	
Peak-hour factor, PHF	0.87	0.87	0.87	0.94	0.94	0.94	0.74	0.74	0.74	0.94	0.94	0.94
Adj. Flow (vph)	0	885	345	255	394	0	122	0	311	851	64	128
RTOR Reduction (vph)	0	49	0	0	0	0	0	42	123	0	14	0
Lane Group Flow (vph)	0	1181	0	255	394	0	0	176	92	528	501	0
Confl. Peds. (#/hr)	20		15	15		20	20		15	15		20
Confl. Bikes (#/hr)	15		15	15		15	15		15	15		15
Turn Type		NA		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases		2		1	6			8			4	
Permitted Phases							8		8	4		
Actuated Green, G (s)		25.2		10.2	39.6			36.2	36.2	36.2	36.2	
Effective Green, g (s)		25.2		10.2	39.6			36.2	36.2	36.2	36.2	
Actuated g/C Ratio		0.30		0.12	0.47			0.43	0.43	0.43	0.43	
Clearance Time (s)		4.6		4.2	4.6			4.6	4.6	4.6	4.6	
Vehicle Extension (s)		0.2		0.2	0.2			0.2	0.2	0.2	0.2	
Lane Grp Cap (vph)		987		212	1648			251	608	423	449	
v/s Ratio Prot		c0.35		c0.14	0.11							
v/s Ratio Perm								0.30	0.06	c0.53	0.47	
v/c Ratio		1.20		1.20	0.24			0.70	0.15	1.25	1.12	
Uniform Delay, d1		29.9		37.4	13.6			19.9	15.0	24.4	24.4	
Progression Factor		1.00		1.00	1.00			1.00	1.00	1.00	1.00	
Incremental Delay, d2		98.6		127.4	0.0			6.7	0.0	130.1	78.1	
Delay (s)		128.5		164.8	13.7			26.7	15.0	154.5	102.5	
Level of Service		F		F	B			C	B	F	F	
Approach Delay (s)		128.5			73.0			20.9			128.8	
Approach LOS		F			E			C			F	

Intersection Summary				
HCM 2000 Control Delay	104.0	HCM 2000 Level of Service	F	
HCM 2000 Volume to Capacity ratio	1.22			
Actuated Cycle Length (s)	85.0	Sum of lost time (s)	13.4	
Intersection Capacity Utilization	97.6%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Preferred Plan PM
44: Yama St & I-5 SB On-Ramp 5/24/2014

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	330	180	320	280
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.59	0.59	0.87	0.87
Hourly flow rate (vph)	0	0	559	305	368	322
Pedestrians	15		15			15
Lane Width (ft)	0.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	0		1			1
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						313
pX, platoon unblocked						
vC, conflicting volume	1647	589			879	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1647	589			879	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			52	
cM capacity (veh/h)	56	502			768	

Direction, Lane #	NB 1	NB 2	SB 1
Volume Total	559	305	690
Volume Left	0	0	368
Volume Right	0	305	0
cSH	1700	1700	768
Volume to Capacity	0.33	0.18	0.48
Queue Length 95th (ft)	0	0	65
Control Delay (s)	0.0	0.0	11.3
Lane LOS			B
Approach Delay (s)	0.0		11.3
Approach LOS			

Intersection Summary			
Average Delay	5.0		
Intersection Capacity Utilization	67.1%	ICU Level of Service	C
Analysis Period (min)	15		

Preferred Plan PM
45: National City Blvd/I-5 NB Ramp & Osborn St 5/24/2014

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	90	110	710	120	100	360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5			4.5
Lane Util. Factor	1.00	0.95	0.95			1.00
Frpb, ped/bikes	0.99	0.96	0.99			1.00
Flpb, ped/bikes	1.00	1.00	1.00			1.00
Frt	0.98	0.85	0.98			1.00
Flt Protected	0.96	1.00	1.00			0.99
Satd. Flow (prot)	1736	1439	3438			1841
Flt Permitted	0.96	1.00	1.00			0.68
Satd. Flow (perm)	1736	1439	3438			1266
Peak-hour factor, PHF	0.80	0.80	0.81	0.81	0.92	0.92
Adj. Flow (vph)	112	138	877	148	109	391
RTOR Reduction (vph)	12	99	21	0	0	0
Lane Group Flow (vph)	119	20	1004	0	0	500
Confl. Peds. (#/hr)	15	15		15	15	
Confl. Bikes (#/hr)	15	15		15	15	
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	7.0	7.0	26.5			26.5
Effective Green, g (s)	7.0	7.0	26.5			26.5
Actuated g/C Ratio	0.16	0.16	0.62			0.62
Clearance Time (s)	4.5	4.5	4.5			4.5
Vehicle Extension (s)	3.0	3.0	3.0			3.0
Lane Grp Cap (vph)	285	237	2143			789
v/s Ratio Prot	c0.07		0.29			
v/s Ratio Perm		0.01				c0.39
v/c Ratio	0.42	0.08	0.47			0.63
Uniform Delay, d1	15.9	15.0	4.3			5.0
Progression Factor	1.00	1.00	1.00			1.00
Incremental Delay, d2	1.0	0.2	0.2			1.7
Delay (s)	16.9	15.2	4.4			6.7
Level of Service	B	B	A			A
Approach Delay (s)	16.1		4.4			6.7
Approach LOS	B		A			A

Intersection Summary			
HCM 2000 Control Delay	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	42.5	Sum of lost time (s)	9.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
46: Division Street & National City Blvd 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	310	370	30	70	130	190	160	320	190	100	150	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.97	1.00	1.00	0.95	1.00	0.96	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	1831		1770	1863	1534	3433	1863	1499	1770	1625	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	1831		1770	1863	1534	3433	1863	1499	1770	1625	
Peak-hour factor, PHF	0.87	0.87	0.87	0.93	0.93	0.93	0.79	0.79	0.79	0.87	0.87	0.87
Adj. Flow (vph)	356	425	34	75	140	204	203	405	241	115	172	253
RTOR Reduction (vph)	0	4	0	0	0	101	0	0	126	0	71	0
Lane Group Flow (vph)	356	455	0	75	140	103	203	405	115	115	354	0
Confl. Peds. (#/hr)	20		20	20		20	15		40	40		15
Confl. Bikes (#/hr)	15		15	15		15	15		15	15		15
Turn Type	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	
Protected Phases	7	4		3	8	1	5	2	3	1	6	
Permitted Phases						8			2			
Actuated Green, G (s)	18.7	22.4		6.0	9.7	15.8	5.1	17.9	23.9	6.1	18.9	
Effective Green, g (s)	18.7	22.4		6.0	9.7	15.8	5.1	17.9	23.9	6.1	18.9	
Actuated g/C Ratio	0.27	0.33		0.09	0.14	0.23	0.07	0.26	0.35	0.09	0.28	
Clearance Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	483	599		155	264	444	255	487	611	157	449	
v/s Ratio Prot	c0.20	c0.25		0.04	0.08	0.02	0.06	0.22	0.02	c0.06	c0.22	
v/s Ratio Perm						0.05			0.06			
v/c Ratio	0.74	0.76		0.48	0.53	0.23	0.80	0.83	0.19	0.73	0.79	
Uniform Delay, d1	22.6	20.6		29.7	27.2	21.4	31.1	23.8	15.5	30.4	22.9	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.8	5.5		2.4	2.0	0.3	15.7	11.5	0.1	16.1	8.9	
Delay (s)	28.4	26.1		32.1	29.3	21.6	46.8	35.4	15.6	46.5	31.8	
Level of Service	C	C		C	C	C	D	D	B	D	C	
Approach Delay (s)		27.1			26.1			32.5			34.9	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	30.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	68.4	Sum of lost time (s)	16.0
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
47: Home Ave & Federal Blvd 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	40	5	110	120	150	120	680	300	210	70	530
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	5.2		5.2	5.2		5.2	7.0		5.2	7.0	7.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	0.95
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	0.98		1.00	0.95	0.93
Flpb, ped/bikes	1.00	1.00		0.97	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.92		1.00	0.95		1.00	0.88	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1805		1724	1665		1770	3306		1770	1483	1402
Flt Permitted	0.95	1.00		0.72	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1805		1300	1665		1770	3306		1770	1483	1402
Peak-hour factor, PHF	0.73	0.73	0.73	0.75	0.75	0.75	0.94	0.94	0.94	0.93	0.93	0.93
Adj. Flow (vph)	68	55	7	147	160	200	128	723	319	226	75	570
RTOR Reduction (vph)	0	0	0	0	31	0	0	34	0	0	0	0
Lane Group Flow (vph)	68	62	0	147	329	0	128	1008	0	226	326	319
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)	15		15	15		15	15		15	15		15
Turn Type	Split	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases	4	4			8		5	2		1	6	
Permitted Phases				8								6
Actuated Green, G (s)	7.5	7.5		26.1	26.1		11.4	38.7		17.6	44.9	44.9
Effective Green, g (s)	7.5	7.5		26.1	26.1		11.4	38.7		17.6	44.9	44.9
Actuated g/C Ratio	0.07	0.07		0.23	0.23		0.10	0.34		0.16	0.40	0.40
Clearance Time (s)	5.2	5.2		5.2	5.2		5.2	7.0		5.2	7.0	7.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	6.0		2.0	6.0	6.0
Lane Grp Cap (vph)	118	120		301	386		179	1137		276	591	559
v/s Ratio Prot	c0.04	0.03			c0.20		0.07	c0.30		c0.13	0.22	
v/s Ratio Perm				0.11								0.23
v/c Ratio	0.58	0.52		0.49	0.85		0.72	0.89		0.82	0.55	0.57
Uniform Delay, d1	51.0	50.7		37.4	41.3		49.0	34.8		45.9	26.0	26.3
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	4.2	1.6		0.5	15.8		10.7	9.5		16.2	2.4	2.8
Delay (s)	55.1	52.3		37.9	57.1		59.7	44.4		62.1	28.5	29.1
Level of Service	E	D		D	E		E	D		E	C	C
Approach Delay (s)		53.8			51.5			46.0			37.4	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	44.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	112.5	Sum of lost time (s)	22.6
Intersection Capacity Utilization	81.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Preferred Plan PM
48: Home Ave & SR-94 Off Ramp 5/24/2014

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Volume (vph)	950	10	0	20	10	0
Peak Hour Factor	0.95	0.95	0.80	0.80	0.55	0.55
Hourly flow rate (vph)	1000	11	0	25	18	0

Direction, Lane #	EB 1	EB 2	NB 1	SB 1
Volume Total (vph)	667	344	25	18
Volume Left (vph)	667	333	0	0
Volume Right (vph)	0	11	0	0
Hadj (s)	0.53	0.50	0.03	0.03
Departure Headway (s)	5.2	5.1	5.8	5.9
Degree Utilization, x	0.96	0.49	0.04	0.03
Capacity (veh/h)	688	696	609	613
Control Delay (s)	45.5	11.8	9.1	9.0
Approach Delay (s)	34.0		9.1	9.0
Approach LOS	D		A	A

Intersection Summary			
Delay	33.0		
Level of Service	D		
Intersection Capacity Utilization	41.4%	ICU Level of Service	A
Analysis Period (min)	15		

Preferred Plan PM
49: 40th st & Imperial Avenue 5/24/2014

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	500	290	410	570	40	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		5.4	5.4	4.0	4.3
Lane Util. Factor	1.00		1.00	1.00	1.00	0.88
Frpb, ped/bikes	0.95		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.95		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	1690		1770	1863	1770	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	1690		1770	1863	1770	2787
Peak-hour factor, PHF	0.85	0.85	0.95	0.95	0.88	0.88
Adj. Flow (vph)	588	341	432	600	45	136
RTOR Reduction (vph)	14	0	0	0	0	127
Lane Group Flow (vph)	915	0	432	600	45	9
Confl. Peds. (#/hr)		30	30		15	15
Confl. Bikes (#/hr)		25	25		15	15
Turn Type	NA		Split	NA	Prot	Prot
Protected Phases	4		6	6	5	2
Permitted Phases				6		
Actuated Green, G (s)	76.0		48.6	48.6	10.6	10.3
Effective Green, g (s)	76.0		48.6	48.6	10.6	10.3
Actuated g/C Ratio	0.51		0.33	0.33	0.07	0.07
Clearance Time (s)	4.0		5.4	5.4	4.0	4.3
Vehicle Extension (s)	2.0		4.1	4.1	2.0	3.8
Lane Grp Cap (vph)	864		578	609	126	193
v/s Ratio Prot	c0.54		0.24	c0.32	c0.03	0.00
v/s Ratio Perm						
v/c Ratio	1.06		0.75	0.99	0.36	0.05
Uniform Delay, d1	36.3		44.5	49.6	65.8	64.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	47.6		5.7	32.5	0.6	0.1
Delay (s)	83.9		50.2	82.2	66.4	64.7
Level of Service	F		D	F	E	E
Approach Delay (s)	83.9			68.8	65.1	
Approach LOS	F			E	E	

Intersection Summary			
HCM 2000 Control Delay	75.0	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	148.6	Sum of lost time (s)	13.7
Intersection Capacity Utilization	82.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
50: 43rd st & National Avenue/Logan Ave 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	270	310	110	250	75	160	180	145	90	210	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.4	4.4	4.0	4.0		4.4	4.9	4.9	4.9	4.9	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.97	1.00	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.96	1.00	0.95		1.00	1.00	0.95	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	0.98	1.00		1.00	1.00	1.00	0.97	1.00	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3539	1518	1735	3260		3433	1863	1497	1725	1803	
Flt Permitted	0.95	1.00	1.00	0.55	1.00		0.95	1.00	1.00	0.63	1.00	
Satd. Flow (perm)	1770	3539	1518	1010	3260		3433	1863	1497	1152	1803	
Peak-hour factor, PHF	0.82	0.82	0.82	0.92	0.92	0.92	0.92	0.92	0.92	0.88	0.88	0.88
Adj. Flow (vph)	61	329	378	120	272	82	174	196	158	102	239	34
RTOR Reduction (vph)	0	0	222	0	31	0	0	0	95	0	6	0
Lane Group Flow (vph)	61	329	156	120	323	0	174	196	63	102	267	0
Confl. Peds. (#/hr)	50		40	40		50	40		40	40		40
Confl. Bikes (#/hr)	25		25	25		25	25		25	25		25
Turn Type	Split	NA	pm+ov	Perm	NA		Prot	NA	Perm	Perm	NA	
Protected Phases	4	4	5		8		5	2			6	
Permitted Phases			4	8					2	6		
Actuated Green, G (s)	14.5	14.5	20.8	12.2	12.2		6.3	26.7	26.7	16.0	16.0	
Effective Green, g (s)	14.5	14.5	20.8	12.2	12.2		6.3	26.7	26.7	16.0	16.0	
Actuated g/C Ratio	0.22	0.22	0.31	0.18	0.18		0.09	0.40	0.40	0.24	0.24	
Clearance Time (s)	4.4	4.4	4.4	4.0	4.0		4.4	4.9	4.9	4.9	4.9	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.3	2.3	2.3	2.3	
Lane Grp Cap (vph)	384	769	473	184	596		324	745	599	276	432	
v/s Ratio Prot	0.03	c0.09	0.03		0.10		c0.05	0.11			c0.15	
v/s Ratio Perm			0.07	c0.12					0.04	0.09		
v/c Ratio	0.16	0.43	0.33	0.65	0.54		0.54	0.26	0.11	0.37	0.62	
Uniform Delay, d1	21.2	22.5	17.6	25.3	24.7		28.8	13.4	12.5	21.1	22.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.1	0.1	0.1	6.2	0.5		0.9	0.1	0.0	0.5	2.1	
Delay (s)	21.2	22.7	17.7	31.5	25.3		29.7	13.5	12.6	21.6	24.7	
Level of Service	C	C	B	C	C		C	B	B	C	C	
Approach Delay (s)		20.1			26.8			18.6			23.9	
Approach LOS		C			C			B			C	

Intersection Summary			
HCM 2000 Control Delay	21.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	66.7	Sum of lost time (s)	17.7
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
51: 43rd st & North Gate Market Drwy/I-805 ramps 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	40	130	140	340	210	490	140	330	380	430	350	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2	4.2		4.6	4.6	4.2	4.6	4.6	4.2	4.6	
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.97	0.95	
Frpb, ped/bikes		1.00	0.97		1.00	0.94	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	1.00	1.00	1.00	
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	0.98	
Flt Protected		0.99	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1841	1529		1807	1490	1770	1863	1583	3433	3381	
Flt Permitted		0.99	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1841	1529		1807	1490	1770	1863	1583	3433	3381	
Peak-hour factor, PHF	0.91	0.91	0.91	0.94	0.94	0.94	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	44	143	154	362	223	521	147	347	400	478	389	67
RTOR Reduction (vph)	0	0	132	0	0	241	0	0	279	0	10	0
Lane Group Flow (vph)	0	187	22	0	585	280	147	347	121	478	446	0
Confl. Peds. (#/hr)	20		15	15		20	50		50	50		50
Confl. Bikes (#/hr)	5		5	5		5	25		25	25		25
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Over	Prot	NA	
Protected Phases	4	4		8	8		5	2	8	1	6	
Permitted Phases			4			8						
Actuated Green, G (s)		15.8	15.8		33.7	33.7	11.6	25.3	33.7	18.8	32.5	
Effective Green, g (s)		15.8	15.8		33.7	33.7	11.6	25.3	33.7	18.8	32.5	
Actuated g/C Ratio		0.14	0.14		0.30	0.30	0.10	0.23	0.30	0.17	0.29	
Clearance Time (s)		4.2	4.2		4.6	4.6	4.2	4.6	4.6	4.2	4.6	
Vehicle Extension (s)		0.2	0.2		0.2	0.2	0.2	0.2	0.2	0.2	0.2	
Lane Grp Cap (vph)		261	217		547	451	184	423	479	580	988	
v/s Ratio Prot		c0.10			c0.32		0.08	c0.19	0.08	c0.14	0.13	
v/s Ratio Perm			0.01			0.19						
v/c Ratio		0.72	0.10		1.07	0.62	0.80	0.82	0.25	0.82	0.45	
Uniform Delay, d1		45.6	41.5		38.8	33.3	48.7	40.8	29.2	44.6	32.1	
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		7.6	0.1		58.4	1.9	19.8	11.5	0.1	8.8	0.1	
Delay (s)		53.1	41.6		97.1	35.2	68.4	52.3	29.4	53.4	32.2	
Level of Service		D	D		F	D	E	D	C	D	C	
Approach Delay (s)		47.9			67.9			44.7			43.1	
Approach LOS		D			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	52.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	111.2	Sum of lost time (s)	17.6
Intersection Capacity Utilization	98.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
52: 43rd st & Division Street 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	90	380	80	70	360	90	200	420	150	120	250	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.0		4.0	5.0	5.0	4.0	5.0		4.0	5.0	
Lane Util. Factor	0.97	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.93	1.00	0.99		1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.96		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	3433	3420		1770	1863	1465	1770	3361		1770	3287	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	3420		1770	1863	1465	1770	3361		1770	3287	
Peak-hour factor, PHF	0.95	0.95	0.95	0.88	0.88	0.88	0.92	0.92	0.92	0.87	0.87	0.87
Adj. Flow (vph)	95	400	84	80	409	102	217	457	163	138	287	161
RTOR Reduction (vph)	0	24	0	0	0	69	0	51	0	0	111	0
Lane Group Flow (vph)	95	460	0	80	409	33	217	569	0	138	337	0
Confl. Peds. (#/hr)	60		30	30		60	20		15	15		20
Confl. Bikes (#/hr)	20		15	15		20	25		25	25		25
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8						
Actuated Green, G (s)	3.1	18.9		4.1	19.9	19.9	6.2	17.1		4.1	15.0	
Effective Green, g (s)	3.1	18.9		4.1	19.9	19.9	6.2	17.1		4.1	15.0	
Actuated g/C Ratio	0.05	0.30		0.07	0.32	0.32	0.10	0.27		0.07	0.24	
Clearance Time (s)	4.0	5.0		4.0	5.0	5.0	4.0	5.0		4.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	171	1039		116	596	468	176	924		116	792	
v/s Ratio Prot	0.03	0.13		c0.05	c0.22		c0.12	c0.17		0.08	0.10	
v/s Ratio Perm						0.02						
v/c Ratio	0.56	0.44		0.69	0.69	0.07	1.23	0.62		1.19	0.43	
Uniform Delay, d1	28.9	17.4		28.4	18.4	14.7	28.0	19.7		29.1	20.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.9	0.3		15.7	3.3	0.1	144.2	1.2		143.3	0.4	
Delay (s)	32.7	17.7		44.2	21.7	14.8	172.2	20.9		172.4	20.3	
Level of Service	C	B		D	C	B	F	C		F	C	
Approach Delay (s)		20.2			23.6			60.1			56.1	
Approach LOS		C			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	42.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	62.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	63.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
53: I-805 SB Ramps & Market Street 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	610	330	200	510	0	0	0	0	420	0	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	8	12	12	12	12	12	12	15	12	13
Total Lost time (s)		5.6	5.6	4.2	5.6					3.0		3.0
Lane Util. Factor		1.00	1.00	1.00	1.00					1.00		1.00
Frpb, ped/bikes		1.00	0.93	1.00	1.00					1.00		0.97
Flpb, ped/bikes		1.00	1.00	1.00	1.00					1.00		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		1863	1274	1770	1863					1947		1583
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		1863	1274	1770	1863					1947		1583
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)	0	629	340	206	526	0	0	0	0	433	0	289
RTOR Reduction (vph)	0	0	188	0	0	0	0	0	0	0	0	212
Lane Group Flow (vph)	0	629	152	206	526	0	0	0	0	433	0	77
Confl. Peds. (#/hr)	30		15	15		30	15		40	40		15
Confl. Bikes (#/hr)	25		25	25		25	5		5	5		5
Turn Type		NA	Perm	Prot	NA					Prot		Perm
Protected Phases		2		1	6					4		
Permitted Phases			2									4
Actuated Green, G (s)		40.3	40.3	15.0	59.5					24.7		24.7
Effective Green, g (s)		40.3	40.3	15.0	59.5					24.7		24.7
Actuated g/C Ratio		0.43	0.43	0.16	0.64					0.27		0.27
Clearance Time (s)		5.6	5.6	4.2	5.6					3.0		3.0
Vehicle Extension (s)		5.0	5.0	2.0	4.5					0.9		0.9
Lane Grp Cap (vph)		809	553	286	1194					518		421
v/s Ratio Prot		c0.34		c0.12	0.28					c0.22		
v/s Ratio Perm			0.12									0.05
v/c Ratio		0.78	0.27	0.72	0.44					0.84		0.18
Uniform Delay, d1		22.4	16.9	36.9	8.3					32.1		26.3
Progression Factor		1.00	1.00	1.00	1.00					1.00		1.00
Incremental Delay, d2		5.5	0.6	7.3	0.5					10.7		0.1
Delay (s)		27.9	17.4	44.3	8.8					42.9		26.3
Level of Service		C	B	D	A					D		C
Approach Delay (s)		24.3			18.8			0.0			36.3	
Approach LOS		C			B			A			D	

Intersection Summary				
HCM 2000 Control Delay	26.2	HCM 2000 Level of Service	C	
HCM 2000 Volume to Capacity ratio	0.78			
Actuated Cycle Length (s)	92.8	Sum of lost time (s)	12.8	
Intersection Capacity Utilization	109.6%	ICU Level of Service	H	
Analysis Period (min)	15			

c Critical Lane Group

Preferred Plan PM
54: I-805 NB Ramps & Market Street 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	210	820	0	0	460	150	250	0	170	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.6			4.6		4.6		4.6			
Lane Util. Factor	1.00	1.00			1.00		1.00		1.00			
Frpb, ped/bikes	1.00	1.00			0.98		1.00		0.93			
Flpb, ped/bikes	1.00	1.00			1.00		1.00		1.00			
Frt	1.00	1.00			0.97		1.00		0.85			
Flt Protected	0.95	1.00			1.00		0.95		1.00			
Satd. Flow (prot)	1770	1863			1773		1770		1470			
Flt Permitted	0.95	1.00			1.00		0.95		1.00			
Satd. Flow (perm)	1770	1863			1773		1770		1470			
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.92	0.92
Adj. Flow (vph)	221	863	0	0	484	158	263	0	179	0	0	0
RTOR Reduction (vph)	0	0	0	0	13	0	0	0	71	0	0	0
Lane Group Flow (vph)	221	863	0	0	629	0	263	0	108	0	0	0
Confl. Peds. (#/hr)	15		15	15		15	15		50	50		15
Confl. Bikes (#/hr)	25		25	25		25	5		5	5		5
Turn Type	Prot	NA			NA		Prot		Perm			
Protected Phases	5	2			6		8					
Permitted Phases									8			
Actuated Green, G (s)	5.5	35.9			26.2		17.2		17.2			
Effective Green, g (s)	5.5	35.9			26.2		17.2		17.2			
Actuated g/C Ratio	0.09	0.58			0.42		0.28		0.28			
Clearance Time (s)	4.2	4.6			4.6		4.6		4.6			
Vehicle Extension (s)	0.2	0.2			0.2		0.2		0.2			
Lane Grp Cap (vph)	156	1073			745		488		405			
v/s Ratio Prot	c0.12	c0.46			0.35		c0.15					
v/s Ratio Perm									0.07			
v/c Ratio	1.42	0.80			0.84		0.54		0.27			
Uniform Delay, d1	28.4	10.4			16.2		19.2		17.6			
Progression Factor	1.00	1.00			1.00		1.00		1.00			
Incremental Delay, d2	220.8	4.2			8.4		0.6		0.1			
Delay (s)	249.2	14.6			24.6		19.8		17.8			
Level of Service	F	B			C		B		B			
Approach Delay (s)		62.5			24.6			18.9			0.0	
Approach LOS		E			C			B			A	

Intersection Summary				
HCM 2000 Control Delay	42.4	HCM 2000 Level of Service	D	
HCM 2000 Volume to Capacity ratio	0.82			
Actuated Cycle Length (s)	62.3	Sum of lost time (s)	13.4	
Intersection Capacity Utilization	109.6%	ICU Level of Service	H	
Analysis Period (min)	15			

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	820	290	250	710	0	0	0	0	480	0	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0		4.2	5.0					4.6		4.6
Lane Util. Factor		0.95		0.97	0.95					0.97		1.00
Frpb, ped/bikes		0.99		1.00	1.00					1.00		0.97
Flpb, ped/bikes		1.00		1.00	1.00					1.00		1.00
Frt		0.96		1.00	1.00					1.00		0.85
Flt Protected		1.00		0.95	1.00					0.95		1.00
Satd. Flow (prot)		3351		3433	3539					3433		1542
Flt Permitted		1.00		0.95	1.00					0.95		1.00
Satd. Flow (perm)		3351		3433	3539					3433		1542
Peak-hour factor, PHF	0.88	0.88	0.88	0.87	0.87	0.87	0.92	0.92	0.92	0.88	0.88	0.88
Adj. Flow (vph)	0	932	330	287	816	0	0	0	0	545	0	466
RTOR Reduction (vph)	0	39	0	0	0	0	0	0	0	0	0	89
Lane Group Flow (vph)	0	1223	0	287	816	0	0	0	0	545	0	377
Confl. Peds. (#/hr)	40		20	20		40	15		15	15		15
Confl. Bikes (#/hr)	25		25	25		25	5		5	5		5
Turn Type		NA		Prot	NA					Prot		Perm
Protected Phases		2		1	6					4		
Permitted Phases												4
Actuated Green, G (s)		30.0		8.4	42.6					21.0		21.0
Effective Green, g (s)		30.0		8.4	42.6					21.0		21.0
Actuated g/C Ratio		0.41		0.11	0.58					0.29		0.29
Clearance Time (s)		5.0		4.2	5.0					4.6		4.6
Vehicle Extension (s)		0.2		0.2	0.2					0.2		0.2
Lane Grp Cap (vph)		1373		393	2059					984		442
v/s Ratio Prot		c0.36		c0.08	0.23					0.16		
v/s Ratio Perm												c0.24
v/c Ratio		0.89		0.73	0.40					0.55		0.85
Uniform Delay, d1		20.1		31.3	8.3					22.1		24.6
Progression Factor		1.00		1.00	1.00					1.00		1.00
Incremental Delay, d2		7.4		5.9	0.0					0.4		14.2
Delay (s)		27.5		37.2	8.4					22.5		38.8
Level of Service		C		D	A					C		D
Approach Delay (s)		27.5			15.9			0.0			30.0	
Approach LOS		C			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	24.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	73.2	Sum of lost time (s)	13.8
Intersection Capacity Utilization	79.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	430	870	0	0	680	650	280	0	320	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	5.0			5.0	5.0	4.6		4.6			
Lane Util. Factor	1.00	0.95			0.91	0.91	1.00		0.88			
Frpb, ped/bikes	1.00	1.00			0.99	0.95	1.00		0.94			
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00		1.00			
Frt	1.00	1.00			0.96	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			3213	1365	1770		2609			
Flt Permitted	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	1770	3539			3213	1365	1770		2609			
Peak-hour factor, PHF	0.93	0.93	0.93	0.87	0.87	0.87	0.86	0.86	0.86	0.92	0.92	0.92
Adj. Flow (vph)	462	935	0	0	782	747	326	0	372	0	0	0
RTOR Reduction (vph)	0	0	0	0	46	327	0	0	0	0	0	0
Lane Group Flow (vph)	462	935	0	0	1012	144	326	0	372	0	0	0
Confl. Peds. (#/hr)	20		30	30		20	15		15	15		15
Confl. Bikes (#/hr)	25		25	25		25	5		5	5		5
Turn Type	Prot	NA			NA	Perm	Prot		Perm			
Protected Phases	5	2			6		4					
Permitted Phases						6			4			
Actuated Green, G (s)	18.7	43.4			20.5	20.5	14.0		14.0			
Effective Green, g (s)	18.7	43.4			20.5	20.5	14.0		14.0			
Actuated g/C Ratio	0.28	0.65			0.31	0.31	0.21		0.21			
Clearance Time (s)	4.2	5.0			5.0	5.0	4.6		4.6			
Vehicle Extension (s)	0.2	0.2			0.2	0.2	0.2		0.2			
Lane Grp Cap (vph)	494	2292			983	417	369		545			
v/s Ratio Prot	c0.26	0.26			c0.32		c0.18					
v/s Ratio Perm						0.11			0.14			
v/c Ratio	0.94	0.41			1.03	0.35	0.88		0.68			
Uniform Delay, d1	23.6	5.6			23.2	18.0	25.7		24.4			
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2	24.8	0.0			36.6	0.2	20.8		2.8			
Delay (s)	48.4	5.7			59.8	18.2	46.5		27.3			
Level of Service	D	A			E	B	D		C			
Approach Delay (s)		19.8			47.0			36.2			0.0	
Approach LOS		B			D			D			A	

Intersection Summary			
HCM 2000 Control Delay	34.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	67.0	Sum of lost time (s)	13.8
Intersection Capacity Utilization	79.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	880	170	160	870
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	926	179	168	916
Pedestrians	40		15			15
Lane Width (ft)	0.0		12.0			12.0
Walking Speed (ft/s)	4.0		4.0			4.0
Percent Blockage	0		1			1
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1866	608			1145	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1866	608			1145	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			72	
cM capacity (veh/h)	46	434			606	

Direction, Lane #	NB 1	NB 2	SB 1	SB 2
Volume Total	618	488	474	611
Volume Left	0	0	168	0
Volume Right	0	179	0	0
cSH	1700	1700	606	1700
Volume to Capacity	0.36	0.29	0.28	0.36
Queue Length 95th (ft)	0	0	28	0
Control Delay (s)	0.0	0.0	7.6	0.0
Lane LOS			A	
Approach Delay (s)	0.0		3.3	
Approach LOS				

Intersection Summary			
Average Delay	1.6		
Intersection Capacity Utilization	76.3%	ICU Level of Service	D
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	325	530	305	125	370	150	160	340	195	220	440	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.9	4.9		4.4	5.0		4.4	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.97		1.00	0.98		1.00	0.94		1.00	0.94	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.95		1.00	0.96		1.00	0.95		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3252		1770	3315		1770	3147		1770	3205	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3252		1770	3315		1770	3147		1770	3205	
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)	339	552	318	130	385	156	167	354	203	229	458	167
RTOR Reduction (vph)	0	81	0	0	46	0	0	81	0	0	37	0
Lane Group Flow (vph)	339	789	0	130	495	0	167	476	0	229	588	0
Confl. Peds. (#/hr)	40		40	40		40	80		100	100		80
Confl. Bikes (#/hr)	25		25	25		25	25		25	25		25
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	22.2	36.0		10.7	25.0		14.7	20.4		18.7	24.4	
Effective Green, g (s)	22.2	36.0		10.7	25.0		14.7	20.4		18.7	24.4	
Actuated g/C Ratio	0.21	0.34		0.10	0.24		0.14	0.19		0.18	0.23	
Clearance Time (s)	4.4	4.9		4.9	4.9		4.4	5.0		4.4	5.0	
Vehicle Extension (s)	2.0	4.0		2.0	4.1		2.0	2.2		2.0	2.2	
Lane Grp Cap (vph)	374	1114		180	789		247	611		315	744	
v/s Ratio Prot	c0.19	c0.24		0.07	0.15		0.09	0.15		c0.13	c0.18	
v/s Ratio Perm												
v/c Ratio	0.91	0.71		0.72	0.63		0.68	0.78		0.73	0.79	
Uniform Delay, d1	40.4	29.9		45.7	35.8		42.9	40.2		40.7	37.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	24.3	3.8		11.4	3.7		5.7	5.8		6.9	5.4	
Delay (s)	64.6	33.7		57.1	39.6		48.5	46.0		47.7	43.3	
Level of Service	E	C		E	D		D	D		D	D	
Approach Delay (s)		42.4			43.0			46.6			44.5	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	43.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	19.2
Intersection Capacity Utilization	92.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	155	890	120	110	870	50	240	330	230	215	420	215
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.4		4.4	5.3		4.4	5.2		4.4	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.91		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		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	1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.99		1.00	0.94		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3415		1770	5030		1770	3244		1770	3291	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3415		1770	5030		1770	3244		1770	3291	
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)	158	908	122	112	888	51	245	337	235	219	429	219
RTOR Reduction (vph)	0	7	0	0	5	0	0	109	0	0	59	0
Lane Group Flow (vph)	158	1023	0	112	934	0	245	463	0	219	589	0
Confl. Peds. (#/hr)	15		80	80		15	20		15	15		20
Confl. Bikes (#/hr)	25		25	25		25	25		25	25		25
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	18.2	54.5		9.8	46.2		18.1	26.7		19.6	28.4	
Effective Green, g (s)	18.2	54.5		9.8	46.2		18.1	26.7		19.6	28.4	
Actuated g/C Ratio	0.14	0.42		0.08	0.36		0.14	0.21		0.15	0.22	
Clearance Time (s)	4.4	5.4		4.4	5.3		4.4	5.2		4.4	5.0	
Vehicle Extension (s)	2.0	2.0		2.0	2.7		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	247	1431		133	1787		246	666		266	718	
v/s Ratio Prot	0.09	c0.30		c0.06	0.19		c0.14	0.14		0.12	c0.18	
v/s Ratio Perm												
v/c Ratio	0.64	0.71		0.84	0.52		1.00	0.70		0.82	0.82	
Uniform Delay, d1	52.8	31.3		59.3	33.2		55.9	47.9		53.5	48.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.0	3.1		34.6	1.1		55.8	2.6		17.5	6.9	
Delay (s)	56.8	34.4		93.9	34.3		111.8	50.4		71.0	55.3	
Level of Service	E	C		F	C		F	D		E	E	
Approach Delay (s)		37.4			40.6			68.8			59.2	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	49.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	19.4
Intersection Capacity Utilization	86.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	170	290	190	230	310	210	170	230	240	300	340	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.0		4.4	5.0		4.4	5.5		4.4	5.5	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.96		1.00	0.94		1.00	0.94		1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.94		1.00	0.94		1.00	0.92		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3199		1770	3138		1770	3083		1770	3236	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3199		1770	3138		1770	3083		1770	3236	
Peak-hour factor, PHF	0.87	0.87	0.87	0.88	0.88	0.88	0.86	0.86	0.86	0.93	0.93	0.93
Adj. Flow (vph)	195	333	218	261	352	239	198	267	279	323	366	215
RTOR Reduction (vph)	0	126	0	0	137	0	0	225	0	0	98	0
Lane Group Flow (vph)	195	425	0	261	454	0	198	321	0	323	483	0
Confl. Peds. (#/hr)	110		70	70		110	50		70	70		50
Confl. Bikes (#/hr)	15		15	15		15	25		25	25		25
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	10.9	17.2		11.9	18.2		11.9	15.1		14.9	18.1	
Effective Green, g (s)	10.9	17.2		11.9	18.2		11.9	15.1		14.9	18.1	
Actuated g/C Ratio	0.14	0.22		0.15	0.23		0.15	0.19		0.19	0.23	
Clearance Time (s)	4.4	5.0		4.4	5.0		4.4	5.5		4.4	5.5	
Vehicle Extension (s)	2.0	3.3		2.0	2.7		2.0	2.9		2.0	3.6	
Lane Grp Cap (vph)	246	701		268	728		268	593		336	747	
v/s Ratio Prot	0.11	0.13		c0.15	c0.14		0.11	0.10		c0.18	c0.15	
v/s Ratio Perm												
v/c Ratio	0.79	0.61		0.97	0.62		0.74	0.54		0.96	0.65	
Uniform Delay, d1	32.7	27.6		33.1	27.0		31.8	28.5		31.5	27.3	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	15.0	1.5		47.2	1.5		8.8	1.0		38.5	2.1	
Delay (s)	47.6	29.1		80.3	28.6		40.6	29.5		69.9	29.3	
Level of Service	D	C		F	C		D	C		E	C	
Approach Delay (s)		33.9			44.4			32.4			43.8	
Approach LOS		C			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	39.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	78.4	Sum of lost time (s)	19.3
Intersection Capacity Utilization	81.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	390	580	0	0	510	230	140	0	300	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6			4.2			4.6	4.6			
Lane Util. Factor	1.00	0.95			0.95			1.00	1.00			
Frpb, ped/bikes	1.00	1.00			0.99			1.00	0.91			
Flpb, ped/bikes	0.99	1.00			1.00			1.00	1.00			
Frt	1.00	1.00			0.95			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	1755	3539			3340			1770	1442			
Flt Permitted	0.34	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	621	3539			3340			1770	1442			
Peak-hour factor, PHF	0.90	0.90	0.90	0.91	0.91	0.91	0.91	0.91	0.91	0.92	0.92	0.92
Adj. Flow (vph)	433	644	0	0	560	253	154	0	330	0	0	0
RTOR Reduction (vph)	0	0	0	0	37	0	0	0	266	0	0	0
Lane Group Flow (vph)	433	644	0	0	776	0	0	154	64	0	0	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)	5		5	5		5	25		25	25		25
Turn Type	Perm	NA			NA		Split	NA	Perm			
Protected Phases		2			6		8	8				
Permitted Phases	2								8			
Actuated Green, G (s)	55.1	55.1			55.5			9.2	9.2			
Effective Green, g (s)	55.1	55.1			55.5			9.2	9.2			
Actuated g/C Ratio	0.75	0.75			0.76			0.13	0.13			
Clearance Time (s)	4.6	4.6			4.2			4.6	4.6			
Vehicle Extension (s)	0.2	0.2			0.2			0.2	0.2			
Lane Grp Cap (vph)	465	2653			2522			221	180			
v/s Ratio Prot		0.18			0.23			c0.09				
v/s Ratio Perm	c0.70								0.04			
v/c Ratio	0.93	0.24			0.31			0.70	0.36			
Uniform Delay, d1	7.6	2.8			2.9			30.8	29.4			
Progression Factor	1.00	1.00			1.00			1.00	1.00			
Incremental Delay, d2	25.2	0.0			0.0			7.5	0.4			
Delay (s)	32.9	2.8			2.9			38.3	29.9			
Level of Service	C	A			A			D	C			
Approach Delay (s)		14.9			2.9			32.6			0.0	
Approach LOS		B			A			C			A	

Intersection Summary			
HCM 2000 Control Delay	14.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	73.5	Sum of lost time (s)	13.0
Intersection Capacity Utilization	78.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	620	180	200	450	0	0	0	0	350	0	920
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.6		4.2	4.6						4.6	4.6
Lane Util. Factor		0.95		1.00	0.95						1.00	1.00
Frpb, ped/bikes		0.99		1.00	1.00						1.00	0.97
Flpb, ped/bikes		1.00		1.00	1.00						1.00	1.00
Frt		0.97		1.00	1.00						1.00	0.85
Flt Protected		1.00		0.95	1.00						0.95	1.00
Satd. Flow (prot)		3376		1770	3539						1770	1532
Flt Permitted		1.00		0.95	1.00						0.95	1.00
Satd. Flow (perm)		3376		1770	3539						1770	1532
Peak-hour factor, PHF	0.93	0.93	0.93	0.95	0.95	0.95	0.92	0.92	0.92	0.94	0.94	0.94
Adj. Flow (vph)	0	667	194	211	474	0	0	0	0	372	0	979
RTOR Reduction (vph)	0	27	0	0	0	0	0	0	0	0	0	119
Lane Group Flow (vph)	0	834	0	211	474	0	0	0	0	0	372	860
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)	5		5	5		5	25		25	25		25
Turn Type		NA		Prot	NA					Split	NA	Perm
Protected Phases		2		1	6					4	4	
Permitted Phases												4
Actuated Green, G (s)		25.4		12.2	41.8						48.4	48.4
Effective Green, g (s)		25.4		12.2	41.8						48.4	48.4
Actuated g/C Ratio		0.26		0.12	0.42						0.49	0.49
Clearance Time (s)		4.6		4.2	4.6						4.6	4.6
Vehicle Extension (s)		0.2		0.2	0.2						0.2	0.2
Lane Grp Cap (vph)		862		217	1488						861	745
v/s Ratio Prot		c0.25		c0.12	0.13						0.21	
v/s Ratio Perm												c0.56
v/c Ratio		0.97		0.97	0.32						0.43	1.16
Uniform Delay, d1		36.6		43.4	19.3						16.6	25.5
Progression Factor		1.00		1.00	1.00						1.00	1.00
Incremental Delay, d2		22.7		52.7	0.0						0.1	84.6
Delay (s)		59.3		96.1	19.3						16.7	110.1
Level of Service		E		F	B						B	F
Approach Delay (s)		59.3			43.0			0.0			84.4	
Approach LOS		E			D			A			F	

Intersection Summary			
HCM 2000 Control Delay	67.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	99.4	Sum of lost time (s)	13.4
Intersection Capacity Utilization	78.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	120	370	90	100	240	330	90	350	120	430	670	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.97		1.00	0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.91		1.00	0.96		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3404		1770	3128		1770	3368		1770	3354	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3404		1770	3128		1770	3368		1770	3354	
Peak-hour factor, PHF	0.93	0.93	0.93	0.95	0.95	0.95	0.90	0.90	0.90	0.96	0.96	0.96
Adj. Flow (vph)	129	398	97	105	253	347	100	389	133	448	698	281
RTOR Reduction (vph)	0	21	0	0	254	0	0	35	0	0	42	0
Lane Group Flow (vph)	129	474	0	105	346	0	100	487	0	448	937	0
Confl. Peds. (#/hr)	30		20	20		30	15		15	15		15
Confl. Bikes (#/hr)	15		15	15		15	15		15	15		15
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	7.1	17.8		7.1	17.8		5.1	18.2		23.3	36.4	
Effective Green, g (s)	7.1	17.8		7.1	17.8		5.1	18.2		23.3	36.4	
Actuated g/C Ratio	0.08	0.21		0.08	0.21		0.06	0.21		0.27	0.42	
Clearance Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	145	701		145	644		104	709		477	1413	
v/s Ratio Prot	c0.07	c0.14		0.06	0.11		0.06	0.14		c0.25	c0.28	
v/s Ratio Perm												
v/c Ratio	0.89	0.68		0.72	0.54		0.96	0.69		0.94	0.66	
Uniform Delay, d1	39.3	31.6		38.7	30.6		40.6	31.5		30.9	20.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	42.3	2.6		14.1	0.9		75.2	2.8		26.1	1.2	
Delay (s)	81.6	34.2		52.7	31.5		115.7	34.3		56.9	21.3	
Level of Service	F	C		D	C		F	C		E	C	
Approach Delay (s)		44.0			34.7			47.3			32.5	
Approach LOS		D			C			D			C	

Intersection Summary			
HCM 2000 Control Delay	37.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	86.4	Sum of lost time (s)	20.0
Intersection Capacity Utilization	85.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	980	740	730	160	200	730
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0		4.0	4.0
Lane Util. Factor	0.97	0.88	0.95		1.00	0.95
Frpb, ped/bikes	1.00	0.96	0.99		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.85	0.97		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	3433	2667	3406		1762	3539
Flt Permitted	0.95	1.00	1.00		0.25	1.00
Satd. Flow (perm)	3433	2667	3406		464	3539
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	1010	763	753	165	206	753
RTOR Reduction (vph)	0	86	46	0	0	0
Lane Group Flow (vph)	1010	677	872	0	206	753
Confl. Peds. (#/hr)	30	15		15	15	
Confl. Bikes (#/hr)	5	5		25	25	
Turn Type	Prot	Perm	NA		Perm	NA
Protected Phases	8		2			6
Permitted Phases		8			6	
Actuated Green, G (s)	15.5	15.5	16.0		16.0	16.0
Effective Green, g (s)	15.5	15.5	16.0		16.0	16.0
Actuated g/C Ratio	0.39	0.39	0.41		0.41	0.41
Clearance Time (s)	4.0	4.0	4.0		4.0	4.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	1347	1046	1379		187	1433
v/s Ratio Prot	c0.29		0.26			0.21
v/s Ratio Perm		0.25			c0.44	
v/c Ratio	0.75	0.65	0.63		1.10	0.53
Uniform Delay, d1	10.3	9.8	9.4		11.8	8.9
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	2.3	1.4	1.0		95.6	0.3
Delay (s)	12.7	11.2	10.4		107.4	9.2
Level of Service	B	B	B		F	A
Approach Delay (s)	12.0		10.4			30.3
Approach LOS	B		B			C

Intersection Summary			
HCM 2000 Control Delay	16.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	39.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	74.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	190	170	1220	430	0	1650
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0		4.0
Lane Util. Factor	1.00	1.00	0.95	1.00		0.95
Frpb, ped/bikes	1.00	0.97	1.00	0.97		1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00		1.00
Frt	1.00	0.85	1.00	0.85		1.00
Flt Protected	0.95	1.00	1.00	1.00		1.00
Satd. Flow (prot)	1770	1530	3539	1530		3539
Flt Permitted	0.95	1.00	1.00	1.00		1.00
Satd. Flow (perm)	1770	1530	3539	1530		3539
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	198	177	1271	448	0	1719
RTOR Reduction (vph)	0	59	0	151	0	0
Lane Group Flow (vph)	198	118	1271	297	0	1719
Confl. Peds. (#/hr)	20	15				
Confl. Bikes (#/hr)	5	5		25	25	
Turn Type	Prot	Perm	NA	Perm		NA
Protected Phases	8		2			6
Permitted Phases		8		2		
Actuated Green, G (s)	11.6	11.6	38.6	38.6		38.6
Effective Green, g (s)	11.6	11.6	38.6	38.6		38.6
Actuated g/C Ratio	0.20	0.20	0.66	0.66		0.66
Clearance Time (s)	4.0	4.0	4.0	4.0		4.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	352	304	2347	1014		2347
v/s Ratio Prot	c0.11		0.36			c0.49
v/s Ratio Perm		0.08		0.19		
v/c Ratio	0.56	0.39	0.54	0.29		0.73
Uniform Delay, d1	21.0	20.2	5.2	4.1		6.4
Progression Factor	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	2.1	0.8	0.3	0.2		1.2
Delay (s)	23.1	21.0	5.4	4.3		7.6
Level of Service	C	C	A	A		A
Approach Delay (s)	22.1		5.1			7.6
Approach LOS	C		A			A

Intersection Summary			
HCM 2000 Control Delay	7.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	58.2	Sum of lost time (s)	8.0
Intersection Capacity Utilization	63.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	150	450	260	160	140	315	200	630	170	260	1040	65
Ideal Flow (vphpl)	1900	1900	1710	1710	1900	1900	1710	1710	1710	1900	1710	1900
Total Lost time (s)	4.4	4.9		4.4	5.5		4.4	4.9		4.4	5.7	5.7
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		0.97	0.95	1.00
Frpb, ped/bikes	1.00	0.96		1.00	0.96		1.00	0.96		1.00	1.00	0.91
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.95		1.00	0.90		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3210		1593	3040		1593	2966		3433	3185	1441
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3210		1593	3040		1593	2966		3433	3185	1441
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)	156	469	271	167	146	328	208	656	177	271	1083	68
RTOR Reduction (vph)	0	71	0	0	217	0	0	20	0	0	0	44
Lane Group Flow (vph)	156	669	0	167	257	0	208	813	0	271	1083	24
Confl. Peds. (#/hr)	20		70	70		20	50		70	70		50
Confl. Bikes (#/hr)	25		25	25		25	25		25	25		25
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												6
Actuated Green, G (s)	12.9	28.2		13.0	27.7		15.9	45.6		11.9	40.8	40.8
Effective Green, g (s)	12.9	28.2		13.0	27.7		15.9	45.6		11.9	40.8	40.8
Actuated g/C Ratio	0.11	0.24		0.11	0.24		0.14	0.39		0.10	0.35	0.35
Clearance Time (s)	4.4	4.9		4.4	5.5		4.4	4.9		4.4	5.7	5.7
Vehicle Extension (s)	2.0	3.2		2.0	4.5		2.0	5.3		2.0	5.0	5.0
Lane Grp Cap (vph)	194	771		176	717		215	1153		348	1107	501
v/s Ratio Prot	0.09	c0.21		c0.10	0.08		c0.13	c0.27		0.08	c0.34	
v/s Ratio Perm												0.02
v/c Ratio	0.80	0.87		0.95	0.36		0.97	0.71		0.78	0.98	0.05
Uniform Delay, d1	51.0	42.8		51.8	37.4		50.4	30.2		51.4	37.8	25.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	19.9	10.3		52.0	0.5		51.3	2.6		9.6	21.9	0.1
Delay (s)	70.9	53.0		103.8	37.9		101.7	32.8		61.0	59.7	25.4
Level of Service	E	D		F	D		F	C		E	E	C
Approach Delay (s)		56.1			55.1			46.6			58.3	
Approach LOS		E			E			D			E	

Intersection Summary			
HCM 2000 Control Delay	54.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	117.3	Sum of lost time (s)	20.0
Intersection Capacity Utilization	95.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	880	140	150	660	200	270	330	150	330	430	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	5.1		4.4	5.2	5.2	4.4	4.9	
Lane Util. Factor	0.97	0.95		1.00	0.95		0.97	0.95	1.00	0.97	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00	0.93	1.00	0.96	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.98		1.00	0.97		1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3438		1770	3369		3433	3539	1473	3433	3196	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	3438		1770	3369		3433	3539	1473	3433	3196	
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)	146	917	146	156	688	208	281	344	156	344	448	312
RTOR Reduction (vph)	0	13	0	0	28	0	0	0	108	0	127	0
Lane Group Flow (vph)	146	1050	0	156	868	0	281	344	48	344	633	0
Confl. Peds. (#/hr)	40		40	40		40	70		40	40		70
Confl. Bikes (#/hr)	25		25	25		25	25		25	25		25
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	6.5	35.2		10.1	38.6		7.6	28.2	28.2	7.6	28.5	
Effective Green, g (s)	6.5	35.2		10.1	38.6		7.6	28.2	28.2	7.6	28.5	
Actuated g/C Ratio	0.06	0.35		0.10	0.39		0.08	0.28	0.28	0.08	0.28	
Clearance Time (s)	4.4	4.9		4.4	5.1		4.4	5.2	5.2	4.4	4.9	
Vehicle Extension (s)	2.0	3.5		2.0	3.2		2.0	4.4	4.4	2.0	4.9	
Lane Grp Cap (vph)	223	1210		178	1300		260	997	415	260	910	
v/s Ratio Prot	0.04	c0.31		c0.09	c0.26		0.08	0.10		c0.10	c0.20	
v/s Ratio Perm									0.03			
v/c Ratio	0.65	0.87		0.88	0.67		1.08	0.35	0.12	1.32	0.70	
Uniform Delay, d1	45.7	30.2		44.3	25.4		46.2	28.6	26.7	46.2	31.9	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.2	8.5		34.1	2.7		79.0	0.3	0.2	169.7	2.9	
Delay (s)	50.8	38.8		78.4	28.1		125.2	28.9	26.9	215.9	34.8	
Level of Service	D	D		E	C		F	C	C	F	C	
Approach Delay (s)		40.2			35.6			63.1			91.2	
Approach LOS		D			D			E			F	

Intersection Summary			
HCM 2000 Control Delay	56.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.1
Intersection Capacity Utilization	89.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Preferred Plan PM
69: Euclid Avenue & Olvera Ave/Olvera Avenue 5/24/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	150	210	0	80	200	80	110	310	70	80	370	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9		5.3	5.3		5.3	5.3	5.3
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	0.97		1.00	0.98		1.00	1.00	0.84
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		1.00	0.96		1.00	0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	1863		1770	1735		1770	3386		1770	1863	1329
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	1863		1770	1735		1770	3386		1770	1863	1329
Peak-hour factor, PHF	0.81	0.81	0.81	0.79	0.79	0.79	0.89	0.89	0.89	0.92	0.92	0.92
Adj. Flow (vph)	185	259	0	101	253	101	124	348	79	87	402	196
RTOR Reduction (vph)	0	0	0	0	12	0	0	14	0	0	0	143
Lane Group Flow (vph)	185	259	0	101	342	0	124	413	0	87	402	53
Confl. Peds. (#/hr)	60		15	15		60	40		30	30		40
Confl. Bikes (#/hr)	15		15	15		15	25		25	25		25
Turn Type	Split	NA		Split	NA		Split	NA		Split	NA	Perm
Protected Phases	4	4		8	8		2	2		6	6	
Permitted Phases												6
Actuated Green, G (s)	22.0	22.0		29.3	29.3		27.0	27.0		31.3	31.3	31.3
Effective Green, g (s)	22.0	22.0		29.3	29.3		27.0	27.0		31.3	31.3	31.3
Actuated g/C Ratio	0.17	0.17		0.23	0.23		0.21	0.21		0.24	0.24	0.24
Clearance Time (s)	4.9	4.9		4.9	4.9		5.3	5.3		5.3	5.3	5.3
Vehicle Extension (s)	3.1	3.1		2.0	2.0		2.6	2.6		2.7	2.7	2.7
Lane Grp Cap (vph)	299	315		398	391		367	703		426	448	319
v/s Ratio Prot	0.10	c0.14		0.06	c0.20		0.07	c0.12		0.05	c0.22	
v/s Ratio Perm												0.04
v/c Ratio	0.62	0.82		0.25	0.88		0.34	0.59		0.20	0.90	0.16
Uniform Delay, d1	50.1	52.1		41.4	48.6		43.9	46.5		39.4	47.8	39.0
Progression Factor	1.00	1.00		1.00	1.00		0.94	0.95		1.00	1.00	1.00
Incremental Delay, d2	3.8	15.8		0.1	18.6		2.4	3.5		0.2	20.1	0.2
Delay (s)	53.9	67.9		41.5	67.2		43.8	47.8		39.6	67.9	39.2
Level of Service	D	E		D	E		D	D		D	E	D
Approach Delay (s)		62.1			61.5			46.9			56.1	
Approach LOS		E			E			D			E	

Intersection Summary			
HCM 2000 Control Delay	56.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.4
Intersection Capacity Utilization	79.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	90	110	20	0	40	0	450	50	70	380	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.4	4.4	4.4		4.4		5.3		5.3	5.3	
Lane Util. Factor		1.00	1.00	1.00		1.00		0.95		1.00	1.00	
Frpb, ped/bikes		1.00	0.73	1.00		0.87		0.99		1.00	1.00	
Flpb, ped/bikes		1.00	1.00	1.00		1.00		1.00		0.96	1.00	
Frt		1.00	0.85	1.00		0.85		0.98		1.00	1.00	
Flt Protected		1.00	1.00	0.95		1.00		1.00		0.95	1.00	
Satd. Flow (prot)		1863	1150	1770		1380		3445		1702	1863	
Flt Permitted		1.00	1.00	0.95		1.00		1.00		0.44	1.00	
Satd. Flow (perm)		1863	1150	1770		1380		3445		783	1863	
Peak-hour factor, PHF	0.79	0.79	0.79	0.73	0.73	0.73	0.90	0.90	0.90	0.88	0.88	0.88
Adj. Flow (vph)	0	114	139	27	0	55	0	500	56	80	432	0
RTOR Reduction (vph)	0	0	126	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	0	114	13	27	0	55	0	552	0	80	432	0
Confl. Peds. (#/hr)	15		40	40		15	40		30	30		40
Confl. Bikes (#/hr)	15		15	15		15	25		25	25		25
Turn Type		NA	Perm	Prot		Perm		NA		Perm	NA	
Protected Phases		4		8				2			6	
Permitted Phases			4			8				6		
Actuated Green, G (s)		12.3	12.3	8.2		8.2		95.4		95.4	95.4	
Effective Green, g (s)		12.3	12.3	8.2		8.2		95.4		95.4	95.4	
Actuated g/C Ratio		0.09	0.09	0.06		0.06		0.73		0.73	0.73	
Clearance Time (s)		4.4	4.4	4.4		4.4		5.3		5.3	5.3	
Vehicle Extension (s)		2.0	2.0	2.0		2.0		2.6		2.7	2.7	
Lane Grp Cap (vph)		176	108	111		87		2528		574	1367	
v/s Ratio Prot		c0.06		0.02				0.16			c0.23	
v/s Ratio Perm			0.01			c0.04				0.10		
v/c Ratio		0.65	0.12	0.24		0.63		0.22		0.14	0.32	
Uniform Delay, d1		56.8	53.9	57.9		59.4		5.5		5.1	6.0	
Progression Factor		1.00	1.00	1.00		1.00		1.00		3.09	3.44	
Incremental Delay, d2		6.0	0.2	0.4		10.5		0.2		0.1	0.1	
Delay (s)		62.8	54.1	58.4		69.9		5.7		15.9	20.7	
Level of Service		E	D	E		E		A		B	C	
Approach Delay (s)		58.0			66.1			5.7			19.9	
Approach LOS		E			E			A			B	

Intersection Summary			
HCM 2000 Control Delay	23.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.37		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.1
Intersection Capacity Utilization	49.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	140	590	130	100	350	90	110	260	80	130	350	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	1.00	
Frpb, ped/bikes	1.00	0.98		1.00	0.99		1.00	0.98		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	0.97		1.00	0.96		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3377		1770	3394		1770	3346		1770	1760	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3377		1770	3394		1770	3346		1770	1760	
Peak-hour factor, PHF	0.95	0.95	0.95	0.87	0.87	0.87	0.86	0.86	0.86	0.93	0.93	0.93
Adj. Flow (vph)	147	621	137	115	402	103	128	302	93	140	376	140
RTOR Reduction (vph)	0	27	0	0	33	0	0	39	0	0	19	0
Lane Group Flow (vph)	147	731	0	115	472	0	128	356	0	140	497	0
Confl. Peds. (#/hr)	20		30	30		20	20		15	15		20
Confl. Bikes (#/hr)	15		15	15		15	25		25	25		25
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases												
Actuated Green, G (s)	7.0	16.8		6.0	15.8		6.0	19.7		7.9	21.6	
Effective Green, g (s)	7.0	16.8		6.0	15.8		6.0	19.7		7.9	21.6	
Actuated g/C Ratio	0.10	0.24		0.09	0.22		0.09	0.28		0.11	0.31	
Clearance Time (s)	4.0	6.0		4.0	6.0		4.0	6.0		4.0	6.0	
Vehicle Extension (s)	2.0	3.0		2.0	3.0		2.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	175	805		150	761		150	936		198	540	
v/s Ratio Prot	c0.08	c0.22		0.06	0.14		0.07	0.11		c0.08	c0.28	
v/s Ratio Perm												
v/c Ratio	0.84	0.91		0.77	0.62		0.85	0.38		0.71	0.92	
Uniform Delay, d1	31.1	26.0		31.5	24.6		31.8	20.4		30.1	23.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	27.2	13.8		18.7	1.6		33.7	0.3		9.0	21.2	
Delay (s)	58.3	39.9		50.3	26.2		65.5	20.7		39.2	44.8	
Level of Service	E	D		D	C		E	C		D	D	
Approach Delay (s)		42.9			30.6			31.7			43.6	
Approach LOS		D			C			C			D	

Intersection Summary			
HCM 2000 Control Delay	38.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	70.4	Sum of lost time (s)	20.0
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	220	0	280	120	200	0	0	490	280
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	
Lane Util. Factor					1.00			1.00			1.00	
Frpb, ped/bikes					0.96			1.00			0.98	
Flpb, ped/bikes					0.99			1.00			1.00	
Frt					0.92			1.00			0.95	
Flt Protected					0.98			0.98			1.00	
Satd. Flow (prot)					1594			1828			1732	
Flt Permitted					0.98			0.35			1.00	
Satd. Flow (perm)					1594			647			1732	
Peak-hour factor, PHF	0.92	0.92	0.92	0.93	0.93	0.93	0.83	0.83	0.83	0.90	0.90	0.90
Adj. Flow (vph)	0	0	0	237	0	301	145	241	0	0	544	311
RTOR Reduction (vph)	0	0	0	0	66	0	0	0	0	0	29	0
Lane Group Flow (vph)	0	0	0	0	472	0	0	386	0	0	826	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)	15		15	15		15	15		15	15		15
Turn Type				Perm	NA		Perm	NA			NA	
Protected Phases					8			2			6	
Permitted Phases				8			2					
Actuated Green, G (s)					19.5			41.5			41.5	
Effective Green, g (s)					19.5			41.5			41.5	
Actuated g/C Ratio					0.28			0.59			0.59	
Clearance Time (s)					4.5			4.5			4.5	
Vehicle Extension (s)					3.0			3.0			3.0	
Lane Grp Cap (vph)					444			383			1026	
v/s Ratio Prot											0.48	
v/s Ratio Perm					0.30			c0.60				
v/c Ratio					1.06			1.01			0.80	
Uniform Delay, d1					25.2			14.2			11.1	
Progression Factor					1.00			1.00			1.00	
Incremental Delay, d2					60.7			48.0			4.7	
Delay (s)					86.0			62.2			15.8	
Level of Service					F			E			B	
Approach Delay (s)		0.0			86.0			62.2			15.8	
Approach LOS		A			F			E			B	

Intersection Summary			
HCM 2000 Control Delay	47.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	108.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	160	0	200	0	0	0	0	160	110	340	350	0
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	
Lane Util. Factor		1.00						1.00			1.00	
Frpb, ped/bikes		0.96						0.98			1.00	
Flpb, ped/bikes		0.99						1.00			0.99	
Frt		0.93						0.94			1.00	
Flt Protected		0.98						1.00			0.98	
Satd. Flow (prot)		1593						1717			1800	
Flt Permitted		0.98						1.00			0.67	
Satd. Flow (perm)		1593						1717			1241	
Peak-hour factor, PHF	0.85	0.85	0.85	0.92	0.92	0.92	0.84	0.84	0.84	0.91	0.91	0.91
Adj. Flow (vph)	188	0	235	0	0	0	0	190	131	374	385	0
RTOR Reduction (vph)	0	64	0	0	0	0	0	36	0	0	0	0
Lane Group Flow (vph)	0	359	0	0	0	0	0	285	0	0	759	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)	15		15	15		15	15		15	15		15
Turn Type	Perm	NA						NA		Perm	NA	
Protected Phases		4						2			6	
Permitted Phases	4									6		
Actuated Green, G (s)		16.0						43.7			43.7	
Effective Green, g (s)		16.0						43.7			43.7	
Actuated g/C Ratio		0.23						0.64			0.64	
Clearance Time (s)		4.5						4.5			4.5	
Vehicle Extension (s)		3.0						3.0			3.0	
Lane Grp Cap (vph)		371						1092			789	
v/s Ratio Prot								0.17				
v/s Ratio Perm		0.23									c0.61	
v/c Ratio		0.97						0.26			0.96	
Uniform Delay, d1		26.1						5.5			11.7	
Progression Factor		1.00						1.00			1.00	
Incremental Delay, d2		38.0						0.1			23.0	
Delay (s)		64.1						5.6			34.8	
Level of Service		E						A			C	
Approach Delay (s)		64.1			0.0			5.6			34.8	
Approach LOS		E			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	36.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	68.7	Sum of lost time (s)	9.0
Intersection Capacity Utilization	92.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	920	280	110	480	160	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.4		4.0	5.4	4.0	
Lane Util. Factor	0.95		1.00	0.95	1.00	
Frpb, ped/bikes	0.99		1.00	1.00	0.98	
Flpb, ped/bikes	1.00		1.00	1.00	1.00	
Frt	0.96		1.00	1.00	0.95	
Flt Protected	1.00		0.95	1.00	0.97	
Satd. Flow (prot)	3369		1770	3539	1691	
Flt Permitted	1.00		0.95	1.00	0.97	
Satd. Flow (perm)	3369		1770	3539	1691	
Peak-hour factor, PHF	0.95	0.95	0.92	0.92	0.84	0.84
Adj. Flow (vph)	968	295	120	522	190	107
RTOR Reduction (vph)	44	0	0	0	32	0
Lane Group Flow (vph)	1219	0	120	522	265	0
Confl. Peds. (#/hr)		15	15		15	15
Confl. Bikes (#/hr)		15	15		15	15
Turn Type	NA		Prot	NA	Prot	
Protected Phases	2		1	6	8	
Permitted Phases						
Actuated Green, G (s)	25.2		5.1	34.3	12.5	
Effective Green, g (s)	25.2		5.1	34.3	12.5	
Actuated g/C Ratio	0.45		0.09	0.61	0.22	
Clearance Time (s)	5.4		4.0	5.4	4.0	
Vehicle Extension (s)	4.1		2.0	4.1	2.0	
Lane Grp Cap (vph)	1510		160	2159	376	
v/s Ratio Prot	c0.36		c0.07	0.15	c0.16	
v/s Ratio Perm						
v/c Ratio	0.81		0.75	0.24	0.71	
Uniform Delay, d1	13.4		24.9	5.0	20.2	
Progression Factor	1.00		1.00	1.00	1.00	
Incremental Delay, d2	3.5		16.0	0.1	4.9	
Delay (s)	16.9		40.9	5.1	25.0	
Level of Service	B		D	A	C	
Approach Delay (s)	16.9			11.8	25.0	
Approach LOS	B			B	C	

Intersection Summary			
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	56.2	Sum of lost time (s)	13.4
Intersection Capacity Utilization	66.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	110	550	240	90	440	50	180	40	40	50	40	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.0		4.4	5.0		5.6	5.6	5.6	4.9	4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95		0.95	0.95	1.00	1.00	1.00	
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	1.00	0.96	1.00	0.94	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.95		1.00	0.98		1.00	1.00	0.85	1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (prot)	1770	3335		1770	3420		1681	1714	1517	1770	1601	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	0.97	1.00	0.95	1.00	
Satd. Flow (perm)	1770	3335		1770	3420		1681	1714	1517	1770	1601	
Peak-hour factor, PHF	0.93	0.93	0.93	0.84	0.84	0.84	0.90	0.90	0.90	0.84	0.84	0.84
Adj. Flow (vph)	118	591	258	107	524	60	200	44	44	60	48	71
RTOR Reduction (vph)	0	50	0	0	9	0	0	0	30	0	57	0
Lane Group Flow (vph)	118	799	0	107	575	0	120	124	14	60	62	0
Confl. Peds. (#/hr)	70		15	15		70	15		20	20		15
Confl. Bikes (#/hr)	25		25	25		25	15		15	15		15
Turn Type	Prot	NA		Prot	NA		Split	NA	Perm	Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases									8			
Actuated Green, G (s)	8.4	27.3		5.6	24.5		27.2	27.2	27.2	8.0	8.0	
Effective Green, g (s)	8.4	27.3		5.6	24.5		27.2	27.2	27.2	8.0	8.0	
Actuated g/C Ratio	0.10	0.31		0.06	0.28		0.31	0.31	0.31	0.09	0.09	
Clearance Time (s)	4.4	5.0		4.4	5.0		5.6	5.6	5.6	4.9	4.9	
Vehicle Extension (s)	2.0	4.6		2.0	4.6		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	168	1034		112	952		519	529	468	160	145	
v/s Ratio Prot	0.07	c0.24		c0.06	0.17		0.07	c0.07		0.03	c0.04	
v/s Ratio Perm									0.01			
v/c Ratio	0.70	0.77		0.96	0.60		0.23	0.23	0.03	0.38	0.43	
Uniform Delay, d1	38.6	27.5		41.1	27.5		22.6	22.6	21.2	37.6	37.8	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	10.3	4.1		69.9	1.5		1.0	1.0	0.1	0.5	0.7	
Delay (s)	48.9	31.7		111.0	29.0		23.7	23.7	21.3	38.2	38.6	
Level of Service	D	C		F	C		C	C	C	D	D	
Approach Delay (s)		33.8			41.7			23.3			38.4	
Approach LOS		C			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	35.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	88.0	Sum of lost time (s)	19.9
Intersection Capacity Utilization	66.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	70	320	80	80	200	140	50	100	80	210	90	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	5.0	5.0	4.4	5.9		4.4	5.4	
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	1.00	1.00	0.98		1.00	0.97	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.93		1.00	0.93	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3391		1770	1863	1583	1770	3247		1770	3215	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3391		1770	1863	1583	1770	3247		1770	3215	
Peak-hour factor, PHF	0.92	0.92	0.92	0.89	0.89	0.89	0.86	0.86	0.86	0.95	0.95	0.95
Adj. Flow (vph)	76	348	87	90	225	157	58	116	93	221	95	74
RTOR Reduction (vph)	0	28	0	0	0	82	0	74	0	0	54	0
Lane Group Flow (vph)	76	407	0	90	225	75	58	135	0	221	115	0
Confl. Peds. (#/hr)	15		20	20		15	20		15	15		20
Confl. Bikes (#/hr)	15		15	15		15	15		15	15		15
Turn Type	Prot	NA		Prot	NA	pt+ov	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6	6 7	3	8		7	4	
Permitted Phases												
Actuated Green, G (s)	4.2	15.0		4.2	14.9	27.9	4.2	11.8		8.0	16.1	
Effective Green, g (s)	4.2	15.0		4.2	14.9	27.9	4.2	11.8		8.0	16.1	
Actuated g/C Ratio	0.07	0.26		0.07	0.25	0.48	0.07	0.20		0.14	0.27	
Clearance Time (s)	4.4	4.9		4.4	5.0		4.4	5.9		4.4	5.4	
Vehicle Extension (s)	2.0	4.3		2.0	4.3		2.0	5.3		3.0	4.4	
Lane Grp Cap (vph)	126	868		126	473	753	126	653		241	883	
v/s Ratio Prot	0.04	0.12		c0.05	c0.12	0.05	0.03	c0.04		c0.12	c0.04	
v/s Ratio Perm												
v/c Ratio	0.60	0.47		0.71	0.48	0.10	0.46	0.21		0.92	0.13	
Uniform Delay, d1	26.4	18.4		26.6	18.5	8.4	26.1	19.5		25.0	16.0	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.5	0.6		14.7	1.2	0.1	1.0	0.4		36.0	0.1	
Delay (s)	31.9	19.1		41.4	19.7	8.5	27.1	19.9		61.0	16.1	
Level of Service	C	B		D	B	A	C	B		E	B	
Approach Delay (s)		21.0			20.1			21.4			41.5	
Approach LOS		C			C			C			D	

Intersection Summary			
HCM 2000 Control Delay	25.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	58.6	Sum of lost time (s)	19.7
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	50	130	100	70	120	130	60	90	50	250	170	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5			4.5		4.0	4.5		4.0	4.5	
Lane Util. Factor		0.95			0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes		0.98			0.97		1.00	0.99		1.00	0.99	
Flpb, ped/bikes		1.00			1.00		1.00	1.00		1.00	1.00	
Frt		0.95			0.94		1.00	0.95		1.00	0.96	
Flt Protected		0.99			0.99		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		3233			3189		1770	1739		1770	1764	
Flt Permitted		0.82			0.80		0.95	1.00		0.95	1.00	
Satd. Flow (perm)		2680			2590		1770	1739		1770	1764	
Peak-hour factor, PHF	0.85	0.85	0.85	0.92	0.92	0.92	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	59	153	118	76	130	141	68	102	57	284	193	80
RTOR Reduction (vph)	0	93	0	0	112	0	0	35	0	0	25	0
Lane Group Flow (vph)	0	237	0	0	235	0	68	124	0	284	248	0
Confl. Peds. (#/hr)	15		15	15		15	15		15	15		15
Confl. Bikes (#/hr)	15		15	15		15	15		15	15		15
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)		9.3			9.3		3.2	10.6		11.7	19.1	
Effective Green, g (s)		9.3			9.3		3.2	10.6		11.7	19.1	
Actuated g/C Ratio		0.21			0.21		0.07	0.24		0.26	0.43	
Clearance Time (s)		4.5			4.5		4.0	4.5		4.0	4.5	
Vehicle Extension (s)		3.0			3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)		558			540		126	413		464	755	
v/s Ratio Prot							0.04	0.07		c0.16	c0.14	
v/s Ratio Perm		0.09			c0.09							
v/c Ratio		0.42			0.44		0.54	0.30		0.61	0.33	
Uniform Delay, d1		15.3			15.4		20.0	14.0		14.5	8.5	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.5			0.6		4.4	0.4		2.4	0.3	
Delay (s)		15.8			15.9		24.4	14.4		16.8	8.7	
Level of Service		B			B		C	B		B	A	
Approach Delay (s)		15.8			15.9			17.4			12.9	
Approach LOS		B			B			B			B	

Intersection Summary			
HCM 2000 Control Delay	15.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	44.6	Sum of lost time (s)	13.0
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	610	400	400	550	220	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8		4.0	5.0	6.2	6.2
Lane Util. Factor	0.95		1.00	0.95	1.00	1.00
Frpb, ped/bikes	0.97		1.00	1.00	1.00	0.96
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.94		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3224		1770	3539	1770	1515
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	3224		1770	3539	1770	1515
Peak-hour factor, PHF	0.94	0.94	0.88	0.88	0.83	0.83
Adj. Flow (vph)	649	426	455	625	265	241
RTOR Reduction (vph)	118	0	0	0	0	193
Lane Group Flow (vph)	957	0	455	625	265	48
Confl. Peds. (#/hr)		50	50		15	15
Confl. Bikes (#/hr)		25	25		15	15
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2		1	6	3	
Permitted Phases						3
Actuated Green, G (s)	27.6		23.1	54.5	16.5	16.5
Effective Green, g (s)	27.6		23.1	54.5	16.5	16.5
Actuated g/C Ratio	0.34		0.28	0.66	0.20	0.20
Clearance Time (s)	4.8		4.0	5.0	6.2	6.2
Vehicle Extension (s)	5.4		2.0	4.8	2.0	2.0
Lane Grp Cap (vph)	1082		497	2346	355	304
v/s Ratio Prot	c0.30		c0.26	0.18	c0.15	
v/s Ratio Perm						0.03
v/c Ratio	0.88		0.92	0.27	0.75	0.16
Uniform Delay, d1	25.8		28.6	5.7	30.9	27.1
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	9.6		21.1	0.1	7.3	0.1
Delay (s)	35.4		49.7	5.8	38.2	27.2
Level of Service	D		D	A	D	C
Approach Delay (s)	35.4			24.3	33.0	
Approach LOS	D			C	C	

Intersection Summary			
HCM 2000 Control Delay	30.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	82.2	Sum of lost time (s)	15.0
Intersection Capacity Utilization	81.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	360	160	130	230	60	140	250	200	100	320	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.9	4.9	4.9	4.4	5.2		4.4	5.2	
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00	0.93	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	0.95		1.00	1.00	0.85	1.00	0.93		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3330		1770	3539	1467	1770	3247		1770	3383	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3330		1770	3539	1467	1770	3247		1770	3383	
Peak-hour factor, PHF	0.97	0.97	0.97	0.84	0.84	0.84	0.87	0.87	0.87	0.87	0.87	0.87
Adj. Flow (vph)	62	371	165	155	274	71	161	287	230	115	368	115
RTOR Reduction (vph)	0	64	0	0	0	48	0	171	0	0	39	0
Lane Group Flow (vph)	62	472	0	155	274	23	161	346	0	115	444	0
Confl. Peds. (#/hr)	30		30	30		30	15		20	20		15
Confl. Bikes (#/hr)	15		15	15		15	15		15	15		15
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases						6						
Actuated Green, G (s)	2.9	18.2		5.3	21.1	21.1	5.8	16.3		4.7	15.2	
Effective Green, g (s)	2.9	18.2		5.3	21.1	21.1	5.8	16.3		4.7	15.2	
Actuated g/C Ratio	0.05	0.28		0.08	0.33	0.33	0.09	0.26		0.07	0.24	
Clearance Time (s)	4.4	4.9		4.9	4.9	4.9	4.4	5.2		4.4	5.2	
Vehicle Extension (s)	2.0	4.3		2.0	4.1	4.1	2.0	3.3		2.0	3.5	
Lane Grp Cap (vph)	80	948		146	1168	484	160	828		130	804	
v/s Ratio Prot	0.04	c0.14		c0.09	c0.08		c0.09	0.11		0.06	c0.13	
v/s Ratio Perm						0.02						
v/c Ratio	0.78	0.50		1.06	0.23	0.05	1.01	0.42		0.88	0.55	
Uniform Delay, d1	30.2	19.0		29.3	15.5	14.6	29.1	19.8		29.3	21.4	
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00		1.00	1.00	
Incremental Delay, d2	33.7	0.7		91.9	0.1	0.1	72.8	0.4		44.7	0.9	
Delay (s)	63.9	19.7		121.2	15.7	14.6	101.8	20.2		74.0	22.3	
Level of Service	E	B		F	B	B	F	C		E	C	
Approach Delay (s)		24.3			48.2			39.6			32.2	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	35.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	63.9	Sum of lost time (s)	19.4
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	100	210	140	330	470	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.2	5.2	4.4	5.8	5.8	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frpb, ped/bikes	1.00	0.94	1.00	1.00	0.99	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.96	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1487	1770	3539	3377	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1487	1770	3539	3377	
Peak-hour factor, PHF	0.79	0.79	0.85	0.85	0.96	0.96
Adj. Flow (vph)	127	266	165	388	490	167
RTOR Reduction (vph)	0	211	0	0	38	0
Lane Group Flow (vph)	127	55	165	388	619	0
Confl. Peds. (#/hr)	15	15	15			15
Confl. Bikes (#/hr)	15	15	15			15
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	4		5	2	6	
Permitted Phases		4				
Actuated Green, G (s)	10.4	10.4	8.0	28.9	16.5	
Effective Green, g (s)	10.4	10.4	8.0	28.9	16.5	
Actuated g/C Ratio	0.21	0.21	0.16	0.57	0.33	
Clearance Time (s)	5.2	5.2	4.4	5.8	5.8	
Vehicle Extension (s)	2.0	2.0	2.0	3.9	3.7	
Lane Grp Cap (vph)	365	307	281	2033	1107	
v/s Ratio Prot	c0.07		c0.09	0.11	c0.18	
v/s Ratio Perm		0.04				
v/c Ratio	0.35	0.18	0.59	0.19	0.56	
Uniform Delay, d1	17.1	16.4	19.6	5.1	13.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	0.1	2.0	0.1	0.7	
Delay (s)	17.3	16.5	21.6	5.2	14.6	
Level of Service	B	B	C	A	B	
Approach Delay (s)	16.8			10.1	14.6	
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	0.50		
Actuated Cycle Length (s)	50.3	Sum of lost time (s)	15.4
Intersection Capacity Utilization	51.2%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	80	390	370	100	710	220	50	20	50	80	30	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	5.5		5.0	5.5		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	1.00			1.00	
Frpb, ped/bikes	1.00	0.96		1.00	0.99		1.00	0.94			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Frt	1.00	0.93		1.00	0.96		1.00	0.89			0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.97	
Satd. Flow (prot)	1770	3149		1770	3367		1770	1558			1751	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00			0.97	
Satd. Flow (perm)	1770	3149		1770	3367		1770	1558			1751	
Peak-hour factor, PHF	0.94	0.94	0.94	0.96	0.96	0.96	0.91	0.91	0.91	0.76	0.76	0.76
Adj. Flow (vph)	85	415	394	104	740	229	55	22	55	105	39	26
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	85	809	0	104	969	0	55	77	0	0	162	0
Confl. Peds. (#/hr)	15		30	30		15	20		15	15		20
Confl. Bikes (#/hr)	15		15	15		15	15		15	15		15
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases												
Actuated Green, G (s)	4.2	25.2		5.3	27.3		6.5	6.5			10.7	
Effective Green, g (s)	4.2	25.2		5.3	27.3		6.5	6.5			10.7	
Actuated g/C Ratio	0.06	0.38		0.08	0.41		0.10	0.10			0.16	
Clearance Time (s)	4.0	5.5		5.0	5.5		4.0	4.0			4.0	
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	2.0			2.0	
Lane Grp Cap (vph)	112	1198		141	1388		173	152			283	
v/s Ratio Prot	0.05	0.26		c0.06	c0.29		0.03	c0.05			c0.09	
v/s Ratio Perm												
v/c Ratio	0.76	0.68		0.74	0.70		0.32	0.51			0.57	
Uniform Delay, d1	30.5	17.1		29.8	16.0		27.8	28.3			25.6	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	22.6	1.7		15.8	1.7		0.4	1.0			1.7	
Delay (s)	53.1	18.8		45.6	17.7		28.2	29.3			27.4	
Level of Service	D	B		D	B		C	C			C	
Approach Delay (s)		22.0			20.4			28.8			27.4	
Approach LOS		C			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	22.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	66.2	Sum of lost time (s)	18.5
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Appendix M
SANDAG Series 12 Model Outputs, Documentation and VMT Analysis
High Density Alternative

HIGH DENSITY ALTERNATIVE LAND USE

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3554	111	SINGLE FAMILY	du	1.0	13.	9.
3554	112	SINGLE FAMILY	du	564.0	7276.	5078.
3554	121	MULTI-FAMILY	du	3.0	34.	24.
3554	1411	CONGREGATE CARE FACILITY	other	6.0	26.	18.
3554	4112	RIGHT-OF-WAY	acre	32.3	0.	0.
3554	7611	OPEN SPACE PARK	acre	2.3	18.	12.
3554		TOTAL			7367.	5141.
3574	2115	PUBLIC STORAGE	ksf	124.9	300.	251.
3574	4112	RIGHT-OF-WAY	acre	9.1	0.	0.
3574	5137	ARTERIAL COMMERCIAL	ksf	99.2	5456.	3962.
3574		TOTAL			5755.	4214.
3594	4112	RIGHT-OF-WAY	acre	21.2	0.	0.
3594		TOTAL			0.	0.
3602	112	SINGLE FAMILY	du	227.0	2928.	2044.
3602	4112	RIGHT-OF-WAY	acre	28.8	0.	0.
3602	4113	COMMUNICATION OR UTILITY	acre	31.3	100.	78.
3602	6112	RELIGIOUS FACILITY	ksf	14.0	91.	70.
3602	6816	ELEMENTARY SCHOOL	other	357.0	1214.	678.
3602	7611	OPEN SPACE PARK	acre	70.6	543.	358.
3602	7613	ACTIVE PARK	acre	9.4	725.	477.
3602		TOTAL			5602.	3705.
3627	112	SINGLE FAMILY	du	315.0	4063.	2836.
3627	121	MULTI-FAMILY	du	25.0	285.	200.
3627	4112	RIGHT-OF-WAY	acre	23.0	0.	0.
3627		TOTAL			4348.	3036.
3696	112	SINGLE FAMILY	du	175.0	2257.	1576.
3696	121	MULTI-FAMILY	du	23.0	262.	184.
3696	122	MULTI-FAMILY	du	13.0	112.	78.
3696	4112	RIGHT-OF-WAY	acre	8.4	0.	0.
3696	6112	RELIGIOUS FACILITY	ksf	5.7	37.	28.
3696	6816	ELEMENTARY SCHOOL	other	713.0	2424.	1355.
3696	7611	OPEN SPACE PARK	acre	0.7	5.	4.
3696		TOTAL			5098.	3225.
3720	112	SINGLE FAMILY	du	343.0	4425.	3088.
3720	121	MULTI-FAMILY	du	3.0	34.	24.
3720	4112	RIGHT-OF-WAY	acre	13.3	0.	0.
3720	6112	RELIGIOUS FACILITY	ksf	16.6	108.	83.
3720	7611	OPEN SPACE PARK	acre	7.2	56.	37.
3720		TOTAL			4622.	3232.
3744	112	SINGLE FAMILY	du	244.0	3148.	2197.
3744	121	MULTI-FAMILY	du	66.0	752.	528.
3744	122	MULTI-FAMILY	du	287.0	2468.	1733.
3744	4112	RIGHT-OF-WAY	acre	29.7	0.	0.
3744	6111	CEMETERY	acre	40.5	247.	202.
3744	6112	RELIGIOUS FACILITY	ksf	22.0	143.	110.
3744		TOTAL			6758.	4770.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3745	112	SINGLE FAMILY	du	315.0	4063.	2836.
3745	121	MULTI-FAMILY	du	228.0	2599.	1825.
3745	122	MULTI-FAMILY	du	65.0	559.	392.
3745	4112	RIGHT-OF-WAY	acre	67.8	0.	0.
3745	6112	RELIGIOUS FACILITY	ksf	4.3	28.	21.
3745		TOTAL			7250.	5075.
3764	112	SINGLE FAMILY	du	274.0	3535.	2467.
3764	121	MULTI-FAMILY	du	61.0	695.	488.
3764	122	MULTI-FAMILY	du	522.0	4489.	3152.
3764	4112	RIGHT-OF-WAY	acre	18.2	0.	0.
3764	5137	ARTERIAL COMMERCIAL	ksf	357.2	19647.	14270.
3764	6814	SENIOR HIGH SCHOOL	other	950.0	3800.	1710.
3764	6815	JUNIOR HIGH OR MIDDLE SCHOOL	other	420.0	966.	593.
3764	7613	ACTIVE PARK	acre	4.7	365.	240.
3764		TOTAL			33497.	22920.
3766	112	SINGLE FAMILY	du	13.0	168.	117.
3766	121	MULTI-FAMILY	du	6.0	68.	48.
3766	2113	LIGHT INDUSTRY GENERAL	ksf	511.6	9516.	7869.
3766	2114	WAREHOUSING	ksf	30.3	185.	155.
3766	4112	RIGHT-OF-WAY	acre	39.4	0.	0.
3766	4113	COMMUNICATION OR UTILITY	acre	15.6	50.	39.
3766	6082	LOW RISE OFFICE H	ksf	125.1	3103.	2390.
3766	7611	OPEN SPACE PARK	acre	0.7	6.	4.
3766		TOTAL			13096.	10621.
3767	2113	LIGHT INDUSTRY GENERAL	ksf	596.5	11095.	9174.
3767	4112	RIGHT-OF-WAY	acre	8.0	0.	0.
3767	5133	COMMUNITY SHOP CENTER	ksf	127.6	13768.	9743.
3767	6511	CLINIC	ksf	31.9	2148.	1595.
3767	7611	OPEN SPACE PARK	acre	0.1	1.	1.
3767	7613	ACTIVE PARK	acre	5.6	434.	285.
3767		TOTAL			27446.	20798.
3817	112	SINGLE FAMILY	du	283.0	3651.	2548.
3817	121	MULTI-FAMILY	du	45.0	513.	360.
3817	122	MULTI-FAMILY	du	88.0	757.	531.
3817	4112	RIGHT-OF-WAY	acre	29.2	0.	0.
3817	4113	COMMUNICATION OR UTILITY	acre	0.3	1.	1.
3817	6112	RELIGIOUS FACILITY	ksf	15.0	98.	75.
3817	7611	OPEN SPACE PARK	acre	0.1	1.	0.
3817	7613	ACTIVE PARK	acre	5.8	449.	296.
3817		TOTAL			5469.	3812.
3831	112	SINGLE FAMILY	du	10.0	129.	90.
3831	121	MULTI-FAMILY	du	4.0	46.	32.
3831	122	MULTI-FAMILY	du	46.0	396.	278.
3831	2113	LIGHT INDUSTRY GENERAL	ksf	29.2	543.	449.
3831	4112	RIGHT-OF-WAY	acre	17.0	0.	0.
3831	4113	COMMUNICATION OR UTILITY	acre	2.9	9.	7.
3831	5137	ARTERIAL COMMERCIAL	ksf	63.2	3477.	2525.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3831	6052	LOW RISE OFFICE E	ksf	51.7	1349.	1039.
3831	6112	RELIGIOUS FACILITY	ksf	27.7	180.	138.
3831	6119	OTHER PUBLIC SERVICE	ksf	8.1	111.	80.
3831	6815	JUNIOR HIGH OR MIDDLE SCHOOL	other	212.0	488.	300.
3831		TOTAL			6727.	4939.
3854	112	SINGLE FAMILY	du	21.0	271.	189.
3854	121	MULTI-FAMILY	du	3.0	34.	24.
3854	122	MULTI-FAMILY	du	126.0	1084.	761.
3854	4112	RIGHT-OF-WAY	acre	24.2	0.	0.
3854	5137	ARTERIAL COMMERCIAL	ksf	4.8	264.	192.
3854	6112	RELIGIOUS FACILITY	ksf	15.7	102.	78.
3854	6816	ELEMENTARY SCHOOL	other	273.0	928.	519.
3854		TOTAL			2683.	1763.
3855	112	SINGLE FAMILY	du	151.0	1948.	1360.
3855	121	MULTI-FAMILY	du	253.0	2884.	2025.
3855	122	MULTI-FAMILY	du	529.0	4549.	3194.
3855	2113	LIGHT INDUSTRY GENERAL	ksf	12.1	225.	186.
3855	4112	RIGHT-OF-WAY	acre	30.0	0.	0.
3855	4113	COMMUNICATION OR UTILITY	acre	0.3	1.	1.
3855	4114	PARKING	acre	0.3	0.	0.
3855	5025	SERVICE STATION FOOD MART	other	10.0	2063.	1498.
3855	5134	NEIGHBORHOOD SHOP CENTER	ksf	8.7	1473.	1042.
3855	5137	ARTERIAL COMMERCIAL	ksf	92.1	5066.	3680.
3855	6014	GOV'T OFFICE	ksf	22.1	881.	662.
3855	6112	RELIGIOUS FACILITY	ksf	3.4	22.	17.
3855	6810	DAY CARE CENTER	other	75.0	457.	378.
3855	6816	ELEMENTARY SCHOOL	other	737.0	2506.	1400.
3855	7611	OPEN SPACE PARK	acre	0.4	3.	2.
3855		TOTAL			22080.	15445.
3857	112	SINGLE FAMILY	du	252.0	3251.	2269.
3857	121	MULTI-FAMILY	du	276.0	3146.	2209.
3857	122	MULTI-FAMILY	du	124.0	1066.	749.
3857	2113	LIGHT INDUSTRY GENERAL	ksf	364.0	6770.	5598.
3857	4112	RIGHT-OF-WAY	acre	51.0	0.	0.
3857	5137	ARTERIAL COMMERCIAL	ksf	59.3	3262.	2369.
3857	6032	LOW RISE OFFICE C	ksf	25.1	918.	707.
3857	6042	LOW RISE OFFICE D	ksf	21.0	685.	527.
3857	6112	RELIGIOUS FACILITY	ksf	28.7	186.	143.
3857		TOTAL			19284.	14571.
3858	112	SINGLE FAMILY	du	22.0	284.	198.
3858	121	MULTI-FAMILY	du	31.0	353.	248.
3858	122	MULTI-FAMILY	du	67.0	576.	405.
3858	4112	RIGHT-OF-WAY	acre	5.3	0.	0.
3858	5137	ARTERIAL COMMERCIAL	ksf	20.1	1107.	804.
3858	6012	LOW RISE OFFICE A	ksf	7.0	372.	287.
3858	9101	INACTIVE USE	acre	0.3	0.	0.
3858		TOTAL			2693.	1941.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3860	112	SINGLE FAMILY	du	45.0	580.	405.
3860	122	MULTI-FAMILY	du	130.0	1118.	785.
3860	4112	RIGHT-OF-WAY	acre	6.9	0.	0.
3860	5137	ARTERIAL COMMERCIAL	ksf	27.2	1499.	1089.
3860	6816	ELEMENTARY SCHOOL	other	526.0	1788.	999.
3860	7611	OPEN SPACE PARK	acre	4.8	37.	24.
3860		TOTAL			5023.	3302.
3861	112	SINGLE FAMILY	du	187.0	2412.	1684.
3861	121	MULTI-FAMILY	du	92.0	1049.	736.
3861	122	MULTI-FAMILY	du	475.0	4085.	2868.
3861	4112	RIGHT-OF-WAY	acre	19.0	0.	0.
3861	4121	RAIL/TRANSIT CENTER	acre	1.7	669.	511.
3861	5139	OTHER RETAIL TRADE	ksf	11.4	627.	457.
3861	6112	RELIGIOUS FACILITY	ksf	7.0	45.	35.
3861		TOTAL			8888.	6291.
3902	112	SINGLE FAMILY	du	75.0	967.	675.
3902	121	MULTI-FAMILY	du	55.0	627.	440.
3902	122	MULTI-FAMILY	du	227.0	1952.	1371.
3902	2113	LIGHT INDUSTRY GENERAL	ksf	40.7	758.	627.
3902	4112	RIGHT-OF-WAY	acre	51.0	0.	0.
3902	6112	RELIGIOUS FACILITY	ksf	8.9	58.	44.
3902		TOTAL			4362.	3157.
3904	112	SINGLE FAMILY	du	4.0	52.	36.
3904	121	MULTI-FAMILY	du	34.0	388.	272.
3904	4112	RIGHT-OF-WAY	acre	18.6	0.	0.
3904	6111	CEMETERY	acre	116.4	710.	582.
3904	6112	RELIGIOUS FACILITY	ksf	1.5	9.	7.
3904	7220	OTHER RECREATION-HIGH	acre	6.0	438.	299.
3904	9101	INACTIVE USE	acre	0.7	0.	0.
3904		TOTAL			1597.	1196.
3905	112	SINGLE FAMILY	du	25.0	322.	225.
3905	121	MULTI-FAMILY	du	11.0	125.	88.
3905	122	MULTI-FAMILY	du	42.0	361.	254.
3905	4112	RIGHT-OF-WAY	acre	4.5	0.	0.
3905	5137	ARTERIAL COMMERCIAL	ksf	3.6	198.	144.
3905	6112	RELIGIOUS FACILITY	ksf	4.8	31.	24.
3905	6511	CLINIC	ksf	153.6	10337.	7676.
3905		TOTAL			11375.	8410.
3920	112	SINGLE FAMILY	du	33.0	426.	297.
3920	121	MULTI-FAMILY	du	27.0	308.	216.
3920	122	MULTI-FAMILY	du	29.0	249.	175.
3920	4112	RIGHT-OF-WAY	acre	6.6	0.	0.
3920	6112	RELIGIOUS FACILITY	ksf	5.3	35.	27.
3920	6816	ELEMENTARY SCHOOL	other	808.0	2747.	1535.
3920		TOTAL			3765.	2250.
3921	112	SINGLE FAMILY	du	22.0	284.	198.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3921	121	MULTI-FAMILY	du	18.0	205.	144.
3921	122	MULTI-FAMILY	du	101.0	869.	610.
3921	4112	RIGHT-OF-WAY	acre	6.1	0.	0.
3921	6816	ELEMENTARY SCHOOL	other	458.0	1557.	870.
3921		TOTAL			2915.	1822.
3922	112	SINGLE FAMILY	du	285.0	3676.	2566.
3922	121	MULTI-FAMILY	du	329.0	3751.	2633.
3922	122	MULTI-FAMILY	du	303.0	2606.	1829.
3922	131	MOBILE HOME PARK	du	250.0	1875.	1243.
3922	4112	RIGHT-OF-WAY	acre	25.6	0.	0.
3922	6112	RELIGIOUS FACILITY	ksf	40.0	260.	200.
3922	7611	OPEN SPACE PARK	acre	0.3	2.	1.
3922	9101	INACTIVE USE	du	0.5	0.	0.
3922		TOTAL			12170.	8473.
3924	122	MULTI-FAMILY	du	163.0	1402.	984.
3924	4112	RIGHT-OF-WAY	acre	4.1	0.	0.
3924	4113	COMMUNICATION OR UTILITY	acre	0.2	1.	0.
3924	5025	SERVICE STATION FOOD MART	other	8.0	1650.	1199.
3924	5137	ARTERIAL COMMERCIAL	ksf	43.3	2383.	1731.
3924	6112	RELIGIOUS FACILITY	ksf	4.0	26.	20.
3924		TOTAL			5462.	3934.
3926	121	MULTI-FAMILY	du	74.0	844.	592.
3926	122	MULTI-FAMILY	du	339.0	2915.	2047.
3926	2113	LIGHT INDUSTRY GENERAL	ksf	179.4	3337.	2760.
3926	4112	RIGHT-OF-WAY	acre	4.2	0.	0.
3926	5137	ARTERIAL COMMERCIAL	ksf	35.5	1955.	1420.
3926		TOTAL			9051.	6819.
3927	112	SINGLE FAMILY	du	18.0	232.	162.
3927	121	MULTI-FAMILY	du	9.0	103.	72.
3927	122	MULTI-FAMILY	du	305.0	2623.	1841.
3927	2111	INDUSTRIAL PARK	ksf	152.0	2781.	2310.
3927	2113	LIGHT INDUSTRY GENERAL	ksf	153.4	2854.	2360.
3927	4112	RIGHT-OF-WAY	acre	10.0	0.	0.
3927	5137	ARTERIAL COMMERCIAL	ksf	24.2	1332.	968.
3927	7611	OPEN SPACE PARK	acre	6.4	49.	32.
3927		TOTAL			9974.	7746.
3929	122	MULTI-FAMILY	du	412.0	3543.	2488.
3929	4112	RIGHT-OF-WAY	acre	2.7	0.	0.
3929	5137	ARTERIAL COMMERCIAL	ksf	60.9	3349.	2433.
3929		TOTAL			6892.	4920.
3944	122	MULTI-FAMILY	du	1209.0	10397.	7300.
3944	4112	RIGHT-OF-WAY	acre	12.4	0.	0.
3944	4121	RAIL/TRANSIT CENTER	acre	1.1	422.	322.
3944	5137	ARTERIAL COMMERCIAL	ksf	20.0	1100.	799.
3944	6112	RELIGIOUS FACILITY	ksf	29.4	191.	147.
3944	7611	OPEN SPACE PARK	acre	3.5	27.	17.
3944		TOTAL			12137.	8585.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3945	122	MULTI-FAMILY	du	286.0	2460.	1727.
3945	4112	RIGHT-OF-WAY	acre	0.6	0.	0.
3945	5137	ARTERIAL COMMERCIAL	ksf	29.4	1615.	1173.
3945	6062	LOW RISE OFFICE F	ksf	128.0	3174.	2445.
3945	6129	MEETING ROOM FACILITY	ksf	16.0	664.	480.
3945	7611	OPEN SPACE PARK	acre	3.8	30.	19.
3945		TOTAL			7943.	5844.
3946	112	SINGLE FAMILY	du	309.0	3986.	2782.
3946	121	MULTI-FAMILY	du	61.0	695.	488.
3946	122	MULTI-FAMILY	du	218.0	1875.	1316.
3946	4112	RIGHT-OF-WAY	acre	23.4	0.	0.
3946	5137	ARTERIAL COMMERCIAL	ksf	48.9	2691.	1954.
3946	6112	RELIGIOUS FACILITY	ksf	2.7	17.	13.
3946	6816	ELEMENTARY SCHOOL	other	614.0	2088.	1167.
3946	7611	OPEN SPACE PARK	acre	14.6	112.	74.
3946	9101	INACTIVE USE	du	1.0	0.	0.
3946		TOTAL			11464.	7795.
3947	112	SINGLE FAMILY	du	116.0	1496.	1044.
3947	121	MULTI-FAMILY	du	13.0	148.	104.
3947	122	MULTI-FAMILY	du	191.0	1643.	1153.
3947	4112	RIGHT-OF-WAY	acre	13.4	0.	0.
3947	4114	PARKING	acre	0.3	0.	0.
3947	5137	ARTERIAL COMMERCIAL	ksf	25.6	1410.	1024.
3947	6112	RELIGIOUS FACILITY	ksf	11.5	75.	58.
3947	7611	OPEN SPACE PARK	acre	1.9	15.	10.
3947	9101	INACTIVE USE	du	0.0	0.	0.
3947		TOTAL			4786.	3393.
3949	112	SINGLE FAMILY	du	327.0	4218.	2944.
3949	121	MULTI-FAMILY	du	58.0	661.	464.
3949	122	MULTI-FAMILY	du	1355.0	11653.	8181.
3949	4112	RIGHT-OF-WAY	acre	27.2	0.	0.
3949	5137	ARTERIAL COMMERCIAL	ksf	24.2	1332.	967.
3949	5138	SERVICE STATION	other	8.0	1486.	1082.
3949	6112	RELIGIOUS FACILITY	ksf	25.6	166.	128.
3949	6816	ELEMENTARY SCHOOL	other	270.0	918.	513.
3949	7611	OPEN SPACE PARK	acre	1.0	8.	5.
3949		TOTAL			20442.	14284.
3958	112	SINGLE FAMILY	du	58.0	748.	522.
3958	121	MULTI-FAMILY	du	21.0	239.	168.
3958	122	MULTI-FAMILY	du	41.0	353.	248.
3958	2114	WAREHOUSING	ksf	1.5	9.	8.
3958	4112	RIGHT-OF-WAY	acre	4.5	0.	0.
3958	4114	PARKING	acre	0.1	0.	0.
3958	5011	HIGH TURNOVER RESTAURANT	ksf	5.6	1002.	728.
3958	5137	ARTERIAL COMMERCIAL	ksf	5.7	312.	227.
3958		TOTAL			2663.	1900.
3959	112	SINGLE FAMILY	du	125.0	1612.	1126.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3959	121	MULTI-FAMILY	du	19.0	217.	152.
3959	122	MULTI-FAMILY	du	50.0	430.	302.
3959	2113	LIGHT INDUSTRY GENERAL	ksf	3.1	57.	47.
3959	4112	RIGHT-OF-WAY	acre	6.5	0.	0.
3959	4114	PARKING	acre	0.2	0.	0.
3959	5011	HIGH TURNOVER RESTAURANT	ksf	1.5	268.	195.
3959	5014	CONVENIENCE MARKET CHAIN	ksf	3.0	2063.	1499.
3959	5137	ARTERIAL COMMERCIAL	ksf	58.2	3200.	2324.
3959	7613	ACTIVE PARK	acre	0.2	12.	8.
3959		TOTAL			7860.	5652.
3960	112	SINGLE FAMILY	du	53.0	684.	477.
3960	121	MULTI-FAMILY	du	6.0	68.	48.
3960	122	MULTI-FAMILY	du	110.0	946.	664.
3960	4112	RIGHT-OF-WAY	acre	7.2	0.	0.
3960	5029	AUTO REPAIR	ksf	2.0	55.	40.
3960	5137	ARTERIAL COMMERCIAL	ksf	8.0	440.	320.
3960		TOTAL			2193.	1549.
3961	112	SINGLE FAMILY	du	43.0	555.	387.
3961	121	MULTI-FAMILY	du	7.0	80.	56.
3961	122	MULTI-FAMILY	du	85.0	731.	513.
3961	4112	RIGHT-OF-WAY	acre	4.0	0.	0.
3961	4114	PARKING	acre	0.0	0.	0.
3961	5137	ARTERIAL COMMERCIAL	ksf	2.7	146.	106.
3961	6112	RELIGIOUS FACILITY	ksf	20.0	130.	100.
3961		TOTAL			1641.	1162.
3962	4112	RIGHT-OF-WAY	acre	1.1	0.	0.
3962		TOTAL			0.	0.
3969	122	MULTI-FAMILY	du	1076.0	9254.	6497.
3969	4112	RIGHT-OF-WAY	acre	8.4	0.	0.
3969	5011	HIGH TURNOVER RESTAURANT	ksf	21.2	3797.	2758.
3969	5029	AUTO REPAIR	ksf	6.1	167.	121.
3969	5134	NEIGHBORHOOD SHOP CENTER	ksf	28.8	4874.	3450.
3969	5137	ARTERIAL COMMERCIAL	ksf	70.6	3885.	2822.
3969	6022	LOW RISE OFFICE B	ksf	16.9	747.	575.
3969	6072	LOW RISE OFFICE E	ksf	66.1	1640.	1263.
3969	6112	RELIGIOUS FACILITY	ksf	3.5	23.	17.
3969	6115	FIRE OR POLICE STATION	ksf	14.5	590.	435.
3969	7613	ACTIVE PARK	acre	0.1	7.	5.
3969		TOTAL			24983.	17942.
3974	122	MULTI-FAMILY	du	513.0	4412.	3097.
3974	4112	RIGHT-OF-WAY	acre	10.4	0.	0.
3974	5013	SUPERMARKET	ksf	4.4	908.	659.
3974	5027	SERVICE STATION CAR WASH	other	12.0	2558.	1858.
3974	9101	INACTIVE USE	du	0.6	0.	0.
3974		TOTAL			7878.	5615.
3977	112	SINGLE FAMILY	du	100.0	1290.	900.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3977	121	MULTI-FAMILY	du	151.0	1721.	1209.
3977	122	MULTI-FAMILY	du	70.0	602.	423.
3977	4112	RIGHT-OF-WAY	acre	9.5	0.	0.
3977	4114	PARKING	acre	0.1	0.	0.
3977	5137	ARTERIAL COMMERCIAL	ksf	42.0	2308.	1676.
3977	6022	LOW RISE OFFICE B	ksf	23.8	1053.	811.
3977	7613	ACTIVE PARK	acre	0.1	8.	5.
3977		TOTAL			6982.	5024.
3979	112	SINGLE FAMILY	du	84.0	1084.	756.
3979	121	MULTI-FAMILY	du	64.0	730.	512.
3979	122	MULTI-FAMILY	du	23.0	198.	139.
3979	4112	RIGHT-OF-WAY	acre	21.2	0.	0.
3979	6112	RELIGIOUS FACILITY	ksf	4.9	32.	24.
3979	7611	OPEN SPACE PARK	acre	1.9	15.	10.
3979	9101	INACTIVE USE	du	0.2	0.	0.
3979		TOTAL			2057.	1441.
3980	112	SINGLE FAMILY	du	108.0	1393.	972.
3980	121	MULTI-FAMILY	du	76.0	866.	608.
3980	122	MULTI-FAMILY	du	84.0	722.	507.
3980	4112	RIGHT-OF-WAY	acre	20.9	0.	0.
3980	6112	RELIGIOUS FACILITY	ksf	14.5	94.	72.
3980	6115	FIRE OR POLICE STATION	ksf	9.6	391.	288.
3980		TOTAL			3467.	2448.
3984	112	SINGLE FAMILY	du	92.0	1187.	828.
3984	121	MULTI-FAMILY	du	10.0	114.	80.
3984	122	MULTI-FAMILY	du	124.0	1066.	749.
3984	2113	LIGHT INDUSTRY GENERAL	ksf	22.1	412.	340.
3984	4112	RIGHT-OF-WAY	acre	9.6	0.	0.
3984	5029	AUTO REPAIR	ksf	2.8	77.	56.
3984	5137	ARTERIAL COMMERCIAL	ksf	23.6	1299.	943.
3984	6012	LOW RISE OFFICE A	ksf	2.2	118.	91.
3984	6112	RELIGIOUS FACILITY	ksf	4.5	29.	22.
3984	9101	INACTIVE USE	du	0.1	0.	0.
3984		TOTAL			4302.	3110.
3985	112	SINGLE FAMILY	du	64.0	826.	576.
3985	122	MULTI-FAMILY	du	86.0	740.	519.
3985	2113	LIGHT INDUSTRY GENERAL	ksf	23.5	438.	362.
3985	2114	WAREHOUSING	ksf	21.0	128.	107.
3985	4112	RIGHT-OF-WAY	acre	12.2	0.	0.
3985	4114	PARKING	acre	0.6	0.	0.
3985	5029	AUTO REPAIR	ksf	1.2	33.	24.
3985	5134	NEIGHBORHOOD SHOP CENTER	ksf	0.9	154.	109.
3985	5137	ARTERIAL COMMERCIAL	ksf	19.1	1052.	764.
3985	6112	RELIGIOUS FACILITY	ksf	11.0	72.	55.
3985	6816	ELEMENTARY SCHOOL	other	78.0	265.	148.
3985		TOTAL			3706.	2665.
3988	112	SINGLE FAMILY	du	303.0	3909.	2728.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3988	121	MULTI-FAMILY	du	7.0	80.	56.
3988	4112	RIGHT-OF-WAY	acre	19.3	0.	0.
3988	6815	JUNIOR HIGH OR MIDDLE SCHOOL	other	1127.0	2592.	1592.
3988	9101	INACTIVE USE	du	1.0	0.	0.
3988		TOTAL			6581.	4377.
3989	112	SINGLE FAMILY	du	36.0	464.	324.
3989	121	MULTI-FAMILY	du	22.0	251.	176.
3989	122	MULTI-FAMILY	du	114.0	980.	688.
3989	2113	LIGHT INDUSTRY GENERAL	ksf	41.0	762.	630.
3989	4112	RIGHT-OF-WAY	acre	14.4	0.	0.
3989	5137	ARTERIAL COMMERCIAL	ksf	31.0	1706.	1239.
3989	6112	RELIGIOUS FACILITY	ksf	68.8	447.	344.
3989		TOTAL			4611.	3401.
3990	112	SINGLE FAMILY	du	109.0	1406.	981.
3990	121	MULTI-FAMILY	du	78.0	889.	624.
3990	122	MULTI-FAMILY	du	47.0	404.	284.
3990	4112	RIGHT-OF-WAY	acre	11.4	0.	0.
3990	5137	ARTERIAL COMMERCIAL	ksf	37.4	2055.	1492.
3990	6111	CEMETERY	acre	7.0	42.	35.
3990	6112	RELIGIOUS FACILITY	ksf	5.2	34.	26.
3990		TOTAL			4831.	3443.
3991	112	SINGLE FAMILY	du	175.0	2257.	1576.
3991	121	MULTI-FAMILY	du	66.0	752.	528.
3991	122	MULTI-FAMILY	du	37.0	318.	223.
3991	4112	RIGHT-OF-WAY	acre	9.2	0.	0.
3991	5137	ARTERIAL COMMERCIAL	ksf	38.5	2118.	1538.
3991	6012	LOW RISE OFFICE A	ksf	3.2	171.	131.
3991	6112	RELIGIOUS FACILITY	ksf	3.2	21.	16.
3991	6129	MEETING ROOM FACILITY	ksf	3.2	134.	97.
3991		TOTAL			5771.	4110.
3992	112	SINGLE FAMILY	du	178.0	2296.	1603.
3992	121	MULTI-FAMILY	du	103.0	1174.	824.
3992	122	MULTI-FAMILY	du	285.0	2451.	1721.
3992	4112	RIGHT-OF-WAY	acre	19.3	0.	0.
3992	5137	ARTERIAL COMMERCIAL	ksf	8.5	470.	341.
3992	6012	LOW RISE OFFICE A	ksf	3.8	206.	158.
3992	6013	GOV'T /CIVIC CENTER	ksf	50.7	2024.	1521.
3992	6112	RELIGIOUS FACILITY	ksf	14.6	95.	73.
3992	7611	OPEN SPACE PARK	acre	5.6	43.	29.
3992	7613	ACTIVE PARK	acre	3.7	284.	187.
3992	9101	INACTIVE USE	du	2.8	0.	0.
3992		TOTAL			9044.	6457.
3993	4112	RIGHT-OF-WAY	acre	4.2	0.	0.
3993	5133	COMMUNITY SHOP CENTER	ksf	360.9	38937.	27553.
3993		TOTAL			38937.	27553.
3994	112	SINGLE FAMILY	du	82.0	1058.	738.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
3994	121	MULTI-FAMILY	du	109.0	1243.	872.
3994	122	MULTI-FAMILY	du	23.0	198.	139.
3994	4112	RIGHT-OF-WAY	acre	20.3	0.	0.
3994	7611	OPEN SPACE PARK	acre	7.9	61.	40.
3994		TOTAL			2559.	1789.
3995	112	SINGLE FAMILY	du	212.0	2735.	1909.
3995	121	MULTI-FAMILY	du	3.0	34.	24.
3995	122	MULTI-FAMILY	du	746.0	6416.	4504.
3995	4112	RIGHT-OF-WAY	acre	42.9	0.	0.
3995	5137	ARTERIAL COMMERCIAL	ksf	41.8	2297.	1669.
3995	6112	RELIGIOUS FACILITY	ksf	52.2	340.	261.
3995	6814	SENIOR HIGH SCHOOL	other	2333.0	9332.	4199.
3995	6816	ELEMENTARY SCHOOL	other	759.0	2581.	1442.
3995	7611	OPEN SPACE PARK	acre	0.8	6.	4.
3995	7613	ACTIVE PARK	acre	4.1	319.	210.
3995		TOTAL			24059.	14221.
3996	112	SINGLE FAMILY	du	706.0	9107.	6357.
3996	4112	RIGHT-OF-WAY	acre	38.7	0.	0.
3996	5029	AUTO REPAIR	ksf	1.0	26.	19.
3996	5136	AUTO DEALERSHIP	acre	0.1	39.	28.
3996	6112	RELIGIOUS FACILITY	ksf	23.1	150.	115.
3996	7613	ACTIVE PARK	acre	0.5	38.	25.
3996		TOTAL			9361.	6544.
3998	112	SINGLE FAMILY	du	144.0	1858.	1297.
3998	121	MULTI-FAMILY	du	111.0	1265.	888.
3998	122	MULTI-FAMILY	du	168.0	1445.	1014.
3998	4112	RIGHT-OF-WAY	acre	27.2	0.	0.
3998	5137	ARTERIAL COMMERCIAL	ksf	6.7	370.	269.
3998	5139	OTHER RETAIL TRADE	ksf	1.2	66.	48.
3998	6112	RELIGIOUS FACILITY	ksf	19.3	125.	96.
3998	6114	POST OFFICE	ksf	5.8	1680.	1168.
3998	9101	INACTIVE USE	du	1.0	0.	0.
3998		TOTAL			6810.	4781.
3999	112	SINGLE FAMILY	du	189.0	2438.	1702.
3999	121	MULTI-FAMILY	du	160.0	1824.	1281.
3999	122	MULTI-FAMILY	du	326.0	2804.	1968.
3999	4112	RIGHT-OF-WAY	acre	24.7	0.	0.
3999	5137	ARTERIAL COMMERCIAL	ksf	30.0	1650.	1199.
3999	6112	RELIGIOUS FACILITY	ksf	33.6	219.	168.
3999	6519	OTHER HEALTH CARE	ksf	26.0	1750.	1300.
3999	6816	ELEMENTARY SCHOOL	other	384.0	1306.	730.
3999	7613	ACTIVE PARK	acre	0.2	13.	8.
3999	9101	INACTIVE USE	du	0.1	0.	0.
3999		TOTAL			12003.	8355.
4002	112	SINGLE FAMILY	du	149.0	1922.	1342.
4002	121	MULTI-FAMILY	du	152.0	1733.	1217.
4002	122	MULTI-FAMILY	du	189.0	1625.	1141.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4002	4112	RIGHT-OF-WAY	acre	23.0	0.	0.
4002	4114	PARKING	acre	0.3	0.	0.
4002	5137	ARTERIAL COMMERCIAL	ksf	20.0	1100.	799.
4002	6112	RELIGIOUS FACILITY	ksf	50.6	329.	253.
4002	6113	LIBRARY	ksf	3.3	244.	166.
4002	6815	JUNIOR HIGH OR MIDDLE SCHOOL	other	1242.0	2857.	1755.
4002	6816	ELEMENTARY SCHOOL	other	619.0	2105.	1176.
4002	7613	ACTIVE PARK	acre	18.0	1384.	911.
4002	9101	INACTIVE USE	du	0.1	0.	0.
4002		TOTAL			13299.	8758.
4007	112	SINGLE FAMILY	du	489.0	6308.	4403.
4007	121	MULTI-FAMILY	du	10.0	114.	80.
4007	4112	RIGHT-OF-WAY	acre	32.7	0.	0.
4007	6112	RELIGIOUS FACILITY	ksf	29.3	191.	147.
4007	6816	ELEMENTARY SCHOOL	other	589.0	2003.	1119.
4007		TOTAL			8615.	5749.
4008	112	SINGLE FAMILY	du	57.0	735.	513.
4008	121	MULTI-FAMILY	du	103.0	1174.	824.
4008	122	MULTI-FAMILY	du	187.0	1608.	1129.
4008	1421	CORRECTIONAL FACILITY	other	300.0	840.	609.
4008	4112	RIGHT-OF-WAY	acre	12.2	0.	0.
4008	5133	COMMUNITY SHOP CENTER	ksf	134.3	14495.	10257.
4008	5137	ARTERIAL COMMERCIAL	ksf	32.1	1767.	1283.
4008	5138	SERVICE STATION	other	8.0	1486.	1082.
4008	6112	RELIGIOUS FACILITY	ksf	24.1	156.	120.
4008	6119	OTHER PUBLIC SERVICE	ksf	3.6	49.	36.
4008	6816	ELEMENTARY SCHOOL	other	481.0	1635.	914.
4008	7613	ACTIVE PARK	acre	0.2	12.	8.
4008		TOTAL			23958.	16775.
4009	112	SINGLE FAMILY	du	226.0	2915.	2035.
4009	121	MULTI-FAMILY	du	100.0	1140.	800.
4009	122	MULTI-FAMILY	du	141.0	1213.	851.
4009	4112	RIGHT-OF-WAY	acre	17.8	0.	0.
4009	5137	ARTERIAL COMMERCIAL	ksf	13.7	755.	549.
4009	5139	OTHER RETAIL TRADE	ksf	0.9	51.	37.
4009	6112	RELIGIOUS FACILITY	ksf	18.4	120.	92.
4009	6115	FIRE OR POLICE STATION	ksf	3.4	139.	103.
4009	9101	INACTIVE USE	du	0.1	0.	0.
4009		TOTAL			6334.	4467.
4010	112	SINGLE FAMILY	du	360.0	4644.	3242.
4010	121	MULTI-FAMILY	du	23.0	262.	184.
4010	4112	RIGHT-OF-WAY	acre	28.2	0.	0.
4010	6112	RELIGIOUS FACILITY	ksf	8.5	55.	42.
4010	7613	ACTIVE PARK	acre	34.6	2662.	1752.
4010	9101	INACTIVE USE	du	0.1	0.	0.
4010		TOTAL			7623.	5220.
4013	112	SINGLE FAMILY	du	178.0	2296.	1603.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4013	121	MULTI-FAMILY	du	63.0	718.	504.
4013	122	MULTI-FAMILY	du	40.0	344.	242.
4013	4112	RIGHT-OF-WAY	acre	16.6	0.	0.
4013	5137	ARTERIAL COMMERCIAL	ksf	4.0	222.	161.
4013	6112	RELIGIOUS FACILITY	ksf	2.3	15.	11.
4013		TOTAL			3595.	2521.
4018	112	SINGLE FAMILY	du	613.0	7908.	5520.
4018	4112	RIGHT-OF-WAY	acre	33.2	0.	0.
4018	6112	RELIGIOUS FACILITY	ksf	5.0	32.	25.
4018	7611	OPEN SPACE PARK	acre	8.6	66.	44.
4018	7613	ACTIVE PARK	acre	0.2	11.	7.
4018		TOTAL			8018.	5596.
4024	112	SINGLE FAMILY	du	368.0	4747.	3314.
4024	121	MULTI-FAMILY	du	52.0	593.	416.
4024	122	MULTI-FAMILY	du	1319.0	11343.	7964.
4024	4112	RIGHT-OF-WAY	acre	50.2	0.	0.
4024	5029	AUTO REPAIR	ksf	1.8	49.	36.
4024	5134	NEIGHBORHOOD SHOP CENTER	ksf	33.2	5629.	3984.
4024	5137	ARTERIAL COMMERCIAL	ksf	75.2	4135.	3003.
4024	6112	RELIGIOUS FACILITY	ksf	6.0	39.	30.
4024	6810	DAY CARE CENTER	other	70.0	427.	352.
4024	6816	ELEMENTARY SCHOOL	other	549.0	1867.	1043.
4024		TOTAL			28829.	20142.
4027	112	SINGLE FAMILY	du	54.0	697.	486.
4027	121	MULTI-FAMILY	du	127.0	1448.	1016.
4027	122	MULTI-FAMILY	du	29.0	249.	175.
4027	2111	INDUSTRIAL PARK	ksf	113.5	2077.	1726.
4027	2113	LIGHT INDUSTRY GENERAL	ksf	27.2	506.	419.
4027	4112	RIGHT-OF-WAY	acre	19.9	0.	0.
4027	5137	ARTERIAL COMMERCIAL	ksf	89.1	4902.	3561.
4027	6112	RELIGIOUS FACILITY	ksf	7.1	46.	35.
4027	7611	OPEN SPACE PARK	acre	1.9	14.	9.
4027	7613	ACTIVE PARK	acre	7.7	593.	390.
4027		TOTAL			10533.	7818.
4028	112	SINGLE FAMILY	du	75.0	967.	675.
4028	121	MULTI-FAMILY	du	175.0	1995.	1401.
4028	122	MULTI-FAMILY	du	70.0	602.	423.
4028	2114	WAREHOUSING	ksf	4.0	24.	20.
4028	4112	RIGHT-OF-WAY	acre	22.1	0.	0.
4028	5137	ARTERIAL COMMERCIAL	ksf	150.7	8290.	6022.
4028	6112	RELIGIOUS FACILITY	ksf	11.5	75.	57.
4028	6129	MEETING ROOM FACILITY	ksf	2.7	111.	80.
4028		TOTAL			12065.	8678.
4035	112	SINGLE FAMILY	du	181.0	2335.	1630.
4035	121	MULTI-FAMILY	du	208.0	2371.	1665.
4035	122	MULTI-FAMILY	du	444.0	3818.	2681.
4035	4112	RIGHT-OF-WAY	acre	68.4	0.	0.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4035	4113	COMMUNICATION OR UTILITY	acre	0.1	0.	0.
4035	5137	ARTERIAL COMMERCIAL	ksf	13.6	746.	542.
4035	6112	RELIGIOUS FACILITY	ksf	24.5	159.	122.
4035	7613	ACTIVE PARK	acre	24.4	1879.	1236.
4035		TOTAL			11308.	7876.
4038	112	SINGLE FAMILY	du	153.0	1974.	1378.
4038	121	MULTI-FAMILY	du	90.0	1026.	720.
4038	122	MULTI-FAMILY	du	146.0	1256.	882.
4038	4112	RIGHT-OF-WAY	acre	39.3	0.	0.
4038	5137	ARTERIAL COMMERCIAL	ksf	41.9	2304.	1673.
4038	6112	RELIGIOUS FACILITY	ksf	3.6	23.	18.
4038	6816	ELEMENTARY SCHOOL	other	760.0	2584.	1444.
4038	7611	OPEN SPACE PARK	acre	2.9	23.	15.
4038	9101	INACTIVE USE	du	0.4	0.	0.
4038		TOTAL			9189.	6129.
4039	112	SINGLE FAMILY	du	168.0	2167.	1513.
4039	121	MULTI-FAMILY	du	90.0	1026.	720.
4039	122	MULTI-FAMILY	du	173.0	1488.	1045.
4039	4112	RIGHT-OF-WAY	acre	18.2	0.	0.
4039	5137	ARTERIAL COMMERCIAL	ksf	8.4	465.	338.
4039	5139	OTHER RETAIL TRADE	ksf	10.5	578.	421.
4039	6112	RELIGIOUS FACILITY	ksf	27.4	178.	137.
4039	6816	ELEMENTARY SCHOOL	other	173.0	588.	329.
4039	7611	OPEN SPACE PARK	acre	1.1	9.	6.
4039	9101	INACTIVE USE	du	0.4	0.	0.
4039		TOTAL			6499.	4507.
4040	112	SINGLE FAMILY	du	83.0	1071.	747.
4040	121	MULTI-FAMILY	du	100.0	1140.	800.
4040	122	MULTI-FAMILY	du	156.0	1342.	942.
4040	4112	RIGHT-OF-WAY	acre	12.4	0.	0.
4040	5137	ARTERIAL COMMERCIAL	ksf	69.1	3801.	2760.
4040	6012	LOW RISE OFFICE A	ksf	3.9	210.	161.
4040	6022	LOW RISE OFFICE B	ksf	5.4	239.	184.
4040	6112	RELIGIOUS FACILITY	ksf	50.6	329.	253.
4040	7613	ACTIVE PARK	acre	17.5	1348.	887.
4040	9101	INACTIVE USE	acre	0.0	0.	0.
4040		TOTAL			9478.	6735.
4044	4112	RIGHT-OF-WAY	acre	0.1	0.	0.
4044		TOTAL			0.	0.
4047	112	SINGLE FAMILY	du	458.0	5908.	4124.
4047	4112	RIGHT-OF-WAY	acre	23.2	0.	0.
4047	4113	COMMUNICATION OR UTILITY	acre	3.8	12.	9.
4047	7611	OPEN SPACE PARK	acre	0.8	6.	4.
4047		TOTAL			5927.	4138.
4050	121	MULTI-FAMILY	du	187.0	2132.	1497.
4050	4112	RIGHT-OF-WAY	acre	0.4	0.	0.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4050	5133	COMMUNITY SHOP CENTER	ksf	176.7	19062.	13489.
4050		TOTAL			21194.	14986.
4057	112	SINGLE FAMILY	du	147.0	1896.	1324.
4057	121	MULTI-FAMILY	du	131.0	1493.	1048.
4057	122	MULTI-FAMILY	du	133.0	1144.	803.
4057	4112	RIGHT-OF-WAY	acre	21.6	0.	0.
4057	5137	ARTERIAL COMMERCIAL	ksf	2.8	151.	110.
4057	6112	RELIGIOUS FACILITY	ksf	5.3	35.	27.
4057	7611	OPEN SPACE PARK	acre	7.2	56.	37.
4057	9101	INACTIVE USE	du	2.9	0.	0.
4057		TOTAL			4775.	3348.
4058	112	SINGLE FAMILY	du	135.0	1741.	1216.
4058	121	MULTI-FAMILY	du	120.0	1368.	960.
4058	122	MULTI-FAMILY	du	174.0	1496.	1051.
4058	4112	RIGHT-OF-WAY	acre	19.4	0.	0.
4058	5137	ARTERIAL COMMERCIAL	ksf	16.6	913.	663.
4058	6112	RELIGIOUS FACILITY	ksf	9.1	59.	45.
4058	6119	OTHER PUBLIC SERVICE	ksf	2.7	37.	26.
4058	6816	ELEMENTARY SCHOOL	other	543.0	1846.	1032.
4058	7611	OPEN SPACE PARK	acre	0.5	4.	3.
4058	7613	ACTIVE PARK	acre	0.2	12.	8.
4058		TOTAL			7477.	5004.
4061	112	SINGLE FAMILY	du	19.0	245.	171.
4061	121	MULTI-FAMILY	du	12.0	137.	96.
4061	122	MULTI-FAMILY	du	422.0	3629.	2548.
4061	4112	RIGHT-OF-WAY	acre	16.0	0.	0.
4061	5137	ARTERIAL COMMERCIAL	ksf	1.8	98.	71.
4061		TOTAL			4109.	2886.
4079	112	SINGLE FAMILY	du	150.0	1935.	1351.
4079	121	MULTI-FAMILY	du	147.0	1676.	1177.
4079	122	MULTI-FAMILY	du	110.0	946.	664.
4079	1511	MOTEL	room	64.0	934.	575.
4079	4112	RIGHT-OF-WAY	acre	28.9	0.	0.
4079	5027	SERVICE STATION CAR WASH	other	8.0	1706.	1239.
4079	5137	ARTERIAL COMMERCIAL	ksf	13.3	732.	532.
4079	6112	RELIGIOUS FACILITY	ksf	4.2	27.	21.
4079	6816	ELEMENTARY SCHOOL	other	707.0	2404.	1343.
4079	9101	INACTIVE USE	du	0.7	0.	0.
4079		TOTAL			10360.	6901.
4080	112	SINGLE FAMILY	du	168.0	2167.	1513.
4080	121	MULTI-FAMILY	du	178.0	2029.	1425.
4080	122	MULTI-FAMILY	du	137.0	1178.	827.
4080	4112	RIGHT-OF-WAY	acre	22.5	0.	0.
4080	5137	ARTERIAL COMMERCIAL	ksf	3.7	205.	149.
4080	6112	RELIGIOUS FACILITY	ksf	15.3	100.	77.
4080	7611	OPEN SPACE PARK	acre	0.8	6.	4.
4080	9101	INACTIVE USE	du	2.2	0.	0.
4080		TOTAL			5685.	3994.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4683	121	MULTI-FAMILY	du	4.0	46.	32.
4683	122	MULTI-FAMILY	du	2083.0	17914.	12576.
4683	4112	RIGHT-OF-WAY	acre	13.4	0.	0.
4683	4113	COMMUNICATION OR UTILITY	acre	0.8	3.	2.
4683	5133	COMMUNITY SHOP CENTER	ksf	145.4	15693.	11105.
4683	5137	ARTERIAL COMMERCIAL	ksf	103.2	5676.	4123.
4683	6129	MEETING ROOM FACILITY	ksf	5.4	226.	163.
4683	6511	CLINIC	ksf	27.6	1861.	1382.
4683	7611	OPEN SPACE PARK	acre	2.0	15.	10.
4683		TOTAL			41433.	29394.
4684	122	MULTI-FAMILY	du	619.0	5323.	3737.
4684	4112	RIGHT-OF-WAY	acre	1.4	0.	0.
4684	5133	COMMUNITY SHOP CENTER	ksf	145.8	15735.	11135.
4684		TOTAL			21059.	14872.
4685	112	SINGLE FAMILY	du	99.0	1277.	891.
4685	121	MULTI-FAMILY	du	110.0	1254.	880.
4685	122	MULTI-FAMILY	du	103.0	886.	622.
4685	4112	RIGHT-OF-WAY	acre	8.8	0.	0.
4685	5137	ARTERIAL COMMERCIAL	ksf	46.6	2562.	1861.
4685	6012	LOW RISE OFFICE A	ksf	13.0	695.	536.
4685	6022	LOW RISE OFFICE B	ksf	6.2	276.	212.
4685	6112	RELIGIOUS FACILITY	ksf	5.2	34.	26.
4685	7613	ACTIVE PARK	acre	0.1	11.	7.
4685		TOTAL			6995.	5036.
4686	112	SINGLE FAMILY	du	74.0	955.	666.
4686	122	MULTI-FAMILY	du	83.0	714.	501.
4686	2113	LIGHT INDUSTRY GENERAL	ksf	0.5	9.	8.
4686	4112	RIGHT-OF-WAY	acre	5.2	0.	0.
4686	5137	ARTERIAL COMMERCIAL	ksf	12.7	696.	506.
4686		TOTAL			2374.	1681.
4687	112	SINGLE FAMILY	du	4.0	52.	36.
4687	121	MULTI-FAMILY	du	56.0	638.	448.
4687	122	MULTI-FAMILY	du	56.0	482.	338.
4687	2113	LIGHT INDUSTRY GENERAL	ksf	0.4	7.	6.
4687	4112	RIGHT-OF-WAY	acre	2.7	0.	0.
4687	5137	ARTERIAL COMMERCIAL	ksf	14.3	786.	571.
4687	6022	LOW RISE OFFICE B	ksf	7.6	334.	257.
4687	7613	ACTIVE PARK	acre	0.2	13.	8.
4687		TOTAL			2312.	1665.
4688	112	SINGLE FAMILY	du	1.0	13.	9.
4688	121	MULTI-FAMILY	du	2.0	23.	16.
4688	122	MULTI-FAMILY	du	119.0	1023.	718.
4688	4112	RIGHT-OF-WAY	acre	0.3	0.	0.
4688	4114	PARKING	acre	0.2	0.	0.
4688	5137	ARTERIAL COMMERCIAL	ksf	26.3	1447.	1051.
4688	7613	ACTIVE PARK	acre	0.3	25.	16.
4688		TOTAL			2531.	1811.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4689	112	SINGLE FAMILY	du	32.0	413.	288.
4689	121	MULTI-FAMILY	du	16.0	182.	128.
4689	122	MULTI-FAMILY	du	48.0	413.	290.
4689	4112	RIGHT-OF-WAY	acre	3.6	0.	0.
4689	5133	COMMUNITY SHOP CENTER	ksf	0.5	49.	35.
4689	5137	ARTERIAL COMMERCIAL	ksf	1.3	73.	53.
4689	6012	LOW RISE OFFICE A	ksf	12.6	675.	520.
4689	6112	RELIGIOUS FACILITY	ksf	28.2	183.	141.
4689	6810	DAY CARE CENTER	other	109.0	665.	549.
4689		TOTAL			2653.	2003.
4690	112	SINGLE FAMILY	du	9.0	116.	81.
4690	121	MULTI-FAMILY	du	51.0	581.	408.
4690	122	MULTI-FAMILY	du	45.0	387.	272.
4690	4112	RIGHT-OF-WAY	acre	1.2	0.	0.
4690	4114	PARKING	acre	0.1	0.	0.
4690	5030	AUTO TIRES	ksf	3.5	120.	87.
4690	5137	ARTERIAL COMMERCIAL	ksf	49.2	2709.	1968.
4690	6012	LOW RISE OFFICE A	ksf	5.1	273.	210.
4690	6022	LOW RISE OFFICE B	ksf	5.6	250.	192.
4690	7613	ACTIVE PARK	acre	0.3	22.	14.
4690		TOTAL			4459.	3233.
4691	112	SINGLE FAMILY	du	7.0	90.	63.
4691	121	MULTI-FAMILY	du	24.0	274.	192.
4691	122	MULTI-FAMILY	du	41.0	353.	248.
4691	4112	RIGHT-OF-WAY	acre	2.6	0.	0.
4691	5011	HIGH TURNOVER RESTAURANT	ksf	11.0	1961.	1424.
4691	5136	AUTO DEALERSHIP	acre	0.1	50.	36.
4691	6012	LOW RISE OFFICE A	ksf	4.8	255.	196.
4691	7613	ACTIVE PARK	acre	0.5	38.	25.
4691		TOTAL			3021.	2184.
4692	112	SINGLE FAMILY	du	27.0	348.	243.
4692	122	MULTI-FAMILY	du	68.0	585.	411.
4692	2113	LIGHT INDUSTRY GENERAL	ksf	29.5	548.	453.
4692	4112	RIGHT-OF-WAY	acre	7.9	0.	0.
4692	5137	ARTERIAL COMMERCIAL	ksf	1.0	55.	40.
4692		TOTAL			1536.	1147.
4693	112	SINGLE FAMILY	du	3.0	39.	27.
4693	121	MULTI-FAMILY	du	2.0	23.	16.
4693	122	MULTI-FAMILY	du	37.0	318.	223.
4693	2113	LIGHT INDUSTRY GENERAL	ksf	4.9	91.	75.
4693	2114	WAREHOUSING	ksf	19.5	119.	100.
4693	4112	RIGHT-OF-WAY	acre	1.2	0.	0.
4693	5029	AUTO REPAIR	ksf	1.6	45.	33.
4693	5137	ARTERIAL COMMERCIAL	ksf	28.7	1576.	1145.
4693	6012	LOW RISE OFFICE A	ksf	2.0	107.	82.
4693	6022	LOW RISE OFFICE B	ksf	6.5	288.	222.
4693		TOTAL			2606.	1923.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4694	112	SINGLE FAMILY	du	8.0	103.	72.
4694	121	MULTI-FAMILY	du	2.0	23.	16.
4694	122	MULTI-FAMILY	du	81.0	697.	489.
4694	2113	LIGHT INDUSTRY GENERAL	ksf	48.9	909.	751.
4694	4112	RIGHT-OF-WAY	acre	1.5	0.	0.
4694	4114	PARKING	acre	0.8	0.	0.
4694	5011	HIGH TURNOVER RESTAURANT	ksf	1.8	315.	229.
4694	5028	AUTO PARTS	ksf	5.7	490.	356.
4694	5134	NEIGHBORHOOD SHOP CENTER	ksf	30.0	5085.	3599.
4694	5137	ARTERIAL COMMERCIAL	ksf	7.6	419.	305.
4694		TOTAL			8040.	5816.
4695	112	SINGLE FAMILY	du	27.0	348.	243.
4695	121	MULTI-FAMILY	du	17.0	194.	136.
4695	122	MULTI-FAMILY	du	165.0	1419.	996.
4695	4112	RIGHT-OF-WAY	acre	4.9	0.	0.
4695	5137	ARTERIAL COMMERCIAL	ksf	19.4	1067.	775.
4695		TOTAL			3028.	2150.
4696	112	SINGLE FAMILY	du	113.0	1458.	1017.
4696	121	MULTI-FAMILY	du	6.0	68.	48.
4696	122	MULTI-FAMILY	du	131.0	1127.	791.
4696	4112	RIGHT-OF-WAY	acre	8.7	0.	0.
4696	5029	AUTO REPAIR	ksf	1.8	48.	35.
4696	5030	AUTO TIRES	ksf	2.5	86.	62.
4696	5137	ARTERIAL COMMERCIAL	ksf	7.6	415.	301.
4696		TOTAL			3202.	2256.
4697	112	SINGLE FAMILY	du	38.0	490.	342.
4697	121	MULTI-FAMILY	du	21.0	239.	168.
4697	122	MULTI-FAMILY	du	61.0	525.	368.
4697	4112	RIGHT-OF-WAY	acre	3.1	0.	0.
4697	5025	SERVICE STATION FOOD MART	other	12.0	2476.	1798.
4697	5137	ARTERIAL COMMERCIAL	ksf	10.9	597.	434.
4697	6112	RELIGIOUS FACILITY	ksf	5.5	36.	28.
4697		TOTAL			4363.	3138.
4698	112	SINGLE FAMILY	du	50.0	645.	450.
4698	121	MULTI-FAMILY	du	9.0	103.	72.
4698	122	MULTI-FAMILY	du	55.0	473.	332.
4698	4112	RIGHT-OF-WAY	acre	4.3	0.	0.
4698	4114	PARKING	acre	0.2	0.	0.
4698	5014	CONVENIENCE MARKET CHAIN	ksf	17.5	12036.	8742.
4698	5137	ARTERIAL COMMERCIAL	ksf	21.7	1195.	868.
4698	6112	RELIGIOUS FACILITY	ksf	0.6	4.	3.
4698		TOTAL			14456.	10468.
4699	112	SINGLE FAMILY	du	55.0	709.	495.
4699	121	MULTI-FAMILY	du	11.0	125.	88.
4699	122	MULTI-FAMILY	du	28.0	241.	169.
4699	4112	RIGHT-OF-WAY	acre	4.7	0.	0.
4699	5137	ARTERIAL COMMERCIAL	ksf	18.1	995.	723.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4699	6112	RELIGIOUS FACILITY	ksf	11.8	77.	59.
4699		TOTAL			2148.	1535.
4700	112	SINGLE FAMILY	du	17.0	219.	153.
4700	121	MULTI-FAMILY	du	4.0	46.	32.
4700	122	MULTI-FAMILY	du	94.0	808.	568.
4700	2113	LIGHT INDUSTRY GENERAL	ksf	11.8	219.	181.
4700	4112	RIGHT-OF-WAY	acre	1.8	0.	0.
4700	4114	PARKING	acre	0.1	0.	0.
4700	5011	HIGH TURNOVER RESTAURANT	ksf	1.4	244.	177.
4700	5014	CONVENIENCE MARKET CHAIN	ksf	14.0	9629.	6994.
4700	5029	AUTO REPAIR	ksf	4.5	123.	89.
4700	5030	AUTO TIRES	ksf	1.6	54.	39.
4700	5137	ARTERIAL COMMERCIAL	ksf	42.5	2340.	1699.
4700	6013	GOV'T /CIVIC CENTER	ksf	1.7	68.	51.
4700	6112	RELIGIOUS FACILITY	ksf	4.5	29.	22.
4700	6115	FIRE OR POLICE STATION	ksf	14.6	596.	439.
4700		TOTAL			14375.	10446.
4701	112	SINGLE FAMILY	du	5.0	64.	45.
4701	121	MULTI-FAMILY	du	6.0	68.	48.
4701	122	MULTI-FAMILY	du	41.0	353.	248.
4701	2113	LIGHT INDUSTRY GENERAL	ksf	14.5	270.	223.
4701	4112	RIGHT-OF-WAY	acre	1.1	0.	0.
4701	5029	AUTO REPAIR	ksf	8.0	219.	159.
4701	5137	ARTERIAL COMMERCIAL	ksf	30.5	1680.	1220.
4701	6112	RELIGIOUS FACILITY	ksf	1.8	12.	9.
4701		TOTAL			2666.	1952.
4702	112	SINGLE FAMILY	du	21.0	271.	189.
4702	122	MULTI-FAMILY	du	18.0	155.	109.
4702	2113	LIGHT INDUSTRY GENERAL	ksf	13.8	256.	212.
4702	4112	RIGHT-OF-WAY	acre	2.0	0.	0.
4702	5014	CONVENIENCE MARKET CHAIN	ksf	5.8	3989.	2897.
4702	5137	ARTERIAL COMMERCIAL	ksf	8.2	452.	329.
4702	6129	MEETING ROOM FACILITY	ksf	4.0	166.	120.
4702		TOTAL			5290.	3856.
4703	111	SINGLE FAMILY	du	1.0	13.	9.
4703	112	SINGLE FAMILY	du	184.0	2374.	1657.
4703	122	MULTI-FAMILY	du	36.0	310.	217.
4703	4112	RIGHT-OF-WAY	acre	19.0	0.	0.
4703	6113	LIBRARY	ksf	27.6	2029.	1375.
4703	6819	OTHER SCHOOL	ksf	14.5	316.	261.
4703	7611	OPEN SPACE PARK	acre	32.6	251.	165.
4703		TOTAL			5292.	3684.
4704	4112	RIGHT-OF-WAY	acre	1.4	0.	0.
4704	6113	LIBRARY	ksf	20.0	1472.	998.
4704	6812	UNIVERSITY OR COLLEGE	other	7667.0	15334.	12465.
4704		TOTAL			16806.	13463.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4705	112	SINGLE FAMILY	du	257.0	3315.	2314.
4705	4112	RIGHT-OF-WAY	acre	17.6	0.	0.
4705	7611	OPEN SPACE PARK	acre	25.4	195.	128.
4705		TOTAL			3510.	2442.
4706	112	SINGLE FAMILY	du	327.0	4218.	2944.
4706	1411	CONGREGATE CARE FACILITY	other	12.0	52.	36.
4706	4112	RIGHT-OF-WAY	acre	18.6	0.	0.
4706		TOTAL			4270.	2981.
4707	112	SINGLE FAMILY	du	170.0	2193.	1531.
4707	4112	RIGHT-OF-WAY	acre	9.0	0.	0.
4707	4113	COMMUNICATION OR UTILITY	acre	0.6	2.	1.
4707	7611	OPEN SPACE PARK	acre	0.8	6.	4.
4707	7613	ACTIVE PARK	acre	3.0	234.	154.
4707		TOTAL			2434.	1690.
4708	112	SINGLE FAMILY	du	394.0	5083.	3548.
4708	121	MULTI-FAMILY	du	17.0	194.	136.
4708	4112	RIGHT-OF-WAY	acre	31.6	0.	0.
4708	7611	OPEN SPACE PARK	acre	0.2	2.	1.
4708		TOTAL			5278.	3685.
4709	112	SINGLE FAMILY	du	213.0	2748.	1918.
4709	121	MULTI-FAMILY	du	186.0	2120.	1489.
4709	122	MULTI-FAMILY	du	136.0	1170.	821.
4709	4112	RIGHT-OF-WAY	acre	20.2	0.	0.
4709	5137	ARTERIAL COMMERCIAL	ksf	2.2	119.	86.
4709	6112	RELIGIOUS FACILITY	ksf	17.0	110.	85.
4709	6519	OTHER HEALTH CARE	ksf	3.8	253.	188.
4709	6816	ELEMENTARY SCHOOL	other	483.0	1642.	918.
4709	7613	ACTIVE PARK	acre	6.6	510.	335.
4709		TOTAL			8672.	5840.
4710	112	SINGLE FAMILY	du	25.0	322.	225.
4710	121	MULTI-FAMILY	du	23.0	262.	184.
4710	122	MULTI-FAMILY	du	171.0	1471.	1032.
4710	4112	RIGHT-OF-WAY	acre	5.9	0.	0.
4710	5137	ARTERIAL COMMERCIAL	ksf	10.1	557.	404.
4710	6119	OTHER PUBLIC SERVICE	ksf	8.7	120.	87.
4710	7613	ACTIVE PARK	acre	0.1	9.	6.
4710		TOTAL			2741.	1939.
4711	112	SINGLE FAMILY	du	12.0	155.	108.
4711	121	MULTI-FAMILY	du	10.0	114.	80.
4711	122	MULTI-FAMILY	du	80.0	688.	483.
4711	2113	LIGHT INDUSTRY GENERAL	ksf	8.0	149.	123.
4711	4112	RIGHT-OF-WAY	acre	2.9	0.	0.
4711	6012	LOW RISE OFFICE A	ksf	5.4	288.	222.
4711		TOTAL			1394.	1016.
4712	112	SINGLE FAMILY	du	24.0	310.	216.

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4712	121	MULTI-FAMILY	du	15.0	171.	120.
4712	122	MULTI-FAMILY	du	134.0	1152.	809.
4712	4112	RIGHT-OF-WAY	acre	3.8	0.	0.
4712	6511	CLINIC	ksf	3.0	201.	149.
4712		TOTAL			1834.	1294.
4713	112	SINGLE FAMILY	du	14.0	181.	126.
4713	121	MULTI-FAMILY	du	2.0	23.	16.
4713	122	MULTI-FAMILY	du	74.0	636.	447.
4713	4112	RIGHT-OF-WAY	acre	1.3	0.	0.
4713	5137	ARTERIAL COMMERCIAL	ksf	18.3	1006.	730.
4713	9101	INACTIVE USE	acre	0.1	0.	0.
4713		TOTAL			1845.	1319.
4714	112	SINGLE FAMILY	du	3.0	39.	27.
4714	121	MULTI-FAMILY	du	13.0	148.	104.
4714	122	MULTI-FAMILY	du	88.0	757.	531.
4714	4112	RIGHT-OF-WAY	acre	3.6	0.	0.
4714	5137	ARTERIAL COMMERCIAL	ksf	32.1	1767.	1283.
4714	9101	INACTIVE USE	acre	0.2	0.	0.
4714		TOTAL			2710.	1945.
4715	112	SINGLE FAMILY	du	25.0	322.	225.
4715	121	MULTI-FAMILY	du	17.0	194.	136.
4715	122	MULTI-FAMILY	du	54.0	464.	326.
4715	4112	RIGHT-OF-WAY	acre	4.1	0.	0.
4715	7611	OPEN SPACE PARK	acre	0.0	0.	0.
4715	7613	ACTIVE PARK	acre	2.7	204.	134.
4715	9101	INACTIVE USE	du	0.1	0.	0.
4715		TOTAL			1185.	822.
4716	112	SINGLE FAMILY	du	24.0	310.	216.
4716	122	MULTI-FAMILY	du	88.0	757.	531.
4716	4112	RIGHT-OF-WAY	acre	2.0	0.	0.
4716	5137	ARTERIAL COMMERCIAL	ksf	20.5	1129.	820.
4716		TOTAL			2196.	1568.
4717	112	SINGLE FAMILY	du	42.0	542.	378.
4717	121	MULTI-FAMILY	du	34.0	388.	272.
4717	122	MULTI-FAMILY	du	37.0	318.	223.
4717	4112	RIGHT-OF-WAY	acre	2.5	0.	0.
4717	5137	ARTERIAL COMMERCIAL	ksf	1.6	90.	65.
4717		TOTAL			1337.	939.
4718	112	SINGLE FAMILY	du	49.0	632.	441.
4718	121	MULTI-FAMILY	du	21.0	239.	168.
4718	122	MULTI-FAMILY	du	134.0	1152.	809.
4718	4112	RIGHT-OF-WAY	acre	8.1	0.	0.
4718	4113	COMMUNICATION OR UTILITY	acre	0.5	1.	1.
4718	5131	WHOLESALE TRADE	ksf	15.7	1553.	1101.
4718	5137	ARTERIAL COMMERCIAL	ksf	61.5	3381.	2455.
4718	6819	OTHER SCHOOL	ksf	36.1	787.	650.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4718	7613	ACTIVE PARK	acre	0.2	18.	12.
4718		TOTAL			7764.	5637.
4719	112	SINGLE FAMILY	du	49.0	632.	441.
4719	121	MULTI-FAMILY	du	45.0	513.	360.
4719	122	MULTI-FAMILY	du	31.0	267.	187.
4719	4112	RIGHT-OF-WAY	acre	3.8	0.	0.
4719	5137	ARTERIAL COMMERCIAL	ksf	1.5	84.	61.
4719	9101	INACTIVE USE	acre	0.1	0.	0.
4719		TOTAL			1496.	1050.
4720	112	SINGLE FAMILY	du	22.0	284.	198.
4720	121	MULTI-FAMILY	du	46.0	524.	368.
4720	122	MULTI-FAMILY	du	4.0	34.	24.
4720	1511	MOTEL	room	27.0	394.	243.
4720	4112	RIGHT-OF-WAY	acre	5.5	0.	0.
4720	5137	ARTERIAL COMMERCIAL	ksf	37.2	2048.	1488.
4720		TOTAL			3285.	2321.
4721	112	SINGLE FAMILY	du	23.0	297.	207.
4721	121	MULTI-FAMILY	du	28.0	319.	224.
4721	122	MULTI-FAMILY	du	13.0	112.	78.
4721	4112	RIGHT-OF-WAY	acre	6.4	0.	0.
4721	5137	ARTERIAL COMMERCIAL	ksf	20.8	1144.	831.
4721	6816	ELEMENTARY SCHOOL	other	333.0	1132.	633.
4721		TOTAL			3004.	1973.
4722	112	SINGLE FAMILY	du	89.0	1148.	801.
4722	121	MULTI-FAMILY	du	73.0	832.	584.
4722	122	MULTI-FAMILY	du	169.0	1453.	1020.
4722	2113	LIGHT INDUSTRY GENERAL	ksf	8.4	156.	129.
4722	4112	RIGHT-OF-WAY	acre	14.4	0.	0.
4722	5137	ARTERIAL COMMERCIAL	ksf	42.9	2360.	1714.
4722	7611	OPEN SPACE PARK	acre	2.6	20.	13.
4722	7613	ACTIVE PARK	acre	0.2	17.	11.
4722	9101	INACTIVE USE	du	1.8	0.	0.
4722		TOTAL			5987.	4274.
4723	112	SINGLE FAMILY	du	11.0	142.	99.
4723	121	MULTI-FAMILY	du	12.0	137.	96.
4723	122	MULTI-FAMILY	du	308.0	2649.	1860.
4723	4112	RIGHT-OF-WAY	acre	14.2	0.	0.
4723	5137	ARTERIAL COMMERCIAL	ksf	43.6	2398.	1741.
4723		TOTAL			5325.	3796.
4724	112	SINGLE FAMILY	du	38.0	490.	342.
4724	121	MULTI-FAMILY	du	41.0	467.	328.
4724	122	MULTI-FAMILY	du	156.0	1342.	942.
4724	4112	RIGHT-OF-WAY	acre	4.1	0.	0.
4724	5137	ARTERIAL COMMERCIAL	ksf	1.7	93.	68.
4724		TOTAL			2392.	1680.

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Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4725	112	SINGLE FAMILY	du	32.0	413.	288.
4725	121	MULTI-FAMILY	du	26.0	296.	208.
4725	122	MULTI-FAMILY	du	43.0	370.	260.
4725	4112	RIGHT-OF-WAY	acre	5.7	0.	0.
4725	5137	ARTERIAL COMMERCIAL	ksf	2.1	113.	82.
4725	6816	ELEMENTARY SCHOOL	other	354.0	1204.	673.
4725	9101	INACTIVE USE	du	3.0	0.	0.
4725		TOTAL			2396.	1511.
4726	112	SINGLE FAMILY	du	91.0	1174.	819.
4726	121	MULTI-FAMILY	du	7.0	80.	56.
4726	122	MULTI-FAMILY	du	128.0	1101.	773.
4726	4112	RIGHT-OF-WAY	acre	16.7	0.	0.
4726	5025	SERVICE STATION FOOD MART	other	8.0	1650.	1199.
4726	5137	ARTERIAL COMMERCIAL	ksf	22.5	1239.	900.
4726	7611	OPEN SPACE PARK	acre	6.3	49.	32.
4726		TOTAL			5293.	3779.
4727	112	SINGLE FAMILY	du	123.0	1587.	1108.
4727	4112	RIGHT-OF-WAY	acre	13.3	0.	0.
4727	7611	OPEN SPACE PARK	acre	8.6	67.	44.
4727		TOTAL			1653.	1151.
4728	112	SINGLE FAMILY	du	222.0	2864.	1999.
4728	121	MULTI-FAMILY	du	22.0	251.	176.
4728	122	MULTI-FAMILY	du	12.0	103.	72.
4728	4112	RIGHT-OF-WAY	acre	13.2	0.	0.
4728	6112	RELIGIOUS FACILITY	ksf	7.7	50.	38.
4728	7611	OPEN SPACE PARK	acre	5.8	45.	29.
4728	9101	INACTIVE USE	du	0.4	0.	0.
4728		TOTAL			3312.	2315.

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HIGH DENSITY ALTERNATIVE MODEL OUTPUT

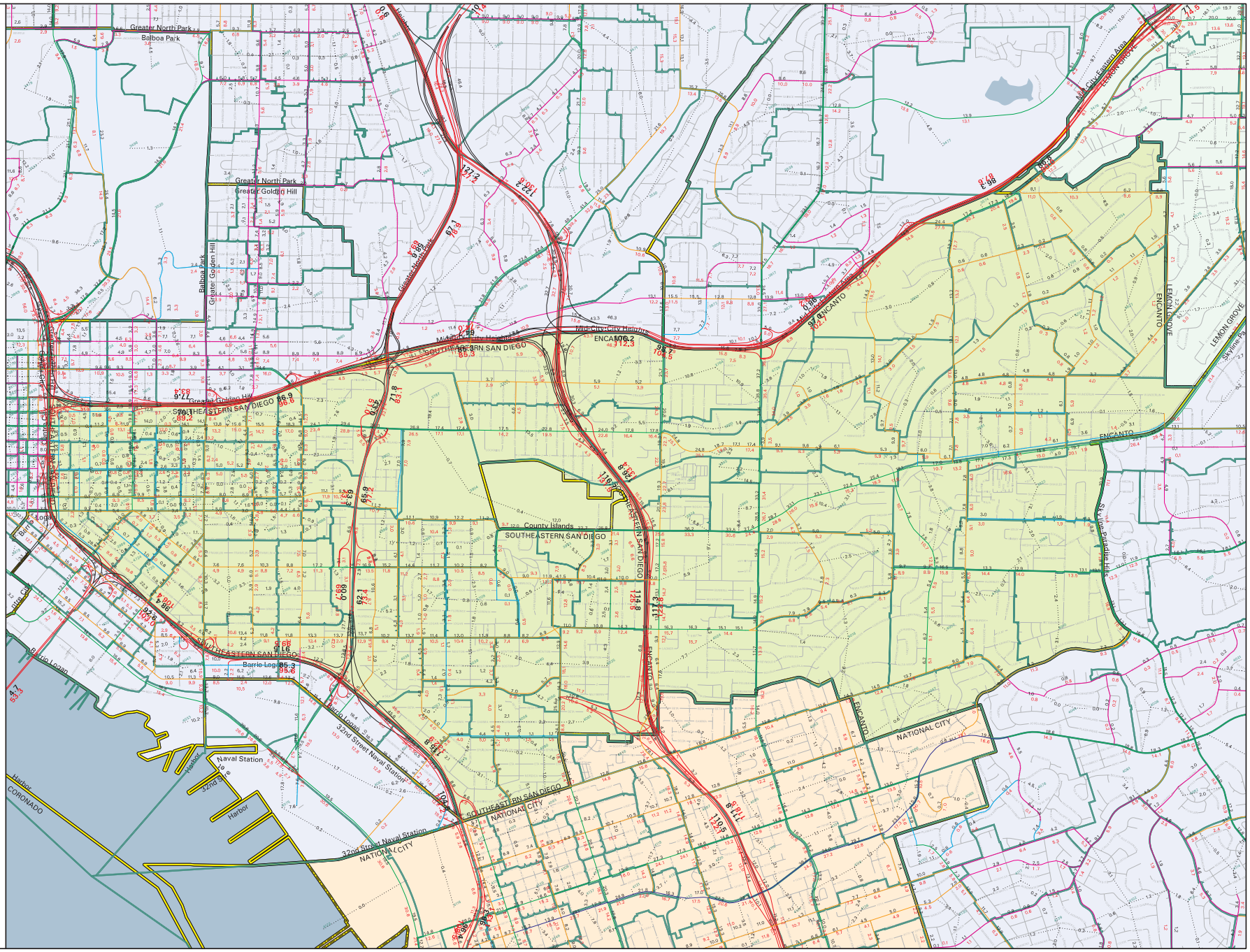
SANDAG Series 12 2035
Revenue Constrained
2011 RTP Highway Network
Forecasted Daily Volumes

SOUTHEAST SAN DIEGO

Model Run 12/08/14
2035rc11D - High Density Land Use
Reasonably Expected Network with SR-94 Alt 1
with Connection Deletions

Forecasted Volumes:

- Adjusted Volume
- Unadjusted Volume
- Traffic Analysis Zone



SANDAG

December 12, 2014

HIGH DENSITY ALTERNATIVE ADJUSTMENT

MANUAL ADJUSTMENT TO THE MODEL VOLUME

The SANDAG Series 12 High Density Alternative volume was compared to existing ground count, as well as the projected growth for the Encanto and Southeastern communities, and the Preferred Plan ADT. The table below documents roadway segments where adjustments were made due to the model projected volume on those segments being too high or too low when compare to the land use changes, between both High Density vs. Existing and High Density vs. Preferred Plan

				Proposed			High Density		
No.	Link ID	Roadway	Segment	Adjusted	Un-Adjusted	Actual in TIS	Adjusted	Final Volume	Reasoning
18	35	Imperial Avenue	Euclid Avenue & Valencia Parkway	28.9	28.8	28,900	33.1	29,900	Reduction due to no land use changes near by, growth rate nearby similar to preferred plan.
63	100	Broadway/32nd Street	SR-94 WB Ramps & SR-94 EB On-Ramp/F Street	11.5	14.7	11,500	13.6	11,700	Reduction due to no land use changes near by, growth rate nearby similar to preferred plan.
47	84	Cesar Chavez Parkway	Commercial Street & I-5 NB Ramps	10.3	10.5	10,300	11.5	10,600	Reduction due to no land use changes near by, growth rate nearby similar to preferred plan.
61	98	30th Street	Imperial Avenue & Commercial Street	4.7	3.4	4,700	5.5	5,100	Reduction due to no land use changes near by, growth rate nearby similar to preferred plan.
30	69	Logan Avenue	47th Street & Euclid Avenue	15.9	14.3	15,900	16.3	16,000	Reduction due to no land use changes near by, growth rate nearby similar to preferred plan.
57	140	Merlin Drive	Broadway & Imperial Avenue	4.7	4.6	4,700	5.0	4,700	Reduction due to no land use changes near by, growth rate nearby similar to preferred plan.
27	57	Skyline Drive	Omeara Street & Woodman Street	12.9	13.9	12,900	13.1	12,900	Reduction due to no land use changes near by, growth rate nearby similar to preferred plan.
69	152	Woodman Street	Skyline Drive & Plaza Boulevard	12.9	16.6	12,900	13.1	12,900	Reduction due to no land use changes near by, growth rate nearby similar to preferred plan.
73	156	69th Street	Imperial Avenue & Skyline Drive	4.7	3.3	4,700	4.9	4,700	Reduction due to no land use changes near by, growth rate nearby similar to preferred plan.
5	16	Market Street	28th Street & 32nd Street	18.1	16.8	18,100	18.3	18,100	Reduction due to no land use changes near by, growth rate nearby similar to preferred plan.
27	49	Ocean View Boulevard	32nd Street & I-15 SB Ramps	16.5	10.5	16,500	17.2	17,000	Reduction due to no land use changes near by, growth rate nearby similar to preferred plan.
65	102	32nd Street	Market Street & Imperial Avenue	9.0	9.2	9,000	9.3	9,100	Reduction due to no land use changes near by, growth rate nearby similar to preferred plan.
24	54	Skyline Drive	58th Street & Valencia Parkway	9.6	8.8	9,600	9.7	9,600	Reduction due to no land use changes near by, growth rate nearby similar to preferred plan.
25	55	Skyline Drive	Valencia Parkway & 61st Street	16.4	15.7	16,400	16.5	16,400	Reduction due to no land use changes near by, growth rate nearby similar to preferred plan.
28	58	Skyline Drive	Woodman Street & 69th Street	11.9	12.2	11,900	12.0	11,900	Reduction due to no land use changes near by, growth rate nearby similar to preferred plan.
66	149	Madera Street	Massachusetts Avenue & 69th Street	3.5	3.4	3,500	3.6	3,500	Reduction due to no land use changes near by, growth rate nearby similar to preferred plan.
40	67	Logan Avenue	43rd Street & 45th Street	10.6	8.7	10,600	11.0	10,900	Reduction due to no land use changes near by, growth rate nearby similar to preferred plan.
23	45	Churchward Street/58th Street	Euclid Avenue & Skyline Drive	5.1	5.4	5,100	5.0	5,100	Adjust to match Preferred due to no growth near by
51	134	51st Street	Market Street & Roswell Street	4.0	3.7	4,000	3.9	4,000	Adjust to match Preferred due to no growth near by
55	138	Alvin Street	Kelton Road & Pitta Street	9.8	9.6	9,800	9.7	9,800	Adjust to match Preferred due to no growth near by
56	139	Pitta Street	Alvin Street & Market Street	10.0	9.8	10,000	9.9	10,000	Adjust to match Preferred due to no growth near by
71	154	69th Street	San Miguel Avenue & Mallard Street	5.6	5.6	5,600	5.6	5,700	+100 trips due to nearby growth
4	15	Market Street	25th Street & 28th Street	13.9	13.0	13,900	14.1	14,200	+ 300 trips due to nearby land use growth, volume was compared to preferred alternative
14	28	Imperial Avenue	30th Street & 32nd Street	5.5	4.8	5,500	5.7	5,800	+ 300 trips due to nearby land use growth, volume was compared to preferred alternative
24	46	Ocean View Boulevard	25th Street & 28th Street	6.5	6.5	6,500	6.5	6,600	+ 100 trips due to nearby land use growth, volume was compared to preferred alternative
25	47	Ocean View Boulevard	28th Street & 30th Street	7.4	4.8	7,400	7.6	7,700	+ 300 trips due to nearby land use growth, volume was compared to preferred alternative
51	88	25th Street	Market Street & Imperial Avenue	19.2	18.9	19,200	19.6	19,700	+ 500 trips due to nearby land use growth, volume was compared to preferred alternative
54	91	28th Street	SR-94 EB Ramps & Market Street	11.7	9.8	11,700	12.0	12,100	+ 400 trips due to nearby land use growth, volume was compared to preferred alternative
55	92	28th Street	Market Street & Imperial Avenue	8.6	7.8	8,600	8.9	9,000	+ 400 trips due to nearby land use growth, volume was compared to preferred alternative
1	1	Mallard Street	Federal Boulevard & 69th Street	8.2	11.0	8,200	8.1	8,300	+ 100 trips due to nearby land use growth, volume was compared to preferred alternative
2	2	Federal Boulevard	60th Street & Mallard Street	17.3	20.4	17,300	17.3	17,500	+ 200 trips due to nearby land use growth, volume was compared to preferred alternative
59	142	Valencia Parkway	Skyline Drive & Cervantes Avenue	5.6	5.7	5,600	5.4	5,600	Adjust to match Preferred due to no growth near by
19	40	Commercial Street	17th Street & 19th Street	7.1	8.2	7,100	7.1	7,300	+ 200 trips due to nearby land use growth, volume was compared to preferred alternative
34	61	National Avenue	SR-75 Off-Ramp & 26th Street	6.3	6.1	6,300	6.3	6,500	+ 200 trips due to nearby land use growth, volume was compared to preferred alternative
50	87	25th Street	SR-94 EB On-Ramp & Market Street	19.5	16.9	19,500	19.8	20,000	+ 500 trips due to nearby land use growth, volume was compared to preferred alternative

				Proposed			High Density		
No.	Link ID	Roadway	Segment	Adjusted	Un-Adjusted	Actual in TIS	Adjusted	Final Volume	Reasoning
52	89	25th Street	Imperial Avenue & Commercial Street	12.5	13.5	12,500	12.5	12,700	+ 200 trips due to nearby land use growth, volume was compared to preferred alternative
53	90	28th Street	SR-94 WB Ramps & SR-94 EB Ramps	11.1	9.2	11,100	11.1	11,300	+ 200 trips due to nearby land use growth, volume was compared to preferred alternative
32	76	Division Street	Palm Avenue & Euclid Avenue	18.8	16.6	18,800	18.8	19,100	+ 300 trips due to nearby land use growth, volume was compared to preferred alternative
65	148	Paradise Street	Mallard Street & Radio Drive	0.9	0.9	900	0.6	900	Adjust to match Preferred due to no growth near by
39	66	National Avenue	32nd Street & 43rd Street	13.7	12.8	13,700	13.7	14,000	+ 300 trips due to nearby land use growth, volume was compared to preferred alternative
72	109	36th Street	Ocean View Boulevard & Acacia Street	4.3	4.3	4,300	4.3	4,600	+ 300 trips due to nearby land use growth, volume was compared to preferred alternative
74	111	Vesta Street	Acacia Street & Main Street	6.0	5.2	6,000	6.0	6,300	+ 300 trips due to nearby land use growth, volume was compared to preferred alternative
75	112	40th Street	Imperial Avenue & Ocean View Boulevard	4.8	5.2	4,800	4.7	5,000	+ 200 trips due to nearby land use growth, volume was compared to preferred alternative
85	122	45th Street	Imperial Avenue & Logan Avenue	2.9	2.9	2,900	3.1	3,400	+ 500 trips due to nearby land use growth, volume was compared to preferred alternative
15	29	Imperial Avenue	32nd Street & 36th Street	10.8	10.3	10,800	11.1	11,500	+ 700 trips due to nearby land use growth, volume was compared to preferred alternative
33	60	National Avenue	Beardsley Street & SR-75 Off-Ramp	16.0	16.2	16,000	15.8	16,200	+ 200 trips due to nearby land use growth, volume was compared to preferred alternative
73	110	38th Street	Ocean View Boulevard & Acacia Street	3.5	2.0	3,800	3.5	3,900	+ 100 trips due to nearby land use growth, volume was compared to preferred alternative
78	115	San Pasqual Drive	Imperial Avenue & Ocean View Boulevard	6.5	8.4	6,500	6.4	6,800	+ 300 trips due to nearby land use growth, volume was compared to preferred alternative
84	121	Highland Avenue	Division Street & 4th Street	20.9	20.8	20,900	20.7	21,100	+ 200 trips due to nearby land use growth, volume was compared to preferred alternative
38	82	Plaza Boulevard	Paradise Valley Road & Division Street	9.0	10.8	9,500	9.2	9,700	+ 200 trips due to nearby land use growth, volume was compared to preferred alternative
39	83	Plaza Boulevard	Division Street & Woodman Street	9.2	112.0	9,600	9.3	9,800	+ 200 trips due to nearby land use growth, volume was compared to preferred alternative
52	135	San Jacinto Drive	Imperial Avenue & Olvera Avenue	3.8	4.4	3,800	3.7	4,200	+ 400 trips due to nearby land use growth, volume was compared to preferred alternative
3	14	Market Street	19th Street & 25th Street	11.8	12.9	11,800	11.9	12,400	+ 600 trips due to nearby land use growth, volume was compared to preferred alternative
16	30	Imperial Avenue	36th Street & 40th Street	12.0	10.2	12,000	12.2	12,700	+ 700 trips due to nearby land use growth, volume was compared to preferred alternative
30	52	Ocean View Boulevard	36th Street & 40th Street	14.5	11.0	14,500	14.6	15,100	+ 600 trips due to nearby land use growth, volume was compared to preferred alternative
46	75	Division Street	Highland Avenue & Palm Avenue	13.7	15.7	13,700	13.6	14,100	+ 400 trips due to nearby land use growth, volume was compared to preferred alternative
71	108	36th Street	Imperial Avenue & Ocean View Boulevard	4.0	4.0	4,000	4.1	4,600	+ 600 trips due to nearby land use growth, volume was compared to preferred alternative
29	68	Logan Avenue	45th Street & 47th Street	14.0	12.2	14,000	14.3	14,900	+ 900 trips due to nearby land use growth, volume was compared to preferred alternative
41	68	Logan Avenue	45th Street & 47th Street	14.0	12.2	14,000	14.3	14,900	+ 900 trips due to nearby land use growth, volume was compared to preferred alternative
70	107	35th Street/Rigel Street	Ocean View Boulevard & Main Street	10.6	8.7	10,600	10.6	11,200	+ 600 trips due to nearby land use growth, volume was compared to preferred alternative
50	133	Euclid Avenue	Logan Avenue & Division Street	13.6	15.9	13,600	14.0	14,700	+ 1100 trips due to nearby land use growth, volume was compared to preferred alternative
12	26	Imperial Avenue	25th Street & 28th Street	9.5	8.2	9,500	9.9	10,600	+ 1100 trips due to nearby land use growth, volume was compared to preferred alternative
60	97	30th Street	E Street & Imperial Avenue	7.9	7.4	7,900	7.5	8,200	+ 300 trips due to nearby land use growth, volume was compared to preferred alternative
36	80	Division Street	Valencia Parkway & 61st Street	8.8	7.4	9,600	9.0	9,800	+ 200 trips due to nearby land use growth, volume was compared to preferred alternative
35	62	National Avenue	26th Street & 27th Street/I-5 SB Off-Ramp	11.4	5.8	12,000	11.4	12,200	+ 200 trips due to nearby land use growth, volume was compared to preferred alternative
64	101	32nd Street	SR-94 EB On-Ramp/F Street & Market Street	11.7	12.5	11,700	11.5	12,300	+ 600 trips due to nearby land use growth, volume was compared to preferred alternative
33	77	Division Street	Euclid Avenue & Harbison Avenue	12.3	10.1	13,400	12.6	13,600	+ 200 trips due to nearby land use growth, volume was compared to preferred alternative
70	153	Woodman Street	Plaza Boulevard & Paradise Valley Road	16.3	11.6	17,600	16.6	17,600	Adjust to match Preferred due to no growth near by
2	13	Market Street	17th Street & 19th Street	7.7	10.1	8,300	7.6	8,600	+ 300 trips due to nearby land use growth, volume was compared to preferred alternative
17	31	Imperial Avenue	40th Street & I-805 SB Ramps	25.5	21.2	25,500	25.8	27,200	+ 1700 trips due to nearby land use growth, volume was compared to preferred alternative

				Proposed			High Density		
No.	Link ID	Roadway	Segment	Adjusted	Un-Adjusted	Actual in TIS	Adjusted	Final Volume	Reasoning
28	50	Ocean View Boulevard	I-15 SB Ramps & I-15 NB Ramps	16.6	13.2	17,900	16.9	18,300	+ 400 trips due to nearby land use growth, volume was compared to preferred alternative
38	65	National Avenue	I-5 NB Ramps & 32nd Street	13.3	10.5	13,300	13.3	14,900	+ 1600 trips due to nearby land use growth, volume was compared to preferred alternative
82	119	43rd Street	Beta Street & Delta Street	25.5	20.1	25,500	24.1	25,800	+ 300 trips due to nearby land use growth, volume was compared to preferred alternative
1	6	Hilltop Drive	Boundary Street & I-805	3.5	2.8	5,500	3.7	5,500	Adjust to match Preferred due to no growth near by
80	117	43rd Street	Logan Avenue & Newton Avenue	12.7	14.4	14,000	12.9	14,900	+ 900 trips due to nearby land use growth, volume was compared to preferred alternative
14	23	Market Street/Akins Avenue	Euclid Avenue & 60th Street	9.6	9.3	11,700	9.6	11,900	+ 200 trips due to nearby land use growth, volume was compared to preferred alternative
22	39	Lisbon Street	Imperial Avenue & 71st Street	15.5	13.0	15,500	13.1	15,500	Adjust to match Preferred due to no growth near by
11	25	Imperial Avenue	19th Street & 25th Street	9.7	12.4	9,700	6.9	10,100	+ 400 trips due to nearby land use growth, volume was compared to preferred alternative
32	59	National Avenue	Commercial Street & Beardsley Street	12.2	12.2	12,200	8.9	12,400	+ 200 trips due to nearby land use growth, volume was compared to preferred alternative
42	71	Acacia Street	36th Street & 38th Street	3.9	3.9	3,900	1.4	5,200	+ 1300 trips due to nearby land use growth, volume was compared to preferred alternative
8	19	Market Street	I-15 NB Ramps & I-805 SB Ramps	31.6	25.5	31,600	26.8	31,600	Adjust to match Preferred due to no growth near by
37	64	National Avenue	28th Street & I-5 NB Ramps	14.4	12.1	19,400	14.1	21,000	+ 1600 trips due to nearby land use growth, volume was compared to preferred alternative
36	63	National Avenue	27th Street/I-5 SB Off-Ramp & 28th Street	16.3	14.0	16,300	9.7	16,900	+ 600 trips due to nearby land use growth, volume was compared to preferred alternative
44	73	Division Street	Main Street & Osborn Street	5.4	6.4	16,700	5.7	17,100	+ 400 trips due to nearby land use growth, volume was compared to preferred alternative

VMT ANALYSIS – HIGH DENSITY ALTERNATIVE

VMT Analysis Input Instructions

Fields and Tabs highlighted in yellow are required inputs

Fields and Tabs highlighted in orange refer to file names

Fields highlighted in blue include instructions and definitions

Fields highlighted in green define the study area in the "Analysis" tab

Fields and Tabs highlighted in red include output

Static Inputs

General Project Information

Project Location	City of San Diego: SESD
Project Name	Southeseast SD CPU
Project Workspace	T:\projects\sr12\SB\SanDiego\SESD

Scenario Information

Number of Scenarios	3
Scenario 1 Folder	byear
Scenario 1 Header	Base Year 2008
Scenario 1 Year	2008
Scenario 2 Folder	2035rc11c
Scenario 2 Header	2035 C - Proposed Land Use
Scenario 2 Year	2035
Scenario 3 Folder	2035rc11d
Scenario 3 Header	2035 D - High Density Scenario
Scenario 3 Year	2035
Scenario 4 Folder	
Scenario 4 Header	
Scenario 4 Year	

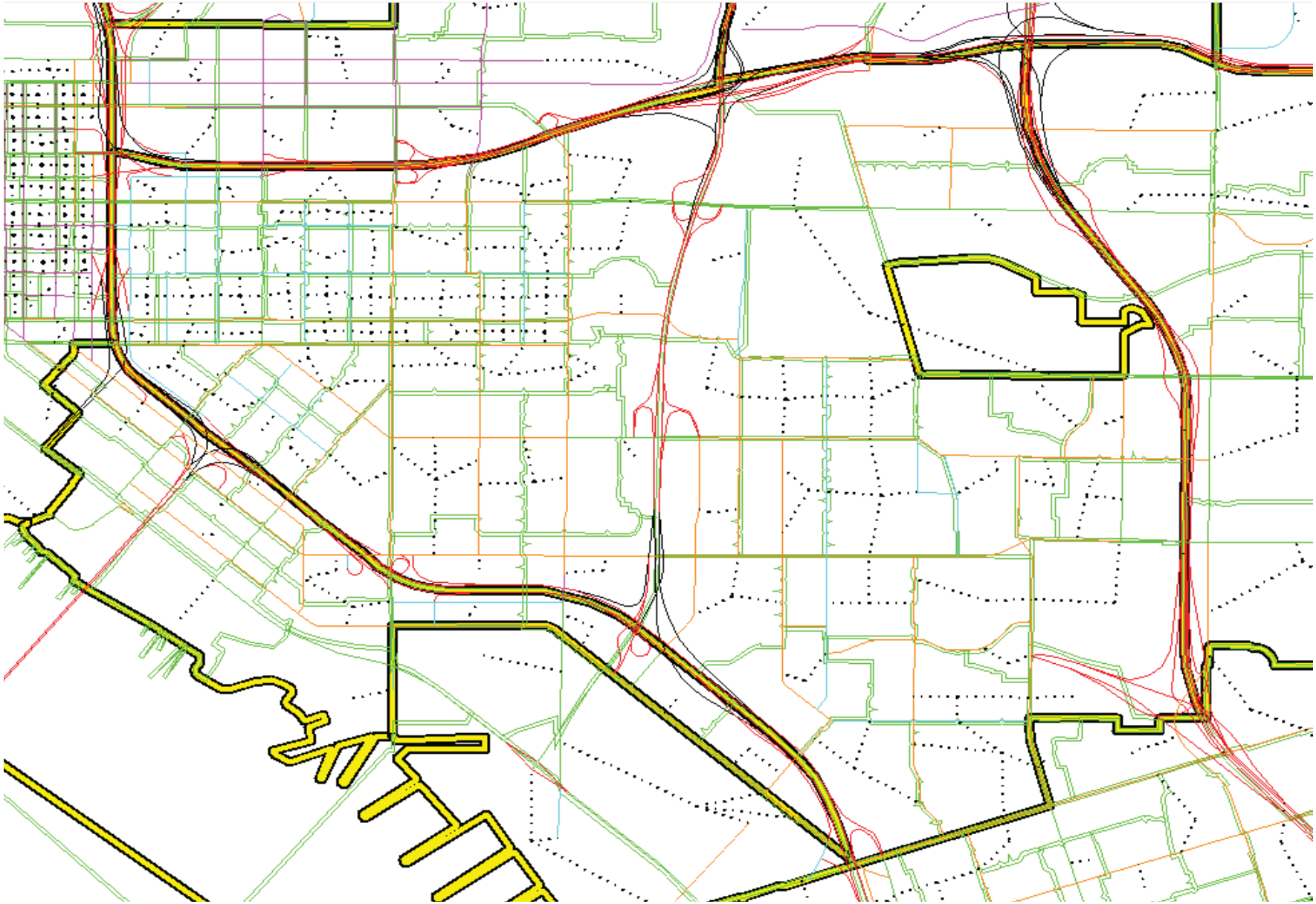
Input reported VMT for analysis validation

Postlod2.pr	
Scenario 1 Unadjusted VMT	85,347,095
Scenario 2 Unadjusted VMT	108,435,827
Scenario 3 Unadjusted VMT	108,512,704
Scenario 4 Unadjusted VMT	

Road Class Lookup Table

IFC	Class
1	FREEWAY
2	PRIME
3	MAJOR
4	COLLECTOR
5	LOCAL COLLECTOR
6	RURAL COLLECTOR
7	LOCAL ROAD
8	FREEWAY RAMP
9	LOCAL RAMP
10	ZONE CONNECTOR
11	INTRA-ZONAL

PROJECT AREA



ANALYSIS

JURISDICTION	CLASSIFICATION	TOTAL VMT	TOTAL City of San Diego: SESD VMT	Two Trip End City of San Diego: SESD VMT	One Trip End City of San Diego: SESD VMT	NON-City of San Diego: SESD VMT	City of San Diego: SESD Intra-Zonal VMT
			Base Year 2008				
			I-I, I-E and E-I	I-I	I-E and E-I	E-E	INTRA
32nd Street Naval Station	1 FREEWAY	3,983	158	-	158	3,825	
32nd Street Naval Station	2 PRIME	-	-	-	-	-	
32nd Street Naval Station	3 MAJOR	38,086	2,764	-	2,764	35,322	
32nd Street Naval Station	4 COLLECTOR	3,679	834	-	834	2,845	
32nd Street Naval Station	5 LOCAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	6 RURAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	7 LOCAL ROAD	4,863	553	-	553	4,310	
32nd Street Naval Station	8 FREEWAY RAMP	-	-	-	-	-	
32nd Street Naval Station	9 LOCAL RAMP	150	51	-	51	99	
32nd Street Naval Station	10 ZONE CONNECTOR	7,358	1,006	-	1,006	6,352	
32nd Street Naval Station TOTAL		58,119	5,366	-	5,366	52,753	
Balboa Park	1 FREEWAY	215,295	13,509	-	13,509	201,786	
Balboa Park	2 PRIME	-	-	-	-	-	
Balboa Park	3 MAJOR	50,450	2,705	-	2,705	47,745	
Balboa Park	4 COLLECTOR	17,119	2,326	-	2,326	14,793	
Balboa Park	5 LOCAL COLLECTOR	9,097	304	-	304	8,793	
Balboa Park	6 RURAL COLLECTOR	-	-	-	-	-	
Balboa Park	7 LOCAL ROAD	7,138	531	-	531	6,607	
Balboa Park	8 FREEWAY RAMP	39,739	2,338	-	2,338	37,401	
Balboa Park	9 LOCAL RAMP	14,668	727	-	727	13,941	
Balboa Park	10 ZONE CONNECTOR	11,195	499	-	499	10,696	
Balboa Park TOTAL		364,701	22,939	-	22,939	341,762	
Barrio Logan	1 FREEWAY	274,015	11,428	-	11,428	262,587	
Barrio Logan	2 PRIME	-	-	-	-	-	
Barrio Logan	3 MAJOR	28,780	3,263	-	3,263	25,517	
Barrio Logan	4 COLLECTOR	28,055	10,076	-	10,076	17,979	
Barrio Logan	5 LOCAL COLLECTOR	191	165	-	165	26	
Barrio Logan	6 RURAL COLLECTOR	-	-	-	-	-	
Barrio Logan	7 LOCAL ROAD	1,613	894	-	894	719	
Barrio Logan	8 FREEWAY RAMP	33,458	1,963	-	1,963	31,495	
Barrio Logan	9 LOCAL RAMP	15,866	3,236	-	3,236	12,630	
Barrio Logan	10 ZONE CONNECTOR	4,256	623	-	623	3,633	
Barrio Logan TOTAL		386,234	31,648	-	31,648	354,586	

Black Mountain Ranch	1 FREEWAY	-	-	-	-	-
Black Mountain Ranch	2 PRIME	-	-	-	-	-
Black Mountain Ranch	3 MAJOR	104,971	35	-	35	104,936
Black Mountain Ranch	4 COLLECTOR	24,419	7	-	7	24,412
Black Mountain Ranch	5 LOCAL COLLECTOR	581	1	-	1	580
Black Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Black Mountain Ranch	7 LOCAL ROAD	-	-	-	-	-
Black Mountain Ranch	8 FREEWAY RAMP	-	-	-	-	-
Black Mountain Ranch	9 LOCAL RAMP	-	-	-	-	-
Black Mountain Ranch	10 ZONE CONNECTOR	13,443	18	-	18	13,425
Black Mountain Ranch TOTAL		143,414	61	-	61	143,353
CARLSBAD	1 FREEWAY	1,264,282	5,871	-	5,871	1,258,411
CARLSBAD	2 PRIME	886,360	372	-	372	885,988
CARLSBAD	3 MAJOR	453,657	425	-	425	453,232
CARLSBAD	4 COLLECTOR	346,934	120	-	120	346,814
CARLSBAD	5 LOCAL COLLECTOR	27,362	17	-	17	27,345
CARLSBAD	6 RURAL COLLECTOR	-	-	-	-	-
CARLSBAD	7 LOCAL ROAD	127,651	41	-	41	127,610
CARLSBAD	8 FREEWAY RAMP	52	-	-	-	52
CARLSBAD	9 LOCAL RAMP	49,330	85	-	85	49,245
CARLSBAD	10 ZONE CONNECTOR	183,017	32	-	32	182,985
CARLSBAD TOTAL		3,338,645	6,963	-	6,963	3,331,682
CHULA VISTA	1 FREEWAY	1,542,870	48,721	-	48,721	1,494,149
CHULA VISTA	2 PRIME	756,211	10,603	-	10,603	745,608
CHULA VISTA	3 MAJOR	523,715	6,378	-	6,378	517,337
CHULA VISTA	4 COLLECTOR	354,529	2,324	-	2,324	352,205
CHULA VISTA	5 LOCAL COLLECTOR	291,729	2,840	-	2,840	288,889
CHULA VISTA	6 RURAL COLLECTOR	-	-	-	-	-
CHULA VISTA	7 LOCAL ROAD	97,931	528	-	528	97,403
CHULA VISTA	8 FREEWAY RAMP	35,708	732	-	732	34,976
CHULA VISTA	9 LOCAL RAMP	116,561	3,788	-	3,788	112,773
CHULA VISTA	10 ZONE CONNECTOR	229,994	1,994	-	1,994	228,000
CHULA VISTA TOTAL		3,949,248	77,908	-	77,908	3,871,340
CORONADO	1 FREEWAY	92,063	5,870	-	5,870	86,193
CORONADO	2 PRIME	150,234	2,010	-	2,010	148,224
CORONADO	3 MAJOR	87,213	4,696	-	4,696	82,517
CORONADO	4 COLLECTOR	26,530	853	-	853	25,677
CORONADO	5 LOCAL COLLECTOR	23,575	884	-	884	22,691
CORONADO	6 RURAL COLLECTOR	-	-	-	-	-
CORONADO	7 LOCAL ROAD	11,100	570	-	570	10,530
CORONADO	8 FREEWAY RAMP	-	-	-	-	-
CORONADO	9 LOCAL RAMP	-	-	-	-	-
CORONADO	10 ZONE CONNECTOR	43,534	1,533	-	1,533	42,001
CORONADO TOTAL		434,249	16,416	-	16,416	417,833

Carmel Mountain Ranch	1 FREEWAY	291,002	2,440	-	2,440	288,562
Carmel Mountain Ranch	2 PRIME	160,411	399	-	399	160,012
Carmel Mountain Ranch	3 MAJOR	51,499	66	-	66	51,433
Carmel Mountain Ranch	4 COLLECTOR	12,339	8	-	8	12,331
Carmel Mountain Ranch	5 LOCAL COLLECTOR	-	-	-	-	-
Carmel Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Carmel Mountain Ranch	7 LOCAL ROAD	4,692	3	-	3	4,689
Carmel Mountain Ranch	8 FREEWAY RAMP	23	-	-	-	23
Carmel Mountain Ranch	9 LOCAL RAMP	12,211	31	-	31	12,180
Carmel Mountain Ranch	10 ZONE CONNECTOR	27,745	34	-	34	27,711
Carmel Mountain Ranch TOTAL		559,922	2,981	-	2,981	556,941
Carmel Valley	1 FREEWAY	440,209	2,241	-	2,241	437,968
Carmel Valley	2 PRIME	58,020	85	-	85	57,935
Carmel Valley	3 MAJOR	88,953	130	-	130	88,823
Carmel Valley	4 COLLECTOR	20,731	26	-	26	20,705
Carmel Valley	5 LOCAL COLLECTOR	36,302	29	-	29	36,273
Carmel Valley	6 RURAL COLLECTOR	-	-	-	-	-
Carmel Valley	7 LOCAL ROAD	-	-	-	-	-
Carmel Valley	8 FREEWAY RAMP	34,492	112	-	112	34,380
Carmel Valley	9 LOCAL RAMP	31,575	78	-	78	31,497
Carmel Valley	10 ZONE CONNECTOR	26,774	28	-	28	26,746
Carmel Valley TOTAL		737,056	2,729	-	2,729	734,327
Centre City	1 FREEWAY	271,384	19,253	-	19,253	252,131
Centre City	2 PRIME	22,289	783	-	783	21,506
Centre City	3 MAJOR	215,498	9,412	-	9,412	206,086
Centre City	4 COLLECTOR	45,022	1,791	-	1,791	43,231
Centre City	5 LOCAL COLLECTOR	44,507	1,964	-	1,964	42,543
Centre City	6 RURAL COLLECTOR	-	-	-	-	-
Centre City	7 LOCAL ROAD	615	3	-	3	612
Centre City	8 FREEWAY RAMP	53,651	6,465	-	6,465	47,186
Centre City	9 LOCAL RAMP	40,315	2,191	-	2,191	38,124
Centre City	10 ZONE CONNECTOR	36,066	939	-	939	35,127
Centre City TOTAL		729,347	42,801	-	42,801	686,546
Clairemont Mesa	1 FREEWAY	945,821	16,170	-	16,170	929,651
Clairemont Mesa	2 PRIME	17,472	88	-	88	17,384
Clairemont Mesa	3 MAJOR	445,880	1,663	-	1,663	444,217
Clairemont Mesa	4 COLLECTOR	20,467	164	-	164	20,303
Clairemont Mesa	5 LOCAL COLLECTOR	140,820	448	-	448	140,372
Clairemont Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Clairemont Mesa	7 LOCAL ROAD	16,534	96	-	96	16,438
Clairemont Mesa	8 FREEWAY RAMP	19,589	150	-	150	19,439
Clairemont Mesa	9 LOCAL RAMP	61,012	696	-	696	60,316
Clairemont Mesa	10 ZONE CONNECTOR	82,681	341	-	341	82,340
Clairemont Mesa TOTAL		1,750,276	19,816	-	19,816	1,730,460

College Area	1 FREEWAY	371,938	1,988	-	1,988	369,950
College Area	2 PRIME	14,032	66	-	66	13,966
College Area	3 MAJOR	178,795	837	-	837	177,958
College Area	4 COLLECTOR	656	5	-	5	651
College Area	5 LOCAL COLLECTOR	25,525	141	-	141	25,384
College Area	6 RURAL COLLECTOR	-	-	-	-	-
College Area	7 LOCAL ROAD	-	-	-	-	-
College Area	8 FREEWAY RAMP	-	-	-	-	-
College Area	9 LOCAL RAMP	25,312	191	-	191	25,121
College Area	10 ZONE CONNECTOR	23,353	175	-	175	23,178
College Area TOTAL		639,611	3,403	-	3,403	636,208
DEL MAR	1 FREEWAY	-	-	-	-	-
DEL MAR	2 PRIME	1,633	-	-	-	1,633
DEL MAR	3 MAJOR	29,649	67	-	67	29,582
DEL MAR	4 COLLECTOR	36,355	27	-	27	36,328
DEL MAR	5 LOCAL COLLECTOR	19,199	1	-	1	19,198
DEL MAR	6 RURAL COLLECTOR	-	-	-	-	-
DEL MAR	7 LOCAL ROAD	976	-	-	-	976
DEL MAR	8 FREEWAY RAMP	-	-	-	-	-
DEL MAR	9 LOCAL RAMP	-	-	-	-	-
DEL MAR	10 ZONE CONNECTOR	8,733	4	-	4	8,729
DEL MAR TOTAL		96,545	99	-	99	96,446
Del Mar Mesa	1 FREEWAY	-	-	-	-	-
Del Mar Mesa	2 PRIME	-	-	-	-	-
Del Mar Mesa	3 MAJOR	1,288	1	-	1	1,287
Del Mar Mesa	4 COLLECTOR	174	-	-	-	174
Del Mar Mesa	5 LOCAL COLLECTOR	858	-	-	-	858
Del Mar Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Del Mar Mesa	7 LOCAL ROAD	5,205	-	-	-	5,205
Del Mar Mesa	8 FREEWAY RAMP	-	-	-	-	-
Del Mar Mesa	9 LOCAL RAMP	-	-	-	-	-
Del Mar Mesa	10 ZONE CONNECTOR	7,280	8	-	8	7,272
Del Mar Mesa TOTAL		14,805	9	-	9	14,796
EL CAJON	1 FREEWAY	1,038,449	12,483	-	12,483	1,025,966
EL CAJON	2 PRIME	106,885	156	-	156	106,729
EL CAJON	3 MAJOR	466,124	1,265	-	1,265	464,859
EL CAJON	4 COLLECTOR	197,732	453	-	453	197,279
EL CAJON	5 LOCAL COLLECTOR	95,674	146	-	146	95,528
EL CAJON	6 RURAL COLLECTOR	-	-	-	-	-
EL CAJON	7 LOCAL ROAD	38,927	55	-	55	38,872
EL CAJON	8 FREEWAY RAMP	45,977	746	-	746	45,231
EL CAJON	9 LOCAL RAMP	85,523	784	-	784	84,739
EL CAJON	10 ZONE CONNECTOR	95,905	209	-	209	95,696
EL CAJON TOTAL		2,171,196	16,297	-	16,297	2,154,899

ENCANTO	1 FREEWAY	376,403	24,640	-	24,640	351,763
ENCANTO	2 PRIME	-	-	-	-	-
ENCANTO	3 MAJOR	143,573	24,124	-	24,124	119,449
ENCANTO	4 COLLECTOR	22,023	4,283	-	4,283	17,740
ENCANTO	5 LOCAL COLLECTOR	58,628	5,020	-	5,020	53,608
ENCANTO	6 RURAL COLLECTOR	-	-	-	-	-
ENCANTO	7 LOCAL ROAD	3,953	207	-	207	3,746
ENCANTO	8 FREEWAY RAMP	18,030	1,512	-	1,512	16,518
ENCANTO	9 LOCAL RAMP	17,020	4,008	-	4,008	13,012
ENCANTO	10 ZONE CONNECTOR	31,241	2,615	-	2,615	28,626
ENCANTO TOTAL		670,871	66,409	-	66,409	604,462
ENCINITAS	1 FREEWAY	1,212,058	7,387	-	7,387	1,204,671
ENCINITAS	2 PRIME	222,098	453	-	453	221,645
ENCINITAS	3 MAJOR	213,362	123	-	123	213,239
ENCINITAS	4 COLLECTOR	33,727	23	-	23	33,704
ENCINITAS	5 LOCAL COLLECTOR	215,167	178	-	178	214,989
ENCINITAS	6 RURAL COLLECTOR	-	-	-	-	-
ENCINITAS	7 LOCAL ROAD	64,436	32	-	32	64,404
ENCINITAS	8 FREEWAY RAMP	-	-	-	-	-
ENCINITAS	9 LOCAL RAMP	37,512	130	-	130	37,382
ENCINITAS	10 ZONE CONNECTOR	73,012	12	-	12	73,000
ENCINITAS TOTAL		2,071,372	8,338	-	8,338	2,063,034
ESCONDIDO	1 FREEWAY	1,098,540	5,196	-	5,196	1,093,344
ESCONDIDO	2 PRIME	153,381	218	-	218	153,163
ESCONDIDO	3 MAJOR	620,786	786	-	786	620,000
ESCONDIDO	4 COLLECTOR	446,732	216	-	216	446,516
ESCONDIDO	5 LOCAL COLLECTOR	161,464	100	-	100	161,364
ESCONDIDO	6 RURAL COLLECTOR	-	-	-	-	-
ESCONDIDO	7 LOCAL ROAD	8,805	2	-	2	8,803
ESCONDIDO	8 FREEWAY RAMP	83,323	354	-	354	82,969
ESCONDIDO	9 LOCAL RAMP	85,475	264	-	264	85,211
ESCONDIDO	10 ZONE CONNECTOR	147,503	28	-	28	147,475
ESCONDIDO TOTAL		2,806,009	7,164	-	7,164	2,798,845
East Elliott	1 FREEWAY	175,047	7	-	7	175,040
East Elliott	2 PRIME	-	-	-	-	-
East Elliott	3 MAJOR	11,280	12	-	12	11,268
East Elliott	4 COLLECTOR	-	-	-	-	-
East Elliott	5 LOCAL COLLECTOR	75	-	-	-	75
East Elliott	6 RURAL COLLECTOR	-	-	-	-	-
East Elliott	7 LOCAL ROAD	-	-	-	-	-
East Elliott	8 FREEWAY RAMP	3,868	-	-	-	3,868
East Elliott	9 LOCAL RAMP	10,003	1	-	1	10,002
East Elliott	10 ZONE CONNECTOR	851	3	-	3	848
East Elliott TOTAL		201,124	23	-	23	201,101

External	1 FREEWAY	38,185	80	-	80	38,105
External	2 PRIME	41,448	417	-	417	41,031
External	3 MAJOR	-	-	-	-	-
External	4 COLLECTOR	-	-	-	-	-
External	5 LOCAL COLLECTOR	-	-	-	-	-
External	6 RURAL COLLECTOR	-	-	-	-	-
External	7 LOCAL ROAD	-	-	-	-	-
External	8 FREEWAY RAMP	-	-	-	-	-
External	9 LOCAL RAMP	555	-	-	-	555
External	10 ZONE CONNECTOR	267,868	2,323	-	2,323	265,545
External TOTAL		348,056	2,820	-	2,820	345,236
Fairbanks Country Club	1 FREEWAY	-	-	-	-	-
Fairbanks Country Club	2 PRIME	-	-	-	-	-
Fairbanks Country Club	3 MAJOR	7,839	8	-	8	7,831
Fairbanks Country Club	4 COLLECTOR	20,669	37	-	37	20,632
Fairbanks Country Club	5 LOCAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	6 RURAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	7 LOCAL ROAD	-	-	-	-	-
Fairbanks Country Club	8 FREEWAY RAMP	-	-	-	-	-
Fairbanks Country Club	9 LOCAL RAMP	-	-	-	-	-
Fairbanks Country Club	10 ZONE CONNECTOR	2,695	2	-	2	2,693
Fairbanks Country Club TOTAL		31,203	47	-	47	31,156
Flower Hill	1 FREEWAY	17,549	118	-	118	17,431
Flower Hill	2 PRIME	-	-	-	-	-
Flower Hill	3 MAJOR	4,581	9	-	9	4,572
Flower Hill	4 COLLECTOR	744	-	-	-	744
Flower Hill	5 LOCAL COLLECTOR	-	-	-	-	-
Flower Hill	6 RURAL COLLECTOR	-	-	-	-	-
Flower Hill	7 LOCAL ROAD	-	-	-	-	-
Flower Hill	8 FREEWAY RAMP	-	-	-	-	-
Flower Hill	9 LOCAL RAMP	597	-	-	-	597
Flower Hill	10 ZONE CONNECTOR	2,295	2	-	2	2,293
Flower Hill TOTAL		25,766	129	-	129	25,637
Greater Golden Hill	1 FREEWAY	153,973	14,938	-	14,938	139,035
Greater Golden Hill	2 PRIME	-	-	-	-	-
Greater Golden Hill	3 MAJOR	4,699	1,243	-	1,243	3,456
Greater Golden Hill	4 COLLECTOR	1,710	220	-	220	1,490
Greater Golden Hill	5 LOCAL COLLECTOR	35,943	8,932	-	8,932	27,011
Greater Golden Hill	6 RURAL COLLECTOR	-	-	-	-	-
Greater Golden Hill	7 LOCAL ROAD	1,726	322	-	322	1,404
Greater Golden Hill	8 FREEWAY RAMP	30,548	3,217	-	3,217	27,331
Greater Golden Hill	9 LOCAL RAMP	16,880	3,126	-	3,126	13,754
Greater Golden Hill	10 ZONE CONNECTOR	5,722	999	-	999	4,723
Greater Golden Hill TOTAL		251,201	32,997	-	32,997	218,204

Greater North Park	1 FREEWAY	324,329	25,131	-	25,131	299,198
Greater North Park	2 PRIME	-	-	-	-	-
Greater North Park	3 MAJOR	67,259	1,323	-	1,323	65,936
Greater North Park	4 COLLECTOR	45,031	775	-	775	44,256
Greater North Park	5 LOCAL COLLECTOR	52,739	1,685	-	1,685	51,054
Greater North Park	6 RURAL COLLECTOR	-	-	-	-	-
Greater North Park	7 LOCAL ROAD	-	-	-	-	-
Greater North Park	8 FREEWAY RAMP	36,686	4,489	-	4,489	32,197
Greater North Park	9 LOCAL RAMP	8,625	345	-	345	8,280
Greater North Park	10 ZONE CONNECTOR	38,526	976	-	976	37,550
Greater North Park TOTAL		573,195	34,724	-	34,724	538,471
Harbor	1 FREEWAY	55,678	3,551	-	3,551	52,127
Harbor	2 PRIME	-	-	-	-	-
Harbor	3 MAJOR	-	-	-	-	-
Harbor	4 COLLECTOR	-	-	-	-	-
Harbor	5 LOCAL COLLECTOR	-	-	-	-	-
Harbor	6 RURAL COLLECTOR	-	-	-	-	-
Harbor	7 LOCAL ROAD	-	-	-	-	-
Harbor	8 FREEWAY RAMP	-	-	-	-	-
Harbor	9 LOCAL RAMP	-	-	-	-	-
Harbor	10 ZONE CONNECTOR	1,430	40	-	40	1,390
Harbor TOTAL		57,108	3,591	-	3,591	53,517
IMPERIAL BEACH	1 FREEWAY	-	-	-	-	-
IMPERIAL BEACH	2 PRIME	39,161	291	-	291	38,870
IMPERIAL BEACH	3 MAJOR	26,478	250	-	250	26,228
IMPERIAL BEACH	4 COLLECTOR	20,342	171	-	171	20,171
IMPERIAL BEACH	5 LOCAL COLLECTOR	12,300	73	-	73	12,227
IMPERIAL BEACH	6 RURAL COLLECTOR	-	-	-	-	-
IMPERIAL BEACH	7 LOCAL ROAD	5,506	34	-	34	5,472
IMPERIAL BEACH	8 FREEWAY RAMP	-	-	-	-	-
IMPERIAL BEACH	9 LOCAL RAMP	-	-	-	-	-
IMPERIAL BEACH	10 ZONE CONNECTOR	16,597	116	-	116	16,481
IMPERIAL BEACH TOTAL		120,384	935	-	935	119,449
Kearny Mesa	1 FREEWAY	1,315,624	22,108	-	22,108	1,293,516
Kearny Mesa	2 PRIME	158,398	971	-	971	157,427
Kearny Mesa	3 MAJOR	249,742	864	-	864	248,878
Kearny Mesa	4 COLLECTOR	76,799	256	-	256	76,543
Kearny Mesa	5 LOCAL COLLECTOR	31,715	228	-	228	31,487
Kearny Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Kearny Mesa	7 LOCAL ROAD	10,441	129	-	129	10,312
Kearny Mesa	8 FREEWAY RAMP	72,707	634	-	634	72,073
Kearny Mesa	9 LOCAL RAMP	123,363	1,491	-	1,491	121,872
Kearny Mesa	10 ZONE CONNECTOR	74,720	483	-	483	74,237
Kearny Mesa TOTAL		2,113,509	27,164	-	27,164	2,086,345

LA MESA	1 FREEWAY	1,093,179	13,604	-	13,604	1,079,575	
LA MESA	2 PRIME	45,158	193	-	193	44,965	
LA MESA	3 MAJOR	248,562	2,204	-	2,204	246,358	
LA MESA	4 COLLECTOR	31,652	236	-	236	31,416	
LA MESA	5 LOCAL COLLECTOR	152,210	890	-	890	151,320	
LA MESA	6 RURAL COLLECTOR	-	-	-	-	-	
LA MESA	7 LOCAL ROAD	19,538	135	-	135	19,403	
LA MESA	8 FREEWAY RAMP	105,844	2,930	-	2,930	102,914	
LA MESA	9 LOCAL RAMP	71,137	535	-	535	70,602	
LA MESA	10 ZONE CONNECTOR	58,735	288	-	288	58,447	
LA MESA TOTAL		1,826,015	21,015	-	21,015	1,805,000	
LEMON GROVE	1 FREEWAY	504,665	30,960	-	30,960	473,705	
LEMON GROVE	2 PRIME	-	-	-	-	-	
LEMON GROVE	3 MAJOR	77,870	1,128	-	1,128	76,742	
LEMON GROVE	4 COLLECTOR	77,031	529	-	529	76,502	
LEMON GROVE	5 LOCAL COLLECTOR	40,327	501	-	501	39,826	
LEMON GROVE	6 RURAL COLLECTOR	-	-	-	-	-	
LEMON GROVE	7 LOCAL ROAD	1,599	20	-	20	1,579	
LEMON GROVE	8 FREEWAY RAMP	69,612	1,068	-	1,068	68,544	
LEMON GROVE	9 LOCAL RAMP	17,464	898	-	898	16,566	
LEMON GROVE	10 ZONE CONNECTOR	22,208	266	-	266	21,942	
LEMON GROVE TOTAL		810,776	35,370	-	35,370	775,406	
La Jolla	1 FREEWAY	210,180	2,626	-	2,626	207,554	
La Jolla	2 PRIME	74,802	587	-	587	74,215	
La Jolla	3 MAJOR	218,110	622	-	622	217,488	
La Jolla	4 COLLECTOR	-	-	-	-	-	
La Jolla	5 LOCAL COLLECTOR	141,113	242	-	242	140,871	
La Jolla	6 RURAL COLLECTOR	-	-	-	-	-	
La Jolla	7 LOCAL ROAD	4,516	13	-	13	4,503	
La Jolla	8 FREEWAY RAMP	10,611	47	-	47	10,564	
La Jolla	9 LOCAL RAMP	16,196	150	-	150	16,046	
La Jolla	10 ZONE CONNECTOR	33,486	61	-	61	33,425	
La Jolla TOTAL		709,014	4,348	-	4,348	704,666	
Linda Vista	1 FREEWAY	307,153	3,167	-	3,167	303,986	
Linda Vista	2 PRIME	11,727	86	-	86	11,641	
Linda Vista	3 MAJOR	180,411	1,235	-	1,235	179,176	
Linda Vista	4 COLLECTOR	12,806	136	-	136	12,670	
Linda Vista	5 LOCAL COLLECTOR	21,575	108	-	108	21,467	
Linda Vista	6 RURAL COLLECTOR	-	-	-	-	-	
Linda Vista	7 LOCAL ROAD	1,676	8	-	8	1,668	
Linda Vista	8 FREEWAY RAMP	6,155	90	-	90	6,065	
Linda Vista	9 LOCAL RAMP	14,296	201	-	201	14,095	
Linda Vista	10 ZONE CONNECTOR	32,441	270	-	270	32,171	
Linda Vista TOTAL		588,240	5,301	-	5,301	582,939	-

Lindbergh Field	1 FREEWAY	-	-	-	-	-
Lindbergh Field	2 PRIME	105,817	3,232	-	3,232	102,585
Lindbergh Field	3 MAJOR	22,476	300	-	300	22,176
Lindbergh Field	4 COLLECTOR	8,891	200	-	200	8,691
Lindbergh Field	5 LOCAL COLLECTOR	281	4	-	4	277
Lindbergh Field	6 RURAL COLLECTOR	-	-	-	-	-
Lindbergh Field	7 LOCAL ROAD	40,297	866	-	866	39,431
Lindbergh Field	8 FREEWAY RAMP	-	-	-	-	-
Lindbergh Field	9 LOCAL RAMP	1,912	57	-	57	1,855
Lindbergh Field	10 ZONE CONNECTOR	22,115	464	-	464	21,651
Lindbergh Field TOTAL		201,789	5,123	-	5,123	196,666
Los Penasquitos Canyon Prese	1 FREEWAY	15,579	143	-	143	15,436
Los Penasquitos Canyon Prese	2 PRIME	1,657	2	-	2	1,655
Los Penasquitos Canyon Prese	3 MAJOR	883	-	-	-	883
Los Penasquitos Canyon Prese	4 COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Prese	5 LOCAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Prese	6 RURAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Prese	7 LOCAL ROAD	-	-	-	-	-
Los Penasquitos Canyon Prese	8 FREEWAY RAMP	-	-	-	-	-
Los Penasquitos Canyon Prese	9 LOCAL RAMP	-	-	-	-	-
Los Penasquitos Canyon Prese	10 ZONE CONNECTOR	-	-	-	-	-
Los Penasquitos Canyon Preserve TOTAL		18,119	145	-	145	17,974
Mid-City:City Heights	1 FREEWAY	833,517	74,116	-	74,116	759,401
Mid-City:City Heights	2 PRIME	-	-	-	-	-
Mid-City:City Heights	3 MAJOR	71,563	3,701	-	3,701	67,862
Mid-City:City Heights	4 COLLECTOR	50,265	2,535	-	2,535	47,730
Mid-City:City Heights	5 LOCAL COLLECTOR	33,878	1,342	-	1,342	32,536
Mid-City:City Heights	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:City Heights	7 LOCAL ROAD	-	-	-	-	-
Mid-City:City Heights	8 FREEWAY RAMP	122,373	7,912	-	7,912	114,461
Mid-City:City Heights	9 LOCAL RAMP	25,079	2,101	-	2,101	22,978
Mid-City:City Heights	10 ZONE CONNECTOR	33,933	1,398	-	1,398	32,535
Mid-City:City Heights TOTAL		1,170,608	93,105	-	93,105	1,077,503
Mid-City:Eastern Area	1 FREEWAY	265,813	23,521	-	23,521	242,292
Mid-City:Eastern Area	2 PRIME	-	-	-	-	-
Mid-City:Eastern Area	3 MAJOR	163,590	4,441	-	4,441	159,149
Mid-City:Eastern Area	4 COLLECTOR	12,216	1,766	-	1,766	10,450
Mid-City:Eastern Area	5 LOCAL COLLECTOR	40,764	1,817	-	1,817	38,947
Mid-City:Eastern Area	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Eastern Area	7 LOCAL ROAD	3,557	617	-	617	2,940
Mid-City:Eastern Area	8 FREEWAY RAMP	-	-	-	-	-
Mid-City:Eastern Area	9 LOCAL RAMP	8,659	408	-	408	8,251
Mid-City:Eastern Area	10 ZONE CONNECTOR	34,450	710	-	710	33,740
Mid-City:Eastern Area TOTAL		529,049	33,280	-	33,280	495,769

Mid-City:Kensington-Talmadge	1	FREEWAY	177,622	13,634	-	13,634	163,988
Mid-City:Kensington-Talmadge	2	PRIME	34,447	23	-	23	34,424
Mid-City:Kensington-Talmadge	3	MAJOR	36,782	1,414	-	1,414	35,368
Mid-City:Kensington-Talmadge	4	COLLECTOR	7,797	124	-	124	7,673
Mid-City:Kensington-Talmadge	5	LOCAL COLLECTOR	23,373	219	-	219	23,154
Mid-City:Kensington-Talmadge	6	RURAL COLLECTOR	-	-	-	-	-
Mid-City:Kensington-Talmadge	7	LOCAL ROAD	422	17	-	17	405
Mid-City:Kensington-Talmadge	8	FREEWAY RAMP	6,538	512	-	512	6,026
Mid-City:Kensington-Talmadge	9	LOCAL RAMP	11,113	146	-	146	10,967
Mid-City:Kensington-Talmadge	10	ZONE CONNECTOR	10,309	199	-	199	10,110
Mid-City:Kensington-Talmadge TOTAL			308,403	16,288	-	16,288	292,115
Mid-City:Normal Heights	1	FREEWAY	196,094	11,565	-	11,565	184,529
Mid-City:Normal Heights	2	PRIME	-	-	-	-	-
Mid-City:Normal Heights	3	MAJOR	12,957	238	-	238	12,719
Mid-City:Normal Heights	4	COLLECTOR	5,656	28	-	28	5,628
Mid-City:Normal Heights	5	LOCAL COLLECTOR	23,720	432	-	432	23,288
Mid-City:Normal Heights	6	RURAL COLLECTOR	-	-	-	-	-
Mid-City:Normal Heights	7	LOCAL ROAD	3,892	72	-	72	3,820
Mid-City:Normal Heights	8	FREEWAY RAMP	4,943	191	-	191	4,752
Mid-City:Normal Heights	9	LOCAL RAMP	6,164	49	-	49	6,115
Mid-City:Normal Heights	10	ZONE CONNECTOR	7,933	146	-	146	7,787
Mid-City:Normal Heights TOTAL			261,359	12,721	-	12,721	248,638
Midway-Pacific Highway	1	FREEWAY	349,802	13,914	-	13,914	335,888
Midway-Pacific Highway	2	PRIME	75,475	2,212	-	2,212	73,263
Midway-Pacific Highway	3	MAJOR	148,049	2,661	-	2,661	145,388
Midway-Pacific Highway	4	COLLECTOR	13,676	188	-	188	13,488
Midway-Pacific Highway	5	LOCAL COLLECTOR	8,079	72	-	72	8,007
Midway-Pacific Highway	6	RURAL COLLECTOR	-	-	-	-	-
Midway-Pacific Highway	7	LOCAL ROAD	180	3	-	3	177
Midway-Pacific Highway	8	FREEWAY RAMP	15,800	775	-	775	15,025
Midway-Pacific Highway	9	LOCAL RAMP	82,414	3,313	-	3,313	79,101
Midway-Pacific Highway	10	ZONE CONNECTOR	17,561	164	-	164	17,397
Midway-Pacific Highway TOTAL			711,036	23,302	-	23,302	687,734
Mira Mesa	1	FREEWAY	606,741	6,971	-	6,971	599,770
Mira Mesa	2	PRIME	497,537	1,392	-	1,392	496,145
Mira Mesa	3	MAJOR	381,906	735	-	735	381,171
Mira Mesa	4	COLLECTOR	97,160	369	-	369	96,791
Mira Mesa	5	LOCAL COLLECTOR	117,293	257	-	257	117,036
Mira Mesa	6	RURAL COLLECTOR	-	-	-	-	-
Mira Mesa	7	LOCAL ROAD	63,674	160	-	160	63,514
Mira Mesa	8	FREEWAY RAMP	-	-	-	-	-
Mira Mesa	9	LOCAL RAMP	40,340	321	-	321	40,019
Mira Mesa	10	ZONE CONNECTOR	106,028	242	-	242	105,786
Mira Mesa TOTAL			1,910,679	10,447	-	10,447	1,900,232

Miramar Air Station	1 FREEWAY	1,945,411	21,469	-	21,469	1,923,942
Miramar Air Station	2 PRIME	-	-	-	-	-
Miramar Air Station	3 MAJOR	115,841	443	-	443	115,398
Miramar Air Station	4 COLLECTOR	-	-	-	-	-
Miramar Air Station	5 LOCAL COLLECTOR	-	-	-	-	-
Miramar Air Station	6 RURAL COLLECTOR	-	-	-	-	-
Miramar Air Station	7 LOCAL ROAD	-	-	-	-	-
Miramar Air Station	8 FREEWAY RAMP	66,129	52	-	52	66,077
Miramar Air Station	9 LOCAL RAMP	51,863	391	-	391	51,472
Miramar Air Station	10 ZONE CONNECTOR	23,654	189	-	189	23,465
Miramar Air Station TOTAL		2,202,898	22,544	-	22,544	2,180,354
Miramar Ranch North	1 FREEWAY	253,840	2,710	-	2,710	251,130
Miramar Ranch North	2 PRIME	46,716	291	-	291	46,425
Miramar Ranch North	3 MAJOR	44,621	287	-	287	44,334
Miramar Ranch North	4 COLLECTOR	49,177	65	-	65	49,112
Miramar Ranch North	5 LOCAL COLLECTOR	9,706	21	-	21	9,685
Miramar Ranch North	6 RURAL COLLECTOR	-	-	-	-	-
Miramar Ranch North	7 LOCAL ROAD	-	-	-	-	-
Miramar Ranch North	8 FREEWAY RAMP	-	-	-	-	-
Miramar Ranch North	9 LOCAL RAMP	13,204	125	-	125	13,079
Miramar Ranch North	10 ZONE CONNECTOR	16,080	35	-	35	16,045
Miramar Ranch North TOTAL		433,344	3,534	-	3,534	429,810
Mission Bay Park	1 FREEWAY	254,131	5,728	-	5,728	248,403
Mission Bay Park	2 PRIME	114,951	719	-	719	114,232
Mission Bay Park	3 MAJOR	116,277	1,143	-	1,143	115,134
Mission Bay Park	4 COLLECTOR	123	-	-	-	123
Mission Bay Park	5 LOCAL COLLECTOR	22,799	53	-	53	22,746
Mission Bay Park	6 RURAL COLLECTOR	-	-	-	-	-
Mission Bay Park	7 LOCAL ROAD	-	-	-	-	-
Mission Bay Park	8 FREEWAY RAMP	8,580	2	-	2	8,578
Mission Bay Park	9 LOCAL RAMP	28,953	226	-	226	28,727
Mission Bay Park	10 ZONE CONNECTOR	22,388	159	-	159	22,229
Mission Bay Park TOTAL		568,202	8,030	-	8,030	560,172
Mission Beach	1 FREEWAY	-	-	-	-	-
Mission Beach	2 PRIME	-	-	-	-	-
Mission Beach	3 MAJOR	28,144	161	-	161	27,983
Mission Beach	4 COLLECTOR	9,292	69	-	69	9,223
Mission Beach	5 LOCAL COLLECTOR	-	-	-	-	-
Mission Beach	6 RURAL COLLECTOR	-	-	-	-	-
Mission Beach	7 LOCAL ROAD	-	-	-	-	-
Mission Beach	8 FREEWAY RAMP	-	-	-	-	-
Mission Beach	9 LOCAL RAMP	-	-	-	-	-
Mission Beach	10 ZONE CONNECTOR	1,464	3	-	3	1,461
Mission Beach TOTAL		38,900	233	-	233	38,667

Mission Valley	1 FREEWAY	1,645,310	23,618	-	23,618	1,621,692
Mission Valley	2 PRIME	105,516	712	-	712	104,804
Mission Valley	3 MAJOR	105,829	829	-	829	105,000
Mission Valley	4 COLLECTOR	169,573	1,953	-	1,953	167,620
Mission Valley	5 LOCAL COLLECTOR	25,046	242	-	242	24,804
Mission Valley	6 RURAL COLLECTOR	-	-	-	-	-
Mission Valley	7 LOCAL ROAD	1,295	21	-	21	1,274
Mission Valley	8 FREEWAY RAMP	278,901	3,273	-	3,273	275,628
Mission Valley	9 LOCAL RAMP	174,805	3,270	-	3,270	171,535
Mission Valley	10 ZONE CONNECTOR	50,700	504	-	504	50,196
Mission Valley TOTAL		2,556,975	34,422	-	34,422	2,522,553
NATIONAL CITY	1 FREEWAY	1,099,689	56,042	-	56,042	1,043,647
NATIONAL CITY	2 PRIME	-	-	-	-	-
NATIONAL CITY	3 MAJOR	260,510	18,912	-	18,912	241,598
NATIONAL CITY	4 COLLECTOR	115,491	8,503	-	8,503	106,988
NATIONAL CITY	5 LOCAL COLLECTOR	4,820	110	-	110	4,710
NATIONAL CITY	6 RURAL COLLECTOR	-	-	-	-	-
NATIONAL CITY	7 LOCAL ROAD	4,128	224	-	224	3,904
NATIONAL CITY	8 FREEWAY RAMP	84,404	3,378	-	3,378	81,026
NATIONAL CITY	9 LOCAL RAMP	44,949	5,471	-	5,471	39,478
NATIONAL CITY	10 ZONE CONNECTOR	43,668	2,197	-	2,197	41,471
NATIONAL CITY TOTAL		1,657,659	94,837	-	94,837	1,562,822
NCFUA Reserve	1 FREEWAY	-	-	-	-	-
NCFUA Reserve	2 PRIME	-	-	-	-	-
NCFUA Reserve	3 MAJOR	5,256	7	-	7	5,249
NCFUA Reserve	4 COLLECTOR	-	-	-	-	-
NCFUA Reserve	5 LOCAL COLLECTOR	525	-	-	-	525
NCFUA Reserve	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Reserve	7 LOCAL ROAD	-	-	-	-	-
NCFUA Reserve	8 FREEWAY RAMP	-	-	-	-	-
NCFUA Reserve	9 LOCAL RAMP	-	-	-	-	-
NCFUA Reserve	10 ZONE CONNECTOR	30	-	-	-	30
NCFUA Reserve TOTAL		5,811	7	-	7	5,804
NCFUA Subarea 2	1 FREEWAY	190,050	1,309	-	1,309	188,741
NCFUA Subarea 2	2 PRIME	-	-	-	-	-
NCFUA Subarea 2	3 MAJOR	32,953	45	-	45	32,908
NCFUA Subarea 2	4 COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	5 LOCAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	7 LOCAL ROAD	-	-	-	-	-
NCFUA Subarea 2	8 FREEWAY RAMP	37	-	-	-	37
NCFUA Subarea 2	9 LOCAL RAMP	5,177	27	-	27	5,150
NCFUA Subarea 2	10 ZONE CONNECTOR	614	-	-	-	614
NCFUA Subarea 2 TOTAL		228,831	1,381	-	1,381	227,450

Navajo	1 FREEWAY	386,885	1,670	-	1,670	385,215
Navajo	2 PRIME	55,925	886	-	886	55,039
Navajo	3 MAJOR	301,944	2,246	-	2,246	299,698
Navajo	4 COLLECTOR	6,036	19	-	19	6,017
Navajo	5 LOCAL COLLECTOR	67,363	392	-	392	66,971
Navajo	6 RURAL COLLECTOR	-	-	-	-	-
Navajo	7 LOCAL ROAD	9,718	112	-	112	9,606
Navajo	8 FREEWAY RAMP	-	-	-	-	-
Navajo	9 LOCAL RAMP	24,696	217	-	217	24,479
Navajo	10 ZONE CONNECTOR	56,254	357	-	357	55,897
Navajo TOTAL		908,821	5,899	-	5,899	902,922
OCEANSIDE	1 FREEWAY	964,655	1,866	-	1,866	962,789
OCEANSIDE	2 PRIME	571,485	234	-	234	571,251
OCEANSIDE	3 MAJOR	719,260	217	-	217	719,043
OCEANSIDE	4 COLLECTOR	371,874	37	-	37	371,837
OCEANSIDE	5 LOCAL COLLECTOR	260,206	24	-	24	260,182
OCEANSIDE	6 RURAL COLLECTOR	-	-	-	-	-
OCEANSIDE	7 LOCAL ROAD	7,523	-	-	-	7,523
OCEANSIDE	8 FREEWAY RAMP	27,267	32	-	32	27,235
OCEANSIDE	9 LOCAL RAMP	74,561	70	-	70	74,491
OCEANSIDE	10 ZONE CONNECTOR	187,289	7	-	7	187,282
OCEANSIDE TOTAL		3,184,120	2,487	-	2,487	3,181,633
Ocean Beach	1 FREEWAY	32,256	492	-	492	31,764
Ocean Beach	2 PRIME	17,580	94	-	94	17,486
Ocean Beach	3 MAJOR	37,961	354	-	354	37,607
Ocean Beach	4 COLLECTOR	17,492	144	-	144	17,348
Ocean Beach	5 LOCAL COLLECTOR	11,318	51	-	51	11,267
Ocean Beach	6 RURAL COLLECTOR	-	-	-	-	-
Ocean Beach	7 LOCAL ROAD	1,926	11	-	11	1,915
Ocean Beach	8 FREEWAY RAMP	-	-	-	-	-
Ocean Beach	9 LOCAL RAMP	2,103	24	-	24	2,079
Ocean Beach	10 ZONE CONNECTOR	5,682	16	-	16	5,666
Ocean Beach TOTAL		126,318	1,186	-	1,186	125,132
Old San Diego	1 FREEWAY	125,123	4,081	-	4,081	121,042
Old San Diego	2 PRIME	1,361	21	-	21	1,340
Old San Diego	3 MAJOR	12,058	56	-	56	12,002
Old San Diego	4 COLLECTOR	11,279	108	-	108	11,171
Old San Diego	5 LOCAL COLLECTOR	12,274	128	-	128	12,146
Old San Diego	6 RURAL COLLECTOR	-	-	-	-	-
Old San Diego	7 LOCAL ROAD	-	-	-	-	-
Old San Diego	8 FREEWAY RAMP	25,258	842	-	842	24,416
Old San Diego	9 LOCAL RAMP	16,894	128	-	128	16,766
Old San Diego	10 ZONE CONNECTOR	4,942	55	-	55	4,887
Old San Diego TOTAL		209,189	5,419	-	5,419	203,770

Otay Mesa	1 FREEWAY	193,186	2,082	-	2,082	191,104
Otay Mesa	2 PRIME	308,760	3,326	-	3,326	305,434
Otay Mesa	3 MAJOR	87,753	862	-	862	86,891
Otay Mesa	4 COLLECTOR	83,181	459	-	459	82,722
Otay Mesa	5 LOCAL COLLECTOR	19,239	122	-	122	19,117
Otay Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Otay Mesa	7 LOCAL ROAD	36,118	229	-	229	35,889
Otay Mesa	8 FREEWAY RAMP	34,554	417	-	417	34,137
Otay Mesa	9 LOCAL RAMP	22,567	155	-	155	22,412
Otay Mesa	10 ZONE CONNECTOR	38,299	206	-	206	38,093
Otay Mesa TOTAL		823,657	7,858	-	7,858	815,799
Otay Mesa-Nestor	1 FREEWAY	432,874	8,330	-	8,330	424,544
Otay Mesa-Nestor	2 PRIME	39,300	511	-	511	38,789
Otay Mesa-Nestor	3 MAJOR	162,323	1,112	-	1,112	161,211
Otay Mesa-Nestor	4 COLLECTOR	18,732	161	-	161	18,571
Otay Mesa-Nestor	5 LOCAL COLLECTOR	58,931	223	-	223	58,708
Otay Mesa-Nestor	6 RURAL COLLECTOR	-	-	-	-	-
Otay Mesa-Nestor	7 LOCAL ROAD	7,760	29	-	29	7,731
Otay Mesa-Nestor	8 FREEWAY RAMP	45,553	664	-	664	44,889
Otay Mesa-Nestor	9 LOCAL RAMP	49,735	915	-	915	48,820
Otay Mesa-Nestor	10 ZONE CONNECTOR	42,575	263	-	263	42,312
Otay Mesa-Nestor TOTAL		857,783	12,208	-	12,208	845,575
POWAY	1 FREEWAY	-	-	-	-	-
POWAY	2 PRIME	271,868	461	-	461	271,407
POWAY	3 MAJOR	445,248	862	-	862	444,386
POWAY	4 COLLECTOR	126,323	32	-	32	126,291
POWAY	5 LOCAL COLLECTOR	63,228	24	-	24	63,204
POWAY	6 RURAL COLLECTOR	-	-	-	-	-
POWAY	7 LOCAL ROAD	107,288	135	-	135	107,153
POWAY	8 FREEWAY RAMP	-	-	-	-	-
POWAY	9 LOCAL RAMP	-	-	-	-	-
POWAY	10 ZONE CONNECTOR	93,750	107	-	107	93,643
POWAY TOTAL		1,107,705	1,621	-	1,621	1,106,084
Pacific Beach	1 FREEWAY	171,399	2,752	-	2,752	168,647
Pacific Beach	2 PRIME	-	-	-	-	-
Pacific Beach	3 MAJOR	242,644	1,725	-	1,725	240,919
Pacific Beach	4 COLLECTOR	12,515	41	-	41	12,474
Pacific Beach	5 LOCAL COLLECTOR	83,242	320	-	320	82,922
Pacific Beach	6 RURAL COLLECTOR	-	-	-	-	-
Pacific Beach	7 LOCAL ROAD	1,044	5	-	5	1,039
Pacific Beach	8 FREEWAY RAMP	-	-	-	-	-
Pacific Beach	9 LOCAL RAMP	12,865	179	-	179	12,686
Pacific Beach	10 ZONE CONNECTOR	28,717	74	-	74	28,643
Pacific Beach TOTAL		552,426	5,096	-	5,096	547,330

Pacific Highlands Ranch	1 FREEWAY	220,659	63	-	63	220,596	
Pacific Highlands Ranch	2 PRIME	7,829	3	-	3	7,826	
Pacific Highlands Ranch	3 MAJOR	10,860	41	-	41	10,819	
Pacific Highlands Ranch	4 COLLECTOR	14,112	32	-	32	14,080	
Pacific Highlands Ranch	5 LOCAL COLLECTOR	-	-	-	-	-	
Pacific Highlands Ranch	6 RURAL COLLECTOR	-	-	-	-	-	
Pacific Highlands Ranch	7 LOCAL ROAD	3,773	6	-	6	3,767	
Pacific Highlands Ranch	8 FREEWAY RAMP	-	-	-	-	-	
Pacific Highlands Ranch	9 LOCAL RAMP	5,623	24	-	24	5,599	
Pacific Highlands Ranch	10 ZONE CONNECTOR	4,545	5	-	5	4,540	
Pacific Highlands Ranch TOTAL		267,401	174	-	174	267,227	
Peninsula	1 FREEWAY	13,413	203	-	203	13,210	
Peninsula	2 PRIME	17,869	181	-	181	17,688	
Peninsula	3 MAJOR	214,116	2,696	-	2,696	211,420	
Peninsula	4 COLLECTOR	50,094	394	-	394	49,700	
Peninsula	5 LOCAL COLLECTOR	69,567	449	-	449	69,118	
Peninsula	6 RURAL COLLECTOR	-	-	-	-	-	
Peninsula	7 LOCAL ROAD	7,001	33	-	33	6,968	
Peninsula	8 FREEWAY RAMP	-	-	-	-	-	
Peninsula	9 LOCAL RAMP	9,265	165	-	165	9,100	
Peninsula	10 ZONE CONNECTOR	48,366	471	-	471	47,895	
Peninsula TOTAL		429,691	4,592	-	4,592	425,099	-
Rancho Bernardo	1 FREEWAY	1,159,254	7,525	-	7,525	1,151,729	
Rancho Bernardo	2 PRIME	76,758	191	-	191	76,567	
Rancho Bernardo	3 MAJOR	288,884	299	-	299	288,585	
Rancho Bernardo	4 COLLECTOR	16,891	14	-	14	16,877	
Rancho Bernardo	5 LOCAL COLLECTOR	41,082	41	-	41	41,041	
Rancho Bernardo	6 RURAL COLLECTOR	-	-	-	-	-	
Rancho Bernardo	7 LOCAL ROAD	128	-	-	-	128	
Rancho Bernardo	8 FREEWAY RAMP	81	-	-	-	81	
Rancho Bernardo	9 LOCAL RAMP	43,511	132	-	132	43,379	
Rancho Bernardo	10 ZONE CONNECTOR	51,593	42	-	42	51,551	
Rancho Bernardo TOTAL		1,678,182	8,244	-	8,244	1,669,938	
Rancho Encantada	1 FREEWAY	-	-	-	-	-	
Rancho Encantada	2 PRIME	-	-	-	-	-	
Rancho Encantada	3 MAJOR	5,175	10	-	10	5,165	
Rancho Encantada	4 COLLECTOR	-	-	-	-	-	
Rancho Encantada	5 LOCAL COLLECTOR	-	-	-	-	-	
Rancho Encantada	6 RURAL COLLECTOR	-	-	-	-	-	
Rancho Encantada	7 LOCAL ROAD	-	-	-	-	-	
Rancho Encantada	8 FREEWAY RAMP	-	-	-	-	-	
Rancho Encantada	9 LOCAL RAMP	-	-	-	-	-	
Rancho Encantada	10 ZONE CONNECTOR	4,087	11	-	11	4,076	
Rancho Encantada TOTAL		9,262	21	-	21	9,241	

Rancho Penasquitos	1 FREEWAY	746,250	4,788	-	4,788	741,462
Rancho Penasquitos	2 PRIME	22,889	27	-	27	22,862
Rancho Penasquitos	3 MAJOR	191,545	447	-	447	191,098
Rancho Penasquitos	4 COLLECTOR	30,366	28	-	28	30,338
Rancho Penasquitos	5 LOCAL COLLECTOR	21,591	29	-	29	21,562
Rancho Penasquitos	6 RURAL COLLECTOR	-	-	-	-	-
Rancho Penasquitos	7 LOCAL ROAD	3,679	4	-	4	3,675
Rancho Penasquitos	8 FREEWAY RAMP	17,269	61	-	61	17,208
Rancho Penasquitos	9 LOCAL RAMP	41,427	236	-	236	41,191
Rancho Penasquitos	10 ZONE CONNECTOR	44,320	59	-	59	44,261
Rancho Penasquitos TOTAL		1,119,336	5,679	-	5,679	1,113,657
SAN MARCOS	1 FREEWAY	932,237	1,759	-	1,759	930,478
SAN MARCOS	2 PRIME	281,642	61	-	61	281,581
SAN MARCOS	3 MAJOR	344,490	58	-	58	344,432
SAN MARCOS	4 COLLECTOR	255,804	84	-	84	255,720
SAN MARCOS	5 LOCAL COLLECTOR	21	-	-	-	21
SAN MARCOS	6 RURAL COLLECTOR	-	-	-	-	-
SAN MARCOS	7 LOCAL ROAD	35,171	9	-	9	35,162
SAN MARCOS	8 FREEWAY RAMP	-	-	-	-	-
SAN MARCOS	9 LOCAL RAMP	51,220	57	-	57	51,163
SAN MARCOS	10 ZONE CONNECTOR	113,381	12	-	12	113,369
SAN MARCOS TOTAL		2,013,966	2,040	-	2,040	2,011,926
SANTEE	1 FREEWAY	264,235	2,202	-	2,202	262,033
SANTEE	2 PRIME	92,903	304	-	304	92,599
SANTEE	3 MAJOR	291,270	683	-	683	290,587
SANTEE	4 COLLECTOR	38,323	23	-	23	38,300
SANTEE	5 LOCAL COLLECTOR	70,225	153	-	153	70,072
SANTEE	6 RURAL COLLECTOR	-	-	-	-	-
SANTEE	7 LOCAL ROAD	-	-	-	-	-
SANTEE	8 FREEWAY RAMP	28,954	18	-	18	28,936
SANTEE	9 LOCAL RAMP	11,572	47	-	47	11,525
SANTEE	10 ZONE CONNECTOR	61,642	140	-	140	61,502
SANTEE TOTAL		859,124	3,570	-	3,570	855,554
SOLANA BEACH	1 FREEWAY	431,440	2,849	-	-	428,591
SOLANA BEACH	2 PRIME	-	-	-	-	-
SOLANA BEACH	3 MAJOR	69,198	79	-	-	69,119
SOLANA BEACH	4 COLLECTOR	19,838	19	-	-	19,819
SOLANA BEACH	5 LOCAL COLLECTOR	21,326	20	-	-	21,306
SOLANA BEACH	6 RURAL COLLECTOR	-	-	-	-	-
SOLANA BEACH	7 LOCAL ROAD	528	-	-	-	528
SOLANA BEACH	8 FREEWAY RAMP	-	-	-	-	-
SOLANA BEACH	9 LOCAL RAMP	9,799	20	-	-	9,779
SOLANA BEACH	10 ZONE CONNECTOR	18,876	10	-	-	18,866
SOLANA BEACH TOTAL		571,005	2,997	-	-	568,008

SOUTHEASTERN SAN DIEGC	1 FREEWAY	874,507	74,228	13,975	60,253	800,279	
SOUTHEASTERN SAN DIEGC	2 PRIME	-	-	-	-	-	
SOUTHEASTERN SAN DIEGC	3 MAJOR	55,661	49,275	9,277	39,998	6,386	
SOUTHEASTERN SAN DIEGC	4 COLLECTOR	54,968	43,618	8,212	35,406	11,350	
SOUTHEASTERN SAN DIEGC	5 LOCAL COLLECTOR	48,866	45,389	8,545	36,844	3,477	
SOUTHEASTERN SAN DIEGC	6 RURAL COLLECTOR	-	-	-	-	-	
SOUTHEASTERN SAN DIEGC	7 LOCAL ROAD	17,081	13,725	2,584	11,141	3,356	
SOUTHEASTERN SAN DIEGC	8 FREEWAY RAMP	104,590	11,526	2,170	9,356	93,064	
SOUTHEASTERN SAN DIEGC	9 LOCAL RAMP	63,073	24,829	4,675	20,154	38,244	
SOUTHEASTERN SAN DIEGC	10 ZONE CONNECTOR	29,086	29,087	5,476	23,611	(1)	
SOUTHEASTERN SAN DIEGC	11 INTA-ZONAL						1,191
SOUTHEASTERN SAN DIEGO TOTAL		1,247,832	291,677	54,914	236,763	956,155	1,191
Sabre Springs	1 FREEWAY	158,257	1,521	-	1,521	156,736	
Sabre Springs	2 PRIME	27,492	127	-	127	27,365	
Sabre Springs	3 MAJOR	66,976	346	-	346	66,630	
Sabre Springs	4 COLLECTOR	16,215	20	-	20	16,195	
Sabre Springs	5 LOCAL COLLECTOR	33,798	23	-	23	33,775	
Sabre Springs	6 RURAL COLLECTOR	-	-	-	-	-	
Sabre Springs	7 LOCAL ROAD	1,312	3	-	3	1,309	
Sabre Springs	8 FREEWAY RAMP	2,514	32	-	32	2,482	
Sabre Springs	9 LOCAL RAMP	12,769	102	-	102	12,667	
Sabre Springs	10 ZONE CONNECTOR	5,731	4	-	4	5,727	
Sabre Springs TOTAL		325,064	2,178	-	2,178	322,886	
San Pasqual	1 FREEWAY	179,361	976	-	976	178,385	
San Pasqual	2 PRIME	-	-	-	-	-	
San Pasqual	3 MAJOR	147,555	39	-	39	147,516	
San Pasqual	4 COLLECTOR	13,828	35	-	35	13,793	
San Pasqual	5 LOCAL COLLECTOR	54,471	56	-	56	54,415	
San Pasqual	6 RURAL COLLECTOR	782	-	-	-	782	
San Pasqual	7 LOCAL ROAD	-	-	-	-	-	
San Pasqual	8 FREEWAY RAMP	-	-	-	-	-	
San Pasqual	9 LOCAL RAMP	5,835	14	-	14	5,821	
San Pasqual	10 ZONE CONNECTOR	4,654	6	-	6	4,648	
San Pasqual TOTAL		406,486	1,126	-	1,126	405,360	
San Ysidro	1 FREEWAY	313,002	3,882	-	3,882	309,120	
San Ysidro	2 PRIME	-	-	-	-	-	
San Ysidro	3 MAJOR	34,365	128	-	128	34,237	
San Ysidro	4 COLLECTOR	43,238	190	-	190	43,048	
San Ysidro	5 LOCAL COLLECTOR	18,340	72	-	72	18,268	
San Ysidro	6 RURAL COLLECTOR	-	-	-	-	-	
San Ysidro	7 LOCAL ROAD	1,612	-	-	-	1,612	
San Ysidro	8 FREEWAY RAMP	9,870	97	-	97	9,773	
San Ysidro	9 LOCAL RAMP	24,989	209	-	209	24,780	
San Ysidro	10 ZONE CONNECTOR	22,044	90	-	90	21,954	
San Ysidro TOTAL		467,460	4,668	-	4,668	462,792	

Scripps Miramar Ranch	1 FREEWAY	295,693	3,590	-	3,590	292,103
Scripps Miramar Ranch	2 PRIME	4,905	19	-	19	4,886
Scripps Miramar Ranch	3 MAJOR	144,955	555	-	555	144,400
Scripps Miramar Ranch	4 COLLECTOR	26,027	28	-	28	25,999
Scripps Miramar Ranch	5 LOCAL COLLECTOR	46,094	76	-	76	46,018
Scripps Miramar Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Scripps Miramar Ranch	7 LOCAL ROAD	-	-	-	-	-
Scripps Miramar Ranch	8 FREEWAY RAMP	-	-	-	-	-
Scripps Miramar Ranch	9 LOCAL RAMP	14,539	114	-	114	14,425
Scripps Miramar Ranch	10 ZONE CONNECTOR	25,886	58	-	58	25,828
Scripps Miramar Ranch TOTAL		558,099	4,440	-	4,440	553,659
Scripps Reserve	1 FREEWAY	-	-	-	-	-
Scripps Reserve	2 PRIME	-	-	-	-	-
Scripps Reserve	3 MAJOR	-	-	-	-	-
Scripps Reserve	4 COLLECTOR	-	-	-	-	-
Scripps Reserve	5 LOCAL COLLECTOR	-	-	-	-	-
Scripps Reserve	6 RURAL COLLECTOR	-	-	-	-	-
Scripps Reserve	7 LOCAL ROAD	-	-	-	-	-
Scripps Reserve	8 FREEWAY RAMP	-	-	-	-	-
Scripps Reserve	9 LOCAL RAMP	-	-	-	-	-
Scripps Reserve	10 ZONE CONNECTOR	-	-	-	-	-
Scripps Reserve TOTAL		-	-	-	-	-
Serra Mesa	1 FREEWAY	604,077	14,244	-	14,244	589,833
Serra Mesa	2 PRIME	-	-	-	-	-
Serra Mesa	3 MAJOR	87,416	1,057	-	1,057	86,359
Serra Mesa	4 COLLECTOR	29,182	260	-	260	28,922
Serra Mesa	5 LOCAL COLLECTOR	-	-	-	-	-
Serra Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Serra Mesa	7 LOCAL ROAD	2,259	15	-	15	2,244
Serra Mesa	8 FREEWAY RAMP	13,124	274	-	274	12,850
Serra Mesa	9 LOCAL RAMP	21,641	503	-	503	21,138
Serra Mesa	10 ZONE CONNECTOR	16,522	133	-	133	16,389
Serra Mesa TOTAL		774,221	16,486	-	16,486	757,735
Skyline-Paradise Hills	1 FREEWAY	31,561	382	-	382	31,179
Skyline-Paradise Hills	2 PRIME	-	-	-	-	-
Skyline-Paradise Hills	3 MAJOR	97,086	3,072	-	3,072	94,014
Skyline-Paradise Hills	4 COLLECTOR	57,945	1,793	-	1,793	56,152
Skyline-Paradise Hills	5 LOCAL COLLECTOR	45,644	647	-	647	44,997
Skyline-Paradise Hills	6 RURAL COLLECTOR	-	-	-	-	-
Skyline-Paradise Hills	7 LOCAL ROAD	3,437	30	-	30	3,407
Skyline-Paradise Hills	8 FREEWAY RAMP	-	-	-	-	-
Skyline-Paradise Hills	9 LOCAL RAMP	6,386	106	-	106	6,280
Skyline-Paradise Hills	10 ZONE CONNECTOR	32,198	715	-	715	31,483
Skyline-Paradise Hills TOTAL		274,257	6,745	-	6,745	267,512

Tierrasanta	1 FREEWAY	668,415	12,436	-	12,436	655,979
Tierrasanta	2 PRIME	26,303	456	-	456	25,847
Tierrasanta	3 MAJOR	113,681	858	-	858	112,823
Tierrasanta	4 COLLECTOR	14,908	84	-	84	14,824
Tierrasanta	5 LOCAL COLLECTOR	11,312	60	-	60	11,252
Tierrasanta	6 RURAL COLLECTOR	-	-	-	-	-
Tierrasanta	7 LOCAL ROAD	3	-	-	-	3
Tierrasanta	8 FREEWAY RAMP	2,933	10	-	10	2,923
Tierrasanta	9 LOCAL RAMP	42,846	649	-	649	42,197
Tierrasanta	10 ZONE CONNECTOR	25,622	160	-	160	25,462
Tierrasanta TOTAL		906,023	14,713	-	14,713	891,310
Tijuana River Valley	1 FREEWAY	-	-	-	-	-
Tijuana River Valley	2 PRIME	-	-	-	-	-
Tijuana River Valley	3 MAJOR	-	-	-	-	-
Tijuana River Valley	4 COLLECTOR	3,770	23	-	23	3,747
Tijuana River Valley	5 LOCAL COLLECTOR	836	2	-	2	834
Tijuana River Valley	6 RURAL COLLECTOR	-	-	-	-	-
Tijuana River Valley	7 LOCAL ROAD	-	-	-	-	-
Tijuana River Valley	8 FREEWAY RAMP	-	-	-	-	-
Tijuana River Valley	9 LOCAL RAMP	-	-	-	-	-
Tijuana River Valley	10 ZONE CONNECTOR	76	-	-	-	76
Tijuana River Valley TOTAL		4,682	25	-	25	4,657
Torrey Highlands	1 FREEWAY	114,083	17	-	17	114,066
Torrey Highlands	2 PRIME	22,491	26	-	26	22,465
Torrey Highlands	3 MAJOR	5,237	7	-	7	5,230
Torrey Highlands	4 COLLECTOR	23,659	12	-	12	23,647
Torrey Highlands	5 LOCAL COLLECTOR	-	-	-	-	-
Torrey Highlands	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Highlands	7 LOCAL ROAD	-	-	-	-	-
Torrey Highlands	8 FREEWAY RAMP	-	-	-	-	-
Torrey Highlands	9 LOCAL RAMP	10,161	20	-	20	10,141
Torrey Highlands	10 ZONE CONNECTOR	14,902	24	-	24	14,878
Torrey Highlands TOTAL		190,533	106	-	106	190,427
Torrey Hills	1 FREEWAY	346,579	2,543	-	2,543	344,036
Torrey Hills	2 PRIME	7,533	35	-	35	7,498
Torrey Hills	3 MAJOR	49,180	70	-	70	49,110
Torrey Hills	4 COLLECTOR	895	1	-	1	894
Torrey Hills	5 LOCAL COLLECTOR	8,452	12	-	12	8,440
Torrey Hills	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Hills	7 LOCAL ROAD	-	-	-	-	-
Torrey Hills	8 FREEWAY RAMP	1,576	4	-	4	1,572
Torrey Hills	9 LOCAL RAMP	5,062	22	-	22	5,040
Torrey Hills	10 ZONE CONNECTOR	7,238	16	-	16	7,222
Torrey Hills TOTAL		426,515	2,703	-	2,703	423,812

Torrey Pines	1 FREEWAY	1,099,154	8,441	-	8,441	1,090,713
Torrey Pines	2 PRIME	13,462	5	-	5	13,457
Torrey Pines	3 MAJOR	105,578	210	-	210	105,368
Torrey Pines	4 COLLECTOR	14,196	20	-	20	14,176
Torrey Pines	5 LOCAL COLLECTOR	10,102	30	-	30	10,072
Torrey Pines	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Pines	7 LOCAL ROAD	524	-	-	-	524
Torrey Pines	8 FREEWAY RAMP	4,740	14	-	14	4,726
Torrey Pines	9 LOCAL RAMP	34,922	176	-	176	34,746
Torrey Pines	10 ZONE CONNECTOR	13,470	26	-	26	13,444
Torrey Pines TOTAL		1,296,148	8,922	-	8,922	1,287,226
Unincorporated	1 FREEWAY	7,693,561	47,715	-	47,715	7,645,846
Unincorporated	2 PRIME	747,728	3,373	-	3,373	744,355
Unincorporated	3 MAJOR	2,941,496	14,202	-	14,202	2,927,294
Unincorporated	4 COLLECTOR	2,022,862	4,683	-	4,683	2,018,179
Unincorporated	5 LOCAL COLLECTOR	926,462	1,437	-	1,437	925,025
Unincorporated	6 RURAL COLLECTOR	1,368,992	2,817	-	2,817	1,366,175
Unincorporated	7 LOCAL ROAD	373,239	593	-	593	372,646
Unincorporated	8 FREEWAY RAMP	63,578	2,488	-	2,488	61,090
Unincorporated	9 LOCAL RAMP	207,716	2,497	-	2,497	205,219
Unincorporated	10 ZONE CONNECTOR	1,145,133	2,068	-	2,068	1,143,065
Unincorporated TOTAL		17,490,767	81,873	-	81,873	17,408,894
University	1 FREEWAY	1,402,514	14,529	-	14,529	1,387,985
University	2 PRIME	408,270	1,376	-	1,376	406,894
University	3 MAJOR	245,194	816	-	816	244,378
University	4 COLLECTOR	62,770	194	-	194	62,576
University	5 LOCAL COLLECTOR	3,100	11	-	11	3,089
University	6 RURAL COLLECTOR	-	-	-	-	-
University	7 LOCAL ROAD	24,888	68	-	68	24,820
University	8 FREEWAY RAMP	26,064	49	-	49	26,015
University	9 LOCAL RAMP	123,279	849	-	849	122,430
University	10 ZONE CONNECTOR	122,330	381	-	381	121,949
University TOTAL		2,418,409	18,273	-	18,273	2,400,136
Uptown	1 FREEWAY	410,849	19,636	-	19,636	391,213
Uptown	2 PRIME	14,661	270	-	270	14,391
Uptown	3 MAJOR	70,929	669	-	669	70,260
Uptown	4 COLLECTOR	35,624	804	-	804	34,820
Uptown	5 LOCAL COLLECTOR	89,283	858	-	858	88,425
Uptown	6 RURAL COLLECTOR	-	-	-	-	-
Uptown	7 LOCAL ROAD	1,749	2	-	2	1,747
Uptown	8 FREEWAY RAMP	5,052	45	-	45	5,007
Uptown	9 LOCAL RAMP	58,109	1,542	-	1,542	56,567
Uptown	10 ZONE CONNECTOR	25,844	399	-	399	25,445
Uptown TOTAL		712,100	24,225	-	24,225	687,875

VISTA	1 FREEWAY	629,690	223	-	223	629,467	
VISTA	2 PRIME	241,375	16	-	16	241,359	
VISTA	3 MAJOR	343,041	61	-	61	342,980	
VISTA	4 COLLECTOR	188,593	29	-	29	188,564	
VISTA	5 LOCAL COLLECTOR	87,184	20	-	20	87,164	
VISTA	6 RURAL COLLECTOR	1,558	-	-	-	1,558	
VISTA	7 LOCAL ROAD	91,577	9	-	9	91,568	
VISTA	8 FREEWAY RAMP	-	-	-	-	-	
VISTA	9 LOCAL RAMP	35,001	22	-	22	34,979	
VISTA	10 ZONE CONNECTOR	103,505	5	-	5	103,500	
VISTA TOTAL		1,721,524	385	-	385	1,721,139	
Via De La Valle	1 FREEWAY	-	-	-	-	-	
Via De La Valle	2 PRIME	-	-	-	-	-	
Via De La Valle	3 MAJOR	9,671	12	-	12	9,659	
Via De La Valle	4 COLLECTOR	2,813	3	-	3	2,810	
Via De La Valle	5 LOCAL COLLECTOR	-	-	-	-	-	
Via De La Valle	6 RURAL COLLECTOR	-	-	-	-	-	
Via De La Valle	7 LOCAL ROAD	-	-	-	-	-	
Via De La Valle	8 FREEWAY RAMP	-	-	-	-	-	
Via De La Valle	9 LOCAL RAMP	-	-	-	-	-	
Via De La Valle	10 ZONE CONNECTOR	168	-	-	-	168	
Via De La Valle TOTAL		12,652	15	-	15	12,637	
REGIONWIDE TOTAL		85,331,631	1,406,861	54,914	1,348,950	83,924,770	1,191

2035 C - Proposed Land Use

JURISDICTION	CLASSIFICATION	TOTAL VMT	TOTAL City of San Diego: SESD VMT	Two Trip End City of San Diego: SESD VMT	One Trip End City of San Diego: SESD VMT	NON-City of San Diego: SESD VMT	City of San Diego: SESD Intra-Zonal VMT
			I-I, I-E and E-I	I-I	I-E and E-I	E-E	INTRA
32nd Street Naval Station	1 FREEWAY	4,415	181	-	181	4,234	
32nd Street Naval Station	2 PRIME	-	-	-	-	-	
32nd Street Naval Station	3 MAJOR	42,713	3,720	-	3,720	38,993	
32nd Street Naval Station	4 COLLECTOR	3,343	660	-	660	2,683	
32nd Street Naval Station	5 LOCAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	6 RURAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	7 LOCAL ROAD	2,127	323	-	323	1,804	
32nd Street Naval Station	8 FREEWAY RAMP	-	-	-	-	-	
32nd Street Naval Station	9 LOCAL RAMP	2,106	171	-	171	1,935	
32nd Street Naval Station	10 ZONE CONNECTOR	9,590	1,215	-	1,215	8,375	
32nd Street Naval Station TOTAL		64,294	6,270	-	6,270	58,024	
Balboa Park	1 FREEWAY	241,747	14,625	-	14,625	227,122	
Balboa Park	2 PRIME	-	-	-	-	-	
Balboa Park	3 MAJOR	60,694	3,003	-	3,003	57,691	
Balboa Park	4 COLLECTOR	21,864	2,979	-	2,979	18,885	
Balboa Park	5 LOCAL COLLECTOR	12,191	440	-	440	11,751	
Balboa Park	6 RURAL COLLECTOR	-	-	-	-	-	
Balboa Park	7 LOCAL ROAD	9,546	666	-	666	8,880	
Balboa Park	8 FREEWAY RAMP	43,570	2,395	-	2,395	41,175	
Balboa Park	9 LOCAL RAMP	18,232	892	-	892	17,340	
Balboa Park	10 ZONE CONNECTOR	13,480	615	-	615	12,865	
Balboa Park TOTAL		421,324	25,615	-	25,615	395,709	
Barrio Logan	1 FREEWAY	299,252	12,813	-	12,813	286,439	
Barrio Logan	2 PRIME	-	-	-	-	-	
Barrio Logan	3 MAJOR	33,638	4,375	-	4,375	29,263	
Barrio Logan	4 COLLECTOR	38,683	11,442	-	11,442	27,241	
Barrio Logan	5 LOCAL COLLECTOR	226	188	-	188	38	
Barrio Logan	6 RURAL COLLECTOR	-	-	-	-	-	
Barrio Logan	7 LOCAL ROAD	3,579	1,952	-	1,952	1,627	
Barrio Logan	8 FREEWAY RAMP	40,379	2,173	-	2,173	38,206	
Barrio Logan	9 LOCAL RAMP	18,788	3,662	-	3,662	15,126	
Barrio Logan	10 ZONE CONNECTOR	6,964	1,137	-	1,137	5,827	
Barrio Logan TOTAL		441,509	37,742	-	37,742	403,767	

Black Mountain Ranch	1 FREEWAY	-	-	-	-	-
Black Mountain Ranch	2 PRIME	8,127	6	-	6	8,121
Black Mountain Ranch	3 MAJOR	145,621	37	-	37	145,584
Black Mountain Ranch	4 COLLECTOR	55,853	30	-	30	55,823
Black Mountain Ranch	5 LOCAL COLLECTOR	-	-	-	-	-
Black Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Black Mountain Ranch	7 LOCAL ROAD	302	-	-	-	302
Black Mountain Ranch	8 FREEWAY RAMP	-	-	-	-	-
Black Mountain Ranch	9 LOCAL RAMP	-	-	-	-	-
Black Mountain Ranch	10 ZONE CONNECTOR	24,836	26	-	26	24,810
Black Mountain Ranch TOTAL		234,739	99	-	99	234,640
CARLSBAD	1 FREEWAY	1,702,635	8,408	-	8,408	1,694,227
CARLSBAD	2 PRIME	1,073,067	514	-	514	1,072,553
CARLSBAD	3 MAJOR	639,216	570	-	570	638,646
CARLSBAD	4 COLLECTOR	412,149	144	-	144	412,005
CARLSBAD	5 LOCAL COLLECTOR	38,446	30	-	30	38,416
CARLSBAD	6 RURAL COLLECTOR	-	-	-	-	-
CARLSBAD	7 LOCAL ROAD	150,475	37	-	37	150,438
CARLSBAD	8 FREEWAY RAMP	516	-	-	-	516
CARLSBAD	9 LOCAL RAMP	60,406	104	-	104	60,302
CARLSBAD	10 ZONE CONNECTOR	242,030	43	-	43	241,987
CARLSBAD TOTAL		4,318,940	9,850	-	9,850	4,309,090
CHULA VISTA	1 FREEWAY	1,983,149	58,879	-	58,879	1,924,270
CHULA VISTA	2 PRIME	1,385,783	13,486	-	13,486	1,372,297
CHULA VISTA	3 MAJOR	690,328	7,248	-	7,248	683,080
CHULA VISTA	4 COLLECTOR	504,636	3,272	-	3,272	501,364
CHULA VISTA	5 LOCAL COLLECTOR	234,913	2,173	-	2,173	232,740
CHULA VISTA	6 RURAL COLLECTOR	-	-	-	-	-
CHULA VISTA	7 LOCAL ROAD	228,285	1,439	-	1,439	226,846
CHULA VISTA	8 FREEWAY RAMP	40,022	700	-	700	39,322
CHULA VISTA	9 LOCAL RAMP	187,191	6,116	-	6,116	181,075
CHULA VISTA	10 ZONE CONNECTOR	335,885	2,284	-	2,284	333,601
CHULA VISTA TOTAL		5,590,192	95,597	-	95,597	5,494,595
CORONADO	1 FREEWAY	101,291	6,444	-	6,444	94,847
CORONADO	2 PRIME	164,948	2,491	-	2,491	162,457
CORONADO	3 MAJOR	88,026	4,764	-	4,764	83,262
CORONADO	4 COLLECTOR	26,262	878	-	878	25,384
CORONADO	5 LOCAL COLLECTOR	35,195	1,553	-	1,553	33,642
CORONADO	6 RURAL COLLECTOR	-	-	-	-	-
CORONADO	7 LOCAL ROAD	11,120	567	-	567	10,553
CORONADO	8 FREEWAY RAMP	-	-	-	-	-
CORONADO	9 LOCAL RAMP	-	-	-	-	-
CORONADO	10 ZONE CONNECTOR	44,718	1,611	-	1,611	43,107
CORONADO TOTAL		471,560	18,308	-	18,308	453,252

Carmel Mountain Ranch	1 FREEWAY	343,461	2,932	-	2,932	340,529	
Carmel Mountain Ranch	2 PRIME	183,424	440	-	440	182,984	
Carmel Mountain Ranch	3 MAJOR	53,627	90	-	90	53,537	
Carmel Mountain Ranch	4 COLLECTOR	17,557	18	-	18	17,539	
Carmel Mountain Ranch	5 LOCAL COLLECTOR	-	-	-	-	-	
Carmel Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-	
Carmel Mountain Ranch	7 LOCAL ROAD	5,006	4	-	4	5,002	
Carmel Mountain Ranch	8 FREEWAY RAMP	47	-	-	-	47	
Carmel Mountain Ranch	9 LOCAL RAMP	13,861	39	-	39	13,822	
Carmel Mountain Ranch	10 ZONE CONNECTOR	30,378	37	-	37	30,341	
Carmel Mountain Ranch TOTAL		647,361	3,560	-	3,560	643,801	
Carmel Valley	1 FREEWAY	560,031	2,915	-	2,915	557,116	
Carmel Valley	2 PRIME	62,165	103	-	103	62,062	
Carmel Valley	3 MAJOR	99,904	183	-	183	99,721	
Carmel Valley	4 COLLECTOR	21,151	21	-	21	21,130	
Carmel Valley	5 LOCAL COLLECTOR	41,296	26	-	26	41,270	
Carmel Valley	6 RURAL COLLECTOR	-	-	-	-	-	
Carmel Valley	7 LOCAL ROAD	-	-	-	-	-	
Carmel Valley	8 FREEWAY RAMP	52,851	117	-	117	52,734	
Carmel Valley	9 LOCAL RAMP	30,900	73	-	73	30,827	
Carmel Valley	10 ZONE CONNECTOR	30,807	27	-	27	30,780	
Carmel Valley TOTAL		899,105	3,465	-	3,465	895,640	
Centre City	1 FREEWAY	305,927	21,484	-	21,484	284,443	
Centre City	2 PRIME	13,974	439	-	439	13,535	
Centre City	3 MAJOR	241,529	10,412	-	10,412	231,117	
Centre City	4 COLLECTOR	73,751	2,580	-	2,580	71,171	
Centre City	5 LOCAL COLLECTOR	64,938	2,964	-	2,964	61,974	
Centre City	6 RURAL COLLECTOR	-	-	-	-	-	
Centre City	7 LOCAL ROAD	835	2	-	2	833	
Centre City	8 FREEWAY RAMP	62,772	7,145	-	7,145	55,627	
Centre City	9 LOCAL RAMP	48,355	2,422	-	2,422	45,933	
Centre City	10 ZONE CONNECTOR	48,383	1,209	-	1,209	47,174	
Centre City TOTAL		860,464	48,657	-	48,657	811,807	-
Clairemont Mesa	1 FREEWAY	1,055,709	17,232	-	17,232	1,038,477	
Clairemont Mesa	2 PRIME	18,181	98	-	98	18,083	
Clairemont Mesa	3 MAJOR	497,353	1,923	-	1,923	495,430	
Clairemont Mesa	4 COLLECTOR	24,173	199	-	199	23,974	
Clairemont Mesa	5 LOCAL COLLECTOR	156,639	479	-	479	156,160	
Clairemont Mesa	6 RURAL COLLECTOR	-	-	-	-	-	
Clairemont Mesa	7 LOCAL ROAD	17,328	91	-	91	17,237	
Clairemont Mesa	8 FREEWAY RAMP	27,905	211	-	211	27,694	
Clairemont Mesa	9 LOCAL RAMP	67,051	762	-	762	66,289	
Clairemont Mesa	10 ZONE CONNECTOR	88,485	382	-	382	88,103	
Clairemont Mesa TOTAL		1,952,824	21,377	-	21,377	1,931,447	

College Area	1 FREEWAY	400,315	1,990	-	1,990	398,325
College Area	2 PRIME	18,474	106	-	106	18,368
College Area	3 MAJOR	204,009	1,214	-	1,214	202,795
College Area	4 COLLECTOR	12,357	56	-	56	12,301
College Area	5 LOCAL COLLECTOR	24,442	102	-	102	24,340
College Area	6 RURAL COLLECTOR	-	-	-	-	-
College Area	7 LOCAL ROAD	-	-	-	-	-
College Area	8 FREEWAY RAMP	-	-	-	-	-
College Area	9 LOCAL RAMP	29,661	243	-	243	29,418
College Area	10 ZONE CONNECTOR	33,209	264	-	264	32,945
College Area TOTAL		722,467	3,975	-	3,975	718,492
DEL MAR	1 FREEWAY	-	-	-	-	-
DEL MAR	2 PRIME	1,927	-	-	-	1,927
DEL MAR	3 MAJOR	32,749	69	-	69	32,680
DEL MAR	4 COLLECTOR	37,374	44	-	44	37,330
DEL MAR	5 LOCAL COLLECTOR	18,641	1	-	1	18,640
DEL MAR	6 RURAL COLLECTOR	-	-	-	-	-
DEL MAR	7 LOCAL ROAD	1,106	-	-	-	1,106
DEL MAR	8 FREEWAY RAMP	-	-	-	-	-
DEL MAR	9 LOCAL RAMP	-	-	-	-	-
DEL MAR	10 ZONE CONNECTOR	9,405	9	-	9	9,396
DEL MAR TOTAL		101,202	123	-	123	101,079
Del Mar Mesa	1 FREEWAY	-	-	-	-	-
Del Mar Mesa	2 PRIME	-	-	-	-	-
Del Mar Mesa	3 MAJOR	4,249	3	-	3	4,246
Del Mar Mesa	4 COLLECTOR	296	-	-	-	296
Del Mar Mesa	5 LOCAL COLLECTOR	5,027	3	-	3	5,024
Del Mar Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Del Mar Mesa	7 LOCAL ROAD	3,091	-	-	-	3,091
Del Mar Mesa	8 FREEWAY RAMP	-	-	-	-	-
Del Mar Mesa	9 LOCAL RAMP	-	-	-	-	-
Del Mar Mesa	10 ZONE CONNECTOR	11,281	12	-	12	11,269
Del Mar Mesa TOTAL		23,944	18	-	18	23,926
EL CAJON	1 FREEWAY	1,154,865	16,282	-	16,282	1,138,583
EL CAJON	2 PRIME	140,007	223	-	223	139,784
EL CAJON	3 MAJOR	497,321	1,487	-	1,487	495,834
EL CAJON	4 COLLECTOR	217,804	533	-	533	217,271
EL CAJON	5 LOCAL COLLECTOR	110,116	185	-	185	109,931
EL CAJON	6 RURAL COLLECTOR	-	-	-	-	-
EL CAJON	7 LOCAL ROAD	43,571	62	-	62	43,509
EL CAJON	8 FREEWAY RAMP	55,576	835	-	835	54,741
EL CAJON	9 LOCAL RAMP	97,050	1,019	-	1,019	96,031
EL CAJON	10 ZONE CONNECTOR	115,351	287	-	287	115,064
EL CAJON TOTAL		2,431,661	20,913	-	20,913	2,410,748

ENCANTO	1 FREEWAY	504,333	30,057	-	30,057	474,276
ENCANTO	2 PRIME	-	-	-	-	-
ENCANTO	3 MAJOR	153,988	24,080	-	24,080	129,908
ENCANTO	4 COLLECTOR	125,920	14,379	-	14,379	111,541
ENCANTO	5 LOCAL COLLECTOR	540	3	-	3	537
ENCANTO	6 RURAL COLLECTOR	-	-	-	-	-
ENCANTO	7 LOCAL ROAD	6,108	314	-	314	5,794
ENCANTO	8 FREEWAY RAMP	21,041	1,889	-	1,889	19,152
ENCANTO	9 LOCAL RAMP	23,872	4,709	-	4,709	19,163
ENCANTO	10 ZONE CONNECTOR	41,683	3,251	-	3,251	38,432
ENCANTO TOTAL		877,485	78,682	-	78,682	798,803
ENCINITAS	1 FREEWAY	1,576,670	9,933	-	9,933	1,566,737
ENCINITAS	2 PRIME	261,888	577	-	577	261,311
ENCINITAS	3 MAJOR	226,692	126	-	126	226,566
ENCINITAS	4 COLLECTOR	41,516	30	-	30	41,486
ENCINITAS	5 LOCAL COLLECTOR	241,831	225	-	225	241,606
ENCINITAS	6 RURAL COLLECTOR	-	-	-	-	-
ENCINITAS	7 LOCAL ROAD	73,306	44	-	44	73,262
ENCINITAS	8 FREEWAY RAMP	560	-	-	-	560
ENCINITAS	9 LOCAL RAMP	40,732	133	-	133	40,599
ENCINITAS	10 ZONE CONNECTOR	80,746	15	-	15	80,731
ENCINITAS TOTAL		2,543,941	11,083	-	11,083	2,532,858
ESCONDIDO	1 FREEWAY	1,446,257	6,695	-	6,695	1,439,562
ESCONDIDO	2 PRIME	200,080	291	-	291	199,789
ESCONDIDO	3 MAJOR	727,472	791	-	791	726,681
ESCONDIDO	4 COLLECTOR	470,806	140	-	140	470,666
ESCONDIDO	5 LOCAL COLLECTOR	232,166	136	-	136	232,030
ESCONDIDO	6 RURAL COLLECTOR	-	-	-	-	-
ESCONDIDO	7 LOCAL ROAD	10,802	8	-	8	10,794
ESCONDIDO	8 FREEWAY RAMP	107,491	374	-	374	107,117
ESCONDIDO	9 LOCAL RAMP	92,871	232	-	232	92,639
ESCONDIDO	10 ZONE CONNECTOR	170,978	24	-	24	170,954
ESCONDIDO TOTAL		3,458,923	8,691	-	8,691	3,450,232
East Elliott	1 FREEWAY	267,393	33	-	33	267,360
East Elliott	2 PRIME	-	-	-	-	-
East Elliott	3 MAJOR	11,491	8	-	8	11,483
East Elliott	4 COLLECTOR	-	-	-	-	-
East Elliott	5 LOCAL COLLECTOR	83	-	-	-	83
East Elliott	6 RURAL COLLECTOR	-	-	-	-	-
East Elliott	7 LOCAL ROAD	-	-	-	-	-
East Elliott	8 FREEWAY RAMP	2,344	3	-	3	2,341
East Elliott	9 LOCAL RAMP	4,815	5	-	5	4,810
East Elliott	10 ZONE CONNECTOR	3,661	12	-	12	3,649
East Elliott TOTAL		289,787	61	-	61	289,726

External	1 FREEWAY	64,135	160	-	160	63,975
External	2 PRIME	75,608	769	-	769	74,839
External	3 MAJOR	-	-	-	-	-
External	4 COLLECTOR	-	-	-	-	-
External	5 LOCAL COLLECTOR	4,144	-	-	-	4,144
External	6 RURAL COLLECTOR	-	-	-	-	-
External	7 LOCAL ROAD	-	-	-	-	-
External	8 FREEWAY RAMP	-	-	-	-	-
External	9 LOCAL RAMP	2,019	-	-	-	2,019
External	10 ZONE CONNECTOR	381,611	3,064	-	3,064	378,547
External TOTAL		527,517	3,993	-	3,993	523,524
Fairbanks Country Club	1 FREEWAY	-	-	-	-	-
Fairbanks Country Club	2 PRIME	-	-	-	-	-
Fairbanks Country Club	3 MAJOR	9,505	10	-	10	9,495
Fairbanks Country Club	4 COLLECTOR	15,582	39	-	39	15,543
Fairbanks Country Club	5 LOCAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	6 RURAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	7 LOCAL ROAD	-	-	-	-	-
Fairbanks Country Club	8 FREEWAY RAMP	-	-	-	-	-
Fairbanks Country Club	9 LOCAL RAMP	-	-	-	-	-
Fairbanks Country Club	10 ZONE CONNECTOR	2,806	2	-	2	2,804
Fairbanks Country Club TOTAL		27,893	51	-	51	27,842
Flower Hill	1 FREEWAY	23,216	161	-	161	23,055
Flower Hill	2 PRIME	-	-	-	-	-
Flower Hill	3 MAJOR	5,559	8	-	8	5,551
Flower Hill	4 COLLECTOR	801	-	-	-	801
Flower Hill	5 LOCAL COLLECTOR	-	-	-	-	-
Flower Hill	6 RURAL COLLECTOR	-	-	-	-	-
Flower Hill	7 LOCAL ROAD	-	-	-	-	-
Flower Hill	8 FREEWAY RAMP	-	-	-	-	-
Flower Hill	9 LOCAL RAMP	883	-	-	-	883
Flower Hill	10 ZONE CONNECTOR	2,469	2	-	2	2,467
Flower Hill TOTAL		32,928	171	-	171	32,757
Greater Golden Hill	1 FREEWAY	185,510	17,087	-	17,087	168,423
Greater Golden Hill	2 PRIME	-	-	-	-	-
Greater Golden Hill	3 MAJOR	5,053	1,492	-	1,492	3,561
Greater Golden Hill	4 COLLECTOR	2,465	515	-	515	1,950
Greater Golden Hill	5 LOCAL COLLECTOR	46,355	10,965	-	10,965	35,390
Greater Golden Hill	6 RURAL COLLECTOR	-	-	-	-	-
Greater Golden Hill	7 LOCAL ROAD	2,203	482	-	482	1,721
Greater Golden Hill	8 FREEWAY RAMP	35,233	3,619	-	3,619	31,614
Greater Golden Hill	9 LOCAL RAMP	19,792	3,073	-	3,073	16,719
Greater Golden Hill	10 ZONE CONNECTOR	6,798	1,147	-	1,147	5,651
Greater Golden Hill TOTAL		303,409	38,380	-	38,380	265,029

Greater North Park	1 FREEWAY	400,883	31,741	-	31,741	369,142
Greater North Park	2 PRIME	-	-	-	-	-
Greater North Park	3 MAJOR	78,251	1,607	-	1,607	76,644
Greater North Park	4 COLLECTOR	56,266	1,033	-	1,033	55,233
Greater North Park	5 LOCAL COLLECTOR	56,852	1,857	-	1,857	54,995
Greater North Park	6 RURAL COLLECTOR	-	-	-	-	-
Greater North Park	7 LOCAL ROAD	-	-	-	-	-
Greater North Park	8 FREEWAY RAMP	47,768	5,820	-	5,820	41,948
Greater North Park	9 LOCAL RAMP	10,237	362	-	362	9,875
Greater North Park	10 ZONE CONNECTOR	43,509	1,118	-	1,118	42,391
Greater North Park TOTAL		693,766	43,538	-	43,538	650,228
Harbor	1 FREEWAY	61,256	3,899	-	3,899	57,357
Harbor	2 PRIME	-	-	-	-	-
Harbor	3 MAJOR	-	-	-	-	-
Harbor	4 COLLECTOR	-	-	-	-	-
Harbor	5 LOCAL COLLECTOR	-	-	-	-	-
Harbor	6 RURAL COLLECTOR	-	-	-	-	-
Harbor	7 LOCAL ROAD	-	-	-	-	-
Harbor	8 FREEWAY RAMP	-	-	-	-	-
Harbor	9 LOCAL RAMP	-	-	-	-	-
Harbor	10 ZONE CONNECTOR	1,632	39	-	39	1,593
Harbor TOTAL		62,888	3,938	-	3,938	58,950
IMPERIAL BEACH	1 FREEWAY	-	-	-	-	-
IMPERIAL BEACH	2 PRIME	41,793	244	-	244	41,549
IMPERIAL BEACH	3 MAJOR	27,840	219	-	219	27,621
IMPERIAL BEACH	4 COLLECTOR	21,201	116	-	116	21,085
IMPERIAL BEACH	5 LOCAL COLLECTOR	15,418	82	-	82	15,336
IMPERIAL BEACH	6 RURAL COLLECTOR	-	-	-	-	-
IMPERIAL BEACH	7 LOCAL ROAD	7,030	44	-	44	6,986
IMPERIAL BEACH	8 FREEWAY RAMP	-	-	-	-	-
IMPERIAL BEACH	9 LOCAL RAMP	-	-	-	-	-
IMPERIAL BEACH	10 ZONE CONNECTOR	18,354	109	-	109	18,245
IMPERIAL BEACH TOTAL		131,636	814	-	814	130,822
Kearny Mesa	1 FREEWAY	1,609,216	26,933	-	26,933	1,582,283
Kearny Mesa	2 PRIME	195,780	988	-	988	194,792
Kearny Mesa	3 MAJOR	255,812	959	-	959	254,853
Kearny Mesa	4 COLLECTOR	89,595	333	-	333	89,262
Kearny Mesa	5 LOCAL COLLECTOR	35,880	275	-	275	35,605
Kearny Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Kearny Mesa	7 LOCAL ROAD	11,461	131	-	131	11,330
Kearny Mesa	8 FREEWAY RAMP	85,101	763	-	763	84,338
Kearny Mesa	9 LOCAL RAMP	131,726	1,635	-	1,635	130,091
Kearny Mesa	10 ZONE CONNECTOR	83,034	553	-	553	82,481
Kearny Mesa TOTAL		2,497,605	32,570	-	32,570	2,465,035

LA MESA	1 FREEWAY	1,272,567	18,042	-	18,042	1,254,525
LA MESA	2 PRIME	51,917	209	-	209	51,708
LA MESA	3 MAJOR	250,691	2,141	-	2,141	248,550
LA MESA	4 COLLECTOR	34,989	296	-	296	34,693
LA MESA	5 LOCAL COLLECTOR	170,270	1,160	-	1,160	169,110
LA MESA	6 RURAL COLLECTOR	6	-	-	-	6
LA MESA	7 LOCAL ROAD	21,411	186	-	186	21,225
LA MESA	8 FREEWAY RAMP	144,812	3,623	-	3,623	141,189
LA MESA	9 LOCAL RAMP	80,259	609	-	609	79,650
LA MESA	10 ZONE CONNECTOR	64,352	324	-	324	64,028
LA MESA TOTAL		2,091,274	26,590	-	26,590	2,064,684
LEMON GROVE	1 FREEWAY	609,436	38,613	-	38,613	570,823
LEMON GROVE	2 PRIME	-	-	-	-	-
LEMON GROVE	3 MAJOR	81,869	1,175	-	1,175	80,694
LEMON GROVE	4 COLLECTOR	81,665	520	-	520	81,145
LEMON GROVE	5 LOCAL COLLECTOR	49,614	575	-	575	49,039
LEMON GROVE	6 RURAL COLLECTOR	-	-	-	-	-
LEMON GROVE	7 LOCAL ROAD	1,721	24	-	24	1,697
LEMON GROVE	8 FREEWAY RAMP	75,224	1,314	-	1,314	73,910
LEMON GROVE	9 LOCAL RAMP	20,021	956	-	956	19,065
LEMON GROVE	10 ZONE CONNECTOR	24,715	304	-	304	24,411
LEMON GROVE TOTAL		944,265	43,481	-	43,481	900,784
La Jolla	1 FREEWAY	226,162	2,506	-	2,506	223,656
La Jolla	2 PRIME	81,030	609	-	609	80,421
La Jolla	3 MAJOR	217,026	649	-	649	216,377
La Jolla	4 COLLECTOR	-	-	-	-	-
La Jolla	5 LOCAL COLLECTOR	176,224	325	-	325	175,899
La Jolla	6 RURAL COLLECTOR	-	-	-	-	-
La Jolla	7 LOCAL ROAD	4,052	12	-	12	4,040
La Jolla	8 FREEWAY RAMP	12,851	60	-	60	12,791
La Jolla	9 LOCAL RAMP	18,110	166	-	166	17,944
La Jolla	10 ZONE CONNECTOR	37,882	70	-	70	37,812
La Jolla TOTAL		773,337	4,397	-	4,397	768,940
Linda Vista	1 FREEWAY	344,979	3,259	-	3,259	341,720
Linda Vista	2 PRIME	14,173	110	-	110	14,063
Linda Vista	3 MAJOR	226,156	1,334	-	1,334	224,822
Linda Vista	4 COLLECTOR	12,881	71	-	71	12,810
Linda Vista	5 LOCAL COLLECTOR	26,654	98	-	98	26,556
Linda Vista	6 RURAL COLLECTOR	-	-	-	-	-
Linda Vista	7 LOCAL ROAD	2,468	14	-	14	2,454
Linda Vista	8 FREEWAY RAMP	7,214	101	-	101	7,113
Linda Vista	9 LOCAL RAMP	25,725	253	-	253	25,472
Linda Vista	10 ZONE CONNECTOR	38,001	305	-	305	37,696
Linda Vista TOTAL		698,251	5,545	-	5,545	692,706

Lindbergh Field	1 FREEWAY	-	-	-	-	-
Lindbergh Field	2 PRIME	88,362	2,661	-	2,661	85,701
Lindbergh Field	3 MAJOR	14,677	214	-	214	14,463
Lindbergh Field	4 COLLECTOR	10,599	212	-	212	10,387
Lindbergh Field	5 LOCAL COLLECTOR	434	2	-	2	432
Lindbergh Field	6 RURAL COLLECTOR	-	-	-	-	-
Lindbergh Field	7 LOCAL ROAD	12,593	306	-	306	12,287
Lindbergh Field	8 FREEWAY RAMP	-	-	-	-	-
Lindbergh Field	9 LOCAL RAMP	2,193	45	-	45	2,148
Lindbergh Field	10 ZONE CONNECTOR	34,974	534	-	534	34,440
Lindbergh Field TOTAL		163,832	3,974	-	3,974	159,858
Los Penasquitos Canyon Pre:	1 FREEWAY	18,385	161	-	161	18,224
Los Penasquitos Canyon Pre:	2 PRIME	1,868	3	-	3	1,865
Los Penasquitos Canyon Pre:	3 MAJOR	1,167	-	-	-	1,167
Los Penasquitos Canyon Pre:	4 COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pre:	5 LOCAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pre:	6 RURAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pre:	7 LOCAL ROAD	-	-	-	-	-
Los Penasquitos Canyon Pre:	8 FREEWAY RAMP	-	-	-	-	-
Los Penasquitos Canyon Pre:	9 LOCAL RAMP	-	-	-	-	-
Los Penasquitos Canyon Pre:	10 ZONE CONNECTOR	-	-	-	-	-
Los Penasquitos Canyon Preserve TOTAL		21,420	164	-	164	21,256
Mid-City:City Heights	1 FREEWAY	1,044,233	87,118	-	87,118	957,115
Mid-City:City Heights	2 PRIME	-	-	-	-	-
Mid-City:City Heights	3 MAJOR	90,612	4,928	-	4,928	85,684
Mid-City:City Heights	4 COLLECTOR	69,810	3,609	-	3,609	66,201
Mid-City:City Heights	5 LOCAL COLLECTOR	48,844	2,460	-	2,460	46,384
Mid-City:City Heights	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:City Heights	7 LOCAL ROAD	-	-	-	-	-
Mid-City:City Heights	8 FREEWAY RAMP	164,116	11,910	-	11,910	152,206
Mid-City:City Heights	9 LOCAL RAMP	32,132	2,730	-	2,730	29,402
Mid-City:City Heights	10 ZONE CONNECTOR	40,551	1,582	-	1,582	38,969
Mid-City:City Heights TOTAL		1,490,298	114,337	-	114,337	1,375,961
Mid-City:Eastern Area	1 FREEWAY	329,140	28,812	-	28,812	300,328
Mid-City:Eastern Area	2 PRIME	-	-	-	-	-
Mid-City:Eastern Area	3 MAJOR	177,345	3,456	-	3,456	173,889
Mid-City:Eastern Area	4 COLLECTOR	17,589	2,159	-	2,159	15,430
Mid-City:Eastern Area	5 LOCAL COLLECTOR	53,800	2,321	-	2,321	51,479
Mid-City:Eastern Area	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Eastern Area	7 LOCAL ROAD	4,381	952	-	952	3,429
Mid-City:Eastern Area	8 FREEWAY RAMP	31	-	-	-	31
Mid-City:Eastern Area	9 LOCAL RAMP	10,081	353	-	353	9,728
Mid-City:Eastern Area	10 ZONE CONNECTOR	38,498	813	-	813	37,685
Mid-City:Eastern Area TOTAL		630,865	38,866	-	38,866	591,999

Mid-City:Kensington-Talmadg	1 FREEWAY	218,610	15,743	-	15,743	202,867
Mid-City:Kensington-Talmadg	2 PRIME	50,205	40	-	40	50,165
Mid-City:Kensington-Talmadg	3 MAJOR	43,145	1,534	-	1,534	41,611
Mid-City:Kensington-Talmadg	4 COLLECTOR	11,433	231	-	231	11,202
Mid-City:Kensington-Talmadg	5 LOCAL COLLECTOR	26,837	261	-	261	26,576
Mid-City:Kensington-Talmadg	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Kensington-Talmadg	7 LOCAL ROAD	558	20	-	20	538
Mid-City:Kensington-Talmadg	8 FREEWAY RAMP	7,452	574	-	574	6,878
Mid-City:Kensington-Talmadg	9 LOCAL RAMP	13,434	189	-	189	13,245
Mid-City:Kensington-Talmadg	10 ZONE CONNECTOR	11,537	215	-	215	11,322
Mid-City:Kensington-Talmadge TOTAL		383,211	18,807	-	18,807	364,404
Mid-City:Normal Heights	1 FREEWAY	243,533	14,242	-	14,242	229,291
Mid-City:Normal Heights	2 PRIME	-	-	-	-	-
Mid-City:Normal Heights	3 MAJOR	13,825	282	-	282	13,543
Mid-City:Normal Heights	4 COLLECTOR	8,733	37	-	37	8,696
Mid-City:Normal Heights	5 LOCAL COLLECTOR	24,978	480	-	480	24,498
Mid-City:Normal Heights	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Normal Heights	7 LOCAL ROAD	3,913	74	-	74	3,839
Mid-City:Normal Heights	8 FREEWAY RAMP	5,894	266	-	266	5,628
Mid-City:Normal Heights	9 LOCAL RAMP	6,987	53	-	53	6,934
Mid-City:Normal Heights	10 ZONE CONNECTOR	8,473	160	-	160	8,313
Mid-City:Normal Heights TOTAL		316,336	15,594	-	15,594	300,742
Midway-Pacific Highway	1 FREEWAY	399,634	15,762	-	15,762	383,872
Midway-Pacific Highway	2 PRIME	107,514	2,158	-	2,158	105,356
Midway-Pacific Highway	3 MAJOR	175,099	2,548	-	2,548	172,551
Midway-Pacific Highway	4 COLLECTOR	15,930	100	-	100	15,830
Midway-Pacific Highway	5 LOCAL COLLECTOR	13,397	209	-	209	13,188
Midway-Pacific Highway	6 RURAL COLLECTOR	-	-	-	-	-
Midway-Pacific Highway	7 LOCAL ROAD	695	34	-	34	661
Midway-Pacific Highway	8 FREEWAY RAMP	20,319	974	-	974	19,345
Midway-Pacific Highway	9 LOCAL RAMP	98,759	3,417	-	3,417	95,342
Midway-Pacific Highway	10 ZONE CONNECTOR	23,147	186	-	186	22,961
Midway-Pacific Highway TOTAL		854,494	25,388	-	25,388	829,106
Mira Mesa	1 FREEWAY	738,803	8,058	-	8,058	730,745
Mira Mesa	2 PRIME	602,019	1,467	-	1,467	600,552
Mira Mesa	3 MAJOR	501,317	934	-	934	500,383
Mira Mesa	4 COLLECTOR	116,735	505	-	505	116,230
Mira Mesa	5 LOCAL COLLECTOR	118,899	266	-	266	118,633
Mira Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Mira Mesa	7 LOCAL ROAD	68,149	224	-	224	67,925
Mira Mesa	8 FREEWAY RAMP	362	3	-	3	359
Mira Mesa	9 LOCAL RAMP	44,402	345	-	345	44,057
Mira Mesa	10 ZONE CONNECTOR	129,768	291	-	291	129,477
Mira Mesa TOTAL		2,320,454	12,093	-	12,093	2,308,361

Miramar Air Station	1 FREEWAY	2,375,760	25,263	-	25,263	2,350,497
Miramar Air Station	2 PRIME	-	-	-	-	-
Miramar Air Station	3 MAJOR	144,953	600	-	600	144,353
Miramar Air Station	4 COLLECTOR	-	-	-	-	-
Miramar Air Station	5 LOCAL COLLECTOR	-	-	-	-	-
Miramar Air Station	6 RURAL COLLECTOR	-	-	-	-	-
Miramar Air Station	7 LOCAL ROAD	-	-	-	-	-
Miramar Air Station	8 FREEWAY RAMP	85,744	68	-	68	85,676
Miramar Air Station	9 LOCAL RAMP	64,481	498	-	498	63,983
Miramar Air Station	10 ZONE CONNECTOR	35,759	304	-	304	35,455
Miramar Air Station TOTAL		2,706,697	26,733	-	26,733	2,679,964
Miramar Ranch North	1 FREEWAY	297,352	3,158	-	3,158	294,194
Miramar Ranch North	2 PRIME	51,499	298	-	298	51,201
Miramar Ranch North	3 MAJOR	48,423	295	-	295	48,128
Miramar Ranch North	4 COLLECTOR	51,999	99	-	99	51,900
Miramar Ranch North	5 LOCAL COLLECTOR	11,000	24	-	24	10,976
Miramar Ranch North	6 RURAL COLLECTOR	-	-	-	-	-
Miramar Ranch North	7 LOCAL ROAD	-	-	-	-	-
Miramar Ranch North	8 FREEWAY RAMP	-	-	-	-	-
Miramar Ranch North	9 LOCAL RAMP	13,906	133	-	133	13,773
Miramar Ranch North	10 ZONE CONNECTOR	17,019	39	-	39	16,980
Miramar Ranch North TOTAL		491,198	4,046	-	4,046	487,152
Mission Bay Park	1 FREEWAY	268,486	5,656	-	5,656	262,830
Mission Bay Park	2 PRIME	145,986	880	-	880	145,106
Mission Bay Park	3 MAJOR	139,200	1,335	-	1,335	137,865
Mission Bay Park	4 COLLECTOR	131	-	-	-	131
Mission Bay Park	5 LOCAL COLLECTOR	27,526	55	-	55	27,471
Mission Bay Park	6 RURAL COLLECTOR	-	-	-	-	-
Mission Bay Park	7 LOCAL ROAD	-	-	-	-	-
Mission Bay Park	8 FREEWAY RAMP	8,629	2	-	2	8,627
Mission Bay Park	9 LOCAL RAMP	33,323	253	-	253	33,070
Mission Bay Park	10 ZONE CONNECTOR	26,350	172	-	172	26,178
Mission Bay Park TOTAL		649,631	8,353	-	8,353	641,278
Mission Beach	1 FREEWAY	-	-	-	-	-
Mission Beach	2 PRIME	-	-	-	-	-
Mission Beach	3 MAJOR	38,728	271	-	271	38,457
Mission Beach	4 COLLECTOR	9,914	69	-	69	9,845
Mission Beach	5 LOCAL COLLECTOR	-	-	-	-	-
Mission Beach	6 RURAL COLLECTOR	-	-	-	-	-
Mission Beach	7 LOCAL ROAD	-	-	-	-	-
Mission Beach	8 FREEWAY RAMP	-	-	-	-	-
Mission Beach	9 LOCAL RAMP	-	-	-	-	-
Mission Beach	10 ZONE CONNECTOR	1,703	6	-	6	1,697
Mission Beach TOTAL		50,345	346	-	346	49,999

Mission Valley	1 FREEWAY	1,908,604	29,456	-	29,456	1,879,148
Mission Valley	2 PRIME	150,994	704	-	704	150,290
Mission Valley	3 MAJOR	308,006	2,567	-	2,567	305,439
Mission Valley	4 COLLECTOR	222,571	2,739	-	2,739	219,832
Mission Valley	5 LOCAL COLLECTOR	11,785	95	-	95	11,690
Mission Valley	6 RURAL COLLECTOR	-	-	-	-	-
Mission Valley	7 LOCAL ROAD	3,515	35	-	35	3,480
Mission Valley	8 FREEWAY RAMP	315,332	3,951	-	3,951	311,381
Mission Valley	9 LOCAL RAMP	219,786	3,946	-	3,946	215,840
Mission Valley	10 ZONE CONNECTOR	84,934	742	-	742	84,192
Mission Valley TOTAL		3,225,527	44,235	-	44,235	3,181,292
NATIONAL CITY	1 FREEWAY	1,311,531	63,331	-	63,331	1,248,200
NATIONAL CITY	2 PRIME	58,122	2,714	-	2,714	55,408
NATIONAL CITY	3 MAJOR	218,438	14,519	-	14,519	203,919
NATIONAL CITY	4 COLLECTOR	173,150	16,053	-	16,053	157,097
NATIONAL CITY	5 LOCAL COLLECTOR	5,676	99	-	99	5,577
NATIONAL CITY	6 RURAL COLLECTOR	-	-	-	-	-
NATIONAL CITY	7 LOCAL ROAD	7,485	431	-	431	7,054
NATIONAL CITY	8 FREEWAY RAMP	92,566	3,525	-	3,525	89,041
NATIONAL CITY	9 LOCAL RAMP	54,223	6,424	-	6,424	47,799
NATIONAL CITY	10 ZONE CONNECTOR	51,425	2,667	-	2,667	48,758
NATIONAL CITY TOTAL		1,972,616	109,763	-	109,763	1,862,853
NCFUA Reserve	1 FREEWAY	-	-	-	-	-
NCFUA Reserve	2 PRIME	-	-	-	-	-
NCFUA Reserve	3 MAJOR	7,155	9	-	9	7,146
NCFUA Reserve	4 COLLECTOR	-	-	-	-	-
NCFUA Reserve	5 LOCAL COLLECTOR	584	-	-	-	584
NCFUA Reserve	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Reserve	7 LOCAL ROAD	-	-	-	-	-
NCFUA Reserve	8 FREEWAY RAMP	-	-	-	-	-
NCFUA Reserve	9 LOCAL RAMP	-	-	-	-	-
NCFUA Reserve	10 ZONE CONNECTOR	30	-	-	-	30
NCFUA Reserve TOTAL		7,769	9	-	9	7,760
NCFUA Subarea 2	1 FREEWAY	247,887	1,743	-	1,743	246,144
NCFUA Subarea 2	2 PRIME	-	-	-	-	-
NCFUA Subarea 2	3 MAJOR	38,345	56	-	56	38,289
NCFUA Subarea 2	4 COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	5 LOCAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	7 LOCAL ROAD	-	-	-	-	-
NCFUA Subarea 2	8 FREEWAY RAMP	56	-	-	-	56
NCFUA Subarea 2	9 LOCAL RAMP	5,810	27	-	27	5,783
NCFUA Subarea 2	10 ZONE CONNECTOR	763	-	-	-	763
NCFUA Subarea 2 TOTAL		292,861	1,826	-	1,826	291,035

Navajo	1 FREEWAY	412,150	1,796	-	1,796	410,354
Navajo	2 PRIME	85,131	1,043	-	1,043	84,088
Navajo	3 MAJOR	382,701	2,035	-	2,035	380,666
Navajo	4 COLLECTOR	7,136	5	-	5	7,131
Navajo	5 LOCAL COLLECTOR	77,201	547	-	547	76,654
Navajo	6 RURAL COLLECTOR	-	-	-	-	-
Navajo	7 LOCAL ROAD	12,903	107	-	107	12,796
Navajo	8 FREEWAY RAMP	-	-	-	-	-
Navajo	9 LOCAL RAMP	29,094	271	-	271	28,823
Navajo	10 ZONE CONNECTOR	68,252	455	-	455	67,797
Navajo TOTAL		1,074,568	6,259	-	6,259	1,068,309
OCEANSIDE	1 FREEWAY	1,321,298	2,940	-	2,940	1,318,358
OCEANSIDE	2 PRIME	682,966	117	-	117	682,849
OCEANSIDE	3 MAJOR	880,852	261	-	261	880,591
OCEANSIDE	4 COLLECTOR	431,733	72	-	72	431,661
OCEANSIDE	5 LOCAL COLLECTOR	363,213	34	-	34	363,179
OCEANSIDE	6 RURAL COLLECTOR	-	-	-	-	-
OCEANSIDE	7 LOCAL ROAD	7,505	-	-	-	7,505
OCEANSIDE	8 FREEWAY RAMP	59,953	65	-	65	59,888
OCEANSIDE	9 LOCAL RAMP	70,772	53	-	53	70,719
OCEANSIDE	10 ZONE CONNECTOR	231,389	8	-	8	231,381
OCEANSIDE TOTAL		4,049,681	3,550	-	3,550	4,046,131
Ocean Beach	1 FREEWAY	35,667	627	-	627	35,040
Ocean Beach	2 PRIME	22,172	150	-	150	22,022
Ocean Beach	3 MAJOR	37,731	371	-	371	37,360
Ocean Beach	4 COLLECTOR	20,191	171	-	171	20,020
Ocean Beach	5 LOCAL COLLECTOR	9,773	40	-	40	9,733
Ocean Beach	6 RURAL COLLECTOR	-	-	-	-	-
Ocean Beach	7 LOCAL ROAD	2,408	15	-	15	2,393
Ocean Beach	8 FREEWAY RAMP	-	-	-	-	-
Ocean Beach	9 LOCAL RAMP	2,374	40	-	40	2,334
Ocean Beach	10 ZONE CONNECTOR	6,150	19	-	19	6,131
Ocean Beach TOTAL		136,466	1,433	-	1,433	135,033
Old San Diego	1 FREEWAY	142,394	4,246	-	4,246	138,148
Old San Diego	2 PRIME	2,372	17	-	17	2,355
Old San Diego	3 MAJOR	17,445	50	-	50	17,395
Old San Diego	4 COLLECTOR	15,854	133	-	133	15,721
Old San Diego	5 LOCAL COLLECTOR	15,066	137	-	137	14,929
Old San Diego	6 RURAL COLLECTOR	-	-	-	-	-
Old San Diego	7 LOCAL ROAD	-	-	-	-	-
Old San Diego	8 FREEWAY RAMP	32,383	967	-	967	31,416
Old San Diego	9 LOCAL RAMP	22,649	181	-	181	22,468
Old San Diego	10 ZONE CONNECTOR	5,714	56	-	56	5,658
Old San Diego TOTAL		253,877	5,787	-	5,787	248,090

Otay Mesa	1 FREEWAY	808,420	10,179	-	10,179	798,241
Otay Mesa	2 PRIME	240,014	631	-	631	239,383
Otay Mesa	3 MAJOR	245,739	961	-	961	244,778
Otay Mesa	4 COLLECTOR	110,746	182	-	182	110,564
Otay Mesa	5 LOCAL COLLECTOR	36,915	124	-	124	36,791
Otay Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Otay Mesa	7 LOCAL ROAD	16,870	105	-	105	16,765
Otay Mesa	8 FREEWAY RAMP	52,817	668	-	668	52,149
Otay Mesa	9 LOCAL RAMP	55,577	482	-	482	55,095
Otay Mesa	10 ZONE CONNECTOR	81,444	357	-	357	81,087
Otay Mesa TOTAL		1,648,542	13,689	-	13,689	1,634,853
Otay Mesa-Nestor	1 FREEWAY	544,722	11,319	-	11,319	533,403
Otay Mesa-Nestor	2 PRIME	60,326	659	-	659	59,667
Otay Mesa-Nestor	3 MAJOR	174,431	962	-	962	173,469
Otay Mesa-Nestor	4 COLLECTOR	24,016	160	-	160	23,856
Otay Mesa-Nestor	5 LOCAL COLLECTOR	81,831	318	-	318	81,513
Otay Mesa-Nestor	6 RURAL COLLECTOR	-	-	-	-	-
Otay Mesa-Nestor	7 LOCAL ROAD	3,919	3	-	3	3,916
Otay Mesa-Nestor	8 FREEWAY RAMP	65,272	1,218	-	1,218	64,054
Otay Mesa-Nestor	9 LOCAL RAMP	50,075	914	-	914	49,161
Otay Mesa-Nestor	10 ZONE CONNECTOR	49,020	290	-	290	48,730
Otay Mesa-Nestor TOTAL		1,053,612	15,843	-	15,843	1,037,769
POWAY	1 FREEWAY	-	-	-	-	-
POWAY	2 PRIME	304,819	472	-	472	304,347
POWAY	3 MAJOR	524,083	1,036	-	1,036	523,047
POWAY	4 COLLECTOR	164,383	30	-	30	164,353
POWAY	5 LOCAL COLLECTOR	66,383	24	-	24	66,359
POWAY	6 RURAL COLLECTOR	-	-	-	-	-
POWAY	7 LOCAL ROAD	133,190	155	-	155	133,035
POWAY	8 FREEWAY RAMP	-	-	-	-	-
POWAY	9 LOCAL RAMP	-	-	-	-	-
POWAY	10 ZONE CONNECTOR	106,367	109	-	109	106,258
POWAY TOTAL		1,299,225	1,826	-	1,826	1,297,399
Pacific Beach	1 FREEWAY	183,885	2,642	-	2,642	181,243
Pacific Beach	2 PRIME	-	-	-	-	-
Pacific Beach	3 MAJOR	256,915	1,709	-	1,709	255,206
Pacific Beach	4 COLLECTOR	16,411	61	-	61	16,350
Pacific Beach	5 LOCAL COLLECTOR	88,359	317	-	317	88,042
Pacific Beach	6 RURAL COLLECTOR	-	-	-	-	-
Pacific Beach	7 LOCAL ROAD	833	1	-	1	832
Pacific Beach	8 FREEWAY RAMP	-	-	-	-	-
Pacific Beach	9 LOCAL RAMP	14,288	189	-	189	14,099
Pacific Beach	10 ZONE CONNECTOR	31,183	83	-	83	31,100
Pacific Beach TOTAL		591,874	5,002	-	5,002	586,872

Pacific Highlands Ranch	1 FREEWAY	250,078	47	-	47	250,031
Pacific Highlands Ranch	2 PRIME	12,349	3	-	3	12,346
Pacific Highlands Ranch	3 MAJOR	48,918	91	-	91	48,827
Pacific Highlands Ranch	4 COLLECTOR	916	-	-	-	916
Pacific Highlands Ranch	5 LOCAL COLLECTOR	-	-	-	-	-
Pacific Highlands Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Pacific Highlands Ranch	7 LOCAL ROAD	1,553	2	-	2	1,551
Pacific Highlands Ranch	8 FREEWAY RAMP	-	-	-	-	-
Pacific Highlands Ranch	9 LOCAL RAMP	11,598	41	-	41	11,557
Pacific Highlands Ranch	10 ZONE CONNECTOR	19,753	26	-	26	19,727
Pacific Highlands Ranch TOTAL		345,165	210	-	210	344,955
Peninsula	1 FREEWAY	14,828	261	-	261	14,567
Peninsula	2 PRIME	83,558	593	-	593	82,965
Peninsula	3 MAJOR	162,386	1,883	-	1,883	160,503
Peninsula	4 COLLECTOR	39,030	358	-	358	38,672
Peninsula	5 LOCAL COLLECTOR	79,073	580	-	580	78,493
Peninsula	6 RURAL COLLECTOR	-	-	-	-	-
Peninsula	7 LOCAL ROAD	8,881	63	-	63	8,818
Peninsula	8 FREEWAY RAMP	-	-	-	-	-
Peninsula	9 LOCAL RAMP	10,314	197	-	197	10,117
Peninsula	10 ZONE CONNECTOR	53,630	500	-	500	53,130
Peninsula TOTAL		451,700	4,435	-	4,435	447,265
Rancho Bernardo	1 FREEWAY	1,365,080	8,779	-	8,779	1,356,301
Rancho Bernardo	2 PRIME	95,871	225	-	225	95,646
Rancho Bernardo	3 MAJOR	351,326	340	-	340	350,986
Rancho Bernardo	4 COLLECTOR	38,950	29	-	29	38,921
Rancho Bernardo	5 LOCAL COLLECTOR	52,172	42	-	42	52,130
Rancho Bernardo	6 RURAL COLLECTOR	-	-	-	-	-
Rancho Bernardo	7 LOCAL ROAD	140	-	-	-	140
Rancho Bernardo	8 FREEWAY RAMP	203	-	-	-	203
Rancho Bernardo	9 LOCAL RAMP	50,180	151	-	151	50,029
Rancho Bernardo	10 ZONE CONNECTOR	72,364	66	-	66	72,298
Rancho Bernardo TOTAL		2,026,286	9,632	-	9,632	2,016,654
Rancho Encantada	1 FREEWAY	-	-	-	-	-
Rancho Encantada	2 PRIME	-	-	-	-	-
Rancho Encantada	3 MAJOR	6,119	17	-	17	6,102
Rancho Encantada	4 COLLECTOR	-	-	-	-	-
Rancho Encantada	5 LOCAL COLLECTOR	-	-	-	-	-
Rancho Encantada	6 RURAL COLLECTOR	-	-	-	-	-
Rancho Encantada	7 LOCAL ROAD	-	-	-	-	-
Rancho Encantada	8 FREEWAY RAMP	-	-	-	-	-
Rancho Encantada	9 LOCAL RAMP	-	-	-	-	-
Rancho Encantada	10 ZONE CONNECTOR	8,177	20	-	20	8,157
Rancho Encantada TOTAL		14,296	37	-	37	14,259

Rancho Penasquitos	1 FREEWAY	880,737	5,738	-	5,738	874,999	
Rancho Penasquitos	2 PRIME	24,461	32	-	32	24,429	
Rancho Penasquitos	3 MAJOR	234,831	475	-	475	234,356	
Rancho Penasquitos	4 COLLECTOR	22,604	31	-	31	22,573	
Rancho Penasquitos	5 LOCAL COLLECTOR	20,430	18	-	18	20,412	
Rancho Penasquitos	6 RURAL COLLECTOR	-	-	-	-	-	
Rancho Penasquitos	7 LOCAL ROAD	5,472	3	-	3	5,469	
Rancho Penasquitos	8 FREEWAY RAMP	15,200	34	-	34	15,166	
Rancho Penasquitos	9 LOCAL RAMP	45,328	250	-	250	45,078	
Rancho Penasquitos	10 ZONE CONNECTOR	47,424	60	-	60	47,364	
Rancho Penasquitos TOTAL		1,296,487	6,641	-	6,641	1,289,846	
SAN MARCOS	1 FREEWAY	1,155,144	1,758	-	1,758	1,153,386	
SAN MARCOS	2 PRIME	339,419	78	-	78	339,341	
SAN MARCOS	3 MAJOR	509,713	57	-	57	509,656	
SAN MARCOS	4 COLLECTOR	350,262	57	-	57	350,205	
SAN MARCOS	5 LOCAL COLLECTOR	4,087	-	-	-	4,087	
SAN MARCOS	6 RURAL COLLECTOR	-	-	-	-	-	
SAN MARCOS	7 LOCAL ROAD	42,908	14	-	14	42,894	
SAN MARCOS	8 FREEWAY RAMP	168	-	-	-	168	
SAN MARCOS	9 LOCAL RAMP	63,770	61	-	61	63,709	
SAN MARCOS	10 ZONE CONNECTOR	154,331	13	-	13	154,318	
SAN MARCOS TOTAL		2,619,802	2,038	-	2,038	2,617,764	
SANTEE	1 FREEWAY	621,727	3,321	-	3,321	618,406	
SANTEE	2 PRIME	73,324	404	-	404	72,920	
SANTEE	3 MAJOR	316,191	999	-	999	315,192	
SANTEE	4 COLLECTOR	66,954	103	-	103	66,851	
SANTEE	5 LOCAL COLLECTOR	88,112	265	-	265	87,847	
SANTEE	6 RURAL COLLECTOR	-	-	-	-	-	
SANTEE	7 LOCAL ROAD	2,247	34	-	34	2,213	
SANTEE	8 FREEWAY RAMP	64,997	100	-	100	64,897	
SANTEE	9 LOCAL RAMP	24,636	104	-	104	24,532	
SANTEE	10 ZONE CONNECTOR	81,887	200	-	200	81,687	
SANTEE TOTAL		1,340,075	5,530	-	5,530	1,334,545	
SOLANA BEACH	1 FREEWAY	561,056	3,734	-	3,734	557,322	
SOLANA BEACH	2 PRIME	-	-	-	-	-	
SOLANA BEACH	3 MAJOR	70,851	70	-	70	70,781	
SOLANA BEACH	4 COLLECTOR	23,107	26	-	26	23,081	
SOLANA BEACH	5 LOCAL COLLECTOR	23,628	18	-	18	23,610	
SOLANA BEACH	6 RURAL COLLECTOR	-	-	-	-	-	
SOLANA BEACH	7 LOCAL ROAD	515	-	-	-	515	
SOLANA BEACH	8 FREEWAY RAMP	111	-	-	-	111	
SOLANA BEACH	9 LOCAL RAMP	11,003	20	-	20	10,983	
SOLANA BEACH	10 ZONE CONNECTOR	21,582	15	-	15	21,567	
SOLANA BEACH TOTAL		711,853	3,883	-	3,883	707,970	-

SOUTHEASTERN SAN DIEG	1 FREEWAY	1,030,259	84,146	14,166	69,980	946,113	
SOUTHEASTERN SAN DIEG	2 PRIME	-	-	-	-	-	
SOUTHEASTERN SAN DIEG	3 MAJOR	52,913	42,801	7,206	35,595	10,112	
SOUTHEASTERN SAN DIEG	4 COLLECTOR	156,866	131,137	22,078	109,059	25,729	
SOUTHEASTERN SAN DIEG	5 LOCAL COLLECTOR	2,207	1,442	243	1,199	765	
SOUTHEASTERN SAN DIEG	6 RURAL COLLECTOR	-	-	-	-	-	
SOUTHEASTERN SAN DIEG	7 LOCAL ROAD	21,435	16,722	2,815	13,907	4,713	
SOUTHEASTERN SAN DIEG	8 FREEWAY RAMP	135,470	16,729	2,816	13,913	118,741	
SOUTHEASTERN SAN DIEG	9 LOCAL RAMP	77,509	29,393	4,948	24,445	48,116	
SOUTHEASTERN SAN DIEG	10 ZONE CONNECTOR	33,879	33,880	5,704	28,176	(1)	
SOUTHEASTERN SAN DIEG	11 INTA-ZONAL						1,057
SOUTHEASTERN SAN DIEGO TOTAL		1,510,538	356,250	59,976	296,274	1,154,288	1,057
Sabre Springs	1 FREEWAY	178,308	1,722	-	1,722	176,586	
Sabre Springs	2 PRIME	30,033	135	-	135	29,898	
Sabre Springs	3 MAJOR	73,993	363	-	363	73,630	
Sabre Springs	4 COLLECTOR	16,306	12	-	12	16,294	
Sabre Springs	5 LOCAL COLLECTOR	37,440	21	-	21	37,419	
Sabre Springs	6 RURAL COLLECTOR	-	-	-	-	-	
Sabre Springs	7 LOCAL ROAD	1,184	3	-	3	1,181	
Sabre Springs	8 FREEWAY RAMP	696	8	-	8	688	
Sabre Springs	9 LOCAL RAMP	12,321	99	-	99	12,222	
Sabre Springs	10 ZONE CONNECTOR	6,350	4	-	4	6,346	
Sabre Springs TOTAL		356,631	2,367	-	2,367	354,264	
San Pasqual	1 FREEWAY	215,359	1,150	-	1,150	214,209	
San Pasqual	2 PRIME	-	-	-	-	-	
San Pasqual	3 MAJOR	155,005	22	-	22	154,983	
San Pasqual	4 COLLECTOR	21,672	42	-	42	21,630	
San Pasqual	5 LOCAL COLLECTOR	70,097	34	-	34	70,063	
San Pasqual	6 RURAL COLLECTOR	813	-	-	-	813	
San Pasqual	7 LOCAL ROAD	-	-	-	-	-	
San Pasqual	8 FREEWAY RAMP	-	-	-	-	-	
San Pasqual	9 LOCAL RAMP	6,249	14	-	14	6,235	
San Pasqual	10 ZONE CONNECTOR	5,696	6	-	6	5,690	
San Pasqual TOTAL		474,891	1,268	-	1,268	473,623	
San Ysidro	1 FREEWAY	390,472	5,147	-	5,147	385,325	
San Ysidro	2 PRIME	-	-	-	-	-	
San Ysidro	3 MAJOR	48,929	229	-	229	48,700	
San Ysidro	4 COLLECTOR	57,997	218	-	218	57,779	
San Ysidro	5 LOCAL COLLECTOR	27,976	132	-	132	27,844	
San Ysidro	6 RURAL COLLECTOR	-	-	-	-	-	
San Ysidro	7 LOCAL ROAD	663	-	-	-	663	
San Ysidro	8 FREEWAY RAMP	13,342	200	-	200	13,142	
San Ysidro	9 LOCAL RAMP	29,922	278	-	278	29,644	
San Ysidro	10 ZONE CONNECTOR	25,552	109	-	109	25,443	
San Ysidro TOTAL		594,853	6,313	-	6,313	588,540	

Scripps Miramar Ranch	1 FREEWAY	344,731	4,181	-	4,181	340,550
Scripps Miramar Ranch	2 PRIME	4,905	20	-	20	4,885
Scripps Miramar Ranch	3 MAJOR	167,000	682	-	682	166,318
Scripps Miramar Ranch	4 COLLECTOR	26,364	39	-	39	26,325
Scripps Miramar Ranch	5 LOCAL COLLECTOR	51,293	71	-	71	51,222
Scripps Miramar Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Scripps Miramar Ranch	7 LOCAL ROAD	-	-	-	-	-
Scripps Miramar Ranch	8 FREEWAY RAMP	144	1	-	1	143
Scripps Miramar Ranch	9 LOCAL RAMP	16,675	132	-	132	16,543
Scripps Miramar Ranch	10 ZONE CONNECTOR	27,099	65	-	65	27,034
Scripps Miramar Ranch TOTAL		638,211	5,191	-	5,191	633,020
Scripps Reserve	1 FREEWAY	-	-	-	-	-
Scripps Reserve	2 PRIME	-	-	-	-	-
Scripps Reserve	3 MAJOR	-	-	-	-	-
Scripps Reserve	4 COLLECTOR	-	-	-	-	-
Scripps Reserve	5 LOCAL COLLECTOR	-	-	-	-	-
Scripps Reserve	6 RURAL COLLECTOR	-	-	-	-	-
Scripps Reserve	7 LOCAL ROAD	-	-	-	-	-
Scripps Reserve	8 FREEWAY RAMP	-	-	-	-	-
Scripps Reserve	9 LOCAL RAMP	-	-	-	-	-
Scripps Reserve	10 ZONE CONNECTOR	-	-	-	-	-
Scripps Reserve TOTAL		-	-	-	-	-
Serra Mesa	1 FREEWAY	714,545	17,399	-	17,399	697,146
Serra Mesa	2 PRIME	-	-	-	-	-
Serra Mesa	3 MAJOR	93,103	1,135	-	1,135	91,968
Serra Mesa	4 COLLECTOR	40,987	509	-	509	40,478
Serra Mesa	5 LOCAL COLLECTOR	-	-	-	-	-
Serra Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Serra Mesa	7 LOCAL ROAD	2,381	17	-	17	2,364
Serra Mesa	8 FREEWAY RAMP	14,280	293	-	293	13,987
Serra Mesa	9 LOCAL RAMP	35,568	873	-	873	34,695
Serra Mesa	10 ZONE CONNECTOR	17,344	136	-	136	17,208
Serra Mesa TOTAL		918,208	20,362	-	20,362	897,846
Skyline-Paradise Hills	1 FREEWAY	37,699	470	-	470	37,229
Skyline-Paradise Hills	2 PRIME	1,363	46	-	46	1,317
Skyline-Paradise Hills	3 MAJOR	100,810	2,955	-	2,955	97,855
Skyline-Paradise Hills	4 COLLECTOR	66,173	1,721	-	1,721	64,452
Skyline-Paradise Hills	5 LOCAL COLLECTOR	48,439	725	-	725	47,714
Skyline-Paradise Hills	6 RURAL COLLECTOR	-	-	-	-	-
Skyline-Paradise Hills	7 LOCAL ROAD	3,572	23	-	23	3,549
Skyline-Paradise Hills	8 FREEWAY RAMP	-	-	-	-	-
Skyline-Paradise Hills	9 LOCAL RAMP	6,307	105	-	105	6,202
Skyline-Paradise Hills	10 ZONE CONNECTOR	33,694	713	-	713	32,981
Skyline-Paradise Hills TOTAL		298,057	6,758	-	6,758	291,299

Tierrasanta	1 FREEWAY	894,268	14,621	-	14,621	879,647
Tierrasanta	2 PRIME	31,212	623	-	623	30,589
Tierrasanta	3 MAJOR	208,414	901	-	901	207,513
Tierrasanta	4 COLLECTOR	18,110	101	-	101	18,009
Tierrasanta	5 LOCAL COLLECTOR	16,915	56	-	56	16,859
Tierrasanta	6 RURAL COLLECTOR	-	-	-	-	-
Tierrasanta	7 LOCAL ROAD	3	-	-	-	3
Tierrasanta	8 FREEWAY RAMP	3,881	10	-	10	3,871
Tierrasanta	9 LOCAL RAMP	47,058	643	-	643	46,415
Tierrasanta	10 ZONE CONNECTOR	27,572	171	-	171	27,401
Tierrasanta TOTAL		1,247,433	17,126	-	17,126	1,230,307
Tijuana River Valley	1 FREEWAY	-	-	-	-	-
Tijuana River Valley	2 PRIME	-	-	-	-	-
Tijuana River Valley	3 MAJOR	-	-	-	-	-
Tijuana River Valley	4 COLLECTOR	3,847	15	-	15	3,832
Tijuana River Valley	5 LOCAL COLLECTOR	1,218	3	-	3	1,215
Tijuana River Valley	6 RURAL COLLECTOR	-	-	-	-	-
Tijuana River Valley	7 LOCAL ROAD	-	-	-	-	-
Tijuana River Valley	8 FREEWAY RAMP	-	-	-	-	-
Tijuana River Valley	9 LOCAL RAMP	-	-	-	-	-
Tijuana River Valley	10 ZONE CONNECTOR	81	-	-	-	81
Tijuana River Valley TOTAL		5,146	18	-	18	5,128
Torrey Highlands	1 FREEWAY	127,475	18	-	18	127,457
Torrey Highlands	2 PRIME	29,170	33	-	33	29,137
Torrey Highlands	3 MAJOR	53,248	25	-	25	53,223
Torrey Highlands	4 COLLECTOR	-	-	-	-	-
Torrey Highlands	5 LOCAL COLLECTOR	-	-	-	-	-
Torrey Highlands	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Highlands	7 LOCAL ROAD	-	-	-	-	-
Torrey Highlands	8 FREEWAY RAMP	-	-	-	-	-
Torrey Highlands	9 LOCAL RAMP	13,295	23	-	23	13,272
Torrey Highlands	10 ZONE CONNECTOR	21,303	28	-	28	21,275
Torrey Highlands TOTAL		244,491	127	-	127	244,364
Torrey Hills	1 FREEWAY	424,213	3,237	-	3,237	420,976
Torrey Hills	2 PRIME	8,560	40	-	40	8,520
Torrey Hills	3 MAJOR	59,529	94	-	94	59,435
Torrey Hills	4 COLLECTOR	1,074	1	-	1	1,073
Torrey Hills	5 LOCAL COLLECTOR	9,636	13	-	13	9,623
Torrey Hills	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Hills	7 LOCAL ROAD	-	-	-	-	-
Torrey Hills	8 FREEWAY RAMP	1,745	6	-	6	1,739
Torrey Hills	9 LOCAL RAMP	5,601	27	-	27	5,574
Torrey Hills	10 ZONE CONNECTOR	7,748	18	-	18	7,730
Torrey Hills TOTAL		518,106	3,436	-	3,436	514,670

Torrey Pines	1 FREEWAY	1,309,096	10,212	-	10,212	1,298,884
Torrey Pines	2 PRIME	15,783	4	-	4	15,779
Torrey Pines	3 MAJOR	135,066	361	-	361	134,705
Torrey Pines	4 COLLECTOR	25,764	77	-	77	25,687
Torrey Pines	5 LOCAL COLLECTOR	7,851	21	-	21	7,830
Torrey Pines	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Pines	7 LOCAL ROAD	572	-	-	-	572
Torrey Pines	8 FREEWAY RAMP	18,696	53	-	53	18,643
Torrey Pines	9 LOCAL RAMP	36,735	165	-	165	36,570
Torrey Pines	10 ZONE CONNECTOR	13,692	29	-	29	13,663
Torrey Pines TOTAL		1,563,255	10,922	-	10,922	1,552,333
Unincorporated	1 FREEWAY	11,400,611	68,359	-	68,359	11,332,252
Unincorporated	2 PRIME	988,128	3,503	-	3,503	984,625
Unincorporated	3 MAJOR	4,755,974	18,520	-	18,520	4,737,454
Unincorporated	4 COLLECTOR	1,791,595	4,078	-	4,078	1,787,517
Unincorporated	5 LOCAL COLLECTOR	2,512,537	3,074	-	3,074	2,509,463
Unincorporated	6 RURAL COLLECTOR	726,973	1,194	-	1,194	725,779
Unincorporated	7 LOCAL ROAD	580,729	1,365	-	1,365	579,364
Unincorporated	8 FREEWAY RAMP	81,603	2,693	-	2,693	78,910
Unincorporated	9 LOCAL RAMP	253,229	2,693	-	2,693	250,536
Unincorporated	10 ZONE CONNECTOR	1,472,300	2,731	-	2,731	1,469,569
Unincorporated TOTAL		24,563,679	108,210	-	108,210	24,455,469
University	1 FREEWAY	1,623,109	16,665	-	16,665	1,606,444
University	2 PRIME	438,577	1,457	-	1,457	437,120
University	3 MAJOR	326,435	1,192	-	1,192	325,243
University	4 COLLECTOR	77,781	185	-	185	77,596
University	5 LOCAL COLLECTOR	5,820	9	-	9	5,811
University	6 RURAL COLLECTOR	-	-	-	-	-
University	7 LOCAL ROAD	28,180	76	-	76	28,104
University	8 FREEWAY RAMP	48,027	127	-	127	47,900
University	9 LOCAL RAMP	146,211	815	-	815	145,396
University	10 ZONE CONNECTOR	141,394	445	-	445	140,949
University TOTAL		2,835,534	20,971	-	20,971	2,814,563
Uptown	1 FREEWAY	462,918	20,753	-	20,753	442,165
Uptown	2 PRIME	19,430	296	-	296	19,134
Uptown	3 MAJOR	79,325	548	-	548	78,777
Uptown	4 COLLECTOR	42,244	951	-	951	41,293
Uptown	5 LOCAL COLLECTOR	111,151	1,238	-	1,238	109,913
Uptown	6 RURAL COLLECTOR	-	-	-	-	-
Uptown	7 LOCAL ROAD	2,142	20	-	20	2,122
Uptown	8 FREEWAY RAMP	6,228	55	-	55	6,173
Uptown	9 LOCAL RAMP	67,477	1,707	-	1,707	65,770
Uptown	10 ZONE CONNECTOR	29,578	441	-	441	29,137
Uptown TOTAL		820,493	26,009	-	26,009	794,484

VISTA	1 FREEWAY	823,965	169	-	169	823,796	
VISTA	2 PRIME	283,640	9	-	9	283,631	
VISTA	3 MAJOR	435,809	40	-	40	435,769	
VISTA	4 COLLECTOR	231,403	23	-	23	231,380	
VISTA	5 LOCAL COLLECTOR	117,700	18	-	18	117,682	
VISTA	6 RURAL COLLECTOR	126,535	4	-	4	126,531	
VISTA	7 LOCAL ROAD	83	-	-	-	83	
VISTA	8 FREEWAY RAMP	-	-	-	-	-	
VISTA	9 LOCAL RAMP	44,630	19	-	19	44,611	
VISTA	10 ZONE CONNECTOR	122,693	6	-	6	122,687	
VISTA TOTAL		2,186,458	288	-	288	2,186,170	
Via De La Valle	1 FREEWAY	-	-	-	-	-	
Via De La Valle	2 PRIME	-	-	-	-	-	
Via De La Valle	3 MAJOR	12,548	10	-	10	12,538	
Via De La Valle	4 COLLECTOR	3,007	4	-	4	3,003	
Via De La Valle	5 LOCAL COLLECTOR	-	-	-	-	-	
Via De La Valle	6 RURAL COLLECTOR	-	-	-	-	-	
Via De La Valle	7 LOCAL ROAD	-	-	-	-	-	
Via De La Valle	8 FREEWAY RAMP	-	-	-	-	-	
Via De La Valle	9 LOCAL RAMP	-	-	-	-	-	
Via De La Valle	10 ZONE CONNECTOR	208	-	-	-	208	
Via De La Valle TOTAL		15,763	14	-	14	15,749	
REGIONWIDE TOTAL		108,419,301	1,693,513	59,976	1,633,537	106,725,788	1,057

2035 D - High Density Scenario

JURISDICTION	CLASSIFICATION	TOTAL VMT	TOTAL City of San Diego: SESD VMT	Two Trip End City of San Diego: SESD VMT	One Trip End City of San Diego: SESD VMT	NON-City of San Diego: SESD VMT	City of San Diego: SESD Intra-Zonal VMT
			I-I, I-E and E-I	I-I	I-E and E-I	E-E	INTRA
32nd Street Naval Station	1 FREEWAY	4,426	185	-	185	4,241	
32nd Street Naval Station	2 PRIME	-	-	-	-	-	
32nd Street Naval Station	3 MAJOR	42,367	3,814	-	3,814	38,553	
32nd Street Naval Station	4 COLLECTOR	3,338	662	-	662	2,676	
32nd Street Naval Station	5 LOCAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	6 RURAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	7 LOCAL ROAD	2,132	328	-	328	1,804	
32nd Street Naval Station	8 FREEWAY RAMP	-	-	-	-	-	
32nd Street Naval Station	9 LOCAL RAMP	2,128	173	-	173	1,955	
32nd Street Naval Station	10 ZONE CONNECTOR	9,590	1,242	-	1,242	8,348	
32nd Street Naval Station TOTAL		63,981	6,404	-	6,404	57,577	
Balboa Park	1 FREEWAY	242,432	14,883	-	14,883	227,549	
Balboa Park	2 PRIME	-	-	-	-	-	
Balboa Park	3 MAJOR	60,801	3,017	-	3,017	57,784	
Balboa Park	4 COLLECTOR	21,989	3,056	-	3,056	18,933	
Balboa Park	5 LOCAL COLLECTOR	12,129	452	-	452	11,677	
Balboa Park	6 RURAL COLLECTOR	-	-	-	-	-	
Balboa Park	7 LOCAL ROAD	9,502	676	-	676	8,826	
Balboa Park	8 FREEWAY RAMP	43,713	2,476	-	2,476	41,237	
Balboa Park	9 LOCAL RAMP	18,205	907	-	907	17,298	
Balboa Park	10 ZONE CONNECTOR	13,451	627	-	627	12,824	
Balboa Park TOTAL		422,222	26,094	-	26,094	396,128	
Barrio Logan	1 FREEWAY	299,905	12,962	-	12,962	286,943	
Barrio Logan	2 PRIME	-	-	-	-	-	
Barrio Logan	3 MAJOR	33,295	4,493	-	4,493	28,802	
Barrio Logan	4 COLLECTOR	38,750	11,579	-	11,579	27,171	
Barrio Logan	5 LOCAL COLLECTOR	234	195	-	195	39	
Barrio Logan	6 RURAL COLLECTOR	-	-	-	-	-	
Barrio Logan	7 LOCAL ROAD	3,607	1,975	-	1,975	1,632	
Barrio Logan	8 FREEWAY RAMP	40,405	2,228	-	2,228	38,177	
Barrio Logan	9 LOCAL RAMP	18,831	3,718	-	3,718	15,113	
Barrio Logan	10 ZONE CONNECTOR	6,965	1,159	-	1,159	5,806	
Barrio Logan TOTAL		441,992	38,309	-	38,309	403,683	

Black Mountain Ranch	1 FREEWAY	-	-	-	-	-
Black Mountain Ranch	2 PRIME	8,152	6	-	6	8,146
Black Mountain Ranch	3 MAJOR	145,739	40	-	40	145,699
Black Mountain Ranch	4 COLLECTOR	56,111	30	-	30	56,081
Black Mountain Ranch	5 LOCAL COLLECTOR	-	-	-	-	-
Black Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Black Mountain Ranch	7 LOCAL ROAD	302	-	-	-	302
Black Mountain Ranch	8 FREEWAY RAMP	-	-	-	-	-
Black Mountain Ranch	9 LOCAL RAMP	-	-	-	-	-
Black Mountain Ranch	10 ZONE CONNECTOR	24,834	26	-	26	24,808
Black Mountain Ranch TOTAL		235,138	102	-	102	235,036
CARLSBAD	1 FREEWAY	1,699,536	8,512	-	8,512	1,691,024
CARLSBAD	2 PRIME	1,073,820	525	-	525	1,073,295
CARLSBAD	3 MAJOR	640,568	573	-	573	639,995
CARLSBAD	4 COLLECTOR	412,571	143	-	143	412,428
CARLSBAD	5 LOCAL COLLECTOR	38,681	33	-	33	38,648
CARLSBAD	6 RURAL COLLECTOR	-	-	-	-	-
CARLSBAD	7 LOCAL ROAD	150,536	36	-	36	150,500
CARLSBAD	8 FREEWAY RAMP	476	-	-	-	476
CARLSBAD	9 LOCAL RAMP	60,108	104	-	104	60,004
CARLSBAD	10 ZONE CONNECTOR	242,058	49	-	49	242,009
CARLSBAD TOTAL		4,318,354	9,975	-	9,975	4,308,379
CHULA VISTA	1 FREEWAY	1,983,795	58,763	-	58,763	1,925,032
CHULA VISTA	2 PRIME	1,387,050	13,457	-	13,457	1,373,593
CHULA VISTA	3 MAJOR	690,248	7,218	-	7,218	683,030
CHULA VISTA	4 COLLECTOR	505,029	3,305	-	3,305	501,724
CHULA VISTA	5 LOCAL COLLECTOR	235,132	2,165	-	2,165	232,967
CHULA VISTA	6 RURAL COLLECTOR	-	-	-	-	-
CHULA VISTA	7 LOCAL ROAD	227,660	1,471	-	1,471	226,189
CHULA VISTA	8 FREEWAY RAMP	40,145	705	-	705	39,440
CHULA VISTA	9 LOCAL RAMP	187,460	6,133	-	6,133	181,327
CHULA VISTA	10 ZONE CONNECTOR	336,308	2,286	-	2,286	334,022
CHULA VISTA TOTAL		5,592,827	95,503	-	95,503	5,497,324
CORONADO	1 FREEWAY	101,511	6,583	-	6,583	94,928
CORONADO	2 PRIME	164,437	2,523	-	2,523	161,914
CORONADO	3 MAJOR	87,782	4,852	-	4,852	82,930
CORONADO	4 COLLECTOR	26,275	903	-	903	25,372
CORONADO	5 LOCAL COLLECTOR	35,548	1,587	-	1,587	33,961
CORONADO	6 RURAL COLLECTOR	-	-	-	-	-
CORONADO	7 LOCAL ROAD	11,152	585	-	585	10,567
CORONADO	8 FREEWAY RAMP	-	-	-	-	-
CORONADO	9 LOCAL RAMP	-	-	-	-	-
CORONADO	10 ZONE CONNECTOR	44,740	1,652	-	1,652	43,088
CORONADO TOTAL		471,445	18,685	-	18,685	452,760

Carmel Mountain Ranch	1 FREEWAY	343,606	2,916	-	2,916	340,690
Carmel Mountain Ranch	2 PRIME	183,423	444	-	444	182,979
Carmel Mountain Ranch	3 MAJOR	53,638	93	-	93	53,545
Carmel Mountain Ranch	4 COLLECTOR	17,410	18	-	18	17,392
Carmel Mountain Ranch	5 LOCAL COLLECTOR	-	-	-	-	-
Carmel Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Carmel Mountain Ranch	7 LOCAL ROAD	5,003	4	-	4	4,999
Carmel Mountain Ranch	8 FREEWAY RAMP	47	-	-	-	47
Carmel Mountain Ranch	9 LOCAL RAMP	13,516	39	-	39	13,477
Carmel Mountain Ranch	10 ZONE CONNECTOR	30,582	40	-	40	30,542
				-		
Carmel Mountain Ranch TOTAL		647,225	3,554	-	3,554	643,671
Carmel Valley	1 FREEWAY	560,191	2,927	-	2,927	557,264
Carmel Valley	2 PRIME	62,175	105	-	105	62,070
Carmel Valley	3 MAJOR	100,113	186	-	186	99,927
Carmel Valley	4 COLLECTOR	21,139	24	-	24	21,115
Carmel Valley	5 LOCAL COLLECTOR	41,258	25	-	25	41,233
Carmel Valley	6 RURAL COLLECTOR	-	-	-	-	-
Carmel Valley	7 LOCAL ROAD	-	-	-	-	-
Carmel Valley	8 FREEWAY RAMP	52,811	118	-	118	52,693
Carmel Valley	9 LOCAL RAMP	30,932	75	-	75	30,857
Carmel Valley	10 ZONE CONNECTOR	30,809	30	-	30	30,779
Carmel Valley TOTAL		899,428	3,490	-	3,490	895,938
Centre City	1 FREEWAY	307,207	21,781	-	21,781	285,426
Centre City	2 PRIME	13,721	436	-	436	13,285
Centre City	3 MAJOR	241,392	10,699	-	10,699	230,693
Centre City	4 COLLECTOR	73,605	2,622	-	2,622	70,983
Centre City	5 LOCAL COLLECTOR	65,949	3,047	-	3,047	62,902
Centre City	6 RURAL COLLECTOR	-	-	-	-	-
Centre City	7 LOCAL ROAD	811	3	-	3	808
Centre City	8 FREEWAY RAMP	62,802	7,248	-	7,248	55,554
Centre City	9 LOCAL RAMP	48,453	2,481	-	2,481	45,972
Centre City	10 ZONE CONNECTOR	48,387	1,228	-	1,228	47,159
Centre City TOTAL		862,327	49,545	-	49,545	812,782
Clairemont Mesa	1 FREEWAY	1,055,707	17,534	-	17,534	1,038,173
Clairemont Mesa	2 PRIME	18,200	99	-	99	18,101
Clairemont Mesa	3 MAJOR	497,348	1,938	-	1,938	495,410
Clairemont Mesa	4 COLLECTOR	24,290	203	-	203	24,087
Clairemont Mesa	5 LOCAL COLLECTOR	156,768	478	-	478	156,290
Clairemont Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Clairemont Mesa	7 LOCAL ROAD	17,333	91	-	91	17,242
Clairemont Mesa	8 FREEWAY RAMP	27,985	214	-	214	27,771
Clairemont Mesa	9 LOCAL RAMP	66,928	769	-	769	66,159
Clairemont Mesa	10 ZONE CONNECTOR	88,481	383	-	383	88,098
Clairemont Mesa TOTAL		1,953,040	21,709	-	21,709	1,931,331

College Area	1 FREEWAY	398,943	1,986	-	1,986	396,957
College Area	2 PRIME	18,425	110	-	110	18,315
College Area	3 MAJOR	203,887	1,235	-	1,235	202,652
College Area	4 COLLECTOR	12,475	57	-	57	12,418
College Area	5 LOCAL COLLECTOR	24,511	97	-	97	24,414
College Area	6 RURAL COLLECTOR	-	-	-	-	-
College Area	7 LOCAL ROAD	-	-	-	-	-
College Area	8 FREEWAY RAMP	-	-	-	-	-
College Area	9 LOCAL RAMP	29,823	247	-	247	29,576
College Area	10 ZONE CONNECTOR	33,238	270	-	270	32,968
College Area TOTAL		721,302	4,002	-	4,002	717,300
DEL MAR	1 FREEWAY	-	-	-	-	-
DEL MAR	2 PRIME	1,931	-	-	-	1,931
DEL MAR	3 MAJOR	32,740	69	-	69	32,671
DEL MAR	4 COLLECTOR	37,259	43	-	43	37,216
DEL MAR	5 LOCAL COLLECTOR	18,642	2	-	2	18,640
DEL MAR	6 RURAL COLLECTOR	-	-	-	-	-
DEL MAR	7 LOCAL ROAD	1,111	-	-	-	1,111
DEL MAR	8 FREEWAY RAMP	-	-	-	-	-
DEL MAR	9 LOCAL RAMP	-	-	-	-	-
DEL MAR	10 ZONE CONNECTOR	9,414	7	-	7	9,407
DEL MAR TOTAL		101,097	121	-	121	100,976
Del Mar Mesa	1 FREEWAY	-	-	-	-	-
Del Mar Mesa	2 PRIME	-	-	-	-	-
Del Mar Mesa	3 MAJOR	4,258	3	-	3	4,255
Del Mar Mesa	4 COLLECTOR	296	-	-	-	296
Del Mar Mesa	5 LOCAL COLLECTOR	4,940	2	-	2	4,938
Del Mar Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Del Mar Mesa	7 LOCAL ROAD	3,082	-	-	-	3,082
Del Mar Mesa	8 FREEWAY RAMP	-	-	-	-	-
Del Mar Mesa	9 LOCAL RAMP	-	-	-	-	-
Del Mar Mesa	10 ZONE CONNECTOR	11,276	12	-	12	11,264
Del Mar Mesa TOTAL		23,852	17	-	17	23,835
EL CAJON	1 FREEWAY	1,155,593	16,284	-	16,284	1,139,309
EL CAJON	2 PRIME	140,042	222	-	222	139,820
EL CAJON	3 MAJOR	497,346	1,492	-	1,492	495,854
EL CAJON	4 COLLECTOR	217,937	542	-	542	217,395
EL CAJON	5 LOCAL COLLECTOR	110,249	187	-	187	110,062
EL CAJON	6 RURAL COLLECTOR	-	-		-	-
EL CAJON	7 LOCAL ROAD	43,430	58	-	58	43,372
EL CAJON	8 FREEWAY RAMP	55,616	841	-	841	54,775
EL CAJON	9 LOCAL RAMP	97,105	1,026	-	1,026	96,079
EL CAJON	10 ZONE CONNECTOR	115,353	287	-	287	115,066
EL CAJON TOTAL		2,432,671	20,939	-	20,939	2,411,732

ENCANTO	1 FREEWAY	506,136	29,962	-	29,962	476,174
ENCANTO	2 PRIME	-	-	-	-	-
ENCANTO	3 MAJOR	159,680	24,252	-	24,252	135,428
ENCANTO	4 COLLECTOR	129,915	14,989	-	14,989	114,926
ENCANTO	5 LOCAL COLLECTOR	550	3	-	3	547
ENCANTO	6 RURAL COLLECTOR	-	-	-	-	-
ENCANTO	7 LOCAL ROAD	6,603	312	-	312	6,291
ENCANTO	8 FREEWAY RAMP	21,132	1,884	-	1,884	19,248
ENCANTO	9 LOCAL RAMP	24,552	4,693	-	4,693	19,859
ENCANTO	10 ZONE CONNECTOR	46,078	3,597	-	3,597	42,481
ENCANTO TOTAL		894,646	79,692	-	79,692	814,954
ENCINITAS	1 FREEWAY	1,575,762	10,053	-	10,053	1,565,709
ENCINITAS	2 PRIME	261,793	569	-	569	261,224
ENCINITAS	3 MAJOR	226,855	126	-	126	226,729
ENCINITAS	4 COLLECTOR	41,387	29	-	29	41,358
ENCINITAS	5 LOCAL COLLECTOR	242,216	228	-	228	241,988
ENCINITAS	6 RURAL COLLECTOR	-	-	-	-	-
ENCINITAS	7 LOCAL ROAD	73,754	50	-	50	73,704
ENCINITAS	8 FREEWAY RAMP	555	-	-	-	555
ENCINITAS	9 LOCAL RAMP	40,825	134	-	134	40,691
ENCINITAS	10 ZONE CONNECTOR	80,728	18	-	18	80,710
ENCINITAS TOTAL		2,543,875	11,207	-	11,207	2,532,668
ESCONDIDO	1 FREEWAY	1,446,359	6,709	-	6,709	1,439,650
ESCONDIDO	2 PRIME	199,241	273	-	273	198,968
ESCONDIDO	3 MAJOR	727,020	750	-	750	726,270
ESCONDIDO	4 COLLECTOR	471,912	138	-	138	471,774
ESCONDIDO	5 LOCAL COLLECTOR	232,018	127	-	127	231,891
ESCONDIDO	6 RURAL COLLECTOR	-	-	-	-	-
ESCONDIDO	7 LOCAL ROAD	10,792	9	-	9	10,783
ESCONDIDO	8 FREEWAY RAMP	107,453	376	-	376	107,077
ESCONDIDO	9 LOCAL RAMP	92,686	230	-	230	92,456
ESCONDIDO	10 ZONE CONNECTOR	170,961	26	-	26	170,935
ESCONDIDO TOTAL		3,458,442	8,638	-	8,638	3,449,804
East Elliott	1 FREEWAY	267,903	35	-	35	267,868
East Elliott	2 PRIME	-	-	-	-	-
East Elliott	3 MAJOR	11,552	10	-	10	11,542
East Elliott	4 COLLECTOR	-	-	-	-	-
East Elliott	5 LOCAL COLLECTOR	82	-	-	-	82
East Elliott	6 RURAL COLLECTOR	-	-	-	-	-
East Elliott	7 LOCAL ROAD	-	-	-	-	-
East Elliott	8 FREEWAY RAMP	2,356	3	-	3	2,353
East Elliott	9 LOCAL RAMP	4,814	5	-	5	4,809
East Elliott	10 ZONE CONNECTOR	3,662	13	-	13	3,649
East Elliott TOTAL		290,369	66	-	66	290,303

External	1 FREEWAY	64,129	161	-	161	63,968
External	2 PRIME	75,616	761	-	761	74,855
External	3 MAJOR	-	-	-	-	-
External	4 COLLECTOR	-	-	-	-	-
External	5 LOCAL COLLECTOR	4,142	-	-	-	4,142
External	6 RURAL COLLECTOR	-	-	-	-	-
External	7 LOCAL ROAD	-	-	-	-	-
External	8 FREEWAY RAMP	-	-	-	-	-
External	9 LOCAL RAMP	2,020	-	-	-	2,020
External	10 ZONE CONNECTOR	381,300	3,056	-	3,056	378,244
External TOTAL		527,207	3,978	-	3,978	523,229
Fairbanks Country Club	1 FREEWAY	-	-	-	-	-
Fairbanks Country Club	2 PRIME	-	-	-	-	-
Fairbanks Country Club	3 MAJOR	9,501	10	-	10	9,491
Fairbanks Country Club	4 COLLECTOR	15,662	39	-	39	15,623
Fairbanks Country Club	5 LOCAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	6 RURAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	7 LOCAL ROAD	-	-	-	-	-
Fairbanks Country Club	8 FREEWAY RAMP	-	-	-	-	-
Fairbanks Country Club	9 LOCAL RAMP	-	-	-	-	-
Fairbanks Country Club	10 ZONE CONNECTOR	2,810	2	-	2	2,808
Fairbanks Country Club TOTAL		27,973	51	-	51	27,922
Flower Hill	1 FREEWAY	23,236	162	-	162	23,074
Flower Hill	2 PRIME	-	-	-	-	-
Flower Hill	3 MAJOR	5,543	8	-	8	5,535
Flower Hill	4 COLLECTOR	796	-	-	-	796
Flower Hill	5 LOCAL COLLECTOR	-	-	-	-	-
Flower Hill	6 RURAL COLLECTOR	-	-		-	-
Flower Hill	7 LOCAL ROAD	-	-	-	-	-
Flower Hill	8 FREEWAY RAMP	-	-	-	-	-
Flower Hill	9 LOCAL RAMP	879	-	-	-	879
Flower Hill	10 ZONE CONNECTOR	2,466	2	-	2	2,464
Flower Hill TOTAL		32,920	172	-	172	32,748
Greater Golden Hill	1 FREEWAY	186,156	17,265	-	17,265	168,891
Greater Golden Hill	2 PRIME	-	-	-	-	-
Greater Golden Hill	3 MAJOR	5,084	1,500	-	1,500	3,584
Greater Golden Hill	4 COLLECTOR	2,490	528	-	528	1,962
Greater Golden Hill	5 LOCAL COLLECTOR	46,534	11,081	-	11,081	35,453
Greater Golden Hill	6 RURAL COLLECTOR	-	-	-	-	-
Greater Golden Hill	7 LOCAL ROAD	2,218	486	-	486	1,732
Greater Golden Hill	8 FREEWAY RAMP	35,300	3,607	-	3,607	31,693
Greater Golden Hill	9 LOCAL RAMP	19,876	3,086	-	3,086	16,790
Greater Golden Hill	10 ZONE CONNECTOR	6,797	1,168	-	1,168	5,629
Greater Golden Hill TOTAL		304,455	38,721	-	38,721	265,734

Greater North Park	1 FREEWAY	402,368	32,213	-	32,213	370,155
Greater North Park	2 PRIME	-	-	-	-	-
Greater North Park	3 MAJOR	78,229	1,605	-	1,605	76,624
Greater North Park	4 COLLECTOR	56,353	1,038	-	1,038	55,315
Greater North Park	5 LOCAL COLLECTOR	56,820	1,878	-	1,878	54,942
Greater North Park	6 RURAL COLLECTOR	-	-	-	-	-
Greater North Park	7 LOCAL ROAD	-	-	-	-	-
Greater North Park	8 FREEWAY RAMP	47,796	5,913	-	5,913	41,883
Greater North Park	9 LOCAL RAMP	10,250	363	-	363	9,887
Greater North Park	10 ZONE CONNECTOR	43,531	1,121	-	1,121	42,410
Greater North Park TOTAL		695,347	44,131	-	44,131	651,216
Harbor	1 FREEWAY	61,389	3,981	-	3,981	57,408
Harbor	2 PRIME	-	-	-	-	-
Harbor	3 MAJOR	-	-	-	-	-
Harbor	4 COLLECTOR	-	-	-	-	-
Harbor	5 LOCAL COLLECTOR	-	-	-	-	-
Harbor	6 RURAL COLLECTOR	-	-	-	-	-
Harbor	7 LOCAL ROAD	-	-	-	-	-
Harbor	8 FREEWAY RAMP	-	-	-	-	-
Harbor	9 LOCAL RAMP	-	-	-	-	-
Harbor	10 ZONE CONNECTOR	1,633	41	-	41	1,592
Harbor TOTAL		63,022	4,022	-	4,022	59,000
IMPERIAL BEACH	1 FREEWAY	-	-	-	-	-
IMPERIAL BEACH	2 PRIME	41,660	240	-	240	41,420
IMPERIAL BEACH	3 MAJOR	27,826	216	-	216	27,610
IMPERIAL BEACH	4 COLLECTOR	21,241	116	-	116	21,125
IMPERIAL BEACH	5 LOCAL COLLECTOR	15,366	80	-	80	15,286
IMPERIAL BEACH	6 RURAL COLLECTOR	-	-	-	-	-
IMPERIAL BEACH	7 LOCAL ROAD	7,108	47	-	47	7,061
IMPERIAL BEACH	8 FREEWAY RAMP	-	-	-	-	-
IMPERIAL BEACH	9 LOCAL RAMP	-	-	-	-	-
IMPERIAL BEACH	10 ZONE CONNECTOR	18,361	105	-	105	18,256
IMPERIAL BEACH TOTAL		131,562	804	-	804	130,758
Kearny Mesa	1 FREEWAY	1,612,642	27,492	-	27,492	1,585,150
Kearny Mesa	2 PRIME	195,850	1,015	-	1,015	194,835
Kearny Mesa	3 MAJOR	255,584	991	-	991	254,593
Kearny Mesa	4 COLLECTOR	89,626	332	-	332	89,294
Kearny Mesa	5 LOCAL COLLECTOR	35,852	288	-	288	35,564
Kearny Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Kearny Mesa	7 LOCAL ROAD	11,441	136	-	136	11,305
Kearny Mesa	8 FREEWAY RAMP	85,024	780	-	780	84,244
Kearny Mesa	9 LOCAL RAMP	131,697	1,667	-	1,667	130,030
Kearny Mesa	10 ZONE CONNECTOR	83,071	581	-	581	82,490
Kearny Mesa TOTAL		2,500,787	33,282	-	33,282	2,467,505

LA MESA	1 FREEWAY	1,273,673	18,083	-	18,083	1,255,590
LA MESA	2 PRIME	51,751	208	-	208	51,543
LA MESA	3 MAJOR	251,119	2,137	-	2,137	248,982
LA MESA	4 COLLECTOR	35,013	296	-	296	34,717
LA MESA	5 LOCAL COLLECTOR	170,822	1,181	-	1,181	169,641
LA MESA	6 RURAL COLLECTOR	6	-	-	-	6
LA MESA	7 LOCAL ROAD	21,342	186	-	186	21,156
LA MESA	8 FREEWAY RAMP	145,193	3,628	-	3,628	141,565
LA MESA	9 LOCAL RAMP	80,275	607	-	607	79,668
LA MESA	10 ZONE CONNECTOR	64,355	326	-	326	64,029
LA MESA TOTAL		2,093,549	26,652	-	26,652	2,066,897
LEMON GROVE	1 FREEWAY	612,467	38,664	-	38,664	573,803
LEMON GROVE	2 PRIME	-	-	-	-	-
LEMON GROVE	3 MAJOR	82,499	1,164	-	1,164	81,335
LEMON GROVE	4 COLLECTOR	82,116	523	-	523	81,593
LEMON GROVE	5 LOCAL COLLECTOR	49,541	574	-	574	48,967
LEMON GROVE	6 RURAL COLLECTOR	-	-	-	-	-
LEMON GROVE	7 LOCAL ROAD	1,724	25	-	25	1,699
LEMON GROVE	8 FREEWAY RAMP	75,220	1,304	-	1,304	73,916
LEMON GROVE	9 LOCAL RAMP	20,073	962	-	962	19,111
LEMON GROVE	10 ZONE CONNECTOR	24,725	307	-	307	24,418
LEMON GROVE TOTAL		948,365	43,523	-	43,523	904,842
La Jolla	1 FREEWAY	225,838	2,554	-	2,554	223,284
La Jolla	2 PRIME	81,155	617	-	617	80,538
La Jolla	3 MAJOR	216,808	656	-	656	216,152
La Jolla	4 COLLECTOR	-	-	-	-	-
La Jolla	5 LOCAL COLLECTOR	176,546	321	-	321	176,225
La Jolla	6 RURAL COLLECTOR	-	-	-	-	-
La Jolla	7 LOCAL ROAD	4,061	12	-	12	4,049
La Jolla	8 FREEWAY RAMP	12,818	61	-	61	12,757
La Jolla	9 LOCAL RAMP	18,200	167	-	167	18,033
La Jolla	10 ZONE CONNECTOR	37,868	73	-	73	37,795
La Jolla TOTAL		773,294	4,461	-	4,461	768,833
Linda Vista	1 FREEWAY	344,571	3,342	-	3,342	341,229
Linda Vista	2 PRIME	14,103	111	-	111	13,992
Linda Vista	3 MAJOR	226,326	1,355	-	1,355	224,971
Linda Vista	4 COLLECTOR	12,914	73	-	73	12,841
Linda Vista	5 LOCAL COLLECTOR	26,827	99	-	99	26,728
Linda Vista	6 RURAL COLLECTOR	-	-	-	-	-
Linda Vista	7 LOCAL ROAD	2,476	14	-	14	2,462
Linda Vista	8 FREEWAY RAMP	7,198	104	-	104	7,094
Linda Vista	9 LOCAL RAMP	25,654	257	-	257	25,397
Linda Vista	10 ZONE CONNECTOR	38,014	311	-	311	37,703
Linda Vista TOTAL		698,083	5,666	-	5,666	692,417

Lindbergh Field	1 FREEWAY	-	-	-	-	-
Lindbergh Field	2 PRIME	88,319	2,698	-	2,698	85,621
Lindbergh Field	3 MAJOR	14,829	228	-	228	14,601
Lindbergh Field	4 COLLECTOR	10,606	215	-	215	10,391
Lindbergh Field	5 LOCAL COLLECTOR	423	3	-	3	420
Lindbergh Field	6 RURAL COLLECTOR	-	-	-	-	-
Lindbergh Field	7 LOCAL ROAD	12,586	315	-	315	12,271
Lindbergh Field	8 FREEWAY RAMP	-	-	-	-	-
Lindbergh Field	9 LOCAL RAMP	2,142	45	-	45	2,097
Lindbergh Field	10 ZONE CONNECTOR	34,580	550	-	550	34,030
Lindbergh Field TOTAL		163,485	4,054	-	4,054	159,431
Los Penasquitos Canyon Pre:	1 FREEWAY	18,359	162	-	162	18,197
Los Penasquitos Canyon Pre:	2 PRIME	1,872	3	-	3	1,869
Los Penasquitos Canyon Pre:	3 MAJOR	1,167	-	-	-	1,167
Los Penasquitos Canyon Pre:	4 COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pre:	5 LOCAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pre:	6 RURAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pre:	7 LOCAL ROAD	-	-	-	-	-
Los Penasquitos Canyon Pre:	8 FREEWAY RAMP	-	-	-	-	-
Los Penasquitos Canyon Pre:	9 LOCAL RAMP	-	-	-	-	-
Los Penasquitos Canyon Pre:	10 ZONE CONNECTOR	-	-	-	-	-
Los Penasquitos Canyon Preserve TOTAL		21,398	165	-	165	21,233
Mid-City:City Heights	1 FREEWAY	1,050,256	87,992	-	87,992	962,264
Mid-City:City Heights	2 PRIME	-	-	-	-	-
Mid-City:City Heights	3 MAJOR	90,907	4,961	-	4,961	85,946
Mid-City:City Heights	4 COLLECTOR	70,195	3,591	-	3,591	66,604
Mid-City:City Heights	5 LOCAL COLLECTOR	49,299	2,464	-	2,464	46,835
Mid-City:City Heights	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:City Heights	7 LOCAL ROAD	-	-	-	-	-
Mid-City:City Heights	8 FREEWAY RAMP	165,156	11,970	-	11,970	153,186
Mid-City:City Heights	9 LOCAL RAMP	32,184	2,740	-	2,740	29,444
Mid-City:City Heights	10 ZONE CONNECTOR	40,542	1,576	-	1,576	38,966
Mid-City:City Heights TOTAL		1,498,539	115,294	-	115,294	1,383,245
Mid-City:Eastern Area	1 FREEWAY	331,118	28,938	-	28,938	302,180
Mid-City:Eastern Area	2 PRIME	-	-	-	-	-
Mid-City:Eastern Area	3 MAJOR	178,470	3,407	-	3,407	175,063
Mid-City:Eastern Area	4 COLLECTOR	17,629	2,131	-	2,131	15,498
Mid-City:Eastern Area	5 LOCAL COLLECTOR	54,136	2,286	-	2,286	51,850
Mid-City:Eastern Area	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Eastern Area	7 LOCAL ROAD	4,403	927	-	927	3,476
Mid-City:Eastern Area	8 FREEWAY RAMP	36	-	-	-	36
Mid-City:Eastern Area	9 LOCAL RAMP	10,405	359	-	359	10,046
Mid-City:Eastern Area	10 ZONE CONNECTOR	38,513	810	-	810	37,703
Mid-City:Eastern Area TOTAL		634,710	38,858	-	38,858	595,852

Mid-City:Kensington-Talmadg	1 FREEWAY	219,354	15,918	-	15,918	203,436
Mid-City:Kensington-Talmadg	2 PRIME	50,303	41	-	41	50,262
Mid-City:Kensington-Talmadg	3 MAJOR	43,166	1,544	-	1,544	41,622
Mid-City:Kensington-Talmadg	4 COLLECTOR	11,392	230	-	230	11,162
Mid-City:Kensington-Talmadg	5 LOCAL COLLECTOR	26,784	258	-	258	26,526
Mid-City:Kensington-Talmadg	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Kensington-Talmadg	7 LOCAL ROAD	551	20	-	20	531
Mid-City:Kensington-Talmadg	8 FREEWAY RAMP	7,468	577	-	577	6,891
Mid-City:Kensington-Talmadg	9 LOCAL RAMP	13,352	190	-	190	13,162
Mid-City:Kensington-Talmadg	10 ZONE CONNECTOR	11,536	218	-	218	11,318
Mid-City:Kensington-Talmadge TOTAL		383,906	18,996	-	18,996	364,910
Mid-City:Normal Heights	1 FREEWAY	244,669	14,473	-	14,473	230,196
Mid-City:Normal Heights	2 PRIME	-	-	-	-	-
Mid-City:Normal Heights	3 MAJOR	13,844	282	-	282	13,562
Mid-City:Normal Heights	4 COLLECTOR	8,732	37	-	37	8,695
Mid-City:Normal Heights	5 LOCAL COLLECTOR	24,952	480	-	480	24,472
Mid-City:Normal Heights	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Normal Heights	7 LOCAL ROAD	3,915	75	-	75	3,840
Mid-City:Normal Heights	8 FREEWAY RAMP	5,926	267	-	267	5,659
Mid-City:Normal Heights	9 LOCAL RAMP	6,999	53	-	53	6,946
Mid-City:Normal Heights	10 ZONE CONNECTOR	8,475	160	-	160	8,315
Mid-City:Normal Heights TOTAL		317,512	15,827	-	15,827	301,685
Midway-Pacific Highway	1 FREEWAY	400,207	15,917	-	15,917	384,290
Midway-Pacific Highway	2 PRIME	108,497	2,198	-	2,198	106,299
Midway-Pacific Highway	3 MAJOR	175,401	2,599	-	2,599	172,802
Midway-Pacific Highway	4 COLLECTOR	16,158	107	-	107	16,051
Midway-Pacific Highway	5 LOCAL COLLECTOR	13,302	206	-	206	13,096
Midway-Pacific Highway	6 RURAL COLLECTOR	-	-	-	-	-
Midway-Pacific Highway	7 LOCAL ROAD	780	38	-	38	742
Midway-Pacific Highway	8 FREEWAY RAMP	20,404	975	-	975	19,429
Midway-Pacific Highway	9 LOCAL RAMP	99,568	3,487	-	3,487	96,081
Midway-Pacific Highway	10 ZONE CONNECTOR	23,126	187	-	187	22,939
Midway-Pacific Highway TOTAL		857,443	25,714	-	25,714	831,729
Mira Mesa	1 FREEWAY	738,126	8,112	-	8,112	730,014
Mira Mesa	2 PRIME	602,192	1,525	-	1,525	600,667
Mira Mesa	3 MAJOR	501,673	942	-	942	500,731
Mira Mesa	4 COLLECTOR	117,249	519	-	519	116,730
Mira Mesa	5 LOCAL COLLECTOR	118,812	272	-	272	118,540
Mira Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Mira Mesa	7 LOCAL ROAD	67,653	228	-	228	67,425
Mira Mesa	8 FREEWAY RAMP	329	1	-	1	328
Mira Mesa	9 LOCAL RAMP	44,348	357	-	357	43,991
Mira Mesa	10 ZONE CONNECTOR	129,802	300	-	300	129,502
Mira Mesa TOTAL		2,320,184	12,256	-	12,256	2,307,928

Miramar Air Station	1 FREEWAY	2,377,738	25,503	-	25,503	2,352,235
Miramar Air Station	2 PRIME	-	-	-	-	-
Miramar Air Station	3 MAJOR	145,361	606	-	606	144,755
Miramar Air Station	4 COLLECTOR	-	-	-	-	-
Miramar Air Station	5 LOCAL COLLECTOR	-	-	-	-	-
Miramar Air Station	6 RURAL COLLECTOR	-	-	-	-	-
Miramar Air Station	7 LOCAL ROAD	-	-	-	-	-
Miramar Air Station	8 FREEWAY RAMP	85,927	73	-	73	85,854
Miramar Air Station	9 LOCAL RAMP	64,549	518	-	518	64,031
Miramar Air Station	10 ZONE CONNECTOR	35,774	316	-	316	35,458
Miramar Air Station TOTAL		2,709,349	27,016	-	27,016	2,682,333
Miramar Ranch North	1 FREEWAY	297,618	3,144	-	3,144	294,474
Miramar Ranch North	2 PRIME	51,572	309	-	309	51,263
Miramar Ranch North	3 MAJOR	48,416	304	-	304	48,112
Miramar Ranch North	4 COLLECTOR	52,138	97	-	97	52,041
Miramar Ranch North	5 LOCAL COLLECTOR	10,944	24	-	24	10,920
Miramar Ranch North	6 RURAL COLLECTOR	-	-	-	-	-
Miramar Ranch North	7 LOCAL ROAD	-	-	-	-	-
Miramar Ranch North	8 FREEWAY RAMP	-	-	-	-	-
Miramar Ranch North	9 LOCAL RAMP	13,951	131	-	131	13,820
Miramar Ranch North	10 ZONE CONNECTOR	17,015	40	-	40	16,975
Miramar Ranch North TOTAL		491,654	4,049	-	4,049	487,605
Mission Bay Park	1 FREEWAY	268,010	5,697	-	5,697	262,313
Mission Bay Park	2 PRIME	146,238	901	-	901	145,337
Mission Bay Park	3 MAJOR	139,100	1,345	-	1,345	137,755
Mission Bay Park	4 COLLECTOR	131	-	-	-	131
Mission Bay Park	5 LOCAL COLLECTOR	27,541	56	-	56	27,485
Mission Bay Park	6 RURAL COLLECTOR	-	-		-	-
Mission Bay Park	7 LOCAL ROAD	-	-	-	-	-
Mission Bay Park	8 FREEWAY RAMP	8,626	2	-	2	8,624
Mission Bay Park	9 LOCAL RAMP	33,360	258	-	258	33,102
Mission Bay Park	10 ZONE CONNECTOR	26,333	172	-	172	26,161
Mission Bay Park TOTAL		649,339	8,431	-	8,431	640,908
Mission Beach	1 FREEWAY	-	-	-	-	-
Mission Beach	2 PRIME	-	-	-	-	-
Mission Beach	3 MAJOR	38,634	277	-	277	38,357
Mission Beach	4 COLLECTOR	9,910	68	-	68	9,842
Mission Beach	5 LOCAL COLLECTOR	-	-	-	-	-
Mission Beach	6 RURAL COLLECTOR	-	-	-	-	-
Mission Beach	7 LOCAL ROAD	-	-	-	-	-
Mission Beach	8 FREEWAY RAMP	-	-	-	-	-
Mission Beach	9 LOCAL RAMP	-	-	-	-	-
Mission Beach	10 ZONE CONNECTOR	1,702	6	-	6	1,696
Mission Beach TOTAL		50,246	351	-	351	49,895

Mission Valley	1 FREEWAY	1,908,555	29,984	-	29,984	1,878,571
Mission Valley	2 PRIME	150,949	715	-	715	150,234
Mission Valley	3 MAJOR	308,397	2,587	-	2,587	305,810
Mission Valley	4 COLLECTOR	222,748	2,810	-	2,810	219,938
Mission Valley	5 LOCAL COLLECTOR	11,727	92	-	92	11,635
Mission Valley	6 RURAL COLLECTOR	-	-	-	-	-
Mission Valley	7 LOCAL ROAD	3,511	36	-	36	3,475
Mission Valley	8 FREEWAY RAMP	315,661	3,978	-	3,978	311,683
Mission Valley	9 LOCAL RAMP	219,596	4,017	-	4,017	215,579
Mission Valley	10 ZONE CONNECTOR	84,707	755	-	755	83,952
Mission Valley TOTAL		3,225,851	44,974	-	44,974	3,180,877
NATIONAL CITY	1 FREEWAY	1,313,105	63,371	-	63,371	1,249,734
NATIONAL CITY	2 PRIME	58,679	2,727	-	2,727	55,952
NATIONAL CITY	3 MAJOR	218,359	14,575	-	14,575	203,784
NATIONAL CITY	4 COLLECTOR	173,596	16,007	-	16,007	157,589
NATIONAL CITY	5 LOCAL COLLECTOR	5,690	99	-	99	5,591
NATIONAL CITY	6 RURAL COLLECTOR	-	-	-	-	-
NATIONAL CITY	7 LOCAL ROAD	7,443	445	-	445	6,998
NATIONAL CITY	8 FREEWAY RAMP	92,926	3,565	-	3,565	89,361
NATIONAL CITY	9 LOCAL RAMP	54,345	6,451	-	6,451	47,894
NATIONAL CITY	10 ZONE CONNECTOR	51,451	2,669	-	2,669	48,782
NATIONAL CITY TOTAL		1,975,594	109,909	-	109,909	1,865,685
NCFUA Reserve	1 FREEWAY	-	-	-	-	-
NCFUA Reserve	2 PRIME	-	-	-	-	-
NCFUA Reserve	3 MAJOR	7,151	9	-	9	7,142
NCFUA Reserve	4 COLLECTOR	-	-	-	-	-
NCFUA Reserve	5 LOCAL COLLECTOR	580	-	-	-	580
NCFUA Reserve	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Reserve	7 LOCAL ROAD	-	-	-	-	-
NCFUA Reserve	8 FREEWAY RAMP	-	-	-	-	-
NCFUA Reserve	9 LOCAL RAMP	-	-	-	-	-
NCFUA Reserve	10 ZONE CONNECTOR	30	-	-	-	30
NCFUA Reserve TOTAL		7,761	9	-	9	7,752
NCFUA Subarea 2	1 FREEWAY	248,119	1,754	-	1,754	246,365
NCFUA Subarea 2	2 PRIME	-	-	-	-	-
NCFUA Subarea 2	3 MAJOR	38,266	55	-	55	38,211
NCFUA Subarea 2	4 COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	5 LOCAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	7 LOCAL ROAD	-	-	-	-	-
NCFUA Subarea 2	8 FREEWAY RAMP	53	-	-	-	53
NCFUA Subarea 2	9 LOCAL RAMP	5,820	29	-	29	5,791
NCFUA Subarea 2	10 ZONE CONNECTOR	758	-	-	-	758
NCFUA Subarea 2 TOTAL		293,016	1,838	-	1,838	291,178

Navajo	1 FREEWAY	412,574	1,810	-	1,810	410,764
Navajo	2 PRIME	84,970	1,051	-	1,051	83,919
Navajo	3 MAJOR	382,843	2,047	-	2,047	380,796
Navajo	4 COLLECTOR	7,173	7	-	7	7,166
Navajo	5 LOCAL COLLECTOR	77,042	537	-	537	76,505
Navajo	6 RURAL COLLECTOR	-	-	-	-	-
Navajo	7 LOCAL ROAD	13,286	115	-	115	13,171
Navajo	8 FREEWAY RAMP	-	-	-	-	-
Navajo	9 LOCAL RAMP	29,098	272	-	272	28,826
Navajo	10 ZONE CONNECTOR	68,261	453	-	453	67,808
Navajo TOTAL		1,075,247	6,292	-	6,292	1,068,955
OCEANSIDE	1 FREEWAY	1,319,290	2,973	-	2,973	1,316,317
OCEANSIDE	2 PRIME	681,177	130	-	130	681,047
OCEANSIDE	3 MAJOR	880,802	260	-	260	880,542
OCEANSIDE	4 COLLECTOR	432,945	72	-	72	432,873
OCEANSIDE	5 LOCAL COLLECTOR	364,576	32	-	32	364,544
OCEANSIDE	6 RURAL COLLECTOR	-	-		-	-
OCEANSIDE	7 LOCAL ROAD	7,383	-	-	-	7,383
OCEANSIDE	8 FREEWAY RAMP	59,780	65	-	65	59,715
OCEANSIDE	9 LOCAL RAMP	70,711	58	-	58	70,653
OCEANSIDE	10 ZONE CONNECTOR	231,401	8	-	8	231,393
OCEANSIDE TOTAL		4,048,065	3,598	-	3,598	4,044,467
Ocean Beach	1 FREEWAY	35,666	626	-	626	35,040
Ocean Beach	2 PRIME	22,164	152	-	152	22,012
Ocean Beach	3 MAJOR	37,952	369	-	369	37,583
Ocean Beach	4 COLLECTOR	20,149	170	-	170	19,979
Ocean Beach	5 LOCAL COLLECTOR	9,759	38	-	38	9,721
Ocean Beach	6 RURAL COLLECTOR	-	-	-	-	-
Ocean Beach	7 LOCAL ROAD	2,403	14	-	14	2,389
Ocean Beach	8 FREEWAY RAMP	-	-	-	-	-
Ocean Beach	9 LOCAL RAMP	2,403	41	-	41	2,362
Ocean Beach	10 ZONE CONNECTOR	6,146	17	-	17	6,129
Ocean Beach TOTAL		136,642	1,427	-	1,427	135,215
Old San Diego	1 FREEWAY	141,675	4,298	-	4,298	137,377
Old San Diego	2 PRIME	2,353	17	-	17	2,336
Old San Diego	3 MAJOR	17,229	51	-	51	17,178
Old San Diego	4 COLLECTOR	15,883	135	-	135	15,748
Old San Diego	5 LOCAL COLLECTOR	15,086	142	-	142	14,944
Old San Diego	6 RURAL COLLECTOR	-	-	-	-	-
Old San Diego	7 LOCAL ROAD	-	-	-	-	-
Old San Diego	8 FREEWAY RAMP	31,965	974	-	974	30,991
Old San Diego	9 LOCAL RAMP	22,686	183	-	183	22,503
Old San Diego	10 ZONE CONNECTOR	5,695	58	-	58	5,637
Old San Diego TOTAL		252,572	5,858	-	5,858	246,714

Otay Mesa	1 FREEWAY	809,167	10,258	-	10,258	798,909
Otay Mesa	2 PRIME	239,980	651	-	651	239,329
Otay Mesa	3 MAJOR	245,289	965	-	965	244,324
Otay Mesa	4 COLLECTOR	111,111	189	-	189	110,922
Otay Mesa	5 LOCAL COLLECTOR	37,084	122	-	122	36,962
Otay Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Otay Mesa	7 LOCAL ROAD	16,846	107	-	107	16,739
Otay Mesa	8 FREEWAY RAMP	52,767	674	-	674	52,093
Otay Mesa	9 LOCAL RAMP	55,570	489	-	489	55,081
Otay Mesa	10 ZONE CONNECTOR	81,424	357	-	357	81,067
Otay Mesa TOTAL		1,649,238	13,812	-	13,812	1,635,426
Otay Mesa-Nestor	1 FREEWAY	544,759	11,327	-	11,327	533,432
Otay Mesa-Nestor	2 PRIME	60,303	653	-	653	59,650
Otay Mesa-Nestor	3 MAJOR	174,491	958	-	958	173,533
Otay Mesa-Nestor	4 COLLECTOR	23,977	156	-	156	23,821
Otay Mesa-Nestor	5 LOCAL COLLECTOR	81,824	316	-	316	81,508
Otay Mesa-Nestor	6 RURAL COLLECTOR	-	-	-	-	-
Otay Mesa-Nestor	7 LOCAL ROAD	3,924	3	-	3	3,921
Otay Mesa-Nestor	8 FREEWAY RAMP	65,277	1,232	-	1,232	64,045
Otay Mesa-Nestor	9 LOCAL RAMP	50,005	904	-	904	49,101
Otay Mesa-Nestor	10 ZONE CONNECTOR	49,037	285	-	285	48,752
Otay Mesa-Nestor TOTAL		1,053,597	15,834	-	15,834	1,037,763
POWAY	1 FREEWAY	-	-	-	-	-
POWAY	2 PRIME	305,251	495	-	495	304,756
POWAY	3 MAJOR	523,705	1,049	-	1,049	522,656
POWAY	4 COLLECTOR	164,910	33	-	33	164,877
POWAY	5 LOCAL COLLECTOR	66,296	28	-	28	66,268
POWAY	6 RURAL COLLECTOR	-	-	-	-	-
POWAY	7 LOCAL ROAD	132,936	152	-	152	132,784
POWAY	8 FREEWAY RAMP	-	-	-	-	-
POWAY	9 LOCAL RAMP	-	-	-	-	-
POWAY	10 ZONE CONNECTOR	106,354	113	-	113	106,241
POWAY TOTAL		1,299,452	1,870	-	1,870	1,297,582
Pacific Beach	1 FREEWAY	183,531	2,685	-	2,685	180,846
Pacific Beach	2 PRIME	-	-	-	-	-
Pacific Beach	3 MAJOR	256,733	1,722	-	1,722	255,011
Pacific Beach	4 COLLECTOR	16,282	61	-	61	16,221
Pacific Beach	5 LOCAL COLLECTOR	89,057	309	-	309	88,748
Pacific Beach	6 RURAL COLLECTOR	-	-	-	-	-
Pacific Beach	7 LOCAL ROAD	830	1	-	1	829
Pacific Beach	8 FREEWAY RAMP	-	-	-	-	-
Pacific Beach	9 LOCAL RAMP	14,299	190	-	190	14,109
Pacific Beach	10 ZONE CONNECTOR	31,087	83	-	83	31,004
Pacific Beach TOTAL		591,819	5,051	-	5,051	586,768

Pacific Highlands Ranch	1 FREEWAY	250,122	48	-	48	250,074	
Pacific Highlands Ranch	2 PRIME	12,354	4	-	4	12,350	
Pacific Highlands Ranch	3 MAJOR	48,895	88	-	88	48,807	
Pacific Highlands Ranch	4 COLLECTOR	897	-	-	-	897	
Pacific Highlands Ranch	5 LOCAL COLLECTOR	-	-	-	-	-	
Pacific Highlands Ranch	6 RURAL COLLECTOR	-	-	-	-	-	
Pacific Highlands Ranch	7 LOCAL ROAD	1,544	2	-	2	1,542	
Pacific Highlands Ranch	8 FREEWAY RAMP	-	-	-	-	-	
Pacific Highlands Ranch	9 LOCAL RAMP	11,604	41	-	41	11,563	
Pacific Highlands Ranch	10 ZONE CONNECTOR	19,749	26	-	26	19,723	
Pacific Highlands Ranch TOTAL		345,165	209	-	209	344,956	
Peninsula	1 FREEWAY	14,832	260	-	260	14,572	
Peninsula	2 PRIME	83,811	621	-	621	83,190	
Peninsula	3 MAJOR	162,220	1,898	-	1,898	160,322	
Peninsula	4 COLLECTOR	39,009	371	-	371	38,638	
Peninsula	5 LOCAL COLLECTOR	79,119	618	-	618	78,501	
Peninsula	6 RURAL COLLECTOR	-	-	-	-	-	
Peninsula	7 LOCAL ROAD	8,896	65	-	65	8,831	
Peninsula	8 FREEWAY RAMP	-	-	-	-	-	
Peninsula	9 LOCAL RAMP	10,330	200	-	200	10,130	
Peninsula	10 ZONE CONNECTOR	53,653	516	-	516	53,137	
Peninsula TOTAL		451,870	4,549	-	4,549	447,321	-
Rancho Bernardo	1 FREEWAY	1,364,845	8,726	-	8,726	1,356,119	
Rancho Bernardo	2 PRIME	96,187	227	-	227	95,960	
Rancho Bernardo	3 MAJOR	351,307	338	-	338	350,969	
Rancho Bernardo	4 COLLECTOR	38,691	29	-	29	38,662	
Rancho Bernardo	5 LOCAL COLLECTOR	52,020	41	-	41	51,979	
Rancho Bernardo	6 RURAL COLLECTOR	-	-	-	-	-	
Rancho Bernardo	7 LOCAL ROAD	139	-	-	-	139	
Rancho Bernardo	8 FREEWAY RAMP	161	-	-	-	161	
Rancho Bernardo	9 LOCAL RAMP	50,197	149	-	149	50,048	
Rancho Bernardo	10 ZONE CONNECTOR	72,337	65	-	65	72,272	
Rancho Bernardo TOTAL		2,025,884	9,575	-	9,575	2,016,309	
Rancho Encantada	1 FREEWAY	-	-	-	-	-	
Rancho Encantada	2 PRIME	-	-	-	-	-	
Rancho Encantada	3 MAJOR	6,096	17	-	17	6,079	
Rancho Encantada	4 COLLECTOR	-	-	-	-	-	
Rancho Encantada	5 LOCAL COLLECTOR	-	-	-	-	-	
Rancho Encantada	6 RURAL COLLECTOR	-	-	-	-	-	
Rancho Encantada	7 LOCAL ROAD	-	-	-	-	-	
Rancho Encantada	8 FREEWAY RAMP	-	-	-	-	-	
Rancho Encantada	9 LOCAL RAMP	-	-	-	-	-	
Rancho Encantada	10 ZONE CONNECTOR	8,179	20	-	20	8,159	
Rancho Encantada TOTAL		14,275	37	-	37	14,238	

Rancho Penasquitos	1 FREEWAY	879,278	5,713	-	5,713	873,565	
Rancho Penasquitos	2 PRIME	24,478	32	-	32	24,446	
Rancho Penasquitos	3 MAJOR	234,981	469	-	469	234,512	
Rancho Penasquitos	4 COLLECTOR	22,618	30	-	30	22,588	
Rancho Penasquitos	5 LOCAL COLLECTOR	20,361	20	-	20	20,341	
Rancho Penasquitos	6 RURAL COLLECTOR	-	-	-	-	-	
Rancho Penasquitos	7 LOCAL ROAD	5,495	3	-	3	5,492	
Rancho Penasquitos	8 FREEWAY RAMP	15,306	29	-	29	15,277	
Rancho Penasquitos	9 LOCAL RAMP	45,668	254	-	254	45,414	
Rancho Penasquitos	10 ZONE CONNECTOR	47,371	59	-	59	47,312	
Rancho Penasquitos TOTAL		1,295,556	6,609	-	6,609	1,288,947	
SAN MARCOS	1 FREEWAY	1,155,424	1,762	-	1,762	1,153,662	
SAN MARCOS	2 PRIME	339,372	76	-	76	339,296	
SAN MARCOS	3 MAJOR	510,364	52	-	52	510,312	
SAN MARCOS	4 COLLECTOR	349,735	53	-	53	349,682	
SAN MARCOS	5 LOCAL COLLECTOR	4,097	-	-	-	4,097	
SAN MARCOS	6 RURAL COLLECTOR	-	-	-	-	-	
SAN MARCOS	7 LOCAL ROAD	42,923	14	-	14	42,909	
SAN MARCOS	8 FREEWAY RAMP	164	-	-	-	164	
SAN MARCOS	9 LOCAL RAMP	63,843	58	-	58	63,785	
SAN MARCOS	10 ZONE CONNECTOR	154,339	12	-	12	154,327	
				-			
SAN MARCOS TOTAL		2,620,261	2,027	-	2,027	2,618,234	
SANTEE	1 FREEWAY	622,056	3,340	-	3,340	618,716	
SANTEE	2 PRIME	73,259	405	-	405	72,854	
SANTEE	3 MAJOR	315,535	992	-	992	314,543	
SANTEE	4 COLLECTOR	66,940	97	-	97	66,843	
SANTEE	5 LOCAL COLLECTOR	88,348	264	-	264	88,084	
SANTEE	6 RURAL COLLECTOR	-	-	-	-	-	
SANTEE	7 LOCAL ROAD	2,262	34	-	34	2,228	
SANTEE	8 FREEWAY RAMP	65,122	104	-	104	65,018	
SANTEE	9 LOCAL RAMP	24,628	106	-	106	24,522	
SANTEE	10 ZONE CONNECTOR	81,863	196	-	196	81,667	
SANTEE TOTAL		1,340,013	5,538	-	5,538	1,334,475	
SOLANA BEACH	1 FREEWAY	561,090	3,773	-	3,773	557,317	
SOLANA BEACH	2 PRIME	-	-	-	-	-	
SOLANA BEACH	3 MAJOR	70,749	72	-	72	70,677	
SOLANA BEACH	4 COLLECTOR	23,080	26	-	26	23,054	
SOLANA BEACH	5 LOCAL COLLECTOR	23,661	19	-	19	23,642	
SOLANA BEACH	6 RURAL COLLECTOR	-	-	-	-	-	
SOLANA BEACH	7 LOCAL ROAD	517	-	-	-	517	
SOLANA BEACH	8 FREEWAY RAMP	96	-	-	-	96	
SOLANA BEACH	9 LOCAL RAMP	11,009	21	-	21	10,988	
SOLANA BEACH	10 ZONE CONNECTOR	21,588	16	-	16	21,572	
SOLANA BEACH TOTAL		711,790	3,927	-	3,927	707,863	-

SOUTHEASTERN SAN DIEG	1 FREEWAY	1,032,019	84,620	14,550	70,070	947,399	
SOUTHEASTERN SAN DIEG	2 PRIME	-	-	-	-	-	
SOUTHEASTERN SAN DIEG	3 MAJOR	54,348	43,535	7,485	36,050	10,813	
SOUTHEASTERN SAN DIEG	4 COLLECTOR	161,453	135,139	23,236	111,903	26,314	
SOUTHEASTERN SAN DIEG	5 LOCAL COLLECTOR	2,234	1,474	253	1,221	760	
SOUTHEASTERN SAN DIEG	6 RURAL COLLECTOR	-	-	-	-	-	
SOUTHEASTERN SAN DIEG	7 LOCAL ROAD	21,866	17,188	2,955	14,233	4,678	
SOUTHEASTERN SAN DIEG	8 FREEWAY RAMP	135,463	16,760	2,882	13,878	118,703	
SOUTHEASTERN SAN DIEG	9 LOCAL RAMP	78,306	29,665	5,101	24,564	48,641	
SOUTHEASTERN SAN DIEG	10 ZONE CONNECTOR	34,567	34,569	5,944	28,625	(2)	
SOUTHEASTERN SAN DIEG	11 INTA-ZONAL						1,050
SOUTHEASTERN SAN DIEGO TOTAL		1,520,256	362,950	62,406	300,544	1,157,306	1,050
Sabre Springs	1 FREEWAY	178,755	1,742	-	1,742	177,013	
Sabre Springs	2 PRIME	30,018	133	-	133	29,885	
Sabre Springs	3 MAJOR	73,191	355	-	355	72,836	
Sabre Springs	4 COLLECTOR	16,383	10	-	10	16,373	
Sabre Springs	5 LOCAL COLLECTOR	37,904	20	-	20	37,884	
Sabre Springs	6 RURAL COLLECTOR	-	-	-	-	-	
Sabre Springs	7 LOCAL ROAD	1,192	2	-	2	1,190	
Sabre Springs	8 FREEWAY RAMP	698	8	-	8	690	
Sabre Springs	9 LOCAL RAMP	12,464	102	-	102	12,362	
Sabre Springs	10 ZONE CONNECTOR	6,355	3	-	3	6,352	
Sabre Springs TOTAL		356,960	2,375	-	2,375	354,585	
San Pasqual	1 FREEWAY	215,288	1,144	-	1,144	214,144	
San Pasqual	2 PRIME	-	-	-	-	-	
San Pasqual	3 MAJOR	154,972	22	-	22	154,950	
San Pasqual	4 COLLECTOR	21,583	42	-	42	21,541	
San Pasqual	5 LOCAL COLLECTOR	70,649	34	-	34	70,615	
San Pasqual	6 RURAL COLLECTOR	814	-	-	-	814	
San Pasqual	7 LOCAL ROAD	-	-	-	-	-	
San Pasqual	8 FREEWAY RAMP	-	-	-	-	-	
San Pasqual	9 LOCAL RAMP	6,267	14	-	14	6,253	
San Pasqual	10 ZONE CONNECTOR	5,704	7	-	7	5,697	
San Pasqual TOTAL		475,277	1,263	-	1,263	474,014	
San Ysidro	1 FREEWAY	390,604	5,140	-	5,140	385,464	
San Ysidro	2 PRIME	-	-	-	-	-	
San Ysidro	3 MAJOR	48,957	223	-	223	48,734	
San Ysidro	4 COLLECTOR	58,052	218	-	218	57,834	
San Ysidro	5 LOCAL COLLECTOR	27,978	132	-	132	27,846	
San Ysidro	6 RURAL COLLECTOR	-	-	-	-	-	
San Ysidro	7 LOCAL ROAD	664	-	-	-	664	
San Ysidro	8 FREEWAY RAMP	13,347	201	-	201	13,146	
San Ysidro	9 LOCAL RAMP	29,912	275	-	275	29,637	
San Ysidro	10 ZONE CONNECTOR	25,554	109	-	109	25,445	
San Ysidro TOTAL		595,068	6,298	-	6,298	588,770	

Scripps Miramar Ranch	1 FREEWAY	345,144	4,165	-	4,165	340,979
Scripps Miramar Ranch	2 PRIME	4,904	19	-	19	4,885
Scripps Miramar Ranch	3 MAJOR	167,049	691	-	691	166,358
Scripps Miramar Ranch	4 COLLECTOR	26,354	44	-	44	26,310
Scripps Miramar Ranch	5 LOCAL COLLECTOR	51,180	72	-	72	51,108
Scripps Miramar Ranch	6 RURAL COLLECTOR	-	-		-	-
Scripps Miramar Ranch	7 LOCAL ROAD	-	-	-	-	-
Scripps Miramar Ranch	8 FREEWAY RAMP	129	-	-	-	129
Scripps Miramar Ranch	9 LOCAL RAMP	16,677	130	-	130	16,547
Scripps Miramar Ranch	10 ZONE CONNECTOR	27,102	67	-	67	27,035
Scripps Miramar Ranch TOTAL		638,539	5,188	-	5,188	633,351
Scripps Reserve	1 FREEWAY	-	-	-	-	-
Scripps Reserve	2 PRIME	-	-	-	-	-
Scripps Reserve	3 MAJOR	-	-	-	-	-
Scripps Reserve	4 COLLECTOR	-	-	-	-	-
Scripps Reserve	5 LOCAL COLLECTOR	-	-	-	-	-
Scripps Reserve	6 RURAL COLLECTOR	-	-	-	-	-
Scripps Reserve	7 LOCAL ROAD	-	-	-	-	-
Scripps Reserve	8 FREEWAY RAMP	-	-	-	-	-
Scripps Reserve	9 LOCAL RAMP	-	-	-	-	-
Scripps Reserve	10 ZONE CONNECTOR	-	-	-	-	-
Scripps Reserve TOTAL		-	-	-	-	-
Serra Mesa	1 FREEWAY	716,274	17,748	-	17,748	698,526
Serra Mesa	2 PRIME	-	-	-	-	-
Serra Mesa	3 MAJOR	93,197	1,149	-	1,149	92,048
Serra Mesa	4 COLLECTOR	40,976	514	-	514	40,462
Serra Mesa	5 LOCAL COLLECTOR	-	-	-	-	-
Serra Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Serra Mesa	7 LOCAL ROAD	2,378	18	-	18	2,360
Serra Mesa	8 FREEWAY RAMP	14,294	303	-	303	13,991
Serra Mesa	9 LOCAL RAMP	35,585	883	-	883	34,702
Serra Mesa	10 ZONE CONNECTOR	17,345	139	-	139	17,206
Serra Mesa TOTAL		920,049	20,754	-	20,754	899,295
Skyline-Paradise Hills	1 FREEWAY	37,645	474	-	474	37,171
Skyline-Paradise Hills	2 PRIME	1,364	47	-	47	1,317
Skyline-Paradise Hills	3 MAJOR	101,784	2,936	-	2,936	98,848
Skyline-Paradise Hills	4 COLLECTOR	66,462	1,679	-	1,679	64,783
Skyline-Paradise Hills	5 LOCAL COLLECTOR	48,433	720	-	720	47,713
Skyline-Paradise Hills	6 RURAL COLLECTOR	-	-	-	-	-
Skyline-Paradise Hills	7 LOCAL ROAD	3,574	22	-	22	3,552
Skyline-Paradise Hills	8 FREEWAY RAMP	-	-	-	-	-
Skyline-Paradise Hills	9 LOCAL RAMP	6,337	105	-	105	6,232
Skyline-Paradise Hills	10 ZONE CONNECTOR	33,684	709	-	709	32,975
Skyline-Paradise Hills TOTAL		299,283	6,692	-	6,692	292,591

Tierrasanta	1 FREEWAY	894,286	14,712	-	14,712	879,574
Tierrasanta	2 PRIME	31,292	630	-	630	30,662
Tierrasanta	3 MAJOR	208,613	907	-	907	207,706
Tierrasanta	4 COLLECTOR	18,068	100	-	100	17,968
Tierrasanta	5 LOCAL COLLECTOR	16,862	58	-	58	16,804
Tierrasanta	6 RURAL COLLECTOR	-	-	-	-	-
Tierrasanta	7 LOCAL ROAD	3	-	-	-	3
Tierrasanta	8 FREEWAY RAMP	3,880	11	-	11	3,869
Tierrasanta	9 LOCAL RAMP	47,015	659	-	659	46,356
Tierrasanta	10 ZONE CONNECTOR	27,565	172	-	172	27,393
Tierrasanta TOTAL		1,247,584	17,249	-	17,249	1,230,335
Tijuana River Valley	1 FREEWAY	-	-	-	-	-
Tijuana River Valley	2 PRIME	-	-	-	-	-
Tijuana River Valley	3 MAJOR	-	-	-	-	-
Tijuana River Valley	4 COLLECTOR	3,867	17	-	17	3,850
Tijuana River Valley	5 LOCAL COLLECTOR	1,220	3	-	3	1,217
Tijuana River Valley	6 RURAL COLLECTOR	-	-	-	-	-
Tijuana River Valley	7 LOCAL ROAD	-	-	-	-	-
Tijuana River Valley	8 FREEWAY RAMP	-	-	-	-	-
Tijuana River Valley	9 LOCAL RAMP	-	-	-	-	-
Tijuana River Valley	10 ZONE CONNECTOR	81	-	-	-	81
Tijuana River Valley TOTAL		5,168	20	-	20	5,148
Torrey Highlands	1 FREEWAY	127,471	18	-	18	127,453
Torrey Highlands	2 PRIME	29,122	34	-	34	29,088
Torrey Highlands	3 MAJOR	53,324	27	-	27	53,297
Torrey Highlands	4 COLLECTOR	-	-	-	-	-
Torrey Highlands	5 LOCAL COLLECTOR	-	-	-	-	-
Torrey Highlands	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Highlands	7 LOCAL ROAD	-	-	-	-	-
Torrey Highlands	8 FREEWAY RAMP	-	-	-	-	-
Torrey Highlands	9 LOCAL RAMP	13,297	25	-	25	13,272
Torrey Highlands	10 ZONE CONNECTOR	21,308	29	-	29	21,279
Torrey Highlands TOTAL		244,522	133	-	133	244,389
Torrey Hills	1 FREEWAY	424,223	3,260	-	3,260	420,963
Torrey Hills	2 PRIME	8,545	39	-	39	8,506
Torrey Hills	3 MAJOR	59,431	91	-	91	59,340
Torrey Hills	4 COLLECTOR	1,074	1	-	1	1,073
Torrey Hills	5 LOCAL COLLECTOR	9,637	12	-	12	9,625
Torrey Hills	6 RURAL COLLECTOR	-	-		-	-
Torrey Hills	7 LOCAL ROAD	-	-	-	-	-
Torrey Hills	8 FREEWAY RAMP	1,749	6	-	6	1,743
Torrey Hills	9 LOCAL RAMP	5,602	27	-	27	5,575
Torrey Hills	10 ZONE CONNECTOR	7,753	17	-	17	7,736
Torrey Hills TOTAL		518,014	3,453	-	3,453	514,561

Torrey Pines	1 FREEWAY	1,308,816	10,351	-	10,351	1,298,465
Torrey Pines	2 PRIME	15,807	4	-	4	15,803
Torrey Pines	3 MAJOR	135,006	358	-	358	134,648
Torrey Pines	4 COLLECTOR	25,727	77	-	77	25,650
Torrey Pines	5 LOCAL COLLECTOR	7,852	24	-	24	7,828
Torrey Pines	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Pines	7 LOCAL ROAD	574	-	-	-	574
Torrey Pines	8 FREEWAY RAMP	18,464	53	-	53	18,411
Torrey Pines	9 LOCAL RAMP	36,746	170	-	170	36,576
Torrey Pines	10 ZONE CONNECTOR	13,692	30	-	30	13,662
Torrey Pines TOTAL		1,562,684	11,067	-	11,067	1,551,617
Unincorporated	1 FREEWAY	11,405,549	68,360	-	68,360	11,337,189
Unincorporated	2 PRIME	987,094	3,478	-	3,478	983,616
Unincorporated	3 MAJOR	4,758,372	18,507	-	18,507	4,739,865
Unincorporated	4 COLLECTOR	1,794,953	4,056	-	4,056	1,790,897
Unincorporated	5 LOCAL COLLECTOR	2,511,023	3,040	-	3,040	2,507,983
Unincorporated	6 RURAL COLLECTOR	726,750	1,150	-	1,150	725,600
Unincorporated	7 LOCAL ROAD	581,053	1,351	-	1,351	579,702
Unincorporated	8 FREEWAY RAMP	81,865	2,693	-	2,693	79,172
Unincorporated	9 LOCAL RAMP	253,530	2,701	-	2,701	250,829
Unincorporated	10 ZONE CONNECTOR	1,472,672	2,710	-	2,710	1,469,962
Unincorporated TOTAL		24,572,861	108,046	-	108,046	24,464,815
University	1 FREEWAY	1,623,196	17,032	-	17,032	1,606,164
University	2 PRIME	438,689	1,505	-	1,505	437,184
University	3 MAJOR	327,087	1,239	-	1,239	325,848
University	4 COLLECTOR	77,826	192	-	192	77,634
University	5 LOCAL COLLECTOR	5,859	9	-	9	5,850
University	6 RURAL COLLECTOR	-	-	-	-	-
University	7 LOCAL ROAD	28,219	78	-	78	28,141
University	8 FREEWAY RAMP	47,676	132	-	132	47,544
University	9 LOCAL RAMP	145,821	847	-	847	144,974
University	10 ZONE CONNECTOR	141,475	451	-	451	141,024
University TOTAL		2,835,848	21,485	-	21,485	2,814,363
Uptown	1 FREEWAY	463,385	21,107	-	21,107	442,278
Uptown	2 PRIME	19,430	309	-	309	19,121
Uptown	3 MAJOR	79,265	557	-	557	78,708
Uptown	4 COLLECTOR	42,037	957	-	957	41,080
Uptown	5 LOCAL COLLECTOR	111,401	1,265	-	1,265	110,136
Uptown	6 RURAL COLLECTOR	-	-	-	-	-
Uptown	7 LOCAL ROAD	2,187	22	-	22	2,165
Uptown	8 FREEWAY RAMP	6,254	57	-	57	6,197
Uptown	9 LOCAL RAMP	67,381	1,716	-	1,716	65,665
Uptown	10 ZONE CONNECTOR	29,597	442	-	442	29,155
Uptown TOTAL		820,937	26,432	-	26,432	794,505

VISTA	1 FREEWAY	821,971	175	-	175	821,796	
VISTA	2 PRIME	283,986	8	-	8	283,978	
VISTA	3 MAJOR	435,804	39	-	39	435,765	
VISTA	4 COLLECTOR	231,232	25	-	25	231,207	
VISTA	5 LOCAL COLLECTOR	117,609	17	-	17	117,592	
VISTA	6 RURAL COLLECTOR	127,244	3	-	3	127,241	
VISTA	7 LOCAL ROAD	80	-	-	-	80	
VISTA	8 FREEWAY RAMP	-	-	-	-	-	
VISTA	9 LOCAL RAMP	44,613	18	-	18	44,595	
VISTA	10 ZONE CONNECTOR	122,705	6	-	6	122,699	
VISTA TOTAL		2,185,244	291	-	291	2,184,953	
Via De La Valle	1 FREEWAY	-	-	-	-	-	
Via De La Valle	2 PRIME	-	-	-	-	-	
Via De La Valle	3 MAJOR	12,485	10	-	10	12,475	
Via De La Valle	4 COLLECTOR	2,989	4	-	4	2,985	
Via De La Valle	5 LOCAL COLLECTOR	-	-	-	-	-	
Via De La Valle	6 RURAL COLLECTOR	-	-	-	-	-	
Via De La Valle	7 LOCAL ROAD	-	-	-	-	-	
Via De La Valle	8 FREEWAY RAMP	-	-	-	-	-	
Via De La Valle	9 LOCAL RAMP	-	-	-	-	-	
Via De La Valle	10 ZONE CONNECTOR	208	-	-	-	208	
Via De La Valle TOTAL		15,682	14	-	14	15,668	
REGIONWIDE TOTAL		108,496,206	1,711,179	62,406	1,648,773	106,785,027	1,050

VERIFICATION

Base Year 2008	
REPORTED: Post-forecast VMT Report (postlod2.pr)	85,347,095
CALCULATED: Aggregated sum of all VMT (E1143)	85,331,631
DISAGGREGATED: Sum of all VMT using this method (Analysis Tab: G1143 + H1143 + I1143)	85,328,634
Summary 1 (calculated - reported)	
Absolute VMT difference	(15,464)
Percent VMT difference	-0.0181%
Summary 2 (disaggregated - reported)	
Absolute VMT difference	(18,461)
Percent VMT difference	-0.0216%
Summary 3 (disaggregated - calculated)	
Absolute VMT difference	(2,997)
Percent VMT difference	-0.0035%

2035 C - Proposed Land Use	
REPORTED: Post-forecast VMT Report (postlod2.pr)	108,435,827
CALCULATED: Aggregated sum of all VMT (O1143)	108,419,301
DISAGGREGATED: Sum of all VMT using this method (Analysis Tab: Q1143 + R1143 + S1143	108,419,301
Summary 1 (calculated - reported)	
Absolute VMT difference	(16,526)
Percent VMT difference	-0.0152%
Summary 2 (disaggregated - reported)	
Absolute VMT difference	(16,526)
Percent VMT difference	-0.0152%
Summary 3 (disaggregated - calculated)	
Absolute VMT difference	-
Percent VMT difference	0.0000%

2035 D - High Density Scenario	
REPORTED: Post-forecast VMT Report (postlod2.pr)	108,512,704
CALCULATED: Aggregated sum of all VMT (Y1143)	108,496,206
DISAGGREGATED: Sum of all VMT using this method (Analysis Tab: AA1143 + AB1143 + AC1	108,496,206
Summary 1 (calculated - reported)	
Absolute VMT difference	(16,498)
Percent VMT difference	-0.0152%
Summary 2 (disaggregated - reported)	
Absolute VMT difference	(16,498)
Percent VMT difference	-0.0152%
Summary 3 (disaggregated - calculated)	
Absolute VMT difference	-
Percent VMT difference	0.0000%

SUMMARY

2035 D - High Density Scenario

JURISDICTION	JUR CODE	TOTAL VMT	TOTAL City of San Diego: SESD VMT	Two Trip End City of San Diego: SESD VMT	One Trip End City of San Diego: SESD VMT	NON-City of San Diego: SESD VMT
			I-I, I-E and E-I	I-I	I-E and E-I	E-E
32nd Street Naval Station TOTAL	14	63,981	6,404	-	6,404	57,577
Balboa Park TOTAL	14	422,222	26,094	-	26,094	396,128
Barrio Logan TOTAL	14	441,992	38,309	-	38,309	403,683
Black Mountain Ranch TOTAL	14	235,138	102	-	102	235,036
CARLSBAD TOTAL	1	4,318,354	9,975	-	9,975	4,308,379
CHULA VISTA TOTAL	2	5,592,827	95,503	-	95,503	5,497,324
CORONADO TOTAL	3	471,445	18,685	-	18,685	452,760
Carmel Mountain Ranch TOTAL	14	647,225	3,554	-	3,554	643,671
Carmel Valley TOTAL	14	899,428	3,490	-	3,490	895,938
Centre City TOTAL	14	862,327	49,545	-	49,545	812,782
Clairemont Mesa TOTAL	14	1,953,040	21,709	-	21,709	1,931,331
College Area TOTAL	14	721,302	4,002	-	4,002	717,300
DEL MAR TOTAL	4	101,097	121	-	121	100,976
Del Mar Mesa TOTAL	14	23,852	17	-	17	23,835
EL CAJON TOTAL	5	2,432,671	20,939	-	20,939	2,411,732
ENCANTO TOTAL	14	894,646	79,692	-	79,692	814,954
ENCINITAS TOTAL	6	2,543,875	11,207	-	11,207	2,532,668
ESCONDIDO TOTAL	7	3,458,442	8,638	-	8,638	3,449,804
East Elliott TOTAL	14	290,369	66	-	66	290,303
External TOTAL	14	527,207	3,978	-	3,978	523,229
Fairbanks Country Club TOTAL	14	27,973	51	-	51	27,922
Flower Hill TOTAL	14	32,920	172	-	172	32,748
Greater Golden Hill TOTAL	14	304,455	38,721	-	38,721	265,734
Greater North Park TOTAL	14	695,347	44,131	-	44,131	651,216
Harbor TOTAL	14	63,022	4,022	-	4,022	59,000
IMPERIAL BEACH TOTAL	8	131,562	804	-	804	130,758
Kearny Mesa TOTAL	14	2,500,787	33,282	-	33,282	2,467,505
LA MESA TOTAL	9	2,093,549	26,652	-	26,652	2,066,897
LEMON GROVE TOTAL	10	948,365	43,523	-	43,523	904,842
La Jolla TOTAL	14	773,294	4,461	-	4,461	768,833
Linda Vista TOTAL	14	698,083	5,666	-	5,666	692,417
Lindbergh Field TOTAL	14	163,485	4,054	-	4,054	159,431
Los Penasquitos Canyon Preserve TOTAL	14	21,398	165	-	165	21,233
Mid-City:City Heights TOTAL	14	1,498,539	115,294	-	115,294	1,383,245
Mid-City:Eastern Area TOTAL	14	634,710	38,858	-	38,858	595,852
Mid-City:Kensington-Talmadge TOTAL	14	383,906	18,996	-	18,996	364,910
Mid-City:Normal Heights TOTAL	14	317,512	15,827	-	15,827	301,685
Midway-Pacific Highway TOTAL	14	857,443	25,714	-	25,714	831,729
Mira Mesa TOTAL	14	2,320,184	12,256	-	12,256	2,307,928
Miramar Air Station TOTAL	14	2,709,349	27,016	-	27,016	2,682,333
Miramar Ranch North TOTAL	14	491,654	4,049	-	4,049	487,605
Mission Bay Park TOTAL	14	649,339	8,431	-	8,431	640,908
Mission Beach TOTAL	14	50,246	351	-	351	49,895
Mission Valley TOTAL	14	3,225,851	44,974	-	44,974	3,180,877
NATIONAL CITY TOTAL	11	1,975,594	109,909	-	109,909	1,865,685
NCFUA Reserve TOTAL	14	7,761	9	-	9	7,752
NCFUA Subarea 2 TOTAL	14	293,016	1,838	-	1,838	291,178
Navajo TOTAL	14	1,075,247	6,292	-	6,292	1,068,955
OCEANSIDE TOTAL	12	4,048,065	3,598	-	3,598	4,044,467
Ocean Beach TOTAL	14	136,642	1,427	-	1,427	135,215
Old San Diego TOTAL	14	252,572	5,858	-	5,858	246,714
Otay Mesa TOTAL	14	1,649,238	13,812	-	13,812	1,635,426
Otay Mesa-Nestor TOTAL	14	1,053,597	15,834	-	15,834	1,037,763
POWAY TOTAL	13	1,299,452	1,870	-	1,870	1,297,582
Pacific Beach TOTAL	14	591,819	5,051	-	5,051	586,768
Pacific Highlands Ranch TOTAL	14	345,165	209	-	209	344,956
Peninsula TOTAL	14	451,870	4,549	-	4,549	447,321
Rancho Bernardo TOTAL	14	2,025,884	9,575	-	9,575	2,016,309
Rancho Encantada TOTAL	14	14,275	37	-	37	14,238
Rancho Penasquitos TOTAL	14	1,295,556	6,609	-	6,609	1,288,947
SAN MARCOS TOTAL	15	2,620,261	2,027	-	2,027	2,618,234
SANTEE TOTAL	16	1,340,013	5,538	-	5,538	1,334,475
SOLANA BEACH TOTAL	17	711,790	3,927	-	3,927	707,863
SOUTHEASTERN SAN DIEGO TOTAL	**14**	**1,520,256**	**362,950**	**62,406**	**300,544**	**1,157,306**
Sabre Springs TOTAL	14	356,960	2,375	-	2,375	354,585
San Pasqual TOTAL	14	475,277	1,263	-	1,263	474,014
San Ysidro TOTAL	14	595,068	6,298	-	6,298	588,770
Scripps Miramar Ranch TOTAL	14	638,539	5,188	-	5,188	633,351
Scripps Reserve TOTAL	14	-	-	-	-	-
Serra Mesa TOTAL	14	920,049	20,754	-	20,754	899,295
Skyline-Paradise Hills TOTAL	14	299,283	6,692	-	6,692	292,591
Tierrasanta TOTAL	14	1,247,584	17,249	-	17,249	1,230,335
Tijuana River Valley TOTAL	14	5,168	20	-	20	5,148
Torrey Highlands TOTAL	14	244,522	133	-	133	244,389
Torrey Hills TOTAL	14	518,014	3,453	-	3,453	514,561
Torrey Pines TOTAL	14	1,562,684	11,067	-	11,067	1,551,617
Unincorporated TOTAL	19	24,572,861	108,046	-	108,046	24,464,815
University TOTAL	14	2,835,848	21,485	-	21,485	2,814,363
Uptown TOTAL	14	820,937	26,432	-	26,432	794,505
VISTA TOTAL	18	2,185,244	291	-	291	2,184,953
Via De La Valle TOTAL	14	15,682	14	-	14	15,668
REGIONWIDE TOTAL		108,496,206	1,711,179	62,406	1,648,773	106,785,027

VMT Analysis Input Instructions

Fields and Tabs highlighted in yellow are required inputs
Fields and Tabs highlighted in orange refer to file names
Fields highlighted in blue include instructions and definitions
Fields highlighted in green define the study area in the "Analysis" tab
Fields and Tabs highlighted in red include output

Static Inputs

General Project Information

Project Location	City of San Diego: SESD
Project Name	Encanto CPU
Project Workspace	T:\projects\sr12\SB\SanDiego\SESD

Scenario Information

Number of Scenarios	3
Scenario 1 Folder	byear
Scenario 1 Header	Base Year 2008
Scenario 1 Year	2008
Scenario 2 Folder	2035rc11c
Scenario 2 Header	2035 C - Proposed Land Use
Scenario 2 Year	2035
Scenario 3 Folder	2035rc11d
Scenario 3 Header	2035 D - High Density Scenario
Scenario 3 Year	2035
Scenario 4 Folder	
Scenario 4 Header	
Scenario 4 Year	

Input reported VMT for analysis validation

Postlod2.pr	
Scenario 1 Unadjusted VMT	85,347,095
Scenario 2 Unadjusted VMT	108,435,827
Scenario 3 Unadjusted VMT	108,512,704
Scenario 4 Unadjusted VMT	

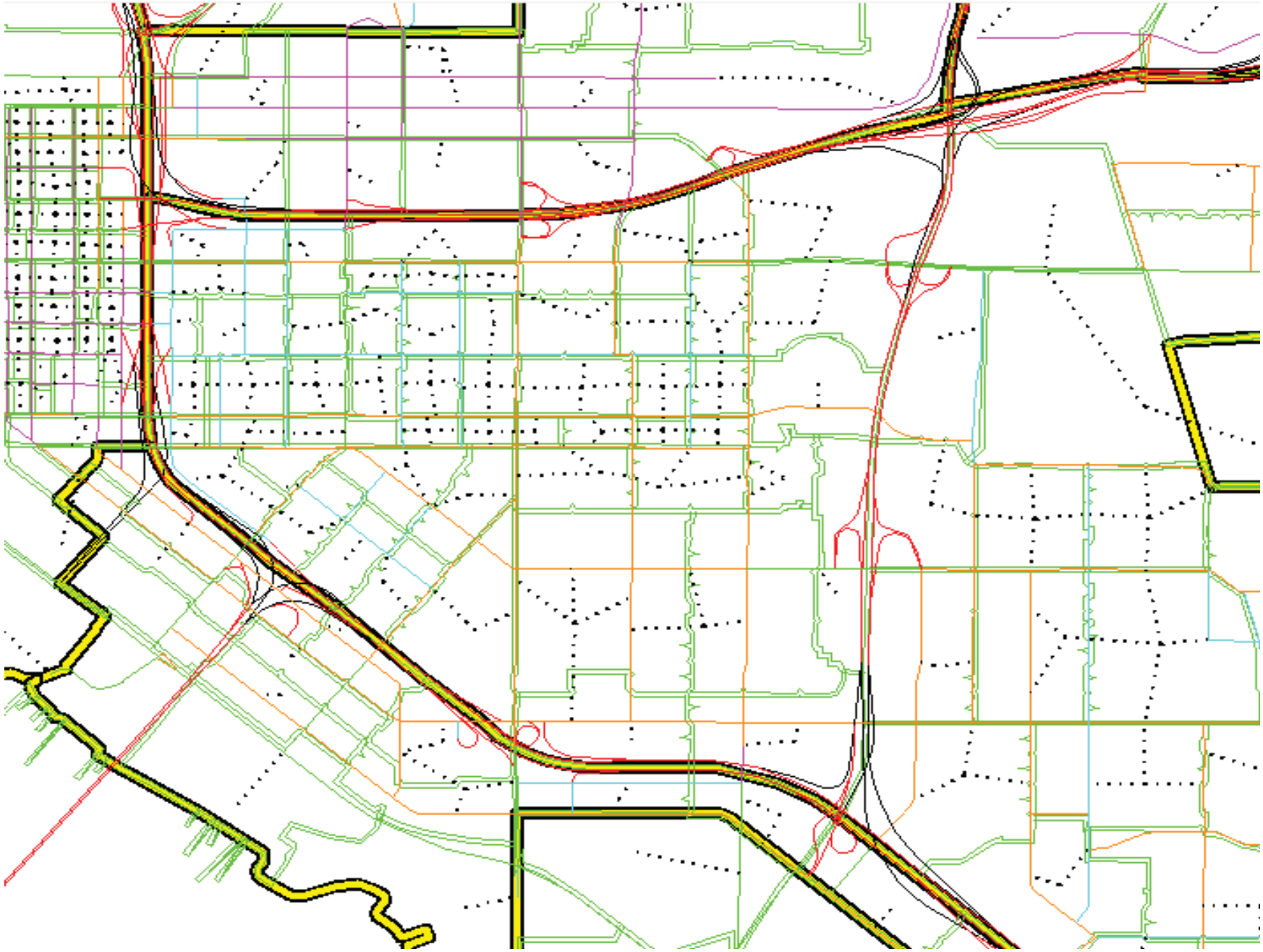
Road Class Lookup Table

IFC	Class
1	FREEWAY
2	PRIME
3	MAJOR
4	COLLECTOR
5	LOCAL COLLECTOR
6	RURAL COLLECTOR
7	LOCAL ROAD
8	FREEWAY RAMP
9	LOCAL RAMP
10	ZONE CONNECTOR
11	INTRA-ZONAL

Dynamic Inputs (number of rows

Zone List	selectlink_query.tx	
		query1
3554	2	Node(3554)
3574	2	Node(3574)
3602	2	Node(3602)
3627	2	Node(3627)
3696	2	Node(3696)
3720	2	Node(3720)
3744	2	Node(3744)
3764	2	Node(3764)
3817	2	Node(3817)
3855	2	Node(3855)
3860	2	Node(3860)
3861	2	Node(3861)
3922	2	Node(3922)
3924	2	Node(3924)
3926	2	Node(3926)
3927	2	Node(3927)
3929	2	Node(3929)
3944	2	Node(3944)
3945	2	Node(3945)
3946	2	Node(3946)
3949	2	Node(3949)
3969	2	Node(3969)
3974	2	Node(3974)
3988	2	Node(3988)
3995	2	Node(3995)
3996	2	Node(3996)
4007	2	Node(4007)
4010	2	Node(4010)
4018	2	Node(4018)
4024	2	Node(4024)
4047	2	Node(4047)
4683	2	Node(4683)
4684	2	Node(4684)
4703	2	Node(4703)
4705	2	Node(4705)
4706	2	Node(4706)
4707	2	Node(4707)
4708	2	Node(4708)
4726	2	Node(4726)
4727	2	Node(4727)
4728	2	Node(4728)

PROJECT AREA



ANALYSIS

Base Year 2008							
JURISDICTION	CLASSIFICATION	TOTAL VMT	TOTAL Encanto CPU VMT	Two Trip End Encanto CPU VMT	One Trip End Encanto CPU VMT	NON-Encanto CPU VMT	Encanto CPU Intra-Zonal VMT
			I-I, I-E and E-I	I-I	I-E and E-I	E-E	INTRA
32nd Street Naval Station	1 FREEWAY	3,983	-	-	-	3,983	
32nd Street Naval Station	2 PRIME	-	-	-	-	-	
32nd Street Naval Station	3 MAJOR	38,086	414	-	414	37,672	
32nd Street Naval Station	4 COLLECTOR	3,679	150	-	150	3,529	
32nd Street Naval Station	5 LOCAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	6 RURAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	7 LOCAL ROAD	4,863	134	-	134	4,729	
32nd Street Naval Station	8 FREEWAY RAMP	-	-	-	-	-	
32nd Street Naval Station	9 LOCAL RAMP	150	-	-	-	150	
32nd Street Naval Station	10 ZONE CONNECTOR	7,358	227	-	227	7,131	
32nd Street Naval Station TOTAL		58,119	925	-	925	57,194	
Balboa Park	1 FREEWAY	215,295	4,143	-	4,143	211,152	
Balboa Park	2 PRIME	-	-	-	-	-	
Balboa Park	3 MAJOR	50,450	324	-	324	50,126	
Balboa Park	4 COLLECTOR	17,119	514	-	514	16,605	
Balboa Park	5 LOCAL COLLECTOR	9,097	76	-	76	9,021	
Balboa Park	6 RURAL COLLECTOR	-	-	-	-	-	
Balboa Park	7 LOCAL ROAD	7,138	9	-	9	7,129	
Balboa Park	8 FREEWAY RAMP	39,739	183	-	183	39,556	
Balboa Park	9 LOCAL RAMP	14,668	277	-	277	14,391	
Balboa Park	10 ZONE CONNECTOR	11,195	136	-	136	11,059	
Balboa Park TOTAL		364,701	5,662	-	5,662	359,039	
Barrio Logan	1 FREEWAY	274,015	2,122	-	2,122	271,893	
Barrio Logan	2 PRIME	-	-	-	-	-	
Barrio Logan	3 MAJOR	28,780	289	-	289	28,491	
Barrio Logan	4 COLLECTOR	28,055	917	-	917	27,138	
Barrio Logan	5 LOCAL COLLECTOR	191	11	-	11	180	
Barrio Logan	6 RURAL COLLECTOR	-	-	-	-	-	
Barrio Logan	7 LOCAL ROAD	1,613	63	-	63	1,550	
Barrio Logan	8 FREEWAY RAMP	33,458	391	-	391	33,067	
Barrio Logan	9 LOCAL RAMP	15,866	580	-	580	15,286	
Barrio Logan	10 ZONE CONNECTOR	4,256	90	-	90	4,166	
Barrio Logan TOTAL		386,234	4,463	-	4,463	381,771	
Black Mountain Ranch	1 FREEWAY	-	-	-	-	-	
Black Mountain Ranch	2 PRIME	-	-	-	-	-	

Black Mountain Ranch	3 MAJOR	104,971	14	-	14	104,957
Black Mountain Ranch	4 COLLECTOR	24,419	3	-	3	24,416
Black Mountain Ranch	5 LOCAL COLLECTOR	581	-	-	-	581
Black Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Black Mountain Ranch	7 LOCAL ROAD	-	-	-	-	-
Black Mountain Ranch	8 FREEWAY RAMP	-	-	-	-	-
Black Mountain Ranch	9 LOCAL RAMP	-	-	-	-	-
Black Mountain Ranch	10 ZONE CONNECTOR	13,443	6	-	6	13,437
Black Mountain Ranch TOTAL		143,414	23	-	23	143,391
CARLSBAD	1 FREEWAY	1,264,282	4,003	-	4,003	1,260,279
CARLSBAD	2 PRIME	886,360	226	-	226	886,134
CARLSBAD	3 MAJOR	453,657	255	-	255	453,402
CARLSBAD	4 COLLECTOR	346,934	81	-	81	346,853
CARLSBAD	5 LOCAL COLLECTOR	27,362	10	-	10	27,352
CARLSBAD	6 RURAL COLLECTOR	-	-	-	-	-
CARLSBAD	7 LOCAL ROAD	127,651	27	-	27	127,624
CARLSBAD	8 FREEWAY RAMP	52	-	-	-	52
CARLSBAD	9 LOCAL RAMP	49,330	64	-	64	49,266
CARLSBAD	10 ZONE CONNECTOR	183,017	23	-	23	182,994
CARLSBAD TOTAL		3,338,645	4,689	-	4,689	3,333,956
CHULA VISTA	1 FREEWAY	1,542,870	29,823	-	29,823	1,513,047
CHULA VISTA	2 PRIME	756,211	5,158	-	5,158	751,053
CHULA VISTA	3 MAJOR	523,715	4,123	-	4,123	519,592
CHULA VISTA	4 COLLECTOR	354,529	1,884	-	1,884	352,645
CHULA VISTA	5 LOCAL COLLECTOR	291,729	2,162	-	2,162	289,567
CHULA VISTA	6 RURAL COLLECTOR	-	-	-	-	-
CHULA VISTA	7 LOCAL ROAD	97,931	365	-	365	97,566
CHULA VISTA	8 FREEWAY RAMP	35,708	1,272	-	1,272	34,436
CHULA VISTA	9 LOCAL RAMP	116,561	2,026	-	2,026	114,535
CHULA VISTA	10 ZONE CONNECTOR	229,994	1,253	-	1,253	228,741
CHULA VISTA TOTAL		3,949,248	48,066	-	48,066	3,901,182
CORONADO	1 FREEWAY	92,063	1,748	-	1,748	90,315
CORONADO	2 PRIME	150,234	573	-	573	149,661
CORONADO	3 MAJOR	87,213	1,518	-	1,518	85,695
CORONADO	4 COLLECTOR	26,530	242	-	242	26,288
CORONADO	5 LOCAL COLLECTOR	23,575	192	-	192	23,383
CORONADO	6 RURAL COLLECTOR	-	-	-	-	-
CORONADO	7 LOCAL ROAD	11,100	241	-	241	10,859
CORONADO	8 FREEWAY RAMP	-	-	-	-	-
CORONADO	9 LOCAL RAMP	-	-	-	-	-
CORONADO	10 ZONE CONNECTOR	43,534	554	-	554	42,980
CORONADO TOTAL		434,249	5,068	-	5,068	429,181

Carmel Mountain Ranch	1	FREEWAY	291,002	1,517	-	1,517	289,485
Carmel Mountain Ranch	2	PRIME	160,411	254	-	254	160,157
Carmel Mountain Ranch	3	MAJOR	51,499	39	-	39	51,460
Carmel Mountain Ranch	4	COLLECTOR	12,339	5	-	5	12,334
Carmel Mountain Ranch	5	LOCAL COLLECTOR	-	-	-	-	-
Carmel Mountain Ranch	6	RURAL COLLECTOR	-	-	-	-	-
Carmel Mountain Ranch	7	LOCAL ROAD	4,692	-	-	-	4,692
Carmel Mountain Ranch	8	FREEWAY RAMP	23	-	-	-	23
Carmel Mountain Ranch	9	LOCAL RAMP	12,211	22	-	22	12,189
Carmel Mountain Ranch	10	ZONE CONNECTOR	27,745	23	-	23	27,722
Carmel Mountain Ranch TOTAL			559,922	1,860	-	1,860	558,062
Carmel Valley	1	FREEWAY	440,209	1,528	-	1,528	438,681
Carmel Valley	2	PRIME	58,020	59	-	59	57,961
Carmel Valley	3	MAJOR	88,953	66	-	66	88,887
Carmel Valley	4	COLLECTOR	20,731	20	-	20	20,711
Carmel Valley	5	LOCAL COLLECTOR	36,302	9	-	9	36,293
Carmel Valley	6	RURAL COLLECTOR	-	-	-	-	-
Carmel Valley	7	LOCAL ROAD	-	-	-	-	-
Carmel Valley	8	FREEWAY RAMP	34,492	58	-	58	34,434
Carmel Valley	9	LOCAL RAMP	31,575	48	-	48	31,527
Carmel Valley	10	ZONE CONNECTOR	26,774	12	-	12	26,762
Carmel Valley TOTAL			737,056	1,800	-	1,800	735,256
Centre City	1	FREEWAY	271,384	5,303	-	5,303	266,081
Centre City	2	PRIME	22,289	379	-	379	21,910
Centre City	3	MAJOR	215,498	2,948	-	2,948	212,550
Centre City	4	COLLECTOR	45,022	382	-	382	44,640
Centre City	5	LOCAL COLLECTOR	44,507	543	-	543	43,964
Centre City	6	RURAL COLLECTOR	-	-	-	-	-
Centre City	7	LOCAL ROAD	615	-	-	-	615
Centre City	8	FREEWAY RAMP	53,651	2,897	-	2,897	50,754
Centre City	9	LOCAL RAMP	40,315	554	-	554	39,761
Centre City	10	ZONE CONNECTOR	36,066	260	-	260	35,806
Centre City TOTAL			729,347	13,266	-	13,266	716,081
Clairemont Mesa	1	FREEWAY	945,821	9,704	-	9,704	936,117
Clairemont Mesa	2	PRIME	17,472	61	-	61	17,411
Clairemont Mesa	3	MAJOR	445,880	831	-	831	445,049
Clairemont Mesa	4	COLLECTOR	20,467	88	-	88	20,379
Clairemont Mesa	5	LOCAL COLLECTOR	140,820	148	-	148	140,672
Clairemont Mesa	6	RURAL COLLECTOR	-	-	-	-	-
Clairemont Mesa	7	LOCAL ROAD	16,534	47	-	47	16,487
Clairemont Mesa	8	FREEWAY RAMP	19,589	123	-	123	19,466
Clairemont Mesa	9	LOCAL RAMP	61,012	365	-	365	60,647
Clairemont Mesa	10	ZONE CONNECTOR	82,681	156	-	156	82,525
Clairemont Mesa TOTAL			1,750,276	11,523	-	11,523	1,738,753

College Area	1 FREEWAY	371,938	297	-	297	371,641
College Area	2 PRIME	14,032	6	-	6	14,026
College Area	3 MAJOR	178,795	1,351	-	1,351	177,444
College Area	4 COLLECTOR	656	7	-	7	649
College Area	5 LOCAL COLLECTOR	25,525	278	-	278	25,247
College Area	6 RURAL COLLECTOR	-	-	-	-	-
College Area	7 LOCAL ROAD	-	-	-	-	-
College Area	8 FREEWAY RAMP	-	-	-	-	-
College Area	9 LOCAL RAMP	25,312	43	-	43	25,269
College Area	10 ZONE CONNECTOR	23,353	263	-	263	23,090
College Area TOTAL		639,611	2,245	-	2,245	637,366
DEL MAR	1 FREEWAY	-	-	-	-	-
DEL MAR	2 PRIME	1,633	-	-	-	1,633
DEL MAR	3 MAJOR	29,649	55	-	55	29,594
DEL MAR	4 COLLECTOR	36,355	18	-	18	36,337
DEL MAR	5 LOCAL COLLECTOR	19,199	-	-	-	19,199
DEL MAR	6 RURAL COLLECTOR	-	-	-	-	-
DEL MAR	7 LOCAL ROAD	976	-	-	-	976
DEL MAR	8 FREEWAY RAMP	-	-	-	-	-
DEL MAR	9 LOCAL RAMP	-	-	-	-	-
DEL MAR	10 ZONE CONNECTOR	8,733	4	-	4	8,729
DEL MAR TOTAL		96,545	77	-	77	96,468
Del Mar Mesa	1 FREEWAY	-	-	-	-	-
Del Mar Mesa	2 PRIME	-	-	-	-	-
Del Mar Mesa	3 MAJOR	1,288	-	-	-	1,288
Del Mar Mesa	4 COLLECTOR	174	-	-	-	174
Del Mar Mesa	5 LOCAL COLLECTOR	858	-	-	-	858
Del Mar Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Del Mar Mesa	7 LOCAL ROAD	5,205	-	-	-	5,205
Del Mar Mesa	8 FREEWAY RAMP	-	-	-	-	-
Del Mar Mesa	9 LOCAL RAMP	-	-	-	-	-
Del Mar Mesa	10 ZONE CONNECTOR	7,280	4	-	4	7,276
Del Mar Mesa TOTAL		14,805	4	-	4	14,801
EL CAJON	1 FREEWAY	1,038,449	13,433	-	13,433	1,025,016
EL CAJON	2 PRIME	106,885	185	-	185	106,700
EL CAJON	3 MAJOR	466,124	1,340	-	1,340	464,784
EL CAJON	4 COLLECTOR	197,732	533	-	533	197,199
EL CAJON	5 LOCAL COLLECTOR	95,674	157	-	157	95,517
EL CAJON	6 RURAL COLLECTOR	-	-	-	-	-
EL CAJON	7 LOCAL ROAD	38,927	52	-	52	38,875
EL CAJON	8 FREEWAY RAMP	45,977	794	-	794	45,183
EL CAJON	9 LOCAL RAMP	85,523	970	-	970	84,553
EL CAJON	10 ZONE CONNECTOR	95,905	273	-	273	95,632

EL CAJON TOTAL		2,171,196	17,737	-	17,737	2,153,459	
ENCANTO	1 FREEWAY	376,403	21,449	2,509	18,940	354,954	
ENCANTO	2 PRIME	-	-	-	-	-	
ENCANTO	3 MAJOR	143,573	88,352	10,334	78,018	55,221	
ENCANTO	4 COLLECTOR	22,023	13,819	1,616	12,203	8,204	
ENCANTO	5 LOCAL COLLECTOR	58,628	40,833	4,776	36,057	17,795	
ENCANTO	6 RURAL COLLECTOR	-	-	-	-	-	
ENCANTO	7 LOCAL ROAD	3,953	3,171	371	2,800	782	
ENCANTO	8 FREEWAY RAMP	18,030	2,004	234	1,770	16,026	
ENCANTO	9 LOCAL RAMP	17,020	5,926	693	5,233	11,094	
ENCANTO	10 ZONE CONNECTOR	31,241	31,236	3,654	27,582	5	
ENCANTO	11 INTRA-ZONAL						659
ENCANTO TOTAL		670,871	206,790	24,187	182,603	464,081	659
ENCINITAS	1 FREEWAY	1,212,058	5,070	-	5,070	1,206,988	
ENCINITAS	2 PRIME	222,098	309	-	309	221,789	
ENCINITAS	3 MAJOR	213,362	68	-	68	213,294	
ENCINITAS	4 COLLECTOR	33,727	18	-	18	33,709	
ENCINITAS	5 LOCAL COLLECTOR	215,167	105	-	105	215,062	
ENCINITAS	6 RURAL COLLECTOR	-	-	-	-	-	
ENCINITAS	7 LOCAL ROAD	64,436	16	-	16	64,420	
ENCINITAS	8 FREEWAY RAMP	-	-	-	-	-	
ENCINITAS	9 LOCAL RAMP	37,512	83	-	83	37,429	
ENCINITAS	10 ZONE CONNECTOR	73,012	5	-	5	73,007	
ENCINITAS TOTAL		2,071,372	5,674	-	5,674	2,065,698	
ESCONDIDO	1 FREEWAY	1,098,540	3,111	-	3,111	1,095,429	
ESCONDIDO	2 PRIME	153,381	123	-	123	153,258	
ESCONDIDO	3 MAJOR	620,786	461	-	461	620,325	
ESCONDIDO	4 COLLECTOR	446,732	119	-	119	446,613	
ESCONDIDO	5 LOCAL COLLECTOR	161,464	46	-	46	161,418	
ESCONDIDO	6 RURAL COLLECTOR	-	-	-	-	-	
ESCONDIDO	7 LOCAL ROAD	8,805	1	-	1	8,804	
ESCONDIDO	8 FREEWAY RAMP	83,323	242	-	242	83,081	
ESCONDIDO	9 LOCAL RAMP	85,475	175	-	175	85,300	
ESCONDIDO	10 ZONE CONNECTOR	147,503	12	-	12	147,491	
ESCONDIDO TOTAL		2,806,009	4,290	-	4,290	2,801,719	

East Elliott	1 FREEWAY	175,047	21	-	21	175,026
East Elliott	2 PRIME	-	-	-	-	-
East Elliott	3 MAJOR	11,280	7	-	7	11,273
East Elliott	4 COLLECTOR	-	-	-	-	-
East Elliott	5 LOCAL COLLECTOR	75	-	-	-	75
East Elliott	6 RURAL COLLECTOR	-	-	-	-	-
East Elliott	7 LOCAL ROAD	-	-	-	-	-
East Elliott	8 FREEWAY RAMP	3,868	2	-	2	3,866
East Elliott	9 LOCAL RAMP	10,003	3	-	3	10,000
East Elliott	10 ZONE CONNECTOR	851	3	-	3	848
East Elliott TOTAL		201,124	36	-	36	201,088
External	1 FREEWAY	38,185	45	-	45	38,140
External	2 PRIME	41,448	205	-	205	41,243
External	3 MAJOR	-	-	-	-	-
External	4 COLLECTOR	-	-	-	-	-
External	5 LOCAL COLLECTOR	-	-	-	-	-
External	6 RURAL COLLECTOR	-	-	-	-	-
External	7 LOCAL ROAD	-	-	-	-	-
External	8 FREEWAY RAMP	-	-	-	-	-
External	9 LOCAL RAMP	555	-	-	-	555
External	10 ZONE CONNECTOR	267,868	1,483	-	1,483	266,385
External TOTAL		348,056	1,733	-	1,733	346,323
Fairbanks Country Club	1 FREEWAY	-	-	-	-	-
Fairbanks Country Club	2 PRIME	-	-	-	-	-
Fairbanks Country Club	3 MAJOR	7,839	4	-	4	7,835
Fairbanks Country Club	4 COLLECTOR	20,669	20	-	20	20,649
Fairbanks Country Club	5 LOCAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	6 RURAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	7 LOCAL ROAD	-	-	-	-	-
Fairbanks Country Club	8 FREEWAY RAMP	-	-	-	-	-
Fairbanks Country Club	9 LOCAL RAMP	-	-	-	-	-
Fairbanks Country Club	10 ZONE CONNECTOR	2,695	1	-	1	2,694
Fairbanks Country Club TOTAL		31,203	25	-	25	31,178
Flower Hill	1 FREEWAY	17,549	82	-	82	17,467
Flower Hill	2 PRIME	-	-	-	-	-
Flower Hill	3 MAJOR	4,581	4	-	4	4,577
Flower Hill	4 COLLECTOR	744	-	-	-	744
Flower Hill	5 LOCAL COLLECTOR	-	-	-	-	-
Flower Hill	6 RURAL COLLECTOR	-	-	-	-	-
Flower Hill	7 LOCAL ROAD	-	-	-	-	-
Flower Hill	8 FREEWAY RAMP	-	-	-	-	-

Flower Hill	9 LOCAL RAMP	597	-	-	-	597
Flower Hill	10 ZONE CONNECTOR	2,295	2	-	2	2,293
Flower Hill TOTAL		25,766	88	-	88	25,678
Greater Golden Hill	1 FREEWAY	153,973	9,264	-	9,264	144,709
Greater Golden Hill	2 PRIME	-	-	-	-	-
Greater Golden Hill	3 MAJOR	4,699	219	-	219	4,480
Greater Golden Hill	4 COLLECTOR	1,710	49	-	49	1,661
Greater Golden Hill	5 LOCAL COLLECTOR	35,943	1,082	-	1,082	34,861
Greater Golden Hill	6 RURAL COLLECTOR	-	-	-	-	-
Greater Golden Hill	7 LOCAL ROAD	1,726	25	-	25	1,701
Greater Golden Hill	8 FREEWAY RAMP	30,548	2,569	-	2,569	27,979
Greater Golden Hill	9 LOCAL RAMP	16,880	537	-	537	16,343
Greater Golden Hill	10 ZONE CONNECTOR	5,722	85	-	85	5,637
Greater Golden Hill TOTAL		251,201	13,830	-	13,830	237,371
Greater North Park	1 FREEWAY	324,329	19,105	-	19,105	305,224
Greater North Park	2 PRIME	-	-	-	-	-
Greater North Park	3 MAJOR	67,259	1,094	-	1,094	66,165
Greater North Park	4 COLLECTOR	45,031	368	-	368	44,663
Greater North Park	5 LOCAL COLLECTOR	52,739	457	-	457	52,282
Greater North Park	6 RURAL COLLECTOR	-	-	-	-	-
Greater North Park	7 LOCAL ROAD	-	-	-	-	-
Greater North Park	8 FREEWAY RAMP	36,686	1,736	-	1,736	34,950
Greater North Park	9 LOCAL RAMP	8,625	235	-	235	8,390
Greater North Park	10 ZONE CONNECTOR	38,526	313	-	313	38,213
Greater North Park TOTAL		573,195	23,308	-	23,308	549,887
Harbor	1 FREEWAY	55,678	1,058	-	1,058	54,620
Harbor	2 PRIME	-	-	-	-	-
Harbor	3 MAJOR	-	-	-	-	-
Harbor	4 COLLECTOR	-	-	-	-	-
Harbor	5 LOCAL COLLECTOR	-	-	-	-	-
Harbor	6 RURAL COLLECTOR	-	-	-	-	-
Harbor	7 LOCAL ROAD	-	-	-	-	-
Harbor	8 FREEWAY RAMP	-	-	-	-	-
Harbor	9 LOCAL RAMP	-	-	-	-	-
Harbor	10 ZONE CONNECTOR	1,430	14	-	14	1,416
Harbor TOTAL		57,108	1,072	-	1,072	56,036
IMPERIAL BEACH	1 FREEWAY	-	-	-	-	-
IMPERIAL BEACH	2 PRIME	39,161	161	-	161	39,000
IMPERIAL BEACH	3 MAJOR	26,478	90	-	90	26,388
IMPERIAL BEACH	4 COLLECTOR	20,342	61	-	61	20,281
IMPERIAL BEACH	5 LOCAL COLLECTOR	12,300	24	-	24	12,276
IMPERIAL BEACH	6 RURAL COLLECTOR	-	-	-	-	-

IMPERIAL BEACH	7	LOCAL ROAD	5,506	10	-	10	5,496
IMPERIAL BEACH	8	FREEWAY RAMP	-	-	-	-	-
IMPERIAL BEACH	9	LOCAL RAMP	-	-	-	-	-
IMPERIAL BEACH	10	ZONE CONNECTOR	16,597	36	-	36	16,561
IMPERIAL BEACH TOTAL			120,384	382	-	382	120,002
Kearny Mesa	1	FREEWAY	1,315,624	18,245	-	18,245	1,297,379
Kearny Mesa	2	PRIME	158,398	787	-	787	157,611
Kearny Mesa	3	MAJOR	249,742	699	-	699	249,043
Kearny Mesa	4	COLLECTOR	76,799	215	-	215	76,584
Kearny Mesa	5	LOCAL COLLECTOR	31,715	192	-	192	31,523
Kearny Mesa	6	RURAL COLLECTOR	-	-	-	-	-
Kearny Mesa	7	LOCAL ROAD	10,441	96	-	96	10,345
Kearny Mesa	8	FREEWAY RAMP	72,707	594	-	594	72,113
Kearny Mesa	9	LOCAL RAMP	123,363	1,200	-	1,200	122,163
Kearny Mesa	10	ZONE CONNECTOR	74,720	399	-	399	74,321
Kearny Mesa TOTAL			2,113,509	22,427	-	22,427	2,091,082
LA MESA	1	FREEWAY	1,093,179	16,107	-	16,107	1,077,072
LA MESA	2	PRIME	45,158	177	-	177	44,981
LA MESA	3	MAJOR	248,562	4,926	-	4,926	243,636
LA MESA	4	COLLECTOR	31,652	258	-	258	31,394
LA MESA	5	LOCAL COLLECTOR	152,210	1,988	-	1,988	150,222
LA MESA	6	RURAL COLLECTOR	-	-	-	-	-
LA MESA	7	LOCAL ROAD	19,538	184	-	184	19,354
LA MESA	8	FREEWAY RAMP	105,844	3,029	-	3,029	102,815
LA MESA	9	LOCAL RAMP	71,137	575	-	575	70,562
LA MESA	10	ZONE CONNECTOR	58,735	452	-	452	58,283
LA MESA TOTAL			1,826,015	27,696	-	27,696	1,798,319
LEMON GROVE	1	FREEWAY	504,665	25,311	-	25,311	479,354
LEMON GROVE	2	PRIME	-	-	-	-	-
LEMON GROVE	3	MAJOR	77,870	10,359	-	10,359	67,511
LEMON GROVE	4	COLLECTOR	77,031	12,299	-	12,299	64,732
LEMON GROVE	5	LOCAL COLLECTOR	40,327	3,522	-	3,522	36,805
LEMON GROVE	6	RURAL COLLECTOR	-	-	-	-	-
LEMON GROVE	7	LOCAL ROAD	1,599	300	-	300	1,299
LEMON GROVE	8	FREEWAY RAMP	69,612	798	-	798	68,814
LEMON GROVE	9	LOCAL RAMP	17,464	1,165	-	1,165	16,299
LEMON GROVE	10	ZONE CONNECTOR	22,208	820	-	820	21,388
LEMON GROVE TOTAL			810,776	54,574	-	54,574	756,202
La Jolla	1	FREEWAY	210,180	799	-	799	209,381
La Jolla	2	PRIME	74,802	357	-	357	74,445
La Jolla	3	MAJOR	218,110	323	-	323	217,787
La Jolla	4	COLLECTOR	-	-	-	-	-

La Jolla	5	LOCAL COLLECTOR	141,113	124	-	124	140,989	
La Jolla	6	RURAL COLLECTOR	-	-	-	-	-	
La Jolla	7	LOCAL ROAD	4,516	5	-	5	4,511	
La Jolla	8	FREEWAY RAMP	10,611	19	-	19	10,592	
La Jolla	9	LOCAL RAMP	16,196	82	-	82	16,114	
La Jolla	10	ZONE CONNECTOR	33,486	22	-	22	33,464	
La Jolla TOTAL			709,014	1,731	-	1,731	707,283	
Linda Vista	1	FREEWAY	307,153	733	-	733	306,420	
Linda Vista	2	PRIME	11,727	23	-	23	11,704	
Linda Vista	3	MAJOR	180,411	638	-	638	179,773	
Linda Vista	4	COLLECTOR	12,806	97	-	97	12,709	
Linda Vista	5	LOCAL COLLECTOR	21,575	42	-	42	21,533	
Linda Vista	6	RURAL COLLECTOR	-	-	-	-	-	
Linda Vista	7	LOCAL ROAD	1,676	4	-	4	1,672	
Linda Vista	8	FREEWAY RAMP	6,155	63	-	63	6,092	
Linda Vista	9	LOCAL RAMP	14,296	46	-	46	14,250	
Linda Vista	10	ZONE CONNECTOR	32,441	145	-	145	32,296	
Linda Vista TOTAL			588,240	1,791	-	1,791	586,449	-
Lindbergh Field	1	FREEWAY	-	-	-	-	-	
Lindbergh Field	2	PRIME	105,817	1,549	-	1,549	104,268	
Lindbergh Field	3	MAJOR	22,476	159	-	159	22,317	
Lindbergh Field	4	COLLECTOR	8,891	109	-	109	8,782	
Lindbergh Field	5	LOCAL COLLECTOR	281	2	-	2	279	
Lindbergh Field	6	RURAL COLLECTOR	-	-	-	-	-	
Lindbergh Field	7	LOCAL ROAD	40,297	444	-	444	39,853	
Lindbergh Field	8	FREEWAY RAMP	-	-	-	-	-	
Lindbergh Field	9	LOCAL RAMP	1,912	26	-	26	1,886	
Lindbergh Field	10	ZONE CONNECTOR	22,115	247	-	247	21,868	
Lindbergh Field TOTAL			201,789	2,536	-	2,536	199,253	
Los Penasquitos Canyon Prese	1	FREEWAY	15,579	87	-	87	15,492	
Los Penasquitos Canyon Prese	2	PRIME	1,657	1	-	1	1,656	
Los Penasquitos Canyon Prese	3	MAJOR	883	-	-	-	883	
Los Penasquitos Canyon Prese	4	COLLECTOR	-	-	-	-	-	
Los Penasquitos Canyon Prese	5	LOCAL COLLECTOR	-	-	-	-	-	
Los Penasquitos Canyon Prese	6	RURAL COLLECTOR	-	-	-	-	-	
Los Penasquitos Canyon Prese	7	LOCAL ROAD	-	-	-	-	-	
Los Penasquitos Canyon Prese	8	FREEWAY RAMP	-	-	-	-	-	
Los Penasquitos Canyon Prese	9	LOCAL RAMP	-	-	-	-	-	
Los Penasquitos Canyon Prese	10	ZONE CONNECTOR	-	-	-	-	-	
Los Penasquitos Canyon Preserve TOTAL			18,119	88	-	88	18,031	
Mid-City:City Heights	1	FREEWAY	833,517	55,130	-	55,130	778,387	
Mid-City:City Heights	2	PRIME	-	-	-	-	-	

Mid-City:City Heights	3	MAJOR	71,563	1,639	-	1,639	69,924
Mid-City:City Heights	4	COLLECTOR	50,265	3,160	-	3,160	47,105
Mid-City:City Heights	5	LOCAL COLLECTOR	33,878	1,180	-	1,180	32,698
Mid-City:City Heights	6	RURAL COLLECTOR	-	-	-	-	-
Mid-City:City Heights	7	LOCAL ROAD	-	-	-	-	-
Mid-City:City Heights	8	FREEWAY RAMP	122,373	13,035	-	13,035	109,338
Mid-City:City Heights	9	LOCAL RAMP	25,079	630	-	630	24,449
Mid-City:City Heights	10	ZONE CONNECTOR	33,933	920	-	920	33,013
Mid-City:City Heights TOTAL			1,170,608	75,694	-	75,694	1,094,914
Mid-City:Eastern Area	1	FREEWAY	265,813	22,602	-	22,602	243,211
Mid-City:Eastern Area	2	PRIME	-	-	-	-	-
Mid-City:Eastern Area	3	MAJOR	163,590	13,149	-	13,149	150,441
Mid-City:Eastern Area	4	COLLECTOR	12,216	2,777	-	2,777	9,439
Mid-City:Eastern Area	5	LOCAL COLLECTOR	40,764	3,518	-	3,518	37,246
Mid-City:Eastern Area	6	RURAL COLLECTOR	-	-	-	-	-
Mid-City:Eastern Area	7	LOCAL ROAD	3,557	667	-	667	2,890
Mid-City:Eastern Area	8	FREEWAY RAMP	-	-	-	-	-
Mid-City:Eastern Area	9	LOCAL RAMP	8,659	3,189	-	3,189	5,470
Mid-City:Eastern Area	10	ZONE CONNECTOR	34,450	1,362	-	1,362	33,088
Mid-City:Eastern Area TOTAL			529,049	47,264	-	47,264	481,785
Mid-City:Kensington-Talmadge	1	FREEWAY	177,622	8,330	-	8,330	169,292
Mid-City:Kensington-Talmadge	2	PRIME	34,447	33	-	33	34,414
Mid-City:Kensington-Talmadge	3	MAJOR	36,782	149	-	149	36,633
Mid-City:Kensington-Talmadge	4	COLLECTOR	7,797	34	-	34	7,763
Mid-City:Kensington-Talmadge	5	LOCAL COLLECTOR	23,373	89	-	89	23,284
Mid-City:Kensington-Talmadge	6	RURAL COLLECTOR	-	-	-	-	-
Mid-City:Kensington-Talmadge	7	LOCAL ROAD	422	6	-	6	416
Mid-City:Kensington-Talmadge	8	FREEWAY RAMP	6,538	207	-	207	6,331
Mid-City:Kensington-Talmadge	9	LOCAL RAMP	11,113	70	-	70	11,043
Mid-City:Kensington-Talmadge	10	ZONE CONNECTOR	10,309	115	-	115	10,194
Mid-City:Kensington-Talmadge TOTAL			308,403	9,033	-	9,033	299,370
Mid-City:Normal Heights	1	FREEWAY	196,094	9,370	-	9,370	186,724
Mid-City:Normal Heights	2	PRIME	-	-	-	-	-
Mid-City:Normal Heights	3	MAJOR	12,957	115	-	115	12,842
Mid-City:Normal Heights	4	COLLECTOR	5,656	13	-	13	5,643
Mid-City:Normal Heights	5	LOCAL COLLECTOR	23,720	186	-	186	23,534
Mid-City:Normal Heights	6	RURAL COLLECTOR	-	-	-	-	-
Mid-City:Normal Heights	7	LOCAL ROAD	3,892	30	-	30	3,862
Mid-City:Normal Heights	8	FREEWAY RAMP	4,943	234	-	234	4,709
Mid-City:Normal Heights	9	LOCAL RAMP	6,164	20	-	20	6,144
Mid-City:Normal Heights	10	ZONE CONNECTOR	7,933	60	-	60	7,873
Mid-City:Normal Heights TOTAL			261,359	10,028	-	10,028	251,331

Midway-Pacific Highway	1	FREEWAY	349,802	4,759	-	4,759	345,043
Midway-Pacific Highway	2	PRIME	75,475	1,025	-	1,025	74,450
Midway-Pacific Highway	3	MAJOR	148,049	1,223	-	1,223	146,826
Midway-Pacific Highway	4	COLLECTOR	13,676	85	-	85	13,591
Midway-Pacific Highway	5	LOCAL COLLECTOR	8,079	31	-	31	8,048
Midway-Pacific Highway	6	RURAL COLLECTOR	-	-	-	-	-
Midway-Pacific Highway	7	LOCAL ROAD	180	1	-	1	179
Midway-Pacific Highway	8	FREEWAY RAMP	15,800	273	-	273	15,527
Midway-Pacific Highway	9	LOCAL RAMP	82,414	1,495	-	1,495	80,919
Midway-Pacific Highway	10	ZONE CONNECTOR	17,561	67	-	67	17,494
Midway-Pacific Highway TOTAL			711,036	8,959	-	8,959	702,077
Mira Mesa	1	FREEWAY	606,741	5,060	-	5,060	601,681
Mira Mesa	2	PRIME	497,537	1,096	-	1,096	496,441
Mira Mesa	3	MAJOR	381,906	509	-	509	381,397
Mira Mesa	4	COLLECTOR	97,160	315	-	315	96,845
Mira Mesa	5	LOCAL COLLECTOR	117,293	150	-	150	117,143
Mira Mesa	6	RURAL COLLECTOR	-	-	-	-	-
Mira Mesa	7	LOCAL ROAD	63,674	129	-	129	63,545
Mira Mesa	8	FREEWAY RAMP	-	-	-	-	-
Mira Mesa	9	LOCAL RAMP	40,340	254	-	254	40,086
Mira Mesa	10	ZONE CONNECTOR	106,028	178	-	178	105,850
Mira Mesa TOTAL			1,910,679	7,691	-	7,691	1,902,988
Miramar Air Station	1	FREEWAY	1,945,411	15,176	-	15,176	1,930,235
Miramar Air Station	2	PRIME	-	-	-	-	-
Miramar Air Station	3	MAJOR	115,841	301	-	301	115,540
Miramar Air Station	4	COLLECTOR	-	-	-	-	-
Miramar Air Station	5	LOCAL COLLECTOR	-	-	-	-	-
Miramar Air Station	6	RURAL COLLECTOR	-	-	-	-	-
Miramar Air Station	7	LOCAL ROAD	-	-	-	-	-
Miramar Air Station	8	FREEWAY RAMP	66,129	56	-	56	66,073
Miramar Air Station	9	LOCAL RAMP	51,863	304	-	304	51,559
Miramar Air Station	10	ZONE CONNECTOR	23,654	163	-	163	23,491
Miramar Air Station TOTAL			2,202,898	16,000	-	16,000	2,186,898
Miramar Ranch North	1	FREEWAY	253,840	1,735	-	1,735	252,105
Miramar Ranch North	2	PRIME	46,716	222	-	222	46,494
Miramar Ranch North	3	MAJOR	44,621	223	-	223	44,398
Miramar Ranch North	4	COLLECTOR	49,177	34	-	34	49,143
Miramar Ranch North	5	LOCAL COLLECTOR	9,706	14	-	14	9,692
Miramar Ranch North	6	RURAL COLLECTOR	-	-	-	-	-
Miramar Ranch North	7	LOCAL ROAD	-	-	-	-	-
Miramar Ranch North	8	FREEWAY RAMP	-	-	-	-	-
Miramar Ranch North	9	LOCAL RAMP	13,204	87	-	87	13,117
Miramar Ranch North	10	ZONE CONNECTOR	16,080	23	-	23	16,057
Miramar Ranch North TOTAL			433,344	2,338	-	2,338	431,006

Mission Bay Park	1	FREEWAY	254,131	1,936	-	1,936	252,195
Mission Bay Park	2	PRIME	114,951	344	-	344	114,607
Mission Bay Park	3	MAJOR	116,277	460	-	460	115,817
Mission Bay Park	4	COLLECTOR	123	-	-	-	123
Mission Bay Park	5	LOCAL COLLECTOR	22,799	23	-	23	22,776
Mission Bay Park	6	RURAL COLLECTOR	-	-	-	-	-
Mission Bay Park	7	LOCAL ROAD	-	-	-	-	-
Mission Bay Park	8	FREEWAY RAMP	8,580	11	-	11	8,569
Mission Bay Park	9	LOCAL RAMP	28,953	92	-	92	28,861
Mission Bay Park	10	ZONE CONNECTOR	22,388	83	-	83	22,305
Mission Bay Park TOTAL			568,202	2,949	-	2,949	565,253
Mission Beach	1	FREEWAY	-	-	-	-	-
Mission Beach	2	PRIME	-	-	-	-	-
Mission Beach	3	MAJOR	28,144	67	-	67	28,077
Mission Beach	4	COLLECTOR	9,292	23	-	23	9,269
Mission Beach	5	LOCAL COLLECTOR	-	-	-	-	-
Mission Beach	6	RURAL COLLECTOR	-	-	-	-	-
Mission Beach	7	LOCAL ROAD	-	-	-	-	-
Mission Beach	8	FREEWAY RAMP	-	-	-	-	-
Mission Beach	9	LOCAL RAMP	-	-	-	-	-
Mission Beach	10	ZONE CONNECTOR	1,464	-	-	-	1,464
Mission Beach TOTAL			38,900	90	-	90	38,810
Mission Valley	1	FREEWAY	1,645,310	19,657	-	19,657	1,625,653
Mission Valley	2	PRIME	105,516	413	-	413	105,103
Mission Valley	3	MAJOR	105,829	569	-	569	105,260
Mission Valley	4	COLLECTOR	169,573	1,254	-	1,254	168,319
Mission Valley	5	LOCAL COLLECTOR	25,046	152	-	152	24,894
Mission Valley	6	RURAL COLLECTOR	-	-	-	-	-
Mission Valley	7	LOCAL ROAD	1,295	13	-	13	1,282
Mission Valley	8	FREEWAY RAMP	278,901	2,737	-	2,737	276,164
Mission Valley	9	LOCAL RAMP	174,805	1,774	-	1,774	173,031
Mission Valley	10	ZONE CONNECTOR	50,700	311	-	311	50,389
Mission Valley TOTAL			2,556,975	26,880	-	26,880	2,530,095
NATIONAL CITY	1	FREEWAY	1,099,689	23,446	-	23,446	1,076,243
NATIONAL CITY	2	PRIME	-	-	-	-	-
NATIONAL CITY	3	MAJOR	260,510	22,105	-	22,105	238,405
NATIONAL CITY	4	COLLECTOR	115,491	9,471	-	9,471	106,020
NATIONAL CITY	5	LOCAL COLLECTOR	4,820	134	-	134	4,686
NATIONAL CITY	6	RURAL COLLECTOR	-	-	-	-	-
NATIONAL CITY	7	LOCAL ROAD	4,128	66	-	66	4,062
NATIONAL CITY	8	FREEWAY RAMP	84,404	2,956	-	2,956	81,448
NATIONAL CITY	9	LOCAL RAMP	44,949	1,832	-	1,832	43,117
NATIONAL CITY	10	ZONE CONNECTOR	43,668	1,977	-	1,977	41,691

NATIONAL CITY TOTAL		1,657,659	61,987	-	61,987	1,595,672
NCFUA Reserve	1 FREEWAY	-	-	-	-	-
NCFUA Reserve	2 PRIME	-	-	-	-	-
NCFUA Reserve	3 MAJOR	5,256	4	-	4	5,252
NCFUA Reserve	4 COLLECTOR	-	-	-	-	-
NCFUA Reserve	5 LOCAL COLLECTOR	525	-	-	-	525
NCFUA Reserve	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Reserve	7 LOCAL ROAD	-	-	-	-	-
NCFUA Reserve	8 FREEWAY RAMP	-	-	-	-	-
NCFUA Reserve	9 LOCAL RAMP	-	-	-	-	-
NCFUA Reserve	10 ZONE CONNECTOR	30	-	-	-	30
NCFUA Reserve TOTAL		5,811	4	-	4	5,807
NCFUA Subarea 2	1 FREEWAY	190,050	923	-	923	189,127
NCFUA Subarea 2	2 PRIME	-	-	-	-	-
NCFUA Subarea 2	3 MAJOR	32,953	24	-	24	32,929
NCFUA Subarea 2	4 COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	5 LOCAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	7 LOCAL ROAD	-	-	-	-	-
NCFUA Subarea 2	8 FREEWAY RAMP	37	-	-	-	37
NCFUA Subarea 2	9 LOCAL RAMP	5,177	22	-	22	5,155
NCFUA Subarea 2	10 ZONE CONNECTOR	614	-	-	-	614
NCFUA Subarea 2 TOTAL		228,831	969	-	969	227,862
Navajo	1 FREEWAY	386,885	435	-	435	386,450
Navajo	2 PRIME	55,925	327	-	327	55,598
Navajo	3 MAJOR	301,944	1,308	-	1,308	300,636
Navajo	4 COLLECTOR	6,036	12	-	12	6,024
Navajo	5 LOCAL COLLECTOR	67,363	251	-	251	67,112
Navajo	6 RURAL COLLECTOR	-	-	-	-	-
Navajo	7 LOCAL ROAD	9,718	46	-	46	9,672
Navajo	8 FREEWAY RAMP	-	-	-	-	-
Navajo	9 LOCAL RAMP	24,696	72	-	72	24,624
Navajo	10 ZONE CONNECTOR	56,254	232	-	232	56,022
Navajo TOTAL		908,821	2,683	-	2,683	906,138
OCEANSIDE	1 FREEWAY	964,655	1,212	-	1,212	963,443
OCEANSIDE	2 PRIME	571,485	111	-	111	571,374
OCEANSIDE	3 MAJOR	719,260	82	-	82	719,178
OCEANSIDE	4 COLLECTOR	371,874	9	-	9	371,865
OCEANSIDE	5 LOCAL COLLECTOR	260,206	6	-	6	260,200
OCEANSIDE	6 RURAL COLLECTOR	-	-	-	-	-
OCEANSIDE	7 LOCAL ROAD	7,523	-	-	-	7,523
OCEANSIDE	8 FREEWAY RAMP	27,267	19	-	19	27,248

OCEANSIDE	9	LOCAL RAMP	74,561	41	-	41	74,520
OCEANSIDE	10	ZONE CONNECTOR	187,289	2	-	2	187,287
OCEANSIDE TOTAL			3,184,120	1,482	-	1,482	3,182,638
Ocean Beach	1	FREEWAY	32,256	195	-	195	32,061
Ocean Beach	2	PRIME	17,580	36	-	36	17,544
Ocean Beach	3	MAJOR	37,961	124	-	124	37,837
Ocean Beach	4	COLLECTOR	17,492	45	-	45	17,447
Ocean Beach	5	LOCAL COLLECTOR	11,318	15	-	15	11,303
Ocean Beach	6	RURAL COLLECTOR	-	-	-	-	-
Ocean Beach	7	LOCAL ROAD	1,926	2	-	2	1,924
Ocean Beach	8	FREEWAY RAMP	-	-	-	-	-
Ocean Beach	9	LOCAL RAMP	2,103	9	-	9	2,094
Ocean Beach	10	ZONE CONNECTOR	5,682	2	-	2	5,680
Ocean Beach TOTAL			126,318	428	-	428	125,890
Old San Diego	1	FREEWAY	125,123	1,295	-	1,295	123,828
Old San Diego	2	PRIME	1,361	8	-	8	1,353
Old San Diego	3	MAJOR	12,058	28	-	28	12,030
Old San Diego	4	COLLECTOR	11,279	53	-	53	11,226
Old San Diego	5	LOCAL COLLECTOR	12,274	42	-	42	12,232
Old San Diego	6	RURAL COLLECTOR	-	-	-	-	-
Old San Diego	7	LOCAL ROAD	-	-	-	-	-
Old San Diego	8	FREEWAY RAMP	25,258	286	-	286	24,972
Old San Diego	9	LOCAL RAMP	16,894	65	-	65	16,829
Old San Diego	10	ZONE CONNECTOR	4,942	21	-	21	4,921
Old San Diego TOTAL			209,189	1,798	-	1,798	207,391
Otay Mesa	1	FREEWAY	193,186	2,256	-	2,256	190,930
Otay Mesa	2	PRIME	308,760	2,753	-	2,753	306,007
Otay Mesa	3	MAJOR	87,753	603	-	603	87,150
Otay Mesa	4	COLLECTOR	83,181	427	-	427	82,754
Otay Mesa	5	LOCAL COLLECTOR	19,239	106	-	106	19,133
Otay Mesa	6	RURAL COLLECTOR	-	-	-	-	-
Otay Mesa	7	LOCAL ROAD	36,118	221	-	221	35,897
Otay Mesa	8	FREEWAY RAMP	34,554	617	-	617	33,937
Otay Mesa	9	LOCAL RAMP	22,567	135	-	135	22,432
Otay Mesa	10	ZONE CONNECTOR	38,299	167	-	167	38,132
Otay Mesa TOTAL			823,657	7,285	-	7,285	816,372
Otay Mesa-Nestor	1	FREEWAY	432,874	2,955	-	2,955	429,919
Otay Mesa-Nestor	2	PRIME	39,300	232	-	232	39,068
Otay Mesa-Nestor	3	MAJOR	162,323	437	-	437	161,886
Otay Mesa-Nestor	4	COLLECTOR	18,732	64	-	64	18,668
Otay Mesa-Nestor	5	LOCAL COLLECTOR	58,931	93	-	93	58,838
Otay Mesa-Nestor	6	RURAL COLLECTOR	-	-	-	-	-

Otay Mesa-Nestor	7	LOCAL ROAD	7,760	10	-	10	7,750
Otay Mesa-Nestor	8	FREEWAY RAMP	45,553	258	-	258	45,295
Otay Mesa-Nestor	9	LOCAL RAMP	49,735	412	-	412	49,323
Otay Mesa-Nestor	10	ZONE CONNECTOR	42,575	97	-	97	42,478
Otay Mesa-Nestor TOTAL			857,783	4,558	-	4,558	853,225
POWAY	1	FREEWAY	-	-	-	-	-
POWAY	2	PRIME	271,868	328	-	328	271,540
POWAY	3	MAJOR	445,248	720	-	720	444,528
POWAY	4	COLLECTOR	126,323	16	-	16	126,307
POWAY	5	LOCAL COLLECTOR	63,228	13	-	13	63,215
POWAY	6	RURAL COLLECTOR	-	-	-	-	-
POWAY	7	LOCAL ROAD	107,288	99	-	99	107,189
POWAY	8	FREEWAY RAMP	-	-	-	-	-
POWAY	9	LOCAL RAMP	-	-	-	-	-
POWAY	10	ZONE CONNECTOR	93,750	66	-	66	93,684
POWAY TOTAL			1,107,705	1,242	-	1,242	1,106,463
Pacific Beach	1	FREEWAY	171,399	880	-	880	170,519
Pacific Beach	2	PRIME	-	-	-	-	-
Pacific Beach	3	MAJOR	242,644	625	-	625	242,019
Pacific Beach	4	COLLECTOR	12,515	8	-	8	12,507
Pacific Beach	5	LOCAL COLLECTOR	83,242	91	-	91	83,151
Pacific Beach	6	RURAL COLLECTOR	-	-	-	-	-
Pacific Beach	7	LOCAL ROAD	1,044	1	-	1	1,043
Pacific Beach	8	FREEWAY RAMP	-	-	-	-	-
Pacific Beach	9	LOCAL RAMP	12,865	68	-	68	12,797
Pacific Beach	10	ZONE CONNECTOR	28,717	13	-	13	28,704
Pacific Beach TOTAL			552,426	1,686	-	1,686	550,740
Pacific Highlands Ranch	1	FREEWAY	220,659	12	-	12	220,647
Pacific Highlands Ranch	2	PRIME	7,829	1	-	1	7,828
Pacific Highlands Ranch	3	MAJOR	10,860	19	-	19	10,841
Pacific Highlands Ranch	4	COLLECTOR	14,112	16	-	16	14,096
Pacific Highlands Ranch	5	LOCAL COLLECTOR	-	-	-	-	-
Pacific Highlands Ranch	6	RURAL COLLECTOR	-	-	-	-	-
Pacific Highlands Ranch	7	LOCAL ROAD	3,773	2	-	2	3,771
Pacific Highlands Ranch	8	FREEWAY RAMP	-	-	-	-	-
Pacific Highlands Ranch	9	LOCAL RAMP	5,623	12	-	12	5,611
Pacific Highlands Ranch	10	ZONE CONNECTOR	4,545	2	-	2	4,543
Pacific Highlands Ranch TOTAL			267,401	64	-	64	267,337
Peninsula	1	FREEWAY	13,413	80	-	80	13,333
Peninsula	2	PRIME	17,869	72	-	72	17,797
Peninsula	3	MAJOR	214,116	1,348	-	1,348	212,768
Peninsula	4	COLLECTOR	50,094	206	-	206	49,888

Peninsula	5	LOCAL COLLECTOR	69,567	206	-	206	69,361	
Peninsula	6	RURAL COLLECTOR	-	-	-	-	-	
Peninsula	7	LOCAL ROAD	7,001	7	-	7	6,994	
Peninsula	8	FREEWAY RAMP	-	-	-	-	-	
Peninsula	9	LOCAL RAMP	9,265	76	-	76	9,189	
Peninsula	10	ZONE CONNECTOR	48,366	235	-	235	48,131	
Peninsula TOTAL			429,691	2,230	-	2,230	427,461	-
Rancho Bernardo	1	FREEWAY	1,159,254	4,754	-	4,754	1,154,500	
Rancho Bernardo	2	PRIME	76,758	113	-	113	76,645	
Rancho Bernardo	3	MAJOR	288,884	146	-	146	288,738	
Rancho Bernardo	4	COLLECTOR	16,891	4	-	4	16,887	
Rancho Bernardo	5	LOCAL COLLECTOR	41,082	19	-	19	41,063	
Rancho Bernardo	6	RURAL COLLECTOR	-	-	-	-	-	
Rancho Bernardo	7	LOCAL ROAD	128	-	-	-	128	
Rancho Bernardo	8	FREEWAY RAMP	81	-	-	-	81	
Rancho Bernardo	9	LOCAL RAMP	43,511	74	-	74	43,437	
Rancho Bernardo	10	ZONE CONNECTOR	51,593	18	-	18	51,575	
Rancho Bernardo TOTAL			1,678,182	5,128	-	5,128	1,673,054	
Rancho Encantada	1	FREEWAY	-	-	-	-	-	
Rancho Encantada	2	PRIME	-	-	-	-	-	
Rancho Encantada	3	MAJOR	5,175	7	-	7	5,168	
Rancho Encantada	4	COLLECTOR	-	-	-	-	-	
Rancho Encantada	5	LOCAL COLLECTOR	-	-	-	-	-	
Rancho Encantada	6	RURAL COLLECTOR	-	-	-	-	-	
Rancho Encantada	7	LOCAL ROAD	-	-	-	-	-	
Rancho Encantada	8	FREEWAY RAMP	-	-	-	-	-	
Rancho Encantada	9	LOCAL RAMP	-	-	-	-	-	
Rancho Encantada	10	ZONE CONNECTOR	4,087	6	-	6	4,081	
Rancho Encantada TOTAL			9,262	13	-	13	9,249	
Rancho Penasquitos	1	FREEWAY	746,250	3,092	-	3,092	743,158	
Rancho Penasquitos	2	PRIME	22,889	14	-	14	22,875	
Rancho Penasquitos	3	MAJOR	191,545	242	-	242	191,303	
Rancho Penasquitos	4	COLLECTOR	30,366	12	-	12	30,354	
Rancho Penasquitos	5	LOCAL COLLECTOR	21,591	11	-	11	21,580	
Rancho Penasquitos	6	RURAL COLLECTOR	-	-	-	-	-	
Rancho Penasquitos	7	LOCAL ROAD	3,679	2	-	2	3,677	
Rancho Penasquitos	8	FREEWAY RAMP	17,269	35	-	35	17,234	
Rancho Penasquitos	9	LOCAL RAMP	41,427	148	-	148	41,279	
Rancho Penasquitos	10	ZONE CONNECTOR	44,320	23	-	23	44,297	
Rancho Penasquitos TOTAL			1,119,336	3,579	-	3,579	1,115,757	
SAN MARCOS	1	FREEWAY	932,237	1,198	-	1,198	931,039	
SAN MARCOS	2	PRIME	281,642	34	-	34	281,608	

SAN MARCOS	3	MAJOR	344,490	23	-	23	344,467	
SAN MARCOS	4	COLLECTOR	255,804	48	-	48	255,756	
SAN MARCOS	5	LOCAL COLLECTOR	21	-	-	-	21	
SAN MARCOS	6	RURAL COLLECTOR	-	-	-	-	-	
SAN MARCOS	7	LOCAL ROAD	35,171	10	-	10	35,161	
SAN MARCOS	8	FREEWAY RAMP	-	-	-	-	-	
SAN MARCOS	9	LOCAL RAMP	51,220	40	-	40	51,180	
SAN MARCOS	10	ZONE CONNECTOR	113,381	5	-	5	113,376	
SAN MARCOS TOTAL			2,013,966	1,358	-	1,358	2,012,608	
SANTEE	1	FREEWAY	264,235	2,548	-	2,548	261,687	
SANTEE	2	PRIME	92,903	376	-	376	92,527	
SANTEE	3	MAJOR	291,270	733	-	733	290,537	
SANTEE	4	COLLECTOR	38,323	29	-	29	38,294	
SANTEE	5	LOCAL COLLECTOR	70,225	148	-	148	70,077	
SANTEE	6	RURAL COLLECTOR	-	-	-	-	-	
SANTEE	7	LOCAL ROAD	-	-	-	-	-	
SANTEE	8	FREEWAY RAMP	28,954	30	-	30	28,924	
SANTEE	9	LOCAL RAMP	11,572	46	-	46	11,526	
SANTEE	10	ZONE CONNECTOR	61,642	127	-	127	61,515	
SANTEE TOTAL			859,124	4,037	-	4,037	855,087	
SOLANA BEACH	1	FREEWAY	431,440	1,957	-	-	429,483	
SOLANA BEACH	2	PRIME	-	-	-	-	-	
SOLANA BEACH	3	MAJOR	69,198	56	-	-	69,142	
SOLANA BEACH	4	COLLECTOR	19,838	11	-	-	19,827	
SOLANA BEACH	5	LOCAL COLLECTOR	21,326	8	-	-	21,318	
SOLANA BEACH	6	RURAL COLLECTOR	-	-	-	-	-	
SOLANA BEACH	7	LOCAL ROAD	528	-	-	-	528	
SOLANA BEACH	8	FREEWAY RAMP	-	-	-	-	-	
SOLANA BEACH	9	LOCAL RAMP	9,799	13	-	-	9,786	
SOLANA BEACH	10	ZONE CONNECTOR	18,876	8	-	-	18,868	
SOLANA BEACH TOTAL			571,005	2,053	-	-	568,952	
SOUTHEASTERN SAN DIEGC	1	FREEWAY	874,507	30,286	-	30,286	844,221	
SOUTHEASTERN SAN DIEGC	2	PRIME	-	-	-	-	-	
SOUTHEASTERN SAN DIEGC	3	MAJOR	55,661	7,933	-	7,933	47,728	
SOUTHEASTERN SAN DIEGC	4	COLLECTOR	54,968	7,906	-	7,906	47,062	
SOUTHEASTERN SAN DIEGC	5	LOCAL COLLECTOR	48,866	4,393	-	4,393	44,473	
SOUTHEASTERN SAN DIEGC	6	RURAL COLLECTOR	-	-	-	-	-	
SOUTHEASTERN SAN DIEGC	7	LOCAL ROAD	17,081	516	-	516	16,565	
SOUTHEASTERN SAN DIEGC	8	FREEWAY RAMP	104,590	3,330	-	3,330	101,260	
SOUTHEASTERN SAN DIEGC	9	LOCAL RAMP	63,073	5,651	-	5,651	57,422	
SOUTHEASTERN SAN DIEGC	10	ZONE CONNECTOR	29,086	1,517	-	1,517	27,569	
SOUTHEASTERN SAN DIEGO TOTAL			1,247,832	61,532	-	61,532	1,186,300	-

Sabre Springs	1	FREEWAY	158,257	961	-	961	157,296
Sabre Springs	2	PRIME	27,492	91	-	91	27,401
Sabre Springs	3	MAJOR	66,976	255	-	255	66,721
Sabre Springs	4	COLLECTOR	16,215	7	-	7	16,208
Sabre Springs	5	LOCAL COLLECTOR	33,798	7	-	7	33,791
Sabre Springs	6	RURAL COLLECTOR	-	-	-	-	-
Sabre Springs	7	LOCAL ROAD	1,312	2	-	2	1,310
Sabre Springs	8	FREEWAY RAMP	2,514	15	-	15	2,499
Sabre Springs	9	LOCAL RAMP	12,769	69	-	69	12,700
Sabre Springs	10	ZONE CONNECTOR	5,731	1	-	1	5,730
Sabre Springs TOTAL			325,064	1,408	-	1,408	323,656
San Pasqual	1	FREEWAY	179,361	618	-	618	178,743
San Pasqual	2	PRIME	-	-	-	-	-
San Pasqual	3	MAJOR	147,555	9	-	9	147,546
San Pasqual	4	COLLECTOR	13,828	20	-	20	13,808
San Pasqual	5	LOCAL COLLECTOR	54,471	15	-	15	54,456
San Pasqual	6	RURAL COLLECTOR	782	-	-	-	782
San Pasqual	7	LOCAL ROAD	-	-	-	-	-
San Pasqual	8	FREEWAY RAMP	-	-	-	-	-
San Pasqual	9	LOCAL RAMP	5,835	9	-	9	5,826
San Pasqual	10	ZONE CONNECTOR	4,654	3	-	3	4,651
San Pasqual TOTAL			406,486	674	-	674	405,812
San Ysidro	1	FREEWAY	313,002	2,026	-	2,026	310,976
San Ysidro	2	PRIME	-	-	-	-	-
San Ysidro	3	MAJOR	34,365	58	-	58	34,307
San Ysidro	4	COLLECTOR	43,238	126	-	126	43,112
San Ysidro	5	LOCAL COLLECTOR	18,340	27	-	27	18,313
San Ysidro	6	RURAL COLLECTOR	-	-	-	-	-
San Ysidro	7	LOCAL ROAD	1,612	-	-	-	1,612
San Ysidro	8	FREEWAY RAMP	9,870	8	-	8	9,862
San Ysidro	9	LOCAL RAMP	24,989	146	-	146	24,843
San Ysidro	10	ZONE CONNECTOR	22,044	43	-	43	22,001
San Ysidro TOTAL			467,460	2,434	-	2,434	465,026
Scripps Miramar Ranch	1	FREEWAY	295,693	2,327	-	2,327	293,366
Scripps Miramar Ranch	2	PRIME	4,905	12	-	12	4,893
Scripps Miramar Ranch	3	MAJOR	144,955	376	-	376	144,579
Scripps Miramar Ranch	4	COLLECTOR	26,027	18	-	18	26,009
Scripps Miramar Ranch	5	LOCAL COLLECTOR	46,094	27	-	27	46,067
Scripps Miramar Ranch	6	RURAL COLLECTOR	-	-	-	-	-
Scripps Miramar Ranch	7	LOCAL ROAD	-	-	-	-	-
Scripps Miramar Ranch	8	FREEWAY RAMP	-	-	-	-	-
Scripps Miramar Ranch	9	LOCAL RAMP	14,539	73	-	73	14,466
Scripps Miramar Ranch	10	ZONE CONNECTOR	25,886	37	-	37	25,849
Scripps Miramar Ranch TOTAL			558,099	2,870	-	2,870	555,229

Scripps Reserve	1 FREEWAY	-	-	-	-	-
Scripps Reserve	2 PRIME	-	-	-	-	-
Scripps Reserve	3 MAJOR	-	-	-	-	-
Scripps Reserve	4 COLLECTOR	-	-	-	-	-
Scripps Reserve	5 LOCAL COLLECTOR	-	-	-	-	-
Scripps Reserve	6 RURAL COLLECTOR	-	-	-	-	-
Scripps Reserve	7 LOCAL ROAD	-	-	-	-	-
Scripps Reserve	8 FREEWAY RAMP	-	-	-	-	-
Scripps Reserve	9 LOCAL RAMP	-	-	-	-	-
Scripps Reserve	10 ZONE CONNECTOR	-	-	-	-	-
Scripps Reserve TOTAL		-	-	-	-	-
Serra Mesa	1 FREEWAY	604,077	13,628	-	13,628	590,449
Serra Mesa	2 PRIME	-	-	-	-	-
Serra Mesa	3 MAJOR	87,416	775	-	775	86,641
Serra Mesa	4 COLLECTOR	29,182	178	-	178	29,004
Serra Mesa	5 LOCAL COLLECTOR	-	-	-	-	-
Serra Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Serra Mesa	7 LOCAL ROAD	2,259	7	-	7	2,252
Serra Mesa	8 FREEWAY RAMP	13,124	230	-	230	12,894
Serra Mesa	9 LOCAL RAMP	21,641	389	-	389	21,252
Serra Mesa	10 ZONE CONNECTOR	16,522	72	-	72	16,450
Serra Mesa TOTAL		774,221	15,279	-	15,279	758,942
Skyline-Paradise Hills	1 FREEWAY	31,561	251	-	251	31,310
Skyline-Paradise Hills	2 PRIME	-	-	-	-	-
Skyline-Paradise Hills	3 MAJOR	97,086	19,250	-	19,250	77,836
Skyline-Paradise Hills	4 COLLECTOR	57,945	8,224	-	8,224	49,721
Skyline-Paradise Hills	5 LOCAL COLLECTOR	45,644	3,348	-	3,348	42,296
Skyline-Paradise Hills	6 RURAL COLLECTOR	-	-	-	-	-
Skyline-Paradise Hills	7 LOCAL ROAD	3,437	97	-	97	3,340
Skyline-Paradise Hills	8 FREEWAY RAMP	-	-	-	-	-
Skyline-Paradise Hills	9 LOCAL RAMP	6,386	144	-	144	6,242
Skyline-Paradise Hills	10 ZONE CONNECTOR	32,198	1,662	-	1,662	30,536
Skyline-Paradise Hills TOTAL		274,257	32,976	-	32,976	241,281
Tierrasanta	1 FREEWAY	668,415	8,813	-	8,813	659,602
Tierrasanta	2 PRIME	26,303	230	-	230	26,073
Tierrasanta	3 MAJOR	113,681	474	-	474	113,207
Tierrasanta	4 COLLECTOR	14,908	39	-	39	14,869
Tierrasanta	5 LOCAL COLLECTOR	11,312	34	-	34	11,278
Tierrasanta	6 RURAL COLLECTOR	-	-	-	-	-
Tierrasanta	7 LOCAL ROAD	3	-	-	-	3
Tierrasanta	8 FREEWAY RAMP	2,933	8	-	8	2,925
Tierrasanta	9 LOCAL RAMP	42,846	455	-	455	42,391
Tierrasanta	10 ZONE CONNECTOR	25,622	80	-	80	25,542

Tierrasanta TOTAL		906,023	10,133	-	10,133	895,890
Tijuana River Valley	1 FREEWAY	-	-	-	-	-
Tijuana River Valley	2 PRIME	-	-	-	-	-
Tijuana River Valley	3 MAJOR	-	-	-	-	-
Tijuana River Valley	4 COLLECTOR	3,770	9	-	9	3,761
Tijuana River Valley	5 LOCAL COLLECTOR	836	-	-	-	836
Tijuana River Valley	6 RURAL COLLECTOR	-	-	-	-	-
Tijuana River Valley	7 LOCAL ROAD	-	-	-	-	-
Tijuana River Valley	8 FREEWAY RAMP	-	-	-	-	-
Tijuana River Valley	9 LOCAL RAMP	-	-	-	-	-
Tijuana River Valley	10 ZONE CONNECTOR	76	-	-	-	76
Tijuana River Valley TOTAL		4,682	9	-	9	4,673
Torrey Highlands	1 FREEWAY	114,083	5	-	5	114,078
Torrey Highlands	2 PRIME	22,491	13	-	13	22,478
Torrey Highlands	3 MAJOR	5,237	3	-	3	5,234
Torrey Highlands	4 COLLECTOR	23,659	5	-	5	23,654
Torrey Highlands	5 LOCAL COLLECTOR	-	-	-	-	-
Torrey Highlands	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Highlands	7 LOCAL ROAD	-	-	-	-	-
Torrey Highlands	8 FREEWAY RAMP	-	-	-	-	-
Torrey Highlands	9 LOCAL RAMP	10,161	12	-	12	10,149
Torrey Highlands	10 ZONE CONNECTOR	14,902	12	-	12	14,890
Torrey Highlands TOTAL		190,533	50	-	50	190,483
Torrey Hills	1 FREEWAY	346,579	1,759	-	1,759	344,820
Torrey Hills	2 PRIME	7,533	25	-	25	7,508
Torrey Hills	3 MAJOR	49,180	39	-	39	49,141
Torrey Hills	4 COLLECTOR	895	-	-	-	895
Torrey Hills	5 LOCAL COLLECTOR	8,452	8	-	8	8,444
Torrey Hills	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Hills	7 LOCAL ROAD	-	-	-	-	-
Torrey Hills	8 FREEWAY RAMP	1,576	2	-	2	1,574
Torrey Hills	9 LOCAL RAMP	5,062	17	-	17	5,045
Torrey Hills	10 ZONE CONNECTOR	7,238	11	-	11	7,227
Torrey Hills TOTAL		426,515	1,861	-	1,861	424,654
Torrey Pines	1 FREEWAY	1,099,154	6,440	-	6,440	1,092,714
Torrey Pines	2 PRIME	13,462	3	-	3	13,459
Torrey Pines	3 MAJOR	105,578	167	-	167	105,411
Torrey Pines	4 COLLECTOR	14,196	15	-	15	14,181
Torrey Pines	5 LOCAL COLLECTOR	10,102	12	-	12	10,090
Torrey Pines	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Pines	7 LOCAL ROAD	524	-	-	-	524
Torrey Pines	8 FREEWAY RAMP	4,740	7	-	7	4,733

Torrey Pines	9	LOCAL RAMP	34,922	149	-	149	34,773
Torrey Pines	10	ZONE CONNECTOR	13,470	21	-	21	13,449
Torrey Pines TOTAL			1,296,148	6,814	-	6,814	1,289,334
Unincorporated	1	FREEWAY	7,693,561	37,551	-	37,551	7,656,010
Unincorporated	2	PRIME	747,728	3,402	-	3,402	744,326
Unincorporated	3	MAJOR	2,941,496	9,427	-	9,427	2,932,069
Unincorporated	4	COLLECTOR	2,022,862	8,465	-	8,465	2,014,397
Unincorporated	5	LOCAL COLLECTOR	926,462	1,736	-	1,736	924,726
Unincorporated	6	RURAL COLLECTOR	1,368,992	2,926	-	2,926	1,366,066
Unincorporated	7	LOCAL ROAD	373,239	1,187	-	1,187	372,052
Unincorporated	8	FREEWAY RAMP	63,578	2,803	-	2,803	60,775
Unincorporated	9	LOCAL RAMP	207,716	1,458	-	1,458	206,258
Unincorporated	10	ZONE CONNECTOR	1,145,133	2,270	-	2,270	1,142,863
Unincorporated TOTAL			17,490,767	71,225	-	71,225	17,419,542
University	1	FREEWAY	1,402,514	9,961	-	9,961	1,392,553
University	2	PRIME	408,270	1,192	-	1,192	407,078
University	3	MAJOR	245,194	628	-	628	244,566
University	4	COLLECTOR	62,770	142	-	142	62,628
University	5	LOCAL COLLECTOR	3,100	5	-	5	3,095
University	6	RURAL COLLECTOR	-	-	-	-	-
University	7	LOCAL ROAD	24,888	50	-	50	24,838
University	8	FREEWAY RAMP	26,064	63	-	63	26,001
University	9	LOCAL RAMP	123,279	700	-	700	122,579
University	10	ZONE CONNECTOR	122,330	282	-	282	122,048
University TOTAL			2,418,409	13,023	-	13,023	2,405,386
Uptown	1	FREEWAY	410,849	5,264	-	5,264	405,585
Uptown	2	PRIME	14,661	81	-	81	14,580
Uptown	3	MAJOR	70,929	417	-	417	70,512
Uptown	4	COLLECTOR	35,624	262	-	262	35,362
Uptown	5	LOCAL COLLECTOR	89,283	237	-	237	89,046
Uptown	6	RURAL COLLECTOR	-	-	-	-	-
Uptown	7	LOCAL ROAD	1,749	-	-	-	1,749
Uptown	8	FREEWAY RAMP	5,052	1	-	1	5,051
Uptown	9	LOCAL RAMP	58,109	697	-	697	57,412
Uptown	10	ZONE CONNECTOR	25,844	115	-	115	25,729
Uptown TOTAL			712,100	7,074	-	7,074	705,026
VISTA	1	FREEWAY	629,690	131	-	131	629,559
VISTA	2	PRIME	241,375	3	-	3	241,372
VISTA	3	MAJOR	343,041	31	-	31	343,010
VISTA	4	COLLECTOR	188,593	13	-	13	188,580
VISTA	5	LOCAL COLLECTOR	87,184	8	-	8	87,176
VISTA	6	RURAL COLLECTOR	1,558	-	-	-	1,558

VISTA	7	LOCAL ROAD	91,577	2	-	2	91,575	
VISTA	8	FREEWAY RAMP	-	-	-	-	-	
VISTA	9	LOCAL RAMP	35,001	10	-	10	34,991	
VISTA	10	ZONE CONNECTOR	103,505	1	-	1	103,504	
VISTA TOTAL			1,721,524	199	-	199	1,721,325	
Via De La Valle	1	FREEWAY	-	-	-	-	-	
Via De La Valle	2	PRIME	-	-	-	-	-	
Via De La Valle	3	MAJOR	9,671	7	-	7	9,664	
Via De La Valle	4	COLLECTOR	2,813	2	-	2	2,811	
Via De La Valle	5	LOCAL COLLECTOR	-	-	-	-	-	
Via De La Valle	6	RURAL COLLECTOR	-	-	-	-	-	
Via De La Valle	7	LOCAL ROAD	-	-	-	-	-	
Via De La Valle	8	FREEWAY RAMP	-	-	-	-	-	
Via De La Valle	9	LOCAL RAMP	-	-	-	-	-	
Via De La Valle	10	ZONE CONNECTOR	168	-	-	-	168	
Via De La Valle TOTAL			12,652	9	-	9	12,643	
REGIONWIDE TOTAL			85,331,631	1,022,559	24,187	996,319	84,309,072	659

2035 C - Proposed Land Use

JURISDICTION	CLASSIFICATION	TOTAL VMT	TOTAL Encanto CPU VMT	Two Trip End Encanto CPU VMT	One Trip End Encanto CPU VMT	NON-Encanto CPU VMT	Encanto CPU Intra-Zonal VMT
			I-I, I-E and E-I	I-I	I-E and E-I	E-E	INTRA
32nd Street Naval Station	1 FREEWAY	4,415	-	-	-	4,415	
32nd Street Naval Station	2 PRIME	-	-	-	-	-	
32nd Street Naval Station	3 MAJOR	42,713	655	-	655	42,058	
32nd Street Naval Station	4 COLLECTOR	3,343	105	-	105	3,238	
32nd Street Naval Station	5 LOCAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	6 RURAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	7 LOCAL ROAD	2,127	46	-	46	2,081	
32nd Street Naval Station	8 FREEWAY RAMP	-	-	-	-	-	
32nd Street Naval Station	9 LOCAL RAMP	2,106	35	-	35	2,071	
32nd Street Naval Station	10 ZONE CONNECTOR	9,590	400	-	400	9,190	
32nd Street Naval Station TOTAL		64,294	1,241	-	1,241	63,053	
Balboa Park	1 FREEWAY	241,747	5,368	-	5,368	236,379	
Balboa Park	2 PRIME	-	-	-	-	-	
Balboa Park	3 MAJOR	60,694	318	-	318	60,376	
Balboa Park	4 COLLECTOR	21,864	881	-	881	20,983	
Balboa Park	5 LOCAL COLLECTOR	12,191	112	-	112	12,079	
Balboa Park	6 RURAL COLLECTOR	-	-	-	-	-	
Balboa Park	7 LOCAL ROAD	9,546	26	-	26	9,520	
Balboa Park	8 FREEWAY RAMP	43,570	202	-	202	43,368	
Balboa Park	9 LOCAL RAMP	18,232	421	-	421	17,811	
Balboa Park	10 ZONE CONNECTOR	13,480	207	-	207	13,273	
Balboa Park TOTAL		421,324	7,535	-	7,535	413,789	
Barrio Logan	1 FREEWAY	299,252	2,560	-	2,560	296,692	
Barrio Logan	2 PRIME	-	-	-	-	-	
Barrio Logan	3 MAJOR	33,638	456	-	456	33,182	
Barrio Logan	4 COLLECTOR	38,683	1,124	-	1,124	37,559	
Barrio Logan	5 LOCAL COLLECTOR	226	17	-	17	209	
Barrio Logan	6 RURAL COLLECTOR	-	-	-	-	-	
Barrio Logan	7 LOCAL ROAD	3,579	290	-	290	3,289	
Barrio Logan	8 FREEWAY RAMP	40,379	520	-	520	39,859	
Barrio Logan	9 LOCAL RAMP	18,788	702	-	702	18,086	
Barrio Logan	10 ZONE CONNECTOR	6,964	168	-	168	6,796	
Barrio Logan TOTAL		441,509	5,837	-	5,837	435,672	
Black Mountain Ranch	1 FREEWAY	-	-	-	-	-	
Black Mountain Ranch	2 PRIME	8,127	4	-	4	8,123	

Black Mountain Ranch	3 MAJOR	145,621	27	-	27	145,594
Black Mountain Ranch	4 COLLECTOR	55,853	20	-	20	55,833
Black Mountain Ranch	5 LOCAL COLLECTOR	302	-	-	-	302
Black Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Black Mountain Ranch	7 LOCAL ROAD	-	-	-	-	-
Black Mountain Ranch	8 FREEWAY RAMP	-	-	-	-	-
Black Mountain Ranch	9 LOCAL RAMP	-	-	-	-	-
Black Mountain Ranch	10 ZONE CONNECTOR	24,836	18	-	18	24,818
Black Mountain Ranch TOTAL		234,739	69	-	69	234,670
CARLSBAD	1 FREEWAY	1,702,635	7,406	-	7,406	1,695,229
CARLSBAD	2 PRIME	1,073,067	510	-	510	1,072,557
CARLSBAD	3 MAJOR	639,216	501	-	501	638,715
CARLSBAD	4 COLLECTOR	412,149	152	-	152	411,997
CARLSBAD	5 LOCAL COLLECTOR	38,446	30	-	30	38,416
CARLSBAD	6 RURAL COLLECTOR	-	-	-	-	-
CARLSBAD	7 LOCAL ROAD	150,475	46	-	46	150,429
CARLSBAD	8 FREEWAY RAMP	516	-	-	-	516
CARLSBAD	9 LOCAL RAMP	60,406	112	-	112	60,294
CARLSBAD	10 ZONE CONNECTOR	242,030	61	-	61	241,969
CARLSBAD TOTAL		4,318,940	8,818	-	8,818	4,310,122
CHULA VISTA	1 FREEWAY	1,983,149	50,563	-	50,563	1,932,586
CHULA VISTA	2 PRIME	1,385,783	10,086	-	10,086	1,375,697
CHULA VISTA	3 MAJOR	690,328	5,885	-	5,885	684,443
CHULA VISTA	4 COLLECTOR	504,636	3,645	-	3,645	500,991
CHULA VISTA	5 LOCAL COLLECTOR	234,913	2,446	-	2,446	232,467
CHULA VISTA	6 RURAL COLLECTOR	-	-	-	-	-
CHULA VISTA	7 LOCAL ROAD	228,285	1,195	-	1,195	227,090
CHULA VISTA	8 FREEWAY RAMP	40,022	1,681	-	1,681	38,341
CHULA VISTA	9 LOCAL RAMP	187,191	4,164	-	4,164	183,027
CHULA VISTA	10 ZONE CONNECTOR	335,885	1,992	-	1,992	333,893
CHULA VISTA TOTAL		5,590,192	81,657	-	81,657	5,508,535
CORONADO	1 FREEWAY	101,291	2,345	-	2,345	98,946
CORONADO	2 PRIME	164,948	871	-	871	164,077
CORONADO	3 MAJOR	88,026	1,913	-	1,913	86,113
CORONADO	4 COLLECTOR	26,262	331	-	331	25,931
CORONADO	5 LOCAL COLLECTOR	35,195	448	-	448	34,747
CORONADO	6 RURAL COLLECTOR	-	-	-	-	-
CORONADO	7 LOCAL ROAD	11,120	301	-	301	10,819
CORONADO	8 FREEWAY RAMP	-	-	-	-	-
CORONADO	9 LOCAL RAMP	-	-	-	-	-
CORONADO	10 ZONE CONNECTOR	44,718	724	-	724	43,994
CORONADO TOTAL		471,560	6,933	-	6,933	464,627

Carmel Mountain Ranch	1 FREEWAY	343,461	2,504	-	2,504	340,957	
Carmel Mountain Ranch	2 PRIME	183,424	381	-	381	183,043	
Carmel Mountain Ranch	3 MAJOR	53,627	92	-	92	53,535	
Carmel Mountain Ranch	4 COLLECTOR	17,557	19	-	19	17,538	
Carmel Mountain Ranch	5 LOCAL COLLECTOR	-	-	-	-	-	
Carmel Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-	
Carmel Mountain Ranch	7 LOCAL ROAD	5,006	2	-	2	5,004	
Carmel Mountain Ranch	8 FREEWAY RAMP	47	-	-	-	47	
Carmel Mountain Ranch	9 LOCAL RAMP	13,861	38	-	38	13,823	
Carmel Mountain Ranch	10 ZONE CONNECTOR	30,378	38	-	38	30,340	
Carmel Mountain Ranch TOTAL		647,361	3,074	-	3,074	644,287	
Carmel Valley	1 FREEWAY	560,031	2,622	-	2,622	557,409	
Carmel Valley	2 PRIME	62,165	94	-	94	62,071	
Carmel Valley	3 MAJOR	99,904	155	-	155	99,749	
Carmel Valley	4 COLLECTOR	21,151	28	-	28	21,123	
Carmel Valley	5 LOCAL COLLECTOR	41,296	9	-	9	41,287	
Carmel Valley	6 RURAL COLLECTOR	-	-	-	-	-	
Carmel Valley	7 LOCAL ROAD	-	-	-	-	-	
Carmel Valley	8 FREEWAY RAMP	52,851	86	-	86	52,765	
Carmel Valley	9 LOCAL RAMP	30,900	62	-	62	30,838	
Carmel Valley	10 ZONE CONNECTOR	30,807	25	-	25	30,782	
Carmel Valley TOTAL		899,105	3,081	-	3,081	896,024	
Centre City	1 FREEWAY	305,927	6,568	-	6,568	299,359	
Centre City	2 PRIME	13,974	288	-	288	13,686	
Centre City	3 MAJOR	241,529	3,477	-	3,477	238,052	
Centre City	4 COLLECTOR	73,751	968	-	968	72,783	
Centre City	5 LOCAL COLLECTOR	64,938	793	-	793	64,145	
Centre City	6 RURAL COLLECTOR	-	-	-	-	-	
Centre City	7 LOCAL ROAD	835	-	-	-	835	
Centre City	8 FREEWAY RAMP	62,772	3,727	-	3,727	59,045	
Centre City	9 LOCAL RAMP	48,355	749	-	749	47,606	
Centre City	10 ZONE CONNECTOR	48,383	366	-	366	48,017	
Centre City TOTAL		860,464	16,936	-	16,936	843,528	-
Clairemont Mesa	1 FREEWAY	1,055,709	14,041	-	14,041	1,041,668	
Clairemont Mesa	2 PRIME	18,181	91	-	91	18,090	
Clairemont Mesa	3 MAJOR	497,353	1,285	-	1,285	496,068	
Clairemont Mesa	4 COLLECTOR	24,173	140	-	140	24,033	
Clairemont Mesa	5 LOCAL COLLECTOR	156,639	212	-	212	156,427	
Clairemont Mesa	6 RURAL COLLECTOR	-	-	-	-	-	
Clairemont Mesa	7 LOCAL ROAD	17,328	59	-	59	17,269	
Clairemont Mesa	8 FREEWAY RAMP	27,905	333	-	333	27,572	
Clairemont Mesa	9 LOCAL RAMP	67,051	530	-	530	66,521	
Clairemont Mesa	10 ZONE CONNECTOR	88,485	242	-	242	88,243	
Clairemont Mesa TOTAL		1,952,824	16,933	-	16,933	1,935,891	

College Area	1 FREEWAY	400,315	393	-	393	399,922
College Area	2 PRIME	18,474	16	-	16	18,458
College Area	3 MAJOR	204,009	1,629	-	1,629	202,380
College Area	4 COLLECTOR	12,357	71	-	71	12,286
College Area	5 LOCAL COLLECTOR	24,442	339	-	339	24,103
College Area	6 RURAL COLLECTOR	-	-	-	-	-
College Area	7 LOCAL ROAD	-	-	-	-	-
College Area	8 FREEWAY RAMP	-	-	-	-	-
College Area	9 LOCAL RAMP	29,661	65	-	65	29,596
College Area	10 ZONE CONNECTOR	33,209	481	-	481	32,728
College Area TOTAL		722,467	2,994	-	2,994	719,473
DEL MAR	1 FREEWAY	-	-	-	-	-
DEL MAR	2 PRIME	1,927	-	-	-	1,927
DEL MAR	3 MAJOR	32,749	81	-	81	32,668
DEL MAR	4 COLLECTOR	37,374	36	-	36	37,338
DEL MAR	5 LOCAL COLLECTOR	18,641	2	-	2	18,639
DEL MAR	6 RURAL COLLECTOR	-	-	-	-	-
DEL MAR	7 LOCAL ROAD	1,106	-	-	-	1,106
DEL MAR	8 FREEWAY RAMP	-	-	-	-	-
DEL MAR	9 LOCAL RAMP	-	-	-	-	-
DEL MAR	10 ZONE CONNECTOR	9,405	8	-	8	9,397
DEL MAR TOTAL		101,202	127	-	127	101,075
Del Mar Mesa	1 FREEWAY	-	-	-	-	-
Del Mar Mesa	2 PRIME	-	-	-	-	-
Del Mar Mesa	3 MAJOR	4,249	1	-	1	4,248
Del Mar Mesa	4 COLLECTOR	296	-	-	-	296
Del Mar Mesa	5 LOCAL COLLECTOR	5,027	-	-	-	5,027
Del Mar Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Del Mar Mesa	7 LOCAL ROAD	3,091	-	-	-	3,091
Del Mar Mesa	8 FREEWAY RAMP	-	-	-	-	-
Del Mar Mesa	9 LOCAL RAMP	-	-	-	-	-
Del Mar Mesa	10 ZONE CONNECTOR	11,281	8	-	8	11,273
Del Mar Mesa TOTAL		23,944	9	-	9	23,935
EL CAJON	1 FREEWAY	1,154,865	20,453	-	20,453	1,134,412
EL CAJON	2 PRIME	140,007	310	-	310	139,697
EL CAJON	3 MAJOR	497,321	1,924	-	1,924	495,397
EL CAJON	4 COLLECTOR	217,804	775	-	775	217,029
EL CAJON	5 LOCAL COLLECTOR	110,116	247	-	247	109,869
EL CAJON	6 RURAL COLLECTOR	-	-	-	-	-
EL CAJON	7 LOCAL ROAD	43,571	78	-	78	43,493
EL CAJON	8 FREEWAY RAMP	55,576	1,070	-	1,070	54,506
EL CAJON	9 LOCAL RAMP	97,050	1,493	-	1,493	95,557
EL CAJON	10 ZONE CONNECTOR	115,351	450	-	450	114,901

EL CAJON TOTAL		2,431,661	26,800	-	26,800	2,404,861	
ENCANTO	1 FREEWAY	504,333	34,333	4,500	29,833	470,000	
ENCANTO	2 PRIME	-	-	-	-	-	
ENCANTO	3 MAJOR	153,988	108,240	14,188	94,052	45,748	
ENCANTO	4 COLLECTOR	125,920	90,610	11,877	78,733	35,310	
ENCANTO	5 LOCAL COLLECTOR	540	371	49	322	169	
ENCANTO	6 RURAL COLLECTOR	-	-	-	-	-	
ENCANTO	7 LOCAL ROAD	6,108	4,395	576	3,819	1,713	
ENCANTO	8 FREEWAY RAMP	21,041	2,664	349	2,315	18,377	
ENCANTO	9 LOCAL RAMP	23,872	10,810	1,417	9,393	13,062	
ENCANTO	10 ZONE CONNECTOR	41,683	41,676	5,463	36,213	7	
ENCANTO	11 INTRA-ZONAL						985
ENCANTO TOTAL		877,485	293,099	38,418	254,681	584,386	985
ENCINITAS	1 FREEWAY	1,576,670	9,034	-	9,034	1,567,636	
ENCINITAS	2 PRIME	261,888	599	-	599	261,289	
ENCINITAS	3 MAJOR	226,692	107	-	107	226,585	
ENCINITAS	4 COLLECTOR	41,516	33	-	33	41,483	
ENCINITAS	5 LOCAL COLLECTOR	241,831	194	-	194	241,637	
ENCINITAS	6 RURAL COLLECTOR	-	-	-	-	-	
ENCINITAS	7 LOCAL ROAD	73,306	36	-	36	73,270	
ENCINITAS	8 FREEWAY RAMP	560	-	-	-	560	
ENCINITAS	9 LOCAL RAMP	40,732	118	-	118	40,614	
ENCINITAS	10 ZONE CONNECTOR	80,746	12	-	12	80,734	
ENCINITAS TOTAL		2,543,941	10,133	-	10,133	2,533,808	
ESCONDIDO	1 FREEWAY	1,446,257	5,608	-	5,608	1,440,649	
ESCONDIDO	2 PRIME	200,080	213	-	213	199,867	
ESCONDIDO	3 MAJOR	727,472	647	-	647	726,825	
ESCONDIDO	4 COLLECTOR	470,806	124	-	124	470,682	
ESCONDIDO	5 LOCAL COLLECTOR	232,166	113	-	113	232,053	
ESCONDIDO	6 RURAL COLLECTOR	-	-	-	-	-	
ESCONDIDO	7 LOCAL ROAD	10,802	14	-	14	10,788	
ESCONDIDO	8 FREEWAY RAMP	107,491	385	-	385	107,106	
ESCONDIDO	9 LOCAL RAMP	92,871	210	-	210	92,661	
ESCONDIDO	10 ZONE CONNECTOR	170,978	23	-	23	170,955	
ESCONDIDO TOTAL		3,458,923	7,337	-	7,337	3,451,586	

East Elliott	1 FREEWAY	267,393	37	-	37	267,356
East Elliott	2 PRIME	-	-	-	-	-
East Elliott	3 MAJOR	11,491	12	-	12	11,479
East Elliott	4 COLLECTOR	-	-	-	-	-
East Elliott	5 LOCAL COLLECTOR	83	-	-	-	83
East Elliott	6 RURAL COLLECTOR	-	-	-	-	-
East Elliott	7 LOCAL ROAD	-	-	-	-	-
East Elliott	8 FREEWAY RAMP	2,344	3	-	3	2,341
East Elliott	9 LOCAL RAMP	4,815	5	-	5	4,810
East Elliott	10 ZONE CONNECTOR	3,661	13	-	13	3,648
East Elliott TOTAL		289,787	70	-	70	289,717
External	1 FREEWAY	64,135	111	-	111	64,024
External	2 PRIME	75,608	393	-	393	75,215
External	3 MAJOR	-	-	-	-	-
External	4 COLLECTOR	-	-	-	-	-
External	5 LOCAL COLLECTOR	4,144	-	-	-	4,144
External	6 RURAL COLLECTOR	-	-	-	-	-
External	7 LOCAL ROAD	-	-	-	-	-
External	8 FREEWAY RAMP	-	-	-	-	-
External	9 LOCAL RAMP	2,019	-	-	-	2,019
External	10 ZONE CONNECTOR	381,611	2,432	-	2,432	379,179
External TOTAL		527,517	2,936	-	2,936	524,581
Fairbanks Country Club	1 FREEWAY	-	-	-	-	-
Fairbanks Country Club	2 PRIME	-	-	-	-	-
Fairbanks Country Club	3 MAJOR	9,505	7	-	7	9,498
Fairbanks Country Club	4 COLLECTOR	15,582	37	-	37	15,545
Fairbanks Country Club	5 LOCAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	6 RURAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	7 LOCAL ROAD	-	-	-	-	-
Fairbanks Country Club	8 FREEWAY RAMP	-	-	-	-	-
Fairbanks Country Club	9 LOCAL RAMP	-	-	-	-	-
Fairbanks Country Club	10 ZONE CONNECTOR	2,806	2	-	2	2,804
Fairbanks Country Club TOTAL		27,893	46	-	46	27,847
Flower Hill	1 FREEWAY	23,216	146	-	146	23,070
Flower Hill	2 PRIME	-	-	-	-	-
Flower Hill	3 MAJOR	5,559	6	-	6	5,553
Flower Hill	4 COLLECTOR	801	-	-	-	801
Flower Hill	5 LOCAL COLLECTOR	-	-	-	-	-
Flower Hill	6 RURAL COLLECTOR	-	-	-	-	-
Flower Hill	7 LOCAL ROAD	-	-	-	-	-
Flower Hill	8 FREEWAY RAMP	-	-	-	-	-

Flower Hill	9 LOCAL RAMP	883	-	-	-	883
Flower Hill	10 ZONE CONNECTOR	2,469	3	-	3	2,466
Flower Hill TOTAL		32,928	155	-	155	32,773
Greater Golden Hill	1 FREEWAY	185,510	12,842	-	12,842	172,668
Greater Golden Hill	2 PRIME	-	-	-	-	-
Greater Golden Hill	3 MAJOR	5,053	308	-	308	4,745
Greater Golden Hill	4 COLLECTOR	2,465	120	-	120	2,345
Greater Golden Hill	5 LOCAL COLLECTOR	46,355	1,721	-	1,721	44,634
Greater Golden Hill	6 RURAL COLLECTOR	-	-	-	-	-
Greater Golden Hill	7 LOCAL ROAD	2,203	37	-	37	2,166
Greater Golden Hill	8 FREEWAY RAMP	35,233	3,449	-	3,449	31,784
Greater Golden Hill	9 LOCAL RAMP	19,792	688	-	688	19,104
Greater Golden Hill	10 ZONE CONNECTOR	6,798	133	-	133	6,665
Greater Golden Hill TOTAL		303,409	19,298	-	19,298	284,111
Greater North Park	1 FREEWAY	400,883	30,784	-	30,784	370,099
Greater North Park	2 PRIME	-	-	-	-	-
Greater North Park	3 MAJOR	78,251	1,506	-	1,506	76,745
Greater North Park	4 COLLECTOR	56,266	581	-	581	55,685
Greater North Park	5 LOCAL COLLECTOR	56,852	619	-	619	56,233
Greater North Park	6 RURAL COLLECTOR	-	-	-	-	-
Greater North Park	7 LOCAL ROAD	-	-	-	-	-
Greater North Park	8 FREEWAY RAMP	47,768	2,649	-	2,649	45,119
Greater North Park	9 LOCAL RAMP	10,237	318	-	318	9,919
Greater North Park	10 ZONE CONNECTOR	43,509	436	-	436	43,073
Greater North Park TOTAL		693,766	36,893	-	36,893	656,873
Harbor	1 FREEWAY	61,256	1,419	-	1,419	59,837
Harbor	2 PRIME	-	-	-	-	-
Harbor	3 MAJOR	-	-	-	-	-
Harbor	4 COLLECTOR	-	-	-	-	-
Harbor	5 LOCAL COLLECTOR	-	-	-	-	-
Harbor	6 RURAL COLLECTOR	-	-	-	-	-
Harbor	7 LOCAL ROAD	-	-	-	-	-
Harbor	8 FREEWAY RAMP	-	-	-	-	-
Harbor	9 LOCAL RAMP	-	-	-	-	-
Harbor	10 ZONE CONNECTOR	1,632	17	-	17	1,615
Harbor TOTAL		62,888	1,436	-	1,436	61,452
IMPERIAL BEACH	1 FREEWAY	-	-	-	-	-
IMPERIAL BEACH	2 PRIME	41,793	174	-	174	41,619
IMPERIAL BEACH	3 MAJOR	27,840	112	-	112	27,728
IMPERIAL BEACH	4 COLLECTOR	21,201	58	-	58	21,143
IMPERIAL BEACH	5 LOCAL COLLECTOR	15,418	40	-	40	15,378
IMPERIAL BEACH	6 RURAL COLLECTOR	-	-	-	-	-

IMPERIAL BEACH	7 LOCAL ROAD	7,030	22	-	22	7,008
IMPERIAL BEACH	8 FREEWAY RAMP	-	-	-	-	-
IMPERIAL BEACH	9 LOCAL RAMP	-	-	-	-	-
IMPERIAL BEACH	10 ZONE CONNECTOR	18,354	47	-	47	18,307
IMPERIAL BEACH TOTAL		131,636	453	-	453	131,183
Kearny Mesa	1 FREEWAY	1,609,216	29,130	-	29,130	1,580,086
Kearny Mesa	2 PRIME	195,780	1,028	-	1,028	194,752
Kearny Mesa	3 MAJOR	255,812	974	-	974	254,838
Kearny Mesa	4 COLLECTOR	89,595	355	-	355	89,240
Kearny Mesa	5 LOCAL COLLECTOR	35,880	300	-	300	35,580
Kearny Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Kearny Mesa	7 LOCAL ROAD	11,461	121	-	121	11,340
Kearny Mesa	8 FREEWAY RAMP	85,101	894	-	894	84,207
Kearny Mesa	9 LOCAL RAMP	131,726	1,641	-	1,641	130,085
Kearny Mesa	10 ZONE CONNECTOR	83,034	588	-	588	82,446
Kearny Mesa TOTAL		2,497,605	35,031	-	35,031	2,462,574
LA MESA	1 FREEWAY	1,272,567	25,235	-	25,235	1,247,332
LA MESA	2 PRIME	51,917	271	-	271	51,646
LA MESA	3 MAJOR	250,691	5,257	-	5,257	245,434
LA MESA	4 COLLECTOR	34,989	401	-	401	34,588
LA MESA	5 LOCAL COLLECTOR	170,270	3,002	-	3,002	167,268
LA MESA	6 RURAL COLLECTOR	6	-	-	-	6
LA MESA	7 LOCAL ROAD	21,411	323	-	323	21,088
LA MESA	8 FREEWAY RAMP	144,812	4,463	-	4,463	140,349
LA MESA	9 LOCAL RAMP	80,259	814	-	814	79,445
LA MESA	10 ZONE CONNECTOR	64,352	627	-	627	63,725
LA MESA TOTAL		2,091,274	40,393	-	40,393	2,050,881
LEMON GROVE	1 FREEWAY	609,436	41,293	-	41,293	568,143
LEMON GROVE	2 PRIME	-	-	-	-	-
LEMON GROVE	3 MAJOR	81,869	12,216	-	12,216	69,653
LEMON GROVE	4 COLLECTOR	81,665	14,119	-	14,119	67,546
LEMON GROVE	5 LOCAL COLLECTOR	49,614	4,209	-	4,209	45,405
LEMON GROVE	6 RURAL COLLECTOR	-	-	-	-	-
LEMON GROVE	7 LOCAL ROAD	1,721	359	-	359	1,362
LEMON GROVE	8 FREEWAY RAMP	75,224	1,221	-	1,221	74,003
LEMON GROVE	9 LOCAL RAMP	20,021	1,531	-	1,531	18,490
LEMON GROVE	10 ZONE CONNECTOR	24,715	1,104	-	1,104	23,611
LEMON GROVE TOTAL		944,265	76,052	-	76,052	868,213
La Jolla	1 FREEWAY	226,162	688	-	688	225,474
La Jolla	2 PRIME	81,030	453	-	453	80,577
La Jolla	3 MAJOR	217,026	426	-	426	216,600
La Jolla	4 COLLECTOR	-	-	-	-	-

La Jolla	5 LOCAL COLLECTOR	176,224	239	-	239	175,985
La Jolla	6 RURAL COLLECTOR	-	-	-	-	-
La Jolla	7 LOCAL ROAD	4,052	5	-	5	4,047
La Jolla	8 FREEWAY RAMP	12,851	85	-	85	12,766
La Jolla	9 LOCAL RAMP	18,110	118	-	118	17,992
La Jolla	10 ZONE CONNECTOR	37,882	40	-	40	37,842
La Jolla TOTAL		773,337	2,054	-	2,054	771,283
Linda Vista	1 FREEWAY	344,979	1,005	-	1,005	343,974
Linda Vista	2 PRIME	14,173	39	-	39	14,134
Linda Vista	3 MAJOR	226,156	771	-	771	225,385
Linda Vista	4 COLLECTOR	12,881	70	-	70	12,811
Linda Vista	5 LOCAL COLLECTOR	26,654	54	-	54	26,600
Linda Vista	6 RURAL COLLECTOR	-	-	-	-	-
Linda Vista	7 LOCAL ROAD	2,468	7	-	7	2,461
Linda Vista	8 FREEWAY RAMP	7,214	81	-	81	7,133
Linda Vista	9 LOCAL RAMP	25,725	97	-	97	25,628
Linda Vista	10 ZONE CONNECTOR	38,001	228	-	228	37,773
Linda Vista TOTAL		698,251	2,352	-	2,352	695,899
Lindbergh Field	1 FREEWAY	-	-	-	-	-
Lindbergh Field	2 PRIME	88,362	1,544	-	1,544	86,818
Lindbergh Field	3 MAJOR	14,677	124	-	124	14,553
Lindbergh Field	4 COLLECTOR	10,599	142	-	142	10,457
Lindbergh Field	5 LOCAL COLLECTOR	434	2	-	2	432
Lindbergh Field	6 RURAL COLLECTOR	-	-	-	-	-
Lindbergh Field	7 LOCAL ROAD	12,593	194	-	194	12,399
Lindbergh Field	8 FREEWAY RAMP	-	-	-	-	-
Lindbergh Field	9 LOCAL RAMP	2,193	25	-	25	2,168
Lindbergh Field	10 ZONE CONNECTOR	34,974	340	-	340	34,634
Lindbergh Field TOTAL		163,832	2,371	-	2,371	161,461
Los Penasquitos Canyon Pres	1 FREEWAY	18,385	138	-	138	18,247
Los Penasquitos Canyon Pres	2 PRIME	1,868	2	-	2	1,866
Los Penasquitos Canyon Pres	3 MAJOR	1,167	-	-	-	1,167
Los Penasquitos Canyon Pres	4 COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pres	5 LOCAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pres	6 RURAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pres	7 LOCAL ROAD	-	-	-	-	-
Los Penasquitos Canyon Pres	8 FREEWAY RAMP	-	-	-	-	-
Los Penasquitos Canyon Pres	9 LOCAL RAMP	-	-	-	-	-
Los Penasquitos Canyon Pres	10 ZONE CONNECTOR	-	-	-	-	-
Los Penasquitos Canyon Preserve TOTAL		21,420	140	-	140	21,280
Mid-City:City Heights	1 FREEWAY	1,044,233	83,357	-	83,357	960,876
Mid-City:City Heights	2 PRIME	-	-	-	-	-

Mid-City:City Heights	3 MAJOR	90,612	2,864	-	2,864	87,748
Mid-City:City Heights	4 COLLECTOR	69,810	5,020	-	5,020	64,790
Mid-City:City Heights	5 LOCAL COLLECTOR	48,844	3,497	-	3,497	45,347
Mid-City:City Heights	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:City Heights	7 LOCAL ROAD	-	-	-	-	-
Mid-City:City Heights	8 FREEWAY RAMP	164,116	18,971	-	18,971	145,145
Mid-City:City Heights	9 LOCAL RAMP	32,132	1,375	-	1,375	30,757
Mid-City:City Heights	10 ZONE CONNECTOR	40,551	1,348	-	1,348	39,203
Mid-City:City Heights TOTAL		1,490,298	116,432	-	116,432	1,373,866
Mid-City:Eastern Area	1 FREEWAY	329,140	34,608	-	34,608	294,532
Mid-City:Eastern Area	2 PRIME	-	-	-	-	-
Mid-City:Eastern Area	3 MAJOR	177,345	18,038	-	18,038	159,307
Mid-City:Eastern Area	4 COLLECTOR	17,589	4,357	-	4,357	13,232
Mid-City:Eastern Area	5 LOCAL COLLECTOR	53,800	6,349	-	6,349	47,451
Mid-City:Eastern Area	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Eastern Area	7 LOCAL ROAD	4,381	1,020	-	1,020	3,361
Mid-City:Eastern Area	8 FREEWAY RAMP	31	3	-	3	28
Mid-City:Eastern Area	9 LOCAL RAMP	10,081	4,283	-	4,283	5,798
Mid-City:Eastern Area	10 ZONE CONNECTOR	38,498	1,872	-	1,872	36,626
Mid-City:Eastern Area TOTAL		630,865	70,530	-	70,530	560,335
Mid-City:Kensington-Talmadg	1 FREEWAY	218,610	12,207	-	12,207	206,403
Mid-City:Kensington-Talmadg	2 PRIME	50,205	79	-	79	50,126
Mid-City:Kensington-Talmadg	3 MAJOR	43,145	250	-	250	42,895
Mid-City:Kensington-Talmadg	4 COLLECTOR	11,433	66	-	66	11,367
Mid-City:Kensington-Talmadg	5 LOCAL COLLECTOR	26,837	114	-	114	26,723
Mid-City:Kensington-Talmadg	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Kensington-Talmadg	7 LOCAL ROAD	558	8	-	8	550
Mid-City:Kensington-Talmadg	8 FREEWAY RAMP	7,452	288	-	288	7,164
Mid-City:Kensington-Talmadg	9 LOCAL RAMP	13,434	106	-	106	13,328
Mid-City:Kensington-Talmadg	10 ZONE CONNECTOR	11,537	166	-	166	11,371
Mid-City:Kensington-Talmadge TOTAL		383,211	13,284	-	13,284	369,927
Mid-City:Normal Heights	1 FREEWAY	243,533	14,478	-	14,478	229,055
Mid-City:Normal Heights	2 PRIME	-	-	-	-	-
Mid-City:Normal Heights	3 MAJOR	13,825	166	-	166	13,659
Mid-City:Normal Heights	4 COLLECTOR	8,733	21	-	21	8,712
Mid-City:Normal Heights	5 LOCAL COLLECTOR	24,978	257	-	257	24,721
Mid-City:Normal Heights	6 RURAL COLLECTOR	-	-	-	-	-
Mid-City:Normal Heights	7 LOCAL ROAD	3,913	38	-	38	3,875
Mid-City:Normal Heights	8 FREEWAY RAMP	5,894	391	-	391	5,503
Mid-City:Normal Heights	9 LOCAL RAMP	6,987	29	-	29	6,958
Mid-City:Normal Heights	10 ZONE CONNECTOR	8,473	82	-	82	8,391
Mid-City:Normal Heights TOTAL		316,336	15,462	-	15,462	300,874

Midway-Pacific Highway	1 FREEWAY	399,634	6,032	-	6,032	393,602
Midway-Pacific Highway	2 PRIME	107,514	1,185	-	1,185	106,329
Midway-Pacific Highway	3 MAJOR	175,099	1,386	-	1,386	173,713
Midway-Pacific Highway	4 COLLECTOR	15,930	57	-	57	15,873
Midway-Pacific Highway	5 LOCAL COLLECTOR	13,397	114	-	114	13,283
Midway-Pacific Highway	6 RURAL COLLECTOR	-	-	-	-	-
Midway-Pacific Highway	7 LOCAL ROAD	695	17	-	17	678
Midway-Pacific Highway	8 FREEWAY RAMP	20,319	392	-	392	19,927
Midway-Pacific Highway	9 LOCAL RAMP	98,759	1,836	-	1,836	96,923
Midway-Pacific Highway	10 ZONE CONNECTOR	23,147	97	-	97	23,050
Midway-Pacific Highway TOTAL		854,494	11,116	-	11,116	843,378
Mira Mesa	1 FREEWAY	738,803	7,896	-	7,896	730,907
Mira Mesa	2 PRIME	602,019	1,405	-	1,405	600,614
Mira Mesa	3 MAJOR	501,317	863	-	863	500,454
Mira Mesa	4 COLLECTOR	116,735	524	-	524	116,211
Mira Mesa	5 LOCAL COLLECTOR	118,899	234	-	234	118,665
Mira Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Mira Mesa	7 LOCAL ROAD	68,149	249	-	249	67,900
Mira Mesa	8 FREEWAY RAMP	362	3	-	3	359
Mira Mesa	9 LOCAL RAMP	44,402	337	-	337	44,065
Mira Mesa	10 ZONE CONNECTOR	129,768	286	-	286	129,482
Mira Mesa TOTAL		2,320,454	11,797	-	11,797	2,308,657
Miramar Air Station	1 FREEWAY	2,375,760	23,708	-	23,708	2,352,052
Miramar Air Station	2 PRIME	-	-	-	-	-
Miramar Air Station	3 MAJOR	144,953	540	-	540	144,413
Miramar Air Station	4 COLLECTOR	-	-	-	-	-
Miramar Air Station	5 LOCAL COLLECTOR	-	-	-	-	-
Miramar Air Station	6 RURAL COLLECTOR	-	-	-	-	-
Miramar Air Station	7 LOCAL ROAD	-	-	-	-	-
Miramar Air Station	8 FREEWAY RAMP	85,744	82	-	82	85,662
Miramar Air Station	9 LOCAL RAMP	64,481	490	-	490	63,991
Miramar Air Station	10 ZONE CONNECTOR	35,759	337	-	337	35,422
Miramar Air Station TOTAL		2,706,697	25,157	-	25,157	2,681,540
Miramar Ranch North	1 FREEWAY	297,352	2,728	-	2,728	294,624
Miramar Ranch North	2 PRIME	51,499	295	-	295	51,204
Miramar Ranch North	3 MAJOR	48,423	291	-	291	48,132
Miramar Ranch North	4 COLLECTOR	51,999	81	-	81	51,918
Miramar Ranch North	5 LOCAL COLLECTOR	11,000	20	-	20	10,980
Miramar Ranch North	6 RURAL COLLECTOR	-	-	-	-	-
Miramar Ranch North	7 LOCAL ROAD	-	-	-	-	-
Miramar Ranch North	8 FREEWAY RAMP	-	-	-	-	-
Miramar Ranch North	9 LOCAL RAMP	13,906	118	-	118	13,788
Miramar Ranch North	10 ZONE CONNECTOR	17,019	35	-	35	16,984
Miramar Ranch North TOTAL		491,198	3,568	-	3,568	487,630

Mission Bay Park	1 FREEWAY	268,486	1,967	-	1,967	266,519
Mission Bay Park	2 PRIME	145,986	540	-	540	145,446
Mission Bay Park	3 MAJOR	139,200	710	-	710	138,490
Mission Bay Park	4 COLLECTOR	131	-	-	-	131
Mission Bay Park	5 LOCAL COLLECTOR	27,526	33	-	33	27,493
Mission Bay Park	6 RURAL COLLECTOR	-	-	-	-	-
Mission Bay Park	7 LOCAL ROAD	-	-	-	-	-
Mission Bay Park	8 FREEWAY RAMP	8,629	31	-	31	8,598
Mission Bay Park	9 LOCAL RAMP	33,323	140	-	140	33,183
Mission Bay Park	10 ZONE CONNECTOR	26,350	115	-	115	26,235
Mission Bay Park TOTAL		649,631	3,536	-	3,536	646,095
Mission Beach	1 FREEWAY	-	-	-	-	-
Mission Beach	2 PRIME	-	-	-	-	-
Mission Beach	3 MAJOR	38,728	144	-	144	38,584
Mission Beach	4 COLLECTOR	9,914	31	-	31	9,883
Mission Beach	5 LOCAL COLLECTOR	-	-	-	-	-
Mission Beach	6 RURAL COLLECTOR	-	-	-	-	-
Mission Beach	7 LOCAL ROAD	-	-	-	-	-
Mission Beach	8 FREEWAY RAMP	-	-	-	-	-
Mission Beach	9 LOCAL RAMP	-	-	-	-	-
Mission Beach	10 ZONE CONNECTOR	1,703	2	-	2	1,701
Mission Beach TOTAL		50,345	177	-	177	50,168
Mission Valley	1 FREEWAY	1,908,604	32,425	-	32,425	1,876,179
Mission Valley	2 PRIME	150,994	454	-	454	150,540
Mission Valley	3 MAJOR	308,006	2,269	-	2,269	305,737
Mission Valley	4 COLLECTOR	222,571	2,114	-	2,114	220,457
Mission Valley	5 LOCAL COLLECTOR	11,785	102	-	102	11,683
Mission Valley	6 RURAL COLLECTOR	-	-	-	-	-
Mission Valley	7 LOCAL ROAD	3,515	19	-	19	3,496
Mission Valley	8 FREEWAY RAMP	315,332	4,192	-	4,192	311,140
Mission Valley	9 LOCAL RAMP	219,786	2,713	-	2,713	217,073
Mission Valley	10 ZONE CONNECTOR	84,934	588	-	588	84,346
Mission Valley TOTAL		3,225,527	44,876	-	44,876	3,180,651
NATIONAL CITY	1 FREEWAY	1,311,531	36,466	-	36,466	1,275,065
NATIONAL CITY	2 PRIME	58,122	6,227	-	6,227	51,895
NATIONAL CITY	3 MAJOR	218,438	14,400	-	14,400	204,038
NATIONAL CITY	4 COLLECTOR	173,150	26,210	-	26,210	146,940
NATIONAL CITY	5 LOCAL COLLECTOR	5,676	246	-	246	5,430
NATIONAL CITY	6 RURAL COLLECTOR	-	-	-	-	-
NATIONAL CITY	7 LOCAL ROAD	7,485	155	-	155	7,330
NATIONAL CITY	8 FREEWAY RAMP	92,566	4,527	-	4,527	88,039
NATIONAL CITY	9 LOCAL RAMP	54,223	2,173	-	2,173	52,050
NATIONAL CITY	10 ZONE CONNECTOR	51,425	2,622	-	2,622	48,803

NATIONAL CITY TOTAL		1,972,616	93,026	-	93,026	1,879,590
NCFUA Reserve	1 FREEWAY	-	-	-	-	-
NCFUA Reserve	2 PRIME	-	-	-	-	-
NCFUA Reserve	3 MAJOR	7,155	6	-	6	7,149
NCFUA Reserve	4 COLLECTOR	-	-	-	-	-
NCFUA Reserve	5 LOCAL COLLECTOR	584	-	-	-	584
NCFUA Reserve	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Reserve	7 LOCAL ROAD	-	-	-	-	-
NCFUA Reserve	8 FREEWAY RAMP	-	-	-	-	-
NCFUA Reserve	9 LOCAL RAMP	-	-	-	-	-
NCFUA Reserve	10 ZONE CONNECTOR	30	-	-	-	30
NCFUA Reserve TOTAL		7,769	6	-	6	7,763
NCFUA Subarea 2	1 FREEWAY	247,887	1,591	-	1,591	246,296
NCFUA Subarea 2	2 PRIME	-	-	-	-	-
NCFUA Subarea 2	3 MAJOR	38,345	50	-	50	38,295
NCFUA Subarea 2	4 COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	5 LOCAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	7 LOCAL ROAD	-	-	-	-	-
NCFUA Subarea 2	8 FREEWAY RAMP	56	-	-	-	56
NCFUA Subarea 2	9 LOCAL RAMP	5,810	29	-	29	5,781
NCFUA Subarea 2	10 ZONE CONNECTOR	763	-	-	-	763
NCFUA Subarea 2 TOTAL		292,861	1,670	-	1,670	291,191
Navajo	1 FREEWAY	412,150	674	-	674	411,476
Navajo	2 PRIME	85,131	726	-	726	84,405
Navajo	3 MAJOR	382,701	1,511	-	1,511	381,190
Navajo	4 COLLECTOR	7,136	5	-	5	7,131
Navajo	5 LOCAL COLLECTOR	77,201	405	-	405	76,796
Navajo	6 RURAL COLLECTOR	-	-	-	-	-
Navajo	7 LOCAL ROAD	12,903	68	-	68	12,835
Navajo	8 FREEWAY RAMP	-	-	-	-	-
Navajo	9 LOCAL RAMP	29,094	128	-	128	28,966
Navajo	10 ZONE CONNECTOR	68,252	342	-	342	67,910
Navajo TOTAL		1,074,568	3,859	-	3,859	1,070,709
OCEANSIDE	1 FREEWAY	1,321,298	2,381	-	2,381	1,318,917
OCEANSIDE	2 PRIME	682,966	95	-	95	682,871
OCEANSIDE	3 MAJOR	880,852	205	-	205	880,647
OCEANSIDE	4 COLLECTOR	431,733	43	-	43	431,690
OCEANSIDE	5 LOCAL COLLECTOR	363,213	18	-	18	363,195
OCEANSIDE	6 RURAL COLLECTOR	-	-	-	-	-
OCEANSIDE	7 LOCAL ROAD	7,505	1	-	1	7,504
OCEANSIDE	8 FREEWAY RAMP	59,953	62	-	62	59,891

OCEANSIDE	9 LOCAL RAMP	70,772	58	-	58	70,714
OCEANSIDE	10 ZONE CONNECTOR	231,389	11	-	11	231,378
OCEANSIDE TOTAL		4,049,681	2,874	-	2,874	4,046,807
Ocean Beach	1 FREEWAY	35,667	338	-	338	35,329
Ocean Beach	2 PRIME	22,172	84	-	84	22,088
Ocean Beach	3 MAJOR	37,731	171	-	171	37,560
Ocean Beach	4 COLLECTOR	20,191	75	-	75	20,116
Ocean Beach	5 LOCAL COLLECTOR	9,773	16	-	16	9,757
Ocean Beach	6 RURAL COLLECTOR	-	-	-	-	-
Ocean Beach	7 LOCAL ROAD	2,408	5	-	5	2,403
Ocean Beach	8 FREEWAY RAMP	-	-	-	-	-
Ocean Beach	9 LOCAL RAMP	2,374	22	-	22	2,352
Ocean Beach	10 ZONE CONNECTOR	6,150	8	-	8	6,142
Ocean Beach TOTAL		136,466	719	-	719	135,747
Old San Diego	1 FREEWAY	142,394	1,635	-	1,635	140,759
Old San Diego	2 PRIME	2,372	7	-	7	2,365
Old San Diego	3 MAJOR	17,445	32	-	32	17,413
Old San Diego	4 COLLECTOR	15,854	99	-	99	15,755
Old San Diego	5 LOCAL COLLECTOR	15,066	52	-	52	15,014
Old San Diego	6 RURAL COLLECTOR	-	-	-	-	-
Old San Diego	7 LOCAL ROAD	-	-	-	-	-
Old San Diego	8 FREEWAY RAMP	32,383	373	-	373	32,010
Old San Diego	9 LOCAL RAMP	22,649	125	-	125	22,524
Old San Diego	10 ZONE CONNECTOR	5,714	29	-	29	5,685
Old San Diego TOTAL		253,877	2,352	-	2,352	251,525
Otay Mesa	1 FREEWAY	808,420	9,773	-	9,773	798,647
Otay Mesa	2 PRIME	240,014	800	-	800	239,214
Otay Mesa	3 MAJOR	245,739	1,138	-	1,138	244,601
Otay Mesa	4 COLLECTOR	110,746	176	-	176	110,570
Otay Mesa	5 LOCAL COLLECTOR	36,915	88	-	88	36,827
Otay Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Otay Mesa	7 LOCAL ROAD	16,870	116	-	116	16,754
Otay Mesa	8 FREEWAY RAMP	52,817	1,256	-	1,256	51,561
Otay Mesa	9 LOCAL RAMP	55,577	563	-	563	55,014
Otay Mesa	10 ZONE CONNECTOR	81,444	353	-	353	81,091
Otay Mesa TOTAL		1,648,542	14,263	-	14,263	1,634,279
Otay Mesa-Nestor	1 FREEWAY	544,722	4,981	-	4,981	539,741
Otay Mesa-Nestor	2 PRIME	60,326	426	-	426	59,900
Otay Mesa-Nestor	3 MAJOR	174,431	481	-	481	173,950
Otay Mesa-Nestor	4 COLLECTOR	24,016	85	-	85	23,931
Otay Mesa-Nestor	5 LOCAL COLLECTOR	81,831	171	-	171	81,660
Otay Mesa-Nestor	6 RURAL COLLECTOR	-	-	-	-	-

Otay Mesa-Nestor	7 LOCAL ROAD	3,919	3	-	3	3,916
Otay Mesa-Nestor	8 FREEWAY RAMP	65,272	507	-	507	64,765
Otay Mesa-Nestor	9 LOCAL RAMP	50,075	606	-	606	49,469
Otay Mesa-Nestor	10 ZONE CONNECTOR	49,020	169	-	169	48,851
Otay Mesa-Nestor TOTAL		1,053,612	7,429	-	7,429	1,046,183
POWAY	1 FREEWAY	-	-	-	-	-
POWAY	2 PRIME	304,819	488	-	488	304,331
POWAY	3 MAJOR	524,083	1,066	-	1,066	523,017
POWAY	4 COLLECTOR	164,383	25	-	25	164,358
POWAY	5 LOCAL COLLECTOR	66,383	24	-	24	66,359
POWAY	6 RURAL COLLECTOR	-	-	-	-	-
POWAY	7 LOCAL ROAD	133,190	164	-	164	133,026
POWAY	8 FREEWAY RAMP	-	-	-	-	-
POWAY	9 LOCAL RAMP	-	-	-	-	-
POWAY	10 ZONE CONNECTOR	106,367	104	-	104	106,263
POWAY TOTAL		1,299,225	1,871	-	1,871	1,297,354
Pacific Beach	1 FREEWAY	183,885	738	-	738	183,147
Pacific Beach	2 PRIME	-	-	-	-	-
Pacific Beach	3 MAJOR	256,915	833	-	833	256,082
Pacific Beach	4 COLLECTOR	16,411	27	-	27	16,384
Pacific Beach	5 LOCAL COLLECTOR	88,359	119	-	119	88,240
Pacific Beach	6 RURAL COLLECTOR	-	-	-	-	-
Pacific Beach	7 LOCAL ROAD	833	-	-	-	833
Pacific Beach	8 FREEWAY RAMP	-	-	-	-	-
Pacific Beach	9 LOCAL RAMP	14,288	91	-	91	14,197
Pacific Beach	10 ZONE CONNECTOR	31,183	26	-	26	31,157
Pacific Beach TOTAL		591,874	1,834	-	1,834	590,040
Pacific Highlands Ranch	1 FREEWAY	250,078	20	-	20	250,058
Pacific Highlands Ranch	2 PRIME	12,349	2	-	2	12,347
Pacific Highlands Ranch	3 MAJOR	48,918	61	-	61	48,857
Pacific Highlands Ranch	4 COLLECTOR	916	-	-	-	916
Pacific Highlands Ranch	5 LOCAL COLLECTOR	-	-	-	-	-
Pacific Highlands Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Pacific Highlands Ranch	7 LOCAL ROAD	1,553	2	-	2	1,551
Pacific Highlands Ranch	8 FREEWAY RAMP	-	-	-	-	-
Pacific Highlands Ranch	9 LOCAL RAMP	11,598	30	-	30	11,568
Pacific Highlands Ranch	10 ZONE CONNECTOR	19,753	20	-	20	19,733
Pacific Highlands Ranch TOTAL		345,165	135	-	135	345,030
Peninsula	1 FREEWAY	14,828	140	-	140	14,688
Peninsula	2 PRIME	83,558	389	-	389	83,169
Peninsula	3 MAJOR	162,386	1,205	-	1,205	161,181
Peninsula	4 COLLECTOR	39,030	259	-	259	38,771

Peninsula	5 LOCAL COLLECTOR	79,073	356	-	356	78,717
Peninsula	6 RURAL COLLECTOR	-	-	-	-	-
Peninsula	7 LOCAL ROAD	8,881	24	-	24	8,857
Peninsula	8 FREEWAY RAMP	-	-	-	-	-
Peninsula	9 LOCAL RAMP	10,314	117	-	117	10,197
Peninsula	10 ZONE CONNECTOR	53,630	334	-	334	53,296
Peninsula TOTAL		451,700	2,824	-	2,824	448,876
Rancho Bernardo	1 FREEWAY	1,365,080	7,723	-	7,723	1,357,357
Rancho Bernardo	2 PRIME	95,871	184	-	184	95,687
Rancho Bernardo	3 MAJOR	351,326	260	-	260	351,066
Rancho Bernardo	4 COLLECTOR	38,950	22	-	22	38,928
Rancho Bernardo	5 LOCAL COLLECTOR	52,172	29	-	29	52,143
Rancho Bernardo	6 RURAL COLLECTOR	-	-	-	-	-
Rancho Bernardo	7 LOCAL ROAD	140	-	-	-	140
Rancho Bernardo	8 FREEWAY RAMP	203	-	-	-	203
Rancho Bernardo	9 LOCAL RAMP	50,180	121	-	121	50,059
Rancho Bernardo	10 ZONE CONNECTOR	72,364	54	-	54	72,310
Rancho Bernardo TOTAL		2,026,286	8,393	-	8,393	2,017,893
Rancho Encantada	1 FREEWAY	-	-	-	-	-
Rancho Encantada	2 PRIME	-	-	-	-	-
Rancho Encantada	3 MAJOR	6,119	15	-	15	6,104
Rancho Encantada	4 COLLECTOR	-	-	-	-	-
Rancho Encantada	5 LOCAL COLLECTOR	-	-	-	-	-
Rancho Encantada	6 RURAL COLLECTOR	-	-	-	-	-
Rancho Encantada	7 LOCAL ROAD	-	-	-	-	-
Rancho Encantada	8 FREEWAY RAMP	-	-	-	-	-
Rancho Encantada	9 LOCAL RAMP	-	-	-	-	-
Rancho Encantada	10 ZONE CONNECTOR	8,177	15	-	15	8,162
Rancho Encantada TOTAL		14,296	30	-	30	14,266
Rancho Penasquitos	1 FREEWAY	880,737	5,209	-	5,209	875,528
Rancho Penasquitos	2 PRIME	24,461	22	-	22	24,439
Rancho Penasquitos	3 MAJOR	234,831	335	-	335	234,496
Rancho Penasquitos	4 COLLECTOR	22,604	18	-	18	22,586
Rancho Penasquitos	5 LOCAL COLLECTOR	20,430	10	-	10	20,420
Rancho Penasquitos	6 RURAL COLLECTOR	-	-	-	-	-
Rancho Penasquitos	7 LOCAL ROAD	5,472	2	-	2	5,470
Rancho Penasquitos	8 FREEWAY RAMP	15,200	32	-	32	15,168
Rancho Penasquitos	9 LOCAL RAMP	45,328	216	-	216	45,112
Rancho Penasquitos	10 ZONE CONNECTOR	47,424	36	-	36	47,388
Rancho Penasquitos TOTAL		1,296,487	5,880	-	5,880	1,290,607
SAN MARCOS	1 FREEWAY	1,155,144	1,824	-	1,824	1,153,320
SAN MARCOS	2 PRIME	339,419	80	-	80	339,339

SAN MARCOS	3 MAJOR	509,713	39	-	39	509,674	
SAN MARCOS	4 COLLECTOR	350,262	60	-	60	350,202	
SAN MARCOS	5 LOCAL COLLECTOR	4,087	-	-	-	4,087	
SAN MARCOS	6 RURAL COLLECTOR	-	-	-	-	-	
SAN MARCOS	7 LOCAL ROAD	42,908	18	-	18	42,890	
SAN MARCOS	8 FREEWAY RAMP	168	-	-	-	168	
SAN MARCOS	9 LOCAL RAMP	63,770	63	-	63	63,707	
SAN MARCOS	10 ZONE CONNECTOR	154,331	18	-	18	154,313	
SAN MARCOS TOTAL		2,619,802	2,102	-	2,102	2,617,700	
SANTEE	1 FREEWAY	621,727	4,350	-	4,350	617,377	
SANTEE	2 PRIME	73,324	576	-	576	72,748	
SANTEE	3 MAJOR	316,191	1,158	-	1,158	315,033	
SANTEE	4 COLLECTOR	66,954	113	-	113	66,841	
SANTEE	5 LOCAL COLLECTOR	88,112	288	-	288	87,824	
SANTEE	6 RURAL COLLECTOR	-	-	-	-	-	
SANTEE	7 LOCAL ROAD	2,247	34	-	34	2,213	
SANTEE	8 FREEWAY RAMP	64,997	131	-	131	64,866	
SANTEE	9 LOCAL RAMP	24,636	142	-	142	24,494	
SANTEE	10 ZONE CONNECTOR	81,887	242	-	242	81,645	
SANTEE TOTAL		1,340,075	7,034	-	7,034	1,333,041	
SOLANA BEACH	1 FREEWAY	561,056	3,445	-	3,445	557,611	
SOLANA BEACH	2 PRIME	-	-	-	-	-	
SOLANA BEACH	3 MAJOR	70,851	74	-	74	70,777	
SOLANA BEACH	4 COLLECTOR	23,107	26	-	26	23,081	
SOLANA BEACH	5 LOCAL COLLECTOR	23,628	21	-	21	23,607	
SOLANA BEACH	6 RURAL COLLECTOR	-	-	-	-	-	
SOLANA BEACH	7 LOCAL ROAD	515	-	-	-	515	
SOLANA BEACH	8 FREEWAY RAMP	111	-	-	-	111	
SOLANA BEACH	9 LOCAL RAMP	11,003	20	-	20	10,983	
SOLANA BEACH	10 ZONE CONNECTOR	21,582	14	-	14	21,568	
SOLANA BEACH TOTAL		711,853	3,600	-	3,600	708,253	-
SOUTHEASTERN SAN DIEG	1 FREEWAY	1,030,259	40,629	-	40,629	989,630	
SOUTHEASTERN SAN DIEG	2 PRIME	-	-	-	-	-	
SOUTHEASTERN SAN DIEG	3 MAJOR	52,913	12,211	-	12,211	40,702	
SOUTHEASTERN SAN DIEG	4 COLLECTOR	156,866	22,200	-	22,200	134,666	
SOUTHEASTERN SAN DIEG	5 LOCAL COLLECTOR	2,207	99	-	99	2,108	
SOUTHEASTERN SAN DIEG	6 RURAL COLLECTOR	-	-	-	-	-	
SOUTHEASTERN SAN DIEG	7 LOCAL ROAD	21,435	894	-	894	20,541	
SOUTHEASTERN SAN DIEG	8 FREEWAY RAMP	135,470	4,647	-	4,647	130,823	
SOUTHEASTERN SAN DIEG	9 LOCAL RAMP	77,509	7,924	-	7,924	69,585	
SOUTHEASTERN SAN DIEG	10 ZONE CONNECTOR	33,879	2,064	-	2,064	31,815	
SOUTHEASTERN SAN DIEGO TOTAL		1,510,538	90,668	-	90,668	1,419,870	-

Sabre Springs	1 FREEWAY	178,308	1,436	-	1,436	176,872
Sabre Springs	2 PRIME	30,033	125	-	125	29,908
Sabre Springs	3 MAJOR	73,993	353	-	353	73,640
Sabre Springs	4 COLLECTOR	16,306	8	-	8	16,298
Sabre Springs	5 LOCAL COLLECTOR	37,440	14	-	14	37,426
Sabre Springs	6 RURAL COLLECTOR	-	-	-	-	-
Sabre Springs	7 LOCAL ROAD	1,184	3	-	3	1,181
Sabre Springs	8 FREEWAY RAMP	696	8	-	8	688
Sabre Springs	9 LOCAL RAMP	12,321	85	-	85	12,236
Sabre Springs	10 ZONE CONNECTOR	6,350	3	-	3	6,347
Sabre Springs TOTAL		356,631	2,035	-	2,035	354,596
San Pasqual	1 FREEWAY	215,359	1,015	-	1,015	214,344
San Pasqual	2 PRIME	-	-	-	-	-
San Pasqual	3 MAJOR	155,005	18	-	18	154,987
San Pasqual	4 COLLECTOR	21,672	35	-	35	21,637
San Pasqual	5 LOCAL COLLECTOR	70,097	29	-	29	70,068
San Pasqual	6 RURAL COLLECTOR	813	-	-	-	813
San Pasqual	7 LOCAL ROAD	-	-	-	-	-
San Pasqual	8 FREEWAY RAMP	-	-	-	-	-
San Pasqual	9 LOCAL RAMP	6,249	11	-	11	6,238
San Pasqual	10 ZONE CONNECTOR	5,696	6	-	6	5,690
San Pasqual TOTAL		474,891	1,114	-	1,114	473,777
San Ysidro	1 FREEWAY	390,472	3,236	-	3,236	387,236
San Ysidro	2 PRIME	-	-	-	-	-
San Ysidro	3 MAJOR	48,929	107	-	107	48,822
San Ysidro	4 COLLECTOR	57,997	195	-	195	57,802
San Ysidro	5 LOCAL COLLECTOR	27,976	61	-	61	27,915
San Ysidro	6 RURAL COLLECTOR	-	-	-	-	-
San Ysidro	7 LOCAL ROAD	663	-	-	-	663
San Ysidro	8 FREEWAY RAMP	13,342	10	-	10	13,332
San Ysidro	9 LOCAL RAMP	29,922	226	-	226	29,696
San Ysidro	10 ZONE CONNECTOR	25,552	81	-	81	25,471
San Ysidro TOTAL		594,853	3,916	-	3,916	590,937
Scripps Miramar Ranch	1 FREEWAY	344,731	3,619	-	3,619	341,112
Scripps Miramar Ranch	2 PRIME	4,905	15	-	15	4,890
Scripps Miramar Ranch	3 MAJOR	167,000	577	-	577	166,423
Scripps Miramar Ranch	4 COLLECTOR	26,364	40	-	40	26,324
Scripps Miramar Ranch	5 LOCAL COLLECTOR	51,293	40	-	40	51,253
Scripps Miramar Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Scripps Miramar Ranch	7 LOCAL ROAD	-	-	-	-	-
Scripps Miramar Ranch	8 FREEWAY RAMP	144	1	-	1	143
Scripps Miramar Ranch	9 LOCAL RAMP	16,675	103	-	103	16,572
Scripps Miramar Ranch	10 ZONE CONNECTOR	27,099	63	-	63	27,036
Scripps Miramar Ranch TOTAL		638,211	4,458	-	4,458	633,753

Scripps Reserve	1 FREEWAY	-	-	-	-	-
Scripps Reserve	2 PRIME	-	-	-	-	-
Scripps Reserve	3 MAJOR	-	-	-	-	-
Scripps Reserve	4 COLLECTOR	-	-	-	-	-
Scripps Reserve	5 LOCAL COLLECTOR	-	-	-	-	-
Scripps Reserve	6 RURAL COLLECTOR	-	-	-	-	-
Scripps Reserve	7 LOCAL ROAD	-	-	-	-	-
Scripps Reserve	8 FREEWAY RAMP	-	-	-	-	-
Scripps Reserve	9 LOCAL RAMP	-	-	-	-	-
Scripps Reserve	10 ZONE CONNECTOR	-	-	-	-	-
Scripps Reserve TOTAL		-	-	-	-	-
Serra Mesa	1 FREEWAY	714,545	21,151	-	21,151	693,394
Serra Mesa	2 PRIME	-	-	-	-	-
Serra Mesa	3 MAJOR	93,103	1,038	-	1,038	92,065
Serra Mesa	4 COLLECTOR	40,987	470	-	470	40,517
Serra Mesa	5 LOCAL COLLECTOR	-	-	-	-	-
Serra Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Serra Mesa	7 LOCAL ROAD	2,381	10	-	10	2,371
Serra Mesa	8 FREEWAY RAMP	14,280	297	-	297	13,983
Serra Mesa	9 LOCAL RAMP	35,568	845	-	845	34,723
Serra Mesa	10 ZONE CONNECTOR	17,344	98	-	98	17,246
Serra Mesa TOTAL		918,208	23,909	-	23,909	894,299
Skyline-Paradise Hills	1 FREEWAY	37,699	233	-	233	37,466
Skyline-Paradise Hills	2 PRIME	1,363	99	-	99	1,264
Skyline-Paradise Hills	3 MAJOR	100,810	23,173	-	23,173	77,637
Skyline-Paradise Hills	4 COLLECTOR	66,173	11,004	-	11,004	55,169
Skyline-Paradise Hills	5 LOCAL COLLECTOR	48,439	2,190	-	2,190	46,249
Skyline-Paradise Hills	6 RURAL COLLECTOR	-	-	-	-	-
Skyline-Paradise Hills	7 LOCAL ROAD	3,572	113	-	113	3,459
Skyline-Paradise Hills	8 FREEWAY RAMP	-	-	-	-	-
Skyline-Paradise Hills	9 LOCAL RAMP	6,307	103	-	103	6,204
Skyline-Paradise Hills	10 ZONE CONNECTOR	33,694	2,010	-	2,010	31,684
Skyline-Paradise Hills TOTAL		298,057	38,925	-	38,925	259,132
Tierrasanta	1 FREEWAY	894,268	13,488	-	13,488	880,780
Tierrasanta	2 PRIME	31,212	441	-	441	30,771
Tierrasanta	3 MAJOR	208,414	651	-	651	207,763
Tierrasanta	4 COLLECTOR	18,110	69	-	69	18,041
Tierrasanta	5 LOCAL COLLECTOR	16,915	42	-	42	16,873
Tierrasanta	6 RURAL COLLECTOR	-	-	-	-	-
Tierrasanta	7 LOCAL ROAD	3	-	-	-	3
Tierrasanta	8 FREEWAY RAMP	3,881	7	-	7	3,874
Tierrasanta	9 LOCAL RAMP	47,058	574	-	574	46,484
Tierrasanta	10 ZONE CONNECTOR	27,572	113	-	113	27,459

Tierrasanta TOTAL		1,247,433	15,385	-	15,385	1,232,048
Tijuana River Valley	1 FREEWAY	-	-	-	-	-
Tijuana River Valley	2 PRIME	-	-	-	-	-
Tijuana River Valley	3 MAJOR	-	-	-	-	-
Tijuana River Valley	4 COLLECTOR	3,847	11	-	11	3,836
Tijuana River Valley	5 LOCAL COLLECTOR	1,218	1	-	1	1,217
Tijuana River Valley	6 RURAL COLLECTOR	-	-	-	-	-
Tijuana River Valley	7 LOCAL ROAD	-	-	-	-	-
Tijuana River Valley	8 FREEWAY RAMP	-	-	-	-	-
Tijuana River Valley	9 LOCAL RAMP	-	-	-	-	-
Tijuana River Valley	10 ZONE CONNECTOR	81	-	-	-	81
Tijuana River Valley TOTAL		5,146	12	-	12	5,134
Torrey Highlands	1 FREEWAY	127,475	10	-	10	127,465
Torrey Highlands	2 PRIME	29,170	26	-	26	29,144
Torrey Highlands	3 MAJOR	53,248	18	-	18	53,230
Torrey Highlands	4 COLLECTOR	-	-	-	-	-
Torrey Highlands	5 LOCAL COLLECTOR	-	-	-	-	-
Torrey Highlands	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Highlands	7 LOCAL ROAD	-	-	-	-	-
Torrey Highlands	8 FREEWAY RAMP	-	-	-	-	-
Torrey Highlands	9 LOCAL RAMP	13,295	21	-	21	13,274
Torrey Highlands	10 ZONE CONNECTOR	21,303	25	-	25	21,278
Torrey Highlands TOTAL		244,491	100	-	100	244,391
Torrey Hills	1 FREEWAY	424,213	2,966	-	2,966	421,247
Torrey Hills	2 PRIME	8,560	36	-	36	8,524
Torrey Hills	3 MAJOR	59,529	64	-	64	59,465
Torrey Hills	4 COLLECTOR	1,074	1	-	1	1,073
Torrey Hills	5 LOCAL COLLECTOR	9,636	11	-	11	9,625
Torrey Hills	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Hills	7 LOCAL ROAD	-	-	-	-	-
Torrey Hills	8 FREEWAY RAMP	1,745	4	-	4	1,741
Torrey Hills	9 LOCAL RAMP	5,601	26	-	26	5,575
Torrey Hills	10 ZONE CONNECTOR	7,748	15	-	15	7,733
Torrey Hills TOTAL		518,106	3,123	-	3,123	514,983
Torrey Pines	1 FREEWAY	1,309,096	10,523	-	10,523	1,298,573
Torrey Pines	2 PRIME	15,783	4	-	4	15,779
Torrey Pines	3 MAJOR	135,066	414	-	414	134,652
Torrey Pines	4 COLLECTOR	25,764	80	-	80	25,684
Torrey Pines	5 LOCAL COLLECTOR	7,851	11	-	11	7,840
Torrey Pines	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Pines	7 LOCAL ROAD	572	-	-	-	572
Torrey Pines	8 FREEWAY RAMP	18,696	10	-	10	18,686

Torrey Pines	9 LOCAL RAMP	36,735	176	-	176	36,559
Torrey Pines	10 ZONE CONNECTOR	13,692	33	-	33	13,659
Torrey Pines TOTAL		1,563,255	11,251	-	11,251	1,552,004
Unincorporated	1 FREEWAY	11,400,611	64,602	-	64,602	11,336,009
Unincorporated	2 PRIME	988,128	4,423	-	4,423	983,705
Unincorporated	3 MAJOR	4,755,974	17,802	-	17,802	4,738,172
Unincorporated	4 COLLECTOR	1,791,595	6,176	-	6,176	1,785,419
Unincorporated	5 LOCAL COLLECTOR	2,512,537	6,040	-	6,040	2,506,497
Unincorporated	6 RURAL COLLECTOR	726,973	1,470	-	1,470	725,503
Unincorporated	7 LOCAL ROAD	580,729	2,511	-	2,511	578,218
Unincorporated	8 FREEWAY RAMP	81,603	4,323	-	4,323	77,280
Unincorporated	9 LOCAL RAMP	253,229	2,082	-	2,082	251,147
Unincorporated	10 ZONE CONNECTOR	1,472,300	3,563	-	3,563	1,468,737
Unincorporated TOTAL		24,563,679	112,992	-	112,992	24,450,687
University	1 FREEWAY	1,623,109	15,322	-	15,322	1,607,787
University	2 PRIME	438,577	1,652	-	1,652	436,925
University	3 MAJOR	326,435	1,346	-	1,346	325,089
University	4 COLLECTOR	77,781	201	-	201	77,580
University	5 LOCAL COLLECTOR	5,820	2	-	2	5,818
University	6 RURAL COLLECTOR	-	-	-	-	-
University	7 LOCAL ROAD	28,180	76	-	76	28,104
University	8 FREEWAY RAMP	48,027	146	-	146	47,881
University	9 LOCAL RAMP	146,211	830	-	830	145,381
University	10 ZONE CONNECTOR	141,394	447	-	447	140,947
University TOTAL		2,835,534	20,022	-	20,022	2,815,512
Uptown	1 FREEWAY	462,918	6,667	-	6,667	456,251
Uptown	2 PRIME	19,430	123	-	123	19,307
Uptown	3 MAJOR	79,325	447	-	447	78,878
Uptown	4 COLLECTOR	42,244	478	-	478	41,766
Uptown	5 LOCAL COLLECTOR	111,151	480	-	480	110,671
Uptown	6 RURAL COLLECTOR	-	-	-	-	-
Uptown	7 LOCAL ROAD	2,142	4	-	4	2,138
Uptown	8 FREEWAY RAMP	6,228	9	-	9	6,219
Uptown	9 LOCAL RAMP	67,477	923	-	923	66,554
Uptown	10 ZONE CONNECTOR	29,578	166	-	166	29,412
Uptown TOTAL		820,493	9,297	-	9,297	811,196
VISTA	1 FREEWAY	823,965	150	-	150	823,815
VISTA	2 PRIME	283,640	4	-	4	283,636
VISTA	3 MAJOR	435,809	36	-	36	435,773
VISTA	4 COLLECTOR	231,403	19	-	19	231,384
VISTA	5 LOCAL COLLECTOR	117,700	21	-	21	117,679
VISTA	6 RURAL COLLECTOR	126,535	2	-	2	126,533

VISTA	7 LOCAL ROAD	83	-	-	-	83	
VISTA	8 FREEWAY RAMP	-	-	-	-	-	
VISTA	9 LOCAL RAMP	44,630	16	-	16	44,614	
VISTA	10 ZONE CONNECTOR	122,693	6	-	6	122,687	
VISTA TOTAL		2,186,458	254	-	254	2,186,204	
Via De La Valle	1 FREEWAY	-	-	-	-	-	
Via De La Valle	2 PRIME	-	-	-	-	-	
Via De La Valle	3 MAJOR	12,548	7	-	7	12,541	
Via De La Valle	4 COLLECTOR	3,007	3	-	3	3,004	
Via De La Valle	5 LOCAL COLLECTOR	-	-	-	-	-	
Via De La Valle	6 RURAL COLLECTOR	-	-	-	-	-	
Via De La Valle	7 LOCAL ROAD	-	-	-	-	-	
Via De La Valle	8 FREEWAY RAMP	-	-	-	-	-	
Via De La Valle	9 LOCAL RAMP	-	-	-	-	-	
Via De La Valle	10 ZONE CONNECTOR	208	-	-	-	208	
Via De La Valle TOTAL		15,763	10	-	10	15,753	
REGIONWIDE TOTAL		108,419,301	1,525,600	38,418	1,487,182	106,893,701	985

2035 D - High Density Scenario

JURISDICTION	CLASSIFICATION	TOTAL VMT	TOTAL Encanto CPU VMT	Two Trip End Encanto CPU VMT	One Trip End Encanto CPU VMT	NON-Encanto CPU VMT	Encanto CPU Intra-Zonal VMT
			I-I, I-E and E-I	I-I	I-E and E-I	E-E	INTRA
32nd Street Naval Station	1 FREEWAY	4,426	-	-	-	4,426	
32nd Street Naval Station	2 PRIME	-	-	-	-	-	
32nd Street Naval Station	3 MAJOR	42,367	725	-	725	41,642	
32nd Street Naval Station	4 COLLECTOR	3,338	109	-	109	3,229	
32nd Street Naval Station	5 LOCAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	6 RURAL COLLECTOR	-	-	-	-	-	
32nd Street Naval Station	7 LOCAL ROAD	2,132	49	-	49	2,083	
32nd Street Naval Station	8 FREEWAY RAMP	-	-	-	-	-	
32nd Street Naval Station	9 LOCAL RAMP	2,128	38	-	38	2,090	
32nd Street Naval Station	10 ZONE CONNECTOR	9,590	430	-	430	9,160	
32nd Street Naval Station TOTAL		63,981	1,351	-	1,351	62,630	
Balboa Park	1 FREEWAY	242,432	5,807	-	5,807	236,625	
Balboa Park	2 PRIME	-	-	-	-	-	
Balboa Park	3 MAJOR	60,801	335	-	335	60,466	
Balboa Park	4 COLLECTOR	21,989	960	-	960	21,029	
Balboa Park	5 LOCAL COLLECTOR	12,129	123	-	123	12,006	
Balboa Park	6 RURAL COLLECTOR	-	-	-	-	-	
Balboa Park	7 LOCAL ROAD	9,502	27	-	27	9,475	
Balboa Park	8 FREEWAY RAMP	43,713	220	-	220	43,493	
Balboa Park	9 LOCAL RAMP	18,205	457	-	457	17,748	
Balboa Park	10 ZONE CONNECTOR	13,451	225	-	225	13,226	
Balboa Park TOTAL		422,222	8,154	-	8,154	414,068	
Barrio Logan	1 FREEWAY	299,905	2,782	-	2,782	297,123	
Barrio Logan	2 PRIME	-	-	-	-	-	
Barrio Logan	3 MAJOR	33,295	486	-	486	32,809	
Barrio Logan	4 COLLECTOR	38,750	1,164	-	1,164	37,586	
Barrio Logan	5 LOCAL COLLECTOR	234	18	-	18	216	
Barrio Logan	6 RURAL COLLECTOR	-	-	-	-	-	
Barrio Logan	7 LOCAL ROAD	3,607	301	-	301	3,306	
Barrio Logan	8 FREEWAY RAMP	40,405	558	-	558	39,847	
Barrio Logan	9 LOCAL RAMP	18,831	762	-	762	18,069	
Barrio Logan	10 ZONE CONNECTOR	6,965	180	-	180	6,785	
Barrio Logan TOTAL		441,992	6,251	-	6,251	435,741	
Black Mountain Ranch	1 FREEWAY	-	-	-	-	-	
Black Mountain Ranch	2 PRIME	8,152	4	-	4	8,148	

Black Mountain Ranch	3 MAJOR	145,739	26	-	26	145,713
Black Mountain Ranch	4 COLLECTOR	56,111	23	-	23	56,088
Black Mountain Ranch	5 LOCAL COLLECTOR	302	-	-	-	302
Black Mountain Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Black Mountain Ranch	7 LOCAL ROAD	-	-	-	-	-
Black Mountain Ranch	8 FREEWAY RAMP	-	-	-	-	-
Black Mountain Ranch	9 LOCAL RAMP	-	-	-	-	-
Black Mountain Ranch	10 ZONE CONNECTOR	24,834	19	-	19	24,815
Black Mountain Ranch TOTAL		235,138	72	-	72	235,066
CARLSBAD	1 FREEWAY	1,699,536	8,022	-	8,022	1,691,514
CARLSBAD	2 PRIME	1,073,820	561	-	561	1,073,259
CARLSBAD	3 MAJOR	640,568	543	-	543	640,025
CARLSBAD	4 COLLECTOR	412,571	174	-	174	412,397
CARLSBAD	5 LOCAL COLLECTOR	38,681	35	-	35	38,646
CARLSBAD	6 RURAL COLLECTOR	-	-	-	-	-
CARLSBAD	7 LOCAL ROAD	150,536	46	-	46	150,490
CARLSBAD	8 FREEWAY RAMP	476	-	-	-	476
CARLSBAD	9 LOCAL RAMP	60,108	121	-	121	59,987
CARLSBAD	10 ZONE CONNECTOR	242,058	67	-	67	241,991
CARLSBAD TOTAL		4,318,354	9,569	-	9,569	4,308,785
CHULA VISTA	1 FREEWAY	1,983,795	54,287	-	54,287	1,929,508
CHULA VISTA	2 PRIME	1,387,050	10,881	-	10,881	1,376,169
CHULA VISTA	3 MAJOR	690,248	6,328	-	6,328	683,920
CHULA VISTA	4 COLLECTOR	505,029	3,844	-	3,844	501,185
CHULA VISTA	5 LOCAL COLLECTOR	235,132	2,622	-	2,622	232,510
CHULA VISTA	6 RURAL COLLECTOR	-	-	-	-	-
CHULA VISTA	7 LOCAL ROAD	227,660	1,307	-	1,307	226,353
CHULA VISTA	8 FREEWAY RAMP	40,145	1,808	-	1,808	38,337
CHULA VISTA	9 LOCAL RAMP	187,460	4,472	-	4,472	182,988
CHULA VISTA	10 ZONE CONNECTOR	336,308	2,139	-	2,139	334,169
CHULA VISTA TOTAL		5,592,827	87,688	-	87,688	5,505,139
CORONADO	1 FREEWAY	101,511	2,541	-	2,541	98,970
CORONADO	2 PRIME	164,437	942	-	942	163,495
CORONADO	3 MAJOR	87,782	2,075	-	2,075	85,707
CORONADO	4 COLLECTOR	26,275	362	-	362	25,913
CORONADO	5 LOCAL COLLECTOR	35,548	494	-	494	35,054
CORONADO	6 RURAL COLLECTOR	-	-	-	-	-
CORONADO	7 LOCAL ROAD	11,152	327	-	327	10,825
CORONADO	8 FREEWAY RAMP	-	-	-	-	-
CORONADO	9 LOCAL RAMP	-	-	-	-	-
CORONADO	10 ZONE CONNECTOR	44,740	788	-	788	43,952
CORONADO TOTAL		471,445	7,529	-	7,529	463,916

Carmel Mountain Ranch	1	FREEWAY	343,606	2,708	-	2,708	340,898
Carmel Mountain Ranch	2	PRIME	183,423	413	-	413	183,010
Carmel Mountain Ranch	3	MAJOR	53,638	101	-	101	53,537
Carmel Mountain Ranch	4	COLLECTOR	17,410	22	-	22	17,388
Carmel Mountain Ranch	5	LOCAL COLLECTOR	-	-	-	-	-
Carmel Mountain Ranch	6	RURAL COLLECTOR	-	-	-	-	-
Carmel Mountain Ranch	7	LOCAL ROAD	5,003	2	-	2	5,001
Carmel Mountain Ranch	8	FREEWAY RAMP	47	-	-	-	47
Carmel Mountain Ranch	9	LOCAL RAMP	13,516	41	-	41	13,475
Carmel Mountain Ranch	10	ZONE CONNECTOR	30,582	42	-	42	30,540
					-		
Carmel Mountain Ranch TOTAL			647,225	3,329	-	3,329	643,896
Carmel Valley	1	FREEWAY	560,191	2,839	-	2,839	557,352
Carmel Valley	2	PRIME	62,175	101	-	101	62,074
Carmel Valley	3	MAJOR	100,113	172	-	172	99,941
Carmel Valley	4	COLLECTOR	21,139	29	-	29	21,110
Carmel Valley	5	LOCAL COLLECTOR	41,258	10	-	10	41,248
Carmel Valley	6	RURAL COLLECTOR	-	-	-	-	-
Carmel Valley	7	LOCAL ROAD	-	-	-	-	-
Carmel Valley	8	FREEWAY RAMP	52,811	90	-	90	52,721
Carmel Valley	9	LOCAL RAMP	30,932	67	-	67	30,865
Carmel Valley	10	ZONE CONNECTOR	30,809	32	-	32	30,777
Carmel Valley TOTAL			899,428	3,340	-	3,340	896,088
Centre City	1	FREEWAY	307,207	7,023	-	7,023	300,184
Centre City	2	PRIME	13,721	295	-	295	13,426
Centre City	3	MAJOR	241,392	3,739	-	3,739	237,653
Centre City	4	COLLECTOR	73,605	1,039	-	1,039	72,566
Centre City	5	LOCAL COLLECTOR	65,949	918	-	918	65,031
Centre City	6	RURAL COLLECTOR	-	-	-	-	-
Centre City	7	LOCAL ROAD	811	-	-	-	811
Centre City	8	FREEWAY RAMP	62,802	3,989	-	3,989	58,813
Centre City	9	LOCAL RAMP	48,453	810	-	810	47,643
Centre City	10	ZONE CONNECTOR	48,387	406	-	406	47,981
Centre City TOTAL			862,327	18,219	-	18,219	844,108
Clairemont Mesa	1	FREEWAY	1,055,707	15,230	-	15,230	1,040,477
Clairemont Mesa	2	PRIME	18,200	98	-	98	18,102
Clairemont Mesa	3	MAJOR	497,348	1,382	-	1,382	495,966
Clairemont Mesa	4	COLLECTOR	24,290	153	-	153	24,137
Clairemont Mesa	5	LOCAL COLLECTOR	156,768	230	-	230	156,538
Clairemont Mesa	6	RURAL COLLECTOR	-	-	-	-	-
Clairemont Mesa	7	LOCAL ROAD	17,333	65	-	65	17,268
Clairemont Mesa	8	FREEWAY RAMP	27,985	378	-	378	27,607
Clairemont Mesa	9	LOCAL RAMP	66,928	573	-	573	66,355
Clairemont Mesa	10	ZONE CONNECTOR	88,481	259	-	259	88,222
Clairemont Mesa TOTAL			1,953,040	18,368	-	18,368	1,934,672

College Area	1 FREEWAY	398,943	420	-	420	398,523
College Area	2 PRIME	18,425	21	-	21	18,404
College Area	3 MAJOR	203,887	1,747	-	1,747	202,140
College Area	4 COLLECTOR	12,475	78	-	78	12,397
College Area	5 LOCAL COLLECTOR	24,511	378	-	378	24,133
College Area	6 RURAL COLLECTOR	-	-	-	-	-
College Area	7 LOCAL ROAD	-	-	-	-	-
College Area	8 FREEWAY RAMP	-	-	-	-	-
College Area	9 LOCAL RAMP	29,823	70	-	70	29,753
College Area	10 ZONE CONNECTOR	33,238	525	-	525	32,713
College Area TOTAL		721,302	3,239	-	3,239	718,063
DEL MAR	1 FREEWAY	-	-	-	-	-
DEL MAR	2 PRIME	1,931	-	-	-	1,931
DEL MAR	3 MAJOR	32,740	87	-	87	32,653
DEL MAR	4 COLLECTOR	37,259	43	-	43	37,216
DEL MAR	5 LOCAL COLLECTOR	18,642	2	-	2	18,640
DEL MAR	6 RURAL COLLECTOR	-	-	-	-	-
DEL MAR	7 LOCAL ROAD	1,111	-	-	-	1,111
DEL MAR	8 FREEWAY RAMP	-	-	-	-	-
DEL MAR	9 LOCAL RAMP	-	-	-	-	-
DEL MAR	10 ZONE CONNECTOR	9,414	9	-	9	9,405
DEL MAR TOTAL		101,097	141	-	141	100,956
Del Mar Mesa	1 FREEWAY	-	-	-	-	-
Del Mar Mesa	2 PRIME	-	-	-	-	-
Del Mar Mesa	3 MAJOR	4,258	1	-	1	4,257
Del Mar Mesa	4 COLLECTOR	296	-	-	-	296
Del Mar Mesa	5 LOCAL COLLECTOR	4,940	-	-	-	4,940
Del Mar Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Del Mar Mesa	7 LOCAL ROAD	3,082	-	-	-	3,082
Del Mar Mesa	8 FREEWAY RAMP	-	-	-	-	-
Del Mar Mesa	9 LOCAL RAMP	-	-	-	-	-
Del Mar Mesa	10 ZONE CONNECTOR	11,276	9	-	9	11,267
Del Mar Mesa TOTAL		23,852	10	-	10	23,842
EL CAJON	1 FREEWAY	1,155,593	21,897	-	21,897	1,133,696
EL CAJON	2 PRIME	140,042	329	-	329	139,713
EL CAJON	3 MAJOR	497,346	2,079	-	2,079	495,267
EL CAJON	4 COLLECTOR	217,937	851	-	851	217,086
EL CAJON	5 LOCAL COLLECTOR	110,249	273	-	273	109,976
EL CAJON	6 RURAL COLLECTOR	-	-		-	-
EL CAJON	7 LOCAL ROAD	43,430	86	-	86	43,344
EL CAJON	8 FREEWAY RAMP	55,616	1,146	-	1,146	54,470
EL CAJON	9 LOCAL RAMP	97,105	1,608	-	1,608	95,497
EL CAJON	10 ZONE CONNECTOR	115,353	489	-	489	114,864

EL CAJON TOTAL		2,432,671	28,758	-	28,758	2,403,913	
ENCANTO	1 FREEWAY	506,136	36,847	5,074	31,773	469,289	
ENCANTO	2 PRIME	-	-	-	-	-	
ENCANTO	3 MAJOR	159,680	115,804	15,948	99,856	43,876	
ENCANTO	4 COLLECTOR	129,915	94,915	13,071	81,844	35,000	
ENCANTO	5 LOCAL COLLECTOR	550	378	52	326	172	
ENCANTO	6 RURAL COLLECTOR	-	-	-	-	-	
ENCANTO	7 LOCAL ROAD	6,603	4,751	654	4,097	1,852	
ENCANTO	8 FREEWAY RAMP	21,132	2,805	386	2,419	18,327	
ENCANTO	9 LOCAL RAMP	24,552	11,722	1,614	10,108	12,830	
ENCANTO	10 ZONE CONNECTOR	46,078	46,072	6,345	39,727	6	
ENCANTO	11 INTRA-ZONAL						1,164
ENCANTO TOTAL		894,646	313,294	43,144	270,150	581,352	1,164
ENCINITAS	1 FREEWAY	1,575,762	9,799	-	9,799	1,565,963	
ENCINITAS	2 PRIME	261,793	635	-	635	261,158	
ENCINITAS	3 MAJOR	226,855	121	-	121	226,734	
ENCINITAS	4 COLLECTOR	41,387	36	-	36	41,351	
ENCINITAS	5 LOCAL COLLECTOR	242,216	213	-	213	242,003	
ENCINITAS	6 RURAL COLLECTOR	-	-	-	-	-	
ENCINITAS	7 LOCAL ROAD	73,754	45	-	45	73,709	
ENCINITAS	8 FREEWAY RAMP	555	-	-	-	555	
ENCINITAS	9 LOCAL RAMP	40,825	130	-	130	40,695	
ENCINITAS	10 ZONE CONNECTOR	80,728	15	-	15	80,713	
ENCINITAS TOTAL		2,543,875	10,994	-	10,994	2,532,881	
ESCONDIDO	1 FREEWAY	1,446,359	6,062	-	6,062	1,440,297	
ESCONDIDO	2 PRIME	199,241	235	-	235	199,006	
ESCONDIDO	3 MAJOR	727,020	675	-	675	726,345	
ESCONDIDO	4 COLLECTOR	471,912	137	-	137	471,775	
ESCONDIDO	5 LOCAL COLLECTOR	232,018	122	-	122	231,896	
ESCONDIDO	6 RURAL COLLECTOR	-	-	-	-	-	
ESCONDIDO	7 LOCAL ROAD	10,792	14	-	14	10,778	
ESCONDIDO	8 FREEWAY RAMP	107,453	423	-	423	107,030	
ESCONDIDO	9 LOCAL RAMP	92,686	219	-	219	92,467	
ESCONDIDO	10 ZONE CONNECTOR	170,961	24	-	24	170,937	
ESCONDIDO TOTAL		3,458,442	7,911	-	7,911	3,450,531	

East Elliott	1	FREEWAY	267,903	41	-	41	267,862
East Elliott	2	PRIME	-	-	-	-	-
East Elliott	3	MAJOR	11,552	13	-	13	11,539
East Elliott	4	COLLECTOR	-	-	-	-	-
East Elliott	5	LOCAL COLLECTOR	82	-	-	-	82
East Elliott	6	RURAL COLLECTOR	-	-	-	-	-
East Elliott	7	LOCAL ROAD	-	-	-	-	-
East Elliott	8	FREEWAY RAMP	2,356	4	-	4	2,352
East Elliott	9	LOCAL RAMP	4,814	6	-	6	4,808
East Elliott	10	ZONE CONNECTOR	3,662	14	-	14	3,648
East Elliott TOTAL			290,369	78	-	78	290,291
External	1	FREEWAY	64,129	124	-	124	64,005
External	2	PRIME	75,616	415	-	415	75,201
External	3	MAJOR	-	-	-	-	-
External	4	COLLECTOR	-	-	-	-	-
External	5	LOCAL COLLECTOR	4,142	-	-	-	4,142
External	6	RURAL COLLECTOR	-	-	-	-	-
External	7	LOCAL ROAD	-	-	-	-	-
External	8	FREEWAY RAMP	-	-	-	-	-
External	9	LOCAL RAMP	2,020	-	-	-	2,020
External	10	ZONE CONNECTOR	381,300	2,585	-	2,585	378,715
External TOTAL			527,207	3,124	-	3,124	524,083
Fairbanks Country Club	1	FREEWAY	-	-	-	-	-
Fairbanks Country Club	2	PRIME	-	-	-	-	-
Fairbanks Country Club	3	MAJOR	9,501	7	-	7	9,494
Fairbanks Country Club	4	COLLECTOR	15,662	37	-	37	15,625
Fairbanks Country Club	5	LOCAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	6	RURAL COLLECTOR	-	-	-	-	-
Fairbanks Country Club	7	LOCAL ROAD	-	-	-	-	-
Fairbanks Country Club	8	FREEWAY RAMP	-	-	-	-	-
Fairbanks Country Club	9	LOCAL RAMP	-	-	-	-	-
Fairbanks Country Club	10	ZONE CONNECTOR	2,810	2	-	2	2,808
Fairbanks Country Club TOTAL			27,973	46	-	46	27,927
Flower Hill	1	FREEWAY	23,236	158	-	158	23,078
Flower Hill	2	PRIME	-	-	-	-	-
Flower Hill	3	MAJOR	5,543	6	-	6	5,537
Flower Hill	4	COLLECTOR	796	-	-	-	796
Flower Hill	5	LOCAL COLLECTOR	-	-	-	-	-
Flower Hill	6	RURAL COLLECTOR	-	-		-	-
Flower Hill	7	LOCAL ROAD	-	-	-	-	-
Flower Hill	8	FREEWAY RAMP	-	-	-	-	-

Flower Hill	9 LOCAL RAMP	879	-	-	-	879
Flower Hill	10 ZONE CONNECTOR	2,466	3	-	3	2,463
Flower Hill TOTAL		32,920	167	-	167	32,753
Greater Golden Hill	1 FREEWAY	186,156	13,912	-	13,912	172,244
Greater Golden Hill	2 PRIME	-	-	-	-	-
Greater Golden Hill	3 MAJOR	5,084	343	-	343	4,741
Greater Golden Hill	4 COLLECTOR	2,490	137	-	137	2,353
Greater Golden Hill	5 LOCAL COLLECTOR	46,534	1,886	-	1,886	44,648
Greater Golden Hill	6 RURAL COLLECTOR	-	-	-	-	-
Greater Golden Hill	7 LOCAL ROAD	2,218	40	-	40	2,178
Greater Golden Hill	8 FREEWAY RAMP	35,300	3,726	-	3,726	31,574
Greater Golden Hill	9 LOCAL RAMP	19,876	749	-	749	19,127
Greater Golden Hill	10 ZONE CONNECTOR	6,797	145	-	145	6,652
Greater Golden Hill TOTAL		304,455	20,938	-	20,938	283,517
Greater North Park	1 FREEWAY	402,368	33,253	-	33,253	369,115
Greater North Park	2 PRIME	-	-	-	-	-
Greater North Park	3 MAJOR	78,229	1,625	-	1,625	76,604
Greater North Park	4 COLLECTOR	56,353	628	-	628	55,725
Greater North Park	5 LOCAL COLLECTOR	56,820	679	-	679	56,141
Greater North Park	6 RURAL COLLECTOR	-	-	-	-	-
Greater North Park	7 LOCAL ROAD	-	-	-	-	-
Greater North Park	8 FREEWAY RAMP	47,796	2,869	-	2,869	44,927
Greater North Park	9 LOCAL RAMP	10,250	342	-	342	9,908
Greater North Park	10 ZONE CONNECTOR	43,531	479	-	479	43,052
Greater North Park TOTAL		695,347	39,875	-	39,875	655,472
Harbor	1 FREEWAY	61,389	1,539	-	1,539	59,850
Harbor	2 PRIME	-	-	-	-	-
Harbor	3 MAJOR	-	-	-	-	-
Harbor	4 COLLECTOR	-	-	-	-	-
Harbor	5 LOCAL COLLECTOR	-	-	-	-	-
Harbor	6 RURAL COLLECTOR	-	-	-	-	-
Harbor	7 LOCAL ROAD	-	-	-	-	-
Harbor	8 FREEWAY RAMP	-	-	-	-	-
Harbor	9 LOCAL RAMP	-	-	-	-	-
Harbor	10 ZONE CONNECTOR	1,633	17	-	17	1,616
Harbor TOTAL		63,022	1,556	-	1,556	61,466
IMPERIAL BEACH	1 FREEWAY	-	-	-	-	-
IMPERIAL BEACH	2 PRIME	41,660	189	-	189	41,471
IMPERIAL BEACH	3 MAJOR	27,826	125	-	125	27,701
IMPERIAL BEACH	4 COLLECTOR	21,241	61	-	61	21,180
IMPERIAL BEACH	5 LOCAL COLLECTOR	15,366	43	-	43	15,323
IMPERIAL BEACH	6 RURAL COLLECTOR	-	-	-	-	-

IMPERIAL BEACH	7 LOCAL ROAD	7,108	26	-	26	7,082
IMPERIAL BEACH	8 FREEWAY RAMP	-	-	-	-	-
IMPERIAL BEACH	9 LOCAL RAMP	-	-	-	-	-
IMPERIAL BEACH	10 ZONE CONNECTOR	18,361	52	-	52	18,309
IMPERIAL BEACH TOTAL		131,562	496	-	496	131,066
Kearny Mesa	1 FREEWAY	1,612,642	31,634	-	31,634	1,581,008
Kearny Mesa	2 PRIME	195,850	1,122	-	1,122	194,728
Kearny Mesa	3 MAJOR	255,584	1,061	-	1,061	254,523
Kearny Mesa	4 COLLECTOR	89,626	382	-	382	89,244
Kearny Mesa	5 LOCAL COLLECTOR	35,852	328	-	328	35,524
Kearny Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Kearny Mesa	7 LOCAL ROAD	11,441	134	-	134	11,307
Kearny Mesa	8 FREEWAY RAMP	85,024	972	-	972	84,052
Kearny Mesa	9 LOCAL RAMP	131,697	1,785	-	1,785	129,912
Kearny Mesa	10 ZONE CONNECTOR	83,071	643	-	643	82,428
Kearny Mesa TOTAL		2,500,787	38,061	-	38,061	2,462,726
LA MESA	1 FREEWAY	1,273,673	27,077	-	27,077	1,246,596
LA MESA	2 PRIME	51,751	293	-	293	51,458
LA MESA	3 MAJOR	251,119	5,618	-	5,618	245,501
LA MESA	4 COLLECTOR	35,013	427	-	427	34,586
LA MESA	5 LOCAL COLLECTOR	170,822	3,242	-	3,242	167,580
LA MESA	6 RURAL COLLECTOR	6	-	-	-	6
LA MESA	7 LOCAL ROAD	21,342	346	-	346	20,996
LA MESA	8 FREEWAY RAMP	145,193	4,803	-	4,803	140,390
LA MESA	9 LOCAL RAMP	80,275	881	-	881	79,394
LA MESA	10 ZONE CONNECTOR	64,355	669	-	669	63,686
LA MESA TOTAL		2,093,549	43,356	-	43,356	2,050,193
LEMON GROVE	1 FREEWAY	612,467	44,763	-	44,763	567,704
LEMON GROVE	2 PRIME	-	-	-	-	-
LEMON GROVE	3 MAJOR	82,499	12,910	-	12,910	69,589
LEMON GROVE	4 COLLECTOR	82,116	14,563	-	14,563	67,553
LEMON GROVE	5 LOCAL COLLECTOR	49,541	4,349	-	4,349	45,192
LEMON GROVE	6 RURAL COLLECTOR	-	-	-	-	-
LEMON GROVE	7 LOCAL ROAD	1,724	363	-	363	1,361
LEMON GROVE	8 FREEWAY RAMP	75,220	1,326	-	1,326	73,894
LEMON GROVE	9 LOCAL RAMP	20,073	1,634	-	1,634	18,439
LEMON GROVE	10 ZONE CONNECTOR	24,725	1,163	-	1,163	23,562
LEMON GROVE TOTAL		948,365	81,071	-	81,071	867,294
La Jolla	1 FREEWAY	225,838	727	-	727	225,111
La Jolla	2 PRIME	81,155	480	-	480	80,675
La Jolla	3 MAJOR	216,808	456	-	456	216,352
La Jolla	4 COLLECTOR	-	-	-	-	-

La Jolla	5	LOCAL COLLECTOR	176,546	262	-	262	176,284
La Jolla	6	RURAL COLLECTOR	-	-	-	-	-
La Jolla	7	LOCAL ROAD	4,061	5	-	5	4,056
La Jolla	8	FREEWAY RAMP	12,818	99	-	99	12,719
La Jolla	9	LOCAL RAMP	18,200	133	-	133	18,067
La Jolla	10	ZONE CONNECTOR	37,868	43	-	43	37,825
La Jolla TOTAL			773,294	2,205	-	2,205	771,089
Linda Vista	1	FREEWAY	344,571	1,088	-	1,088	343,483
Linda Vista	2	PRIME	14,103	43	-	43	14,060
Linda Vista	3	MAJOR	226,326	826	-	826	225,500
Linda Vista	4	COLLECTOR	12,914	75	-	75	12,839
Linda Vista	5	LOCAL COLLECTOR	26,827	57	-	57	26,770
Linda Vista	6	RURAL COLLECTOR	-	-	-	-	-
Linda Vista	7	LOCAL ROAD	2,476	8	-	8	2,468
Linda Vista	8	FREEWAY RAMP	7,198	87	-	87	7,111
Linda Vista	9	LOCAL RAMP	25,654	106	-	106	25,548
Linda Vista	10	ZONE CONNECTOR	38,014	248	-	248	37,766
Linda Vista TOTAL			698,083	2,538	-	2,538	695,545
Lindbergh Field	1	FREEWAY	-	-	-	-	-
Lindbergh Field	2	PRIME	88,319	1,661	-	1,661	86,658
Lindbergh Field	3	MAJOR	14,829	144	-	144	14,685
Lindbergh Field	4	COLLECTOR	10,606	150	-	150	10,456
Lindbergh Field	5	LOCAL COLLECTOR	423	2	-	2	421
Lindbergh Field	6	RURAL COLLECTOR	-	-	-	-	-
Lindbergh Field	7	LOCAL ROAD	12,586	206	-	206	12,380
Lindbergh Field	8	FREEWAY RAMP	-	-	-	-	-
Lindbergh Field	9	LOCAL RAMP	2,142	26	-	26	2,116
Lindbergh Field	10	ZONE CONNECTOR	34,580	376	-	376	34,204
Lindbergh Field TOTAL			163,485	2,565	-	2,565	160,920
Los Penasquitos Canyon Pres	1	FREEWAY	18,359	147	-	147	18,212
Los Penasquitos Canyon Pres	2	PRIME	1,872	2	-	2	1,870
Los Penasquitos Canyon Pres	3	MAJOR	1,167	-	-	-	1,167
Los Penasquitos Canyon Pres	4	COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pres	5	LOCAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pres	6	RURAL COLLECTOR	-	-	-	-	-
Los Penasquitos Canyon Pres	7	LOCAL ROAD	-	-	-	-	-
Los Penasquitos Canyon Pres	8	FREEWAY RAMP	-	-	-	-	-
Los Penasquitos Canyon Pres	9	LOCAL RAMP	-	-	-	-	-
Los Penasquitos Canyon Pres	10	ZONE CONNECTOR	-	-	-	-	-
Los Penasquitos Canyon Preserve TOTAL			21,398	149	-	149	21,249
Mid-City:City Heights	1	FREEWAY	1,050,256	90,076	-	90,076	960,180
Mid-City:City Heights	2	PRIME	-	-	-	-	-

Mid-City:City Heights	3	MAJOR	90,907	3,255	-	3,255	87,652
Mid-City:City Heights	4	COLLECTOR	70,195	5,603	-	5,603	64,592
Mid-City:City Heights	5	LOCAL COLLECTOR	49,299	4,169	-	4,169	45,130
Mid-City:City Heights	6	RURAL COLLECTOR	-	-	-	-	-
Mid-City:City Heights	7	LOCAL ROAD	-	-	-	-	-
Mid-City:City Heights	8	FREEWAY RAMP	165,156	20,665	-	20,665	144,491
Mid-City:City Heights	9	LOCAL RAMP	32,184	1,553	-	1,553	30,631
Mid-City:City Heights	10	ZONE CONNECTOR	40,542	1,506	-	1,506	39,036
Mid-City:City Heights TOTAL			1,498,539	126,827	-	126,827	1,371,712
Mid-City:Eastern Area	1	FREEWAY	331,118	37,274	-	37,274	293,844
Mid-City:Eastern Area	2	PRIME	-	-	-	-	-
Mid-City:Eastern Area	3	MAJOR	178,470	20,032	-	20,032	158,438
Mid-City:Eastern Area	4	COLLECTOR	17,629	4,630	-	4,630	12,999
Mid-City:Eastern Area	5	LOCAL COLLECTOR	54,136	6,754	-	6,754	47,382
Mid-City:Eastern Area	6	RURAL COLLECTOR	-	-	-	-	-
Mid-City:Eastern Area	7	LOCAL ROAD	4,403	1,086	-	1,086	3,317
Mid-City:Eastern Area	8	FREEWAY RAMP	36	4	-	4	32
Mid-City:Eastern Area	9	LOCAL RAMP	10,405	4,690	-	4,690	5,715
Mid-City:Eastern Area	10	ZONE CONNECTOR	38,513	2,041	-	2,041	36,472
					-		
Mid-City:Eastern Area TOTAL			634,710	76,511	-	76,511	558,199
Mid-City:Kensington-Talmadg	1	FREEWAY	219,354	13,210	-	13,210	206,144
Mid-City:Kensington-Talmadg	2	PRIME	50,303	107	-	107	50,196
Mid-City:Kensington-Talmadg	3	MAJOR	43,166	278	-	278	42,888
Mid-City:Kensington-Talmadg	4	COLLECTOR	11,392	71	-	71	11,321
Mid-City:Kensington-Talmadg	5	LOCAL COLLECTOR	26,784	121	-	121	26,663
Mid-City:Kensington-Talmadg	6	RURAL COLLECTOR	-	-	-	-	-
Mid-City:Kensington-Talmadg	7	LOCAL ROAD	551	8	-	8	543
Mid-City:Kensington-Talmadg	8	FREEWAY RAMP	7,468	309	-	309	7,159
Mid-City:Kensington-Talmadg	9	LOCAL RAMP	13,352	115	-	115	13,237
Mid-City:Kensington-Talmadg	10	ZONE CONNECTOR	11,536	180	-	180	11,356
Mid-City:Kensington-Talmadge TOTAL			383,906	14,399	-	14,399	369,507
Mid-City:Normal Heights	1	FREEWAY	244,669	15,739	-	15,739	228,930
Mid-City:Normal Heights	2	PRIME	-	-	-	-	-
Mid-City:Normal Heights	3	MAJOR	13,844	180	-	180	13,664
Mid-City:Normal Heights	4	COLLECTOR	8,732	23	-	23	8,709
Mid-City:Normal Heights	5	LOCAL COLLECTOR	24,952	282	-	282	24,670
Mid-City:Normal Heights	6	RURAL COLLECTOR	-	-	-	-	-
Mid-City:Normal Heights	7	LOCAL ROAD	3,915	42	-	42	3,873
Mid-City:Normal Heights	8	FREEWAY RAMP	5,926	427	-	427	5,499
Mid-City:Normal Heights	9	LOCAL RAMP	6,999	31	-	31	6,968
Mid-City:Normal Heights	10	ZONE CONNECTOR	8,475	90	-	90	8,385
Mid-City:Normal Heights TOTAL			317,512	16,814	-	16,814	300,698

Midway-Pacific Highway	1	FREEWAY	400,207	6,418	-	6,418	393,789
Midway-Pacific Highway	2	PRIME	108,497	1,257	-	1,257	107,240
Midway-Pacific Highway	3	MAJOR	175,401	1,484	-	1,484	173,917
Midway-Pacific Highway	4	COLLECTOR	16,158	67	-	67	16,091
Midway-Pacific Highway	5	LOCAL COLLECTOR	13,302	124	-	124	13,178
Midway-Pacific Highway	6	RURAL COLLECTOR	-	-	-	-	-
Midway-Pacific Highway	7	LOCAL ROAD	780	23	-	23	757
Midway-Pacific Highway	8	FREEWAY RAMP	20,404	413	-	413	19,991
Midway-Pacific Highway	9	LOCAL RAMP	99,568	1,981	-	1,981	97,587
Midway-Pacific Highway	10	ZONE CONNECTOR	23,126	109	-	109	23,017
Midway-Pacific Highway TOTAL			857,443	11,876	-	11,876	845,567
Mira Mesa	1	FREEWAY	738,126	8,455	-	8,455	729,671
Mira Mesa	2	PRIME	602,192	1,547	-	1,547	600,645
Mira Mesa	3	MAJOR	501,673	933	-	933	500,740
Mira Mesa	4	COLLECTOR	117,249	577	-	577	116,672
Mira Mesa	5	LOCAL COLLECTOR	118,812	254	-	254	118,558
Mira Mesa	6	RURAL COLLECTOR	-	-	-	-	-
Mira Mesa	7	LOCAL ROAD	67,653	269	-	269	67,384
Mira Mesa	8	FREEWAY RAMP	329	2	-	2	327
Mira Mesa	9	LOCAL RAMP	44,348	373	-	373	43,975
Mira Mesa	10	ZONE CONNECTOR	129,802	316	-	316	129,486
Mira Mesa TOTAL			2,320,184	12,726	-	12,726	2,307,458
Miramar Air Station	1	FREEWAY	2,377,738	25,650	-	25,650	2,352,088
Miramar Air Station	2	PRIME	-	-	-	-	-
Miramar Air Station	3	MAJOR	145,361	599	-	599	144,762
Miramar Air Station	4	COLLECTOR	-	-	-	-	-
Miramar Air Station	5	LOCAL COLLECTOR	-	-	-	-	-
Miramar Air Station	6	RURAL COLLECTOR	-	-	-	-	-
Miramar Air Station	7	LOCAL ROAD	-	-	-	-	-
Miramar Air Station	8	FREEWAY RAMP	85,927	91	-	91	85,836
Miramar Air Station	9	LOCAL RAMP	64,549	540	-	540	64,009
Miramar Air Station	10	ZONE CONNECTOR	35,774	371	-	371	35,403
Miramar Air Station TOTAL			2,709,349	27,251	-	27,251	2,682,098
Miramar Ranch North	1	FREEWAY	297,618	2,960	-	2,960	294,658
Miramar Ranch North	2	PRIME	51,572	328	-	328	51,244
Miramar Ranch North	3	MAJOR	48,416	320	-	320	48,096
Miramar Ranch North	4	COLLECTOR	52,138	82	-	82	52,056
Miramar Ranch North	5	LOCAL COLLECTOR	10,944	22	-	22	10,922
Miramar Ranch North	6	RURAL COLLECTOR	-	-	-	-	-
Miramar Ranch North	7	LOCAL ROAD	-	-	-	-	-
Miramar Ranch North	8	FREEWAY RAMP	-	-	-	-	-
Miramar Ranch North	9	LOCAL RAMP	13,951	129	-	129	13,822
Miramar Ranch North	10	ZONE CONNECTOR	17,015	37	-	37	16,978
Miramar Ranch North TOTAL			491,654	3,878	-	3,878	487,776

Mission Bay Park	1 FREEWAY	268,010	2,082	-	2,082	265,928
Mission Bay Park	2 PRIME	146,238	584	-	584	145,654
Mission Bay Park	3 MAJOR	139,100	766	-	766	138,334
Mission Bay Park	4 COLLECTOR	131	-	-	-	131
Mission Bay Park	5 LOCAL COLLECTOR	27,541	37	-	37	27,504
Mission Bay Park	6 RURAL COLLECTOR	-	-		-	-
Mission Bay Park	7 LOCAL ROAD	-	-	-	-	-
Mission Bay Park	8 FREEWAY RAMP	8,626	34	-	34	8,592
Mission Bay Park	9 LOCAL RAMP	33,360	150	-	150	33,210
Mission Bay Park	10 ZONE CONNECTOR	26,333	124	-	124	26,209
Mission Bay Park TOTAL		649,339	3,777	-	3,777	645,562
Mission Beach	1 FREEWAY	-	-	-	-	-
Mission Beach	2 PRIME	-	-	-	-	-
Mission Beach	3 MAJOR	38,634	158	-	158	38,476
Mission Beach	4 COLLECTOR	9,910	31	-	31	9,879
Mission Beach	5 LOCAL COLLECTOR	-	-	-	-	-
Mission Beach	6 RURAL COLLECTOR	-	-	-	-	-
Mission Beach	7 LOCAL ROAD	-	-	-	-	-
Mission Beach	8 FREEWAY RAMP	-	-	-	-	-
Mission Beach	9 LOCAL RAMP	-	-	-	-	-
Mission Beach	10 ZONE CONNECTOR	1,702	2	-	2	1,700
Mission Beach TOTAL		50,246	191	-	191	50,055
Mission Valley	1 FREEWAY	1,908,555	35,315	-	35,315	1,873,240
Mission Valley	2 PRIME	150,949	487	-	487	150,462
Mission Valley	3 MAJOR	308,397	2,448	-	2,448	305,949
Mission Valley	4 COLLECTOR	222,748	2,318	-	2,318	220,430
Mission Valley	5 LOCAL COLLECTOR	11,727	105	-	105	11,622
Mission Valley	6 RURAL COLLECTOR	-	-	-	-	-
Mission Valley	7 LOCAL ROAD	3,511	20	-	20	3,491
Mission Valley	8 FREEWAY RAMP	315,661	4,563	-	4,563	311,098
Mission Valley	9 LOCAL RAMP	219,596	2,937	-	2,937	216,659
Mission Valley	10 ZONE CONNECTOR	84,707	642	-	642	84,065
Mission Valley TOTAL		3,225,851	48,835	-	48,835	3,177,016
NATIONAL CITY	1 FREEWAY	1,313,105	39,297	-	39,297	1,273,808
NATIONAL CITY	2 PRIME	58,679	6,520	-	6,520	52,159
NATIONAL CITY	3 MAJOR	218,359	15,168	-	15,168	203,191
NATIONAL CITY	4 COLLECTOR	173,596	27,454	-	27,454	146,142
NATIONAL CITY	5 LOCAL COLLECTOR	5,690	260	-	260	5,430
NATIONAL CITY	6 RURAL COLLECTOR	-	-	-	-	-
NATIONAL CITY	7 LOCAL ROAD	7,443	162	-	162	7,281
NATIONAL CITY	8 FREEWAY RAMP	92,926	4,858	-	4,858	88,068
NATIONAL CITY	9 LOCAL RAMP	54,345	2,341	-	2,341	52,004
NATIONAL CITY	10 ZONE CONNECTOR	51,451	2,733	-	2,733	48,718

NATIONAL CITY TOTAL		1,975,594	98,793	-	98,793	1,876,801
NCFUA Reserve	1 FREEWAY	-	-	-	-	-
NCFUA Reserve	2 PRIME	-	-	-	-	-
NCFUA Reserve	3 MAJOR	7,151	6	-	6	7,145
NCFUA Reserve	4 COLLECTOR	-	-	-	-	-
NCFUA Reserve	5 LOCAL COLLECTOR	580	-	-	-	580
NCFUA Reserve	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Reserve	7 LOCAL ROAD	-	-	-	-	-
NCFUA Reserve	8 FREEWAY RAMP	-	-	-	-	-
NCFUA Reserve	9 LOCAL RAMP	-	-	-	-	-
NCFUA Reserve	10 ZONE CONNECTOR	30	-	-	-	30
NCFUA Reserve TOTAL		7,761	6	-	6	7,755
NCFUA Subarea 2	1 FREEWAY	248,119	1,730	-	1,730	246,389
NCFUA Subarea 2	2 PRIME	-	-	-	-	-
NCFUA Subarea 2	3 MAJOR	38,266	52	-	52	38,214
NCFUA Subarea 2	4 COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	5 LOCAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	6 RURAL COLLECTOR	-	-	-	-	-
NCFUA Subarea 2	7 LOCAL ROAD	-	-	-	-	-
NCFUA Subarea 2	8 FREEWAY RAMP	53	-	-	-	53
NCFUA Subarea 2	9 LOCAL RAMP	5,820	32	-	32	5,788
NCFUA Subarea 2	10 ZONE CONNECTOR	758	-	-	-	758
NCFUA Subarea 2 TOTAL		293,016	1,814	-	1,814	291,202
Navajo	1 FREEWAY	412,574	737	-	737	411,837
Navajo	2 PRIME	84,970	783	-	783	84,187
Navajo	3 MAJOR	382,843	1,632	-	1,632	381,211
Navajo	4 COLLECTOR	7,173	7	-	7	7,166
Navajo	5 LOCAL COLLECTOR	77,042	430	-	430	76,612
Navajo	6 RURAL COLLECTOR	-	-	-	-	-
Navajo	7 LOCAL ROAD	13,286	77	-	77	13,209
Navajo	8 FREEWAY RAMP	-	-	-	-	-
Navajo	9 LOCAL RAMP	29,098	138	-	138	28,960
Navajo	10 ZONE CONNECTOR	68,261	374	-	374	67,887
Navajo TOTAL		1,075,247	4,178	-	4,178	1,071,069
OCEANSIDE	1 FREEWAY	1,319,290	2,586	-	2,586	1,316,704
OCEANSIDE	2 PRIME	681,177	94	-	94	681,083
OCEANSIDE	3 MAJOR	880,802	219	-	219	880,583
OCEANSIDE	4 COLLECTOR	432,945	44	-	44	432,901
OCEANSIDE	5 LOCAL COLLECTOR	364,576	26	-	26	364,550
OCEANSIDE	6 RURAL COLLECTOR	-	-		-	-
OCEANSIDE	7 LOCAL ROAD	7,383	-	-	-	7,383
OCEANSIDE	8 FREEWAY RAMP	59,780	65	-	65	59,715

OCEANSIDE	9 LOCAL RAMP	70,711	59	-	59	70,652
OCEANSIDE	10 ZONE CONNECTOR	231,401	12	-	12	231,389
OCEANSIDE TOTAL		4,048,065	3,105	-	3,105	4,044,960
Ocean Beach	1 FREEWAY	35,666	374	-	374	35,292
Ocean Beach	2 PRIME	22,164	95	-	95	22,069
Ocean Beach	3 MAJOR	37,952	191	-	191	37,761
Ocean Beach	4 COLLECTOR	20,149	78	-	78	20,071
Ocean Beach	5 LOCAL COLLECTOR	9,759	22	-	22	9,737
Ocean Beach	6 RURAL COLLECTOR	-	-	-	-	-
Ocean Beach	7 LOCAL ROAD	2,403	6	-	6	2,397
Ocean Beach	8 FREEWAY RAMP	-	-	-	-	-
Ocean Beach	9 LOCAL RAMP	2,403	25	-	25	2,378
Ocean Beach	10 ZONE CONNECTOR	6,146	9	-	9	6,137
Ocean Beach TOTAL		136,642	800	-	800	135,842
Old San Diego	1 FREEWAY	141,675	1,777	-	1,777	139,898
Old San Diego	2 PRIME	2,353	7	-	7	2,346
Old San Diego	3 MAJOR	17,229	35	-	35	17,194
Old San Diego	4 COLLECTOR	15,883	109	-	109	15,774
Old San Diego	5 LOCAL COLLECTOR	15,086	53	-	53	15,033
Old San Diego	6 RURAL COLLECTOR	-	-	-	-	-
Old San Diego	7 LOCAL ROAD	-	-	-	-	-
Old San Diego	8 FREEWAY RAMP	31,965	405	-	405	31,560
Old San Diego	9 LOCAL RAMP	22,686	137	-	137	22,549
Old San Diego	10 ZONE CONNECTOR	5,695	30	-	30	5,665
Old San Diego TOTAL		252,572	2,553	-	2,553	250,019
Otay Mesa	1 FREEWAY	809,167	10,520	-	10,520	798,647
Otay Mesa	2 PRIME	239,980	877	-	877	239,103
Otay Mesa	3 MAJOR	245,289	1,212	-	1,212	244,077
Otay Mesa	4 COLLECTOR	111,111	188	-	188	110,923
Otay Mesa	5 LOCAL COLLECTOR	37,084	93	-	93	36,991
Otay Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Otay Mesa	7 LOCAL ROAD	16,846	126	-	126	16,720
Otay Mesa	8 FREEWAY RAMP	52,767	1,367	-	1,367	51,400
Otay Mesa	9 LOCAL RAMP	55,570	615	-	615	54,955
Otay Mesa	10 ZONE CONNECTOR	81,424	382	-	382	81,042
Otay Mesa TOTAL		1,649,238	15,380	-	15,380	1,633,858
Otay Mesa-Nestor	1 FREEWAY	544,759	5,349	-	5,349	539,410
Otay Mesa-Nestor	2 PRIME	60,303	461	-	461	59,842
Otay Mesa-Nestor	3 MAJOR	174,491	513	-	513	173,978
Otay Mesa-Nestor	4 COLLECTOR	23,977	93	-	93	23,884
Otay Mesa-Nestor	5 LOCAL COLLECTOR	81,824	188	-	188	81,636
Otay Mesa-Nestor	6 RURAL COLLECTOR	-	-	-	-	-

Otay Mesa-Nestor	7 LOCAL ROAD	3,924	3	-	3	3,921
Otay Mesa-Nestor	8 FREEWAY RAMP	65,277	545	-	545	64,732
Otay Mesa-Nestor	9 LOCAL RAMP	50,005	651	-	651	49,354
Otay Mesa-Nestor	10 ZONE CONNECTOR	49,037	184	-	184	48,853
Otay Mesa-Nestor TOTAL		1,053,597	7,987	-	7,987	1,045,610
POWAY	1 FREEWAY	-	-	-	-	-
POWAY	2 PRIME	305,251	534	-	534	304,717
POWAY	3 MAJOR	523,705	1,158	-	1,158	522,547
POWAY	4 COLLECTOR	164,910	30	-	30	164,880
POWAY	5 LOCAL COLLECTOR	66,296	25	-	25	66,271
POWAY	6 RURAL COLLECTOR	-	-	-	-	-
POWAY	7 LOCAL ROAD	132,936	177	-	177	132,759
POWAY	8 FREEWAY RAMP	-	-	-	-	-
POWAY	9 LOCAL RAMP	-	-	-	-	-
POWAY	10 ZONE CONNECTOR	106,354	116	-	116	106,238
POWAY TOTAL		1,299,452	2,040	-	2,040	1,297,412
Pacific Beach	1 FREEWAY	183,531	775	-	775	182,756
Pacific Beach	2 PRIME	-	-	-	-	-
Pacific Beach	3 MAJOR	256,733	895	-	895	255,838
Pacific Beach	4 COLLECTOR	16,282	27	-	27	16,255
Pacific Beach	5 LOCAL COLLECTOR	89,057	126	-	126	88,931
Pacific Beach	6 RURAL COLLECTOR	-	-	-	-	-
Pacific Beach	7 LOCAL ROAD	830	-	-	-	830
Pacific Beach	8 FREEWAY RAMP	-	-	-	-	-
Pacific Beach	9 LOCAL RAMP	14,299	99	-	99	14,200
Pacific Beach	10 ZONE CONNECTOR	31,087	31	-	31	31,056
Pacific Beach TOTAL		591,819	1,953	-	1,953	589,866
Pacific Highlands Ranch	1 FREEWAY	250,122	19	-	19	250,103
Pacific Highlands Ranch	2 PRIME	12,354	2	-	2	12,352
Pacific Highlands Ranch	3 MAJOR	48,895	63	-	63	48,832
Pacific Highlands Ranch	4 COLLECTOR	897	-	-	-	897
Pacific Highlands Ranch	5 LOCAL COLLECTOR	-	-	-	-	-
Pacific Highlands Ranch	6 RURAL COLLECTOR	-	-	-	-	-
Pacific Highlands Ranch	7 LOCAL ROAD	1,544	2	-	2	1,542
Pacific Highlands Ranch	8 FREEWAY RAMP	-	-	-	-	-
Pacific Highlands Ranch	9 LOCAL RAMP	11,604	32	-	32	11,572
Pacific Highlands Ranch	10 ZONE CONNECTOR	19,749	20	-	20	19,729
Pacific Highlands Ranch TOTAL		345,165	138	-	138	345,027
Peninsula	1 FREEWAY	14,832	155	-	155	14,677
Peninsula	2 PRIME	83,811	441	-	441	83,370
Peninsula	3 MAJOR	162,220	1,290	-	1,290	160,930
Peninsula	4 COLLECTOR	39,009	283	-	283	38,726

Peninsula	5	LOCAL COLLECTOR	79,119	406	-	406	78,713	
Peninsula	6	RURAL COLLECTOR	-	-	-	-	-	
Peninsula	7	LOCAL ROAD	8,896	28	-	28	8,868	
Peninsula	8	FREEWAY RAMP	-	-	-	-	-	
Peninsula	9	LOCAL RAMP	10,330	128	-	128	10,202	
Peninsula	10	ZONE CONNECTOR	53,653	365	-	365	53,288	
Peninsula TOTAL			451,870	3,096	-	3,096	448,774	-
Rancho Bernardo	1	FREEWAY	1,364,845	8,280	-	8,280	1,356,565	
Rancho Bernardo	2	PRIME	96,187	196	-	196	95,991	
Rancho Bernardo	3	MAJOR	351,307	277	-	277	351,030	
Rancho Bernardo	4	COLLECTOR	38,691	23	-	23	38,668	
Rancho Bernardo	5	LOCAL COLLECTOR	52,020	31	-	31	51,989	
Rancho Bernardo	6	RURAL COLLECTOR	-	-	-	-	-	
Rancho Bernardo	7	LOCAL ROAD	139	-	-	-	139	
Rancho Bernardo	8	FREEWAY RAMP	161	-	-	-	161	
Rancho Bernardo	9	LOCAL RAMP	50,197	131	-	131	50,066	
Rancho Bernardo	10	ZONE CONNECTOR	72,337	61	-	61	72,276	
Rancho Bernardo TOTAL			2,025,884	8,999	-	8,999	2,016,885	
Rancho Encantada	1	FREEWAY	-	-	-	-	-	
Rancho Encantada	2	PRIME	-	-	-	-	-	
Rancho Encantada	3	MAJOR	6,096	16	-	16	6,080	
Rancho Encantada	4	COLLECTOR	-	-	-	-	-	
Rancho Encantada	5	LOCAL COLLECTOR	-	-	-	-	-	
Rancho Encantada	6	RURAL COLLECTOR	-	-	-	-	-	
Rancho Encantada	7	LOCAL ROAD	-	-	-	-	-	
Rancho Encantada	8	FREEWAY RAMP	-	-	-	-	-	
Rancho Encantada	9	LOCAL RAMP	-	-	-	-	-	
Rancho Encantada	10	ZONE CONNECTOR	8,179	14	-	14	8,165	
Rancho Encantada TOTAL			14,275	30	-	30	14,245	
Rancho Penasquitos	1	FREEWAY	879,278	5,565	-	5,565	873,713	
Rancho Penasquitos	2	PRIME	24,478	27	-	27	24,451	
Rancho Penasquitos	3	MAJOR	234,981	356	-	356	234,625	
Rancho Penasquitos	4	COLLECTOR	22,618	17	-	17	22,601	
Rancho Penasquitos	5	LOCAL COLLECTOR	20,361	11	-	11	20,350	
Rancho Penasquitos	6	RURAL COLLECTOR	-	-	-	-	-	
Rancho Penasquitos	7	LOCAL ROAD	5,495	2	-	2	5,493	
Rancho Penasquitos	8	FREEWAY RAMP	15,306	34	-	34	15,272	
Rancho Penasquitos	9	LOCAL RAMP	45,668	230	-	230	45,438	
Rancho Penasquitos	10	ZONE CONNECTOR	47,371	37	-	37	47,334	
Rancho Penasquitos TOTAL			1,295,556	6,279	-	6,279	1,289,277	
SAN MARCOS	1	FREEWAY	1,155,424	2,015	-	2,015	1,153,409	
SAN MARCOS	2	PRIME	339,372	88	-	88	339,284	

SAN MARCOS	3 MAJOR	510,364	41	-	41	510,323	
SAN MARCOS	4 COLLECTOR	349,735	60	-	60	349,675	
SAN MARCOS	5 LOCAL COLLECTOR	4,097	-	-	-	4,097	
SAN MARCOS	6 RURAL COLLECTOR	-	-	-	-	-	
SAN MARCOS	7 LOCAL ROAD	42,923	18	-	18	42,905	
SAN MARCOS	8 FREEWAY RAMP	164	-	-	-	164	
SAN MARCOS	9 LOCAL RAMP	63,843	71	-	71	63,772	
SAN MARCOS	10 ZONE CONNECTOR	154,339	17	-	17	154,322	
				-			
SAN MARCOS TOTAL		2,620,261	2,310	-	2,310	2,617,951	
SANTEE	1 FREEWAY	622,056	4,680	-	4,680	617,376	
SANTEE	2 PRIME	73,259	613	-	613	72,646	
SANTEE	3 MAJOR	315,535	1,253	-	1,253	314,282	
SANTEE	4 COLLECTOR	66,940	118	-	118	66,822	
SANTEE	5 LOCAL COLLECTOR	88,348	312	-	312	88,036	
SANTEE	6 RURAL COLLECTOR	-	-	-	-	-	
SANTEE	7 LOCAL ROAD	2,262	38	-	38	2,224	
SANTEE	8 FREEWAY RAMP	65,122	146	-	146	64,976	
SANTEE	9 LOCAL RAMP	24,628	154	-	154	24,474	
SANTEE	10 ZONE CONNECTOR	81,863	261	-	261	81,602	
SANTEE TOTAL		1,340,013	7,575	-	7,575	1,332,438	
SOLANA BEACH	1 FREEWAY	561,090	3,730	-	3,730	557,360	
SOLANA BEACH	2 PRIME	-	-	-	-	-	
SOLANA BEACH	3 MAJOR	70,749	79	-	79	70,670	
SOLANA BEACH	4 COLLECTOR	23,080	28	-	28	23,052	
SOLANA BEACH	5 LOCAL COLLECTOR	23,661	20	-	20	23,641	
SOLANA BEACH	6 RURAL COLLECTOR	-	-	-	-	-	
SOLANA BEACH	7 LOCAL ROAD	517	-	-	-	517	
SOLANA BEACH	8 FREEWAY RAMP	96	-	-	-	96	
SOLANA BEACH	9 LOCAL RAMP	11,009	22	-	22	10,987	
SOLANA BEACH	10 ZONE CONNECTOR	21,588	16	-	16	21,572	
SOLANA BEACH TOTAL		711,790	3,895	-	3,895	707,895	-
SOUTHEASTERN SAN DIEG	1 FREEWAY	1,032,019	43,671	-	43,671	988,348	
SOUTHEASTERN SAN DIEG	2 PRIME	-	-	-	-	-	
SOUTHEASTERN SAN DIEG	3 MAJOR	54,348	13,552	-	13,552	40,796	
SOUTHEASTERN SAN DIEG	4 COLLECTOR	161,453	23,943	-	23,943	137,510	
SOUTHEASTERN SAN DIEG	5 LOCAL COLLECTOR	2,234	104	-	104	2,130	
SOUTHEASTERN SAN DIEG	6 RURAL COLLECTOR	-	-	-	-	-	
SOUTHEASTERN SAN DIEG	7 LOCAL ROAD	21,866	1,054	-	1,054	20,812	
SOUTHEASTERN SAN DIEG	8 FREEWAY RAMP	135,463	5,031	-	5,031	130,432	
SOUTHEASTERN SAN DIEG	9 LOCAL RAMP	78,306	8,587	-	8,587	69,719	
SOUTHEASTERN SAN DIEG	10 ZONE CONNECTOR	34,567	2,233	-	2,233	32,334	
SOUTHEASTERN SAN DIEGO TOTAL		1,520,256	98,175	-	98,175	1,422,081	-

Sabre Springs	1	FREEWAY	178,755	1,548	-	1,548	177,207
Sabre Springs	2	PRIME	30,018	136	-	136	29,882
Sabre Springs	3	MAJOR	73,191	376	-	376	72,815
Sabre Springs	4	COLLECTOR	16,383	8	-	8	16,375
Sabre Springs	5	LOCAL COLLECTOR	37,904	16	-	16	37,888
Sabre Springs	6	RURAL COLLECTOR	-	-	-	-	-
Sabre Springs	7	LOCAL ROAD	1,192	3	-	3	1,189
Sabre Springs	8	FREEWAY RAMP	698	9	-	9	689
Sabre Springs	9	LOCAL RAMP	12,464	93	-	93	12,371
Sabre Springs	10	ZONE CONNECTOR	6,355	3	-	3	6,352
Sabre Springs TOTAL			356,960	2,192	-	2,192	354,768
San Pasqual	1	FREEWAY	215,288	1,088	-	1,088	214,200
San Pasqual	2	PRIME	-	-	-	-	-
San Pasqual	3	MAJOR	154,972	19	-	19	154,953
San Pasqual	4	COLLECTOR	21,583	36	-	36	21,547
San Pasqual	5	LOCAL COLLECTOR	70,649	24	-	24	70,625
San Pasqual	6	RURAL COLLECTOR	814	-	-	-	814
San Pasqual	7	LOCAL ROAD	-	-	-	-	-
San Pasqual	8	FREEWAY RAMP	-	-	-	-	-
San Pasqual	9	LOCAL RAMP	6,267	11	-	11	6,256
San Pasqual	10	ZONE CONNECTOR	5,704	7	-	7	5,697
San Pasqual TOTAL			475,277	1,185	-	1,185	474,092
San Ysidro	1	FREEWAY	390,604	3,447	-	3,447	387,157
San Ysidro	2	PRIME	-	-	-	-	-
San Ysidro	3	MAJOR	48,957	114	-	114	48,843
San Ysidro	4	COLLECTOR	58,052	209	-	209	57,843
San Ysidro	5	LOCAL COLLECTOR	27,978	67	-	67	27,911
San Ysidro	6	RURAL COLLECTOR	-	-	-	-	-
San Ysidro	7	LOCAL ROAD	664	-	-	-	664
San Ysidro	8	FREEWAY RAMP	13,347	9	-	9	13,338
San Ysidro	9	LOCAL RAMP	29,912	246	-	246	29,666
San Ysidro	10	ZONE CONNECTOR	25,554	86	-	86	25,468
San Ysidro TOTAL			595,068	4,178	-	4,178	590,890
Scripps Miramar Ranch	1	FREEWAY	345,144	3,934	-	3,934	341,210
Scripps Miramar Ranch	2	PRIME	4,904	16	-	16	4,888
Scripps Miramar Ranch	3	MAJOR	167,049	622	-	622	166,427
Scripps Miramar Ranch	4	COLLECTOR	26,354	42	-	42	26,312
Scripps Miramar Ranch	5	LOCAL COLLECTOR	51,180	44	-	44	51,136
Scripps Miramar Ranch	6	RURAL COLLECTOR	-	-		-	-
Scripps Miramar Ranch	7	LOCAL ROAD	-	-	-	-	-
Scripps Miramar Ranch	8	FREEWAY RAMP	129	1	-	1	128
Scripps Miramar Ranch	9	LOCAL RAMP	16,677	114	-	114	16,563
Scripps Miramar Ranch	10	ZONE CONNECTOR	27,102	67	-	67	27,035
Scripps Miramar Ranch TOTAL			638,539	4,840	-	4,840	633,699

Scripps Reserve	1 FREEWAY	-	-	-	-	-
Scripps Reserve	2 PRIME	-	-	-	-	-
Scripps Reserve	3 MAJOR	-	-	-	-	-
Scripps Reserve	4 COLLECTOR	-	-	-	-	-
Scripps Reserve	5 LOCAL COLLECTOR	-	-	-	-	-
Scripps Reserve	6 RURAL COLLECTOR	-	-	-	-	-
Scripps Reserve	7 LOCAL ROAD	-	-	-	-	-
Scripps Reserve	8 FREEWAY RAMP	-	-	-	-	-
Scripps Reserve	9 LOCAL RAMP	-	-	-	-	-
Scripps Reserve	10 ZONE CONNECTOR	-	-	-	-	-
Scripps Reserve TOTAL		-	-	-	-	-
Serra Mesa	1 FREEWAY	716,274	22,973	-	22,973	693,301
Serra Mesa	2 PRIME	-	-	-	-	-
Serra Mesa	3 MAJOR	93,197	1,119	-	1,119	92,078
Serra Mesa	4 COLLECTOR	40,976	504	-	504	40,472
Serra Mesa	5 LOCAL COLLECTOR	-	-	-	-	-
Serra Mesa	6 RURAL COLLECTOR	-	-	-	-	-
Serra Mesa	7 LOCAL ROAD	2,378	11	-	11	2,367
Serra Mesa	8 FREEWAY RAMP	14,294	319	-	319	13,975
Serra Mesa	9 LOCAL RAMP	35,585	914	-	914	34,671
Serra Mesa	10 ZONE CONNECTOR	17,345	105	-	105	17,240
Serra Mesa TOTAL		920,049	25,945	-	25,945	894,104
Skyline-Paradise Hills	1 FREEWAY	37,645	263	-	263	37,382
Skyline-Paradise Hills	2 PRIME	1,364	100	-	100	1,264
Skyline-Paradise Hills	3 MAJOR	101,784	24,353	-	24,353	77,431
Skyline-Paradise Hills	4 COLLECTOR	66,462	11,419	-	11,419	55,043
Skyline-Paradise Hills	5 LOCAL COLLECTOR	48,433	2,271	-	2,271	46,162
Skyline-Paradise Hills	6 RURAL COLLECTOR	-	-	-	-	-
Skyline-Paradise Hills	7 LOCAL ROAD	3,574	115	-	115	3,459
Skyline-Paradise Hills	8 FREEWAY RAMP	-	-	-	-	-
Skyline-Paradise Hills	9 LOCAL RAMP	6,337	114	-	114	6,223
Skyline-Paradise Hills	10 ZONE CONNECTOR	33,684	2,093	-	2,093	31,591
Skyline-Paradise Hills TOTAL		299,283	40,728	-	40,728	258,555
Tierrasanta	1 FREEWAY	894,286	14,690	-	14,690	879,596
Tierrasanta	2 PRIME	31,292	475	-	475	30,817
Tierrasanta	3 MAJOR	208,613	704	-	704	207,909
Tierrasanta	4 COLLECTOR	18,068	72	-	72	17,996
Tierrasanta	5 LOCAL COLLECTOR	16,862	45	-	45	16,817
Tierrasanta	6 RURAL COLLECTOR	-	-	-	-	-
Tierrasanta	7 LOCAL ROAD	3	-	-	-	3
Tierrasanta	8 FREEWAY RAMP	3,880	7	-	7	3,873
Tierrasanta	9 LOCAL RAMP	47,015	621	-	621	46,394
Tierrasanta	10 ZONE CONNECTOR	27,565	122	-	122	27,443

Tierrasanta TOTAL		1,247,584	16,736	-	16,736	1,230,848
Tijuana River Valley	1 FREEWAY	-	-	-	-	-
Tijuana River Valley	2 PRIME	-	-	-	-	-
Tijuana River Valley	3 MAJOR	-	-	-	-	-
Tijuana River Valley	4 COLLECTOR	3,867	13	-	13	3,854
Tijuana River Valley	5 LOCAL COLLECTOR	1,220	1	-	1	1,219
Tijuana River Valley	6 RURAL COLLECTOR	-	-	-	-	-
Tijuana River Valley	7 LOCAL ROAD	-	-	-	-	-
Tijuana River Valley	8 FREEWAY RAMP	-	-	-	-	-
Tijuana River Valley	9 LOCAL RAMP	-	-	-	-	-
Tijuana River Valley	10 ZONE CONNECTOR	81	-	-	-	81
Tijuana River Valley TOTAL		5,168	14	-	14	5,154
Torrey Highlands	1 FREEWAY	127,471	11	-	11	127,460
Torrey Highlands	2 PRIME	29,122	27	-	27	29,095
Torrey Highlands	3 MAJOR	53,324	20	-	20	53,304
Torrey Highlands	4 COLLECTOR	-	-	-	-	-
Torrey Highlands	5 LOCAL COLLECTOR	-	-	-	-	-
Torrey Highlands	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Highlands	7 LOCAL ROAD	-	-	-	-	-
Torrey Highlands	8 FREEWAY RAMP	-	-	-	-	-
Torrey Highlands	9 LOCAL RAMP	13,297	21	-	21	13,276
Torrey Highlands	10 ZONE CONNECTOR	21,308	26	-	26	21,282
Torrey Highlands TOTAL		244,522	105	-	105	244,417
Torrey Hills	1 FREEWAY	424,223	3,217	-	3,217	421,006
Torrey Hills	2 PRIME	8,545	38	-	38	8,507
Torrey Hills	3 MAJOR	59,431	73	-	73	59,358
Torrey Hills	4 COLLECTOR	1,074	1	-	1	1,073
Torrey Hills	5 LOCAL COLLECTOR	9,637	12	-	12	9,625
Torrey Hills	6 RURAL COLLECTOR	-	-		-	-
Torrey Hills	7 LOCAL ROAD	-	-	-	-	-
Torrey Hills	8 FREEWAY RAMP	1,749	4	-	4	1,745
Torrey Hills	9 LOCAL RAMP	5,602	29	-	29	5,573
Torrey Hills	10 ZONE CONNECTOR	7,753	18	-	18	7,735
Torrey Hills TOTAL		518,014	3,392	-	3,392	514,622
Torrey Pines	1 FREEWAY	1,308,816	11,323	-	11,323	1,297,493
Torrey Pines	2 PRIME	15,807	5	-	5	15,802
Torrey Pines	3 MAJOR	135,006	449	-	449	134,557
Torrey Pines	4 COLLECTOR	25,727	85	-	85	25,642
Torrey Pines	5 LOCAL COLLECTOR	7,852	16	-	16	7,836
Torrey Pines	6 RURAL COLLECTOR	-	-	-	-	-
Torrey Pines	7 LOCAL ROAD	574	-	-	-	574
Torrey Pines	8 FREEWAY RAMP	18,464	9	-	9	18,455

Torrey Pines	9 LOCAL RAMP	36,746	189	-	189	36,557
Torrey Pines	10 ZONE CONNECTOR	13,692	34	-	34	13,658
Torrey Pines TOTAL		1,562,684	12,110	-	12,110	1,550,574
Unincorporated	1 FREEWAY	11,405,549	69,762	-	69,762	11,335,787
Unincorporated	2 PRIME	987,094	4,728	-	4,728	982,366
Unincorporated	3 MAJOR	4,758,372	19,041	-	19,041	4,739,331
Unincorporated	4 COLLECTOR	1,794,953	6,577	-	6,577	1,788,376
Unincorporated	5 LOCAL COLLECTOR	2,511,023	6,375	-	6,375	2,504,648
Unincorporated	6 RURAL COLLECTOR	726,750	1,567	-	1,567	725,183
Unincorporated	7 LOCAL ROAD	581,053	2,654	-	2,654	578,399
Unincorporated	8 FREEWAY RAMP	81,865	4,656	-	4,656	77,209
Unincorporated	9 LOCAL RAMP	253,530	2,247	-	2,247	251,283
Unincorporated	10 ZONE CONNECTOR	1,472,672	3,833	-	3,833	1,468,839
Unincorporated TOTAL		24,572,861	121,440	-	121,440	24,451,421
University	1 FREEWAY	1,623,196	16,588	-	16,588	1,606,608
University	2 PRIME	438,689	1,817	-	1,817	436,872
University	3 MAJOR	327,087	1,484	-	1,484	325,603
University	4 COLLECTOR	77,826	218	-	218	77,608
University	5 LOCAL COLLECTOR	5,859	2	-	2	5,857
University	6 RURAL COLLECTOR	-	-	-	-	-
University	7 LOCAL ROAD	28,219	84	-	84	28,135
University	8 FREEWAY RAMP	47,676	158	-	158	47,518
University	9 LOCAL RAMP	145,821	908	-	908	144,913
University	10 ZONE CONNECTOR	141,475	494	-	494	140,981
University TOTAL		2,835,848	21,753	-	21,753	2,814,095
Uptown	1 FREEWAY	463,385	7,185	-	7,185	456,200
Uptown	2 PRIME	19,430	137	-	137	19,293
Uptown	3 MAJOR	79,265	483	-	483	78,782
Uptown	4 COLLECTOR	42,037	520	-	520	41,517
Uptown	5 LOCAL COLLECTOR	111,401	527	-	527	110,874
Uptown	6 RURAL COLLECTOR	-	-	-	-	-
Uptown	7 LOCAL ROAD	2,187	7	-	7	2,180
Uptown	8 FREEWAY RAMP	6,254	10	-	10	6,244
Uptown	9 LOCAL RAMP	67,381	1,004	-	1,004	66,377
Uptown	10 ZONE CONNECTOR	29,597	186	-	186	29,411
Uptown TOTAL		820,937	10,059	-	10,059	810,878
VISTA	1 FREEWAY	821,971	170	-	170	821,801
VISTA	2 PRIME	283,986	6	-	6	283,980
VISTA	3 MAJOR	435,804	50	-	50	435,754
VISTA	4 COLLECTOR	231,232	22	-	22	231,210
VISTA	5 LOCAL COLLECTOR	117,609	21	-	21	117,588
VISTA	6 RURAL COLLECTOR	127,244	3	-	3	127,241

VISTA	7 LOCAL ROAD	80	-	-	-	80	
VISTA	8 FREEWAY RAMP	-	-	-	-	-	
VISTA	9 LOCAL RAMP	44,613	20	-	20	44,593	
VISTA	10 ZONE CONNECTOR	122,705	6	-	6	122,699	
VISTA TOTAL		2,185,244	298	-	298	2,184,946	
Via De La Valle	1 FREEWAY	-	-	-	-	-	
Via De La Valle	2 PRIME	-	-	-	-	-	
Via De La Valle	3 MAJOR	12,485	7	-	7	12,478	
Via De La Valle	4 COLLECTOR	2,989	3	-	3	2,986	
Via De La Valle	5 LOCAL COLLECTOR	-	-	-	-	-	
Via De La Valle	6 RURAL COLLECTOR	-	-	-	-	-	
Via De La Valle	7 LOCAL ROAD	-	-	-	-	-	
Via De La Valle	8 FREEWAY RAMP	-	-	-	-	-	
Via De La Valle	9 LOCAL RAMP	-	-	-	-	-	
Via De La Valle	10 ZONE CONNECTOR	208	-	-	-	208	
Via De La Valle TOTAL		15,682	10	-	10	15,672	
REGIONWIDE TOTAL		108,496,206	1,641,618	43,144	1,598,474	106,854,588	1,164

VERIFICATION

Base Year 2008	
REPORTED: Post-forecast VMT Report (postlod2.pr)	85,347,095
CALCULATED: Aggregated sum of all VMT (E1143)	85,331,631
DISAGGREGATED: Sum of all VMT using this method (Analysis Tab: G1143 + H1143 + I1143)	85,329,578
Summary 1 (calculated - reported)	
Absolute VMT difference	(15,464)
Percent VMT difference	-0.0181%
Summary 2 (disaggregated - reported)	
Absolute VMT difference	(17,517)
Percent VMT difference	-0.0205%
Summary 3 (disaggregated - calculated)	
Absolute VMT difference	(2,053)
Percent VMT difference	-0.0024%

2035 C - Proposed Land Use	
REPORTED: Post-forecast VMT Report (postlod2.pr)	108,435,827
CALCULATED: Aggregated sum of all VMT (O1143)	108,419,301
DISAGGREGATED: Sum of all VMT using this method (Analysis Tab: Q1143 + R1143 + S1143	108,419,301
Summary 1 (calculated - reported)	
Absolute VMT difference	(16,526)
Percent VMT difference	-0.0152%
Summary 2 (disaggregated - reported)	
Absolute VMT difference	(16,526)
Percent VMT difference	-0.0152%
Summary 3 (disaggregated - calculated)	
Absolute VMT difference	-
Percent VMT difference	0.0000%

2035 D - High Density Scenario	
REPORTED: Post-forecast VMT Report (postlod2.pr)	108,512,704
CALCULATED: Aggregated sum of all VMT (Y1143)	108,496,206
DISAGGREGATED: Sum of all VMT using this method (Analysis Tab: AA1143 + AB1143 + AC1	108,496,206
Summary 1 (calculated - reported)	
Absolute VMT difference	(16,498)
Percent VMT difference	-0.0152%
Summary 2 (disaggregated - reported)	
Absolute VMT difference	(16,498)
Percent VMT difference	-0.0152%
Summary 3 (disaggregated - calculated)	
Absolute VMT difference	-
Percent VMT difference	0.0000%

SUMMARY

2035 D - High Density Scenario

JURISDICTION	JUR CODE	TOTAL VMT	TOTAL Encanto CPU VMT	Two Trip End Encanto CPU VMT	One Trip End Encanto CPU VMT	NON-Encanto CPU VMT
			I-I, I-E and E-I	I-I	I-E and E-I	E-E
32nd Street Naval Station TOTAL	14	63,981	1,351	-	1,351	62,630
Balboa Park TOTAL	14	422,222	8,154	-	8,154	414,068
Barrio Logan TOTAL	14	441,992	6,251	-	6,251	435,741
Black Mountain Ranch TOTAL	14	235,138	72	-	72	235,066
CARLSBAD TOTAL	1	4,318,354	9,569	-	9,569	4,308,785
CHULA VISTA TOTAL	2	5,592,827	87,688	-	87,688	5,505,139
CORONADO TOTAL	3	471,445	7,529	-	7,529	463,916
Carmel Mountain Ranch TOTAL	14	647,225	3,329	-	3,329	643,896
Carmel Valley TOTAL	14	899,428	3,340	-	3,340	896,088
Centre City TOTAL	14	862,327	18,219	-	18,219	844,108
Clairemont Mesa TOTAL	14	1,953,040	18,368	-	18,368	1,934,672
College Area TOTAL	14	721,302	3,239	-	3,239	718,063
DEL MAR TOTAL	4	101,097	141	-	141	100,956
Del Mar Mesa TOTAL	14	23,852	10	-	10	23,842
EL CAJON TOTAL	5	2,432,671	28,758	-	28,758	2,403,913
ENCANTO TOTAL	**14**	**894,646**	**313,294**	**43,144**	**270,150**	**581,352**
ENCINITAS TOTAL	6	2,543,875	10,994	-	10,994	2,532,881
ESCONDIDO TOTAL	7	3,458,442	7,911	-	7,911	3,450,531
East Elliott TOTAL	14	290,369	78	-	78	290,291
External TOTAL	14	527,207	3,124	-	3,124	524,083
Fairbanks Country Club TOTAL	14	27,973	46	-	46	27,927
Flower Hill TOTAL	14	32,920	167	-	167	32,753
Greater Golden Hill TOTAL	14	304,455	20,938	-	20,938	283,517
Greater North Park TOTAL	14	695,347	39,875	-	39,875	655,472
Harbor TOTAL	14	63,022	1,556	-	1,556	61,466
IMPERIAL BEACH TOTAL	8	131,562	496	-	496	131,066
Kearny Mesa TOTAL	14	2,500,787	38,061	-	38,061	2,462,726
LA MESA TOTAL	9	2,093,549	43,356	-	43,356	2,050,193
LEMON GROVE TOTAL	10	948,365	81,071	-	81,071	867,294
La Jolla TOTAL	14	773,294	2,205	-	2,205	771,089
Linda Vista TOTAL	14	698,083	2,538	-	2,538	695,545
Lindbergh Field TOTAL	14	163,485	2,565	-	2,565	160,920
Los Penasquitos Canyon Preserve TOTAL	14	21,398	149	-	149	21,249
Mid-City:City Heights TOTAL	14	1,498,539	126,827	-	126,827	1,371,712
Mid-City:Eastern Area TOTAL	14	634,710	76,511	-	76,511	558,199
Mid-City:Kensington-Talmadge TOTAL	14	383,906	14,399	-	14,399	369,507
Mid-City:Normal Heights TOTAL	14	317,512	16,814	-	16,814	300,698
Midway-Pacific Highway TOTAL	14	857,443	11,876	-	11,876	845,567
Mira Mesa TOTAL	14	2,320,184	12,726	-	12,726	2,307,458
Miramar Air Station TOTAL	14	2,709,349	27,251	-	27,251	2,682,098
Miramar Ranch North TOTAL	14	491,654	3,878	-	3,878	487,776
Mission Bay Park TOTAL	14	649,339	3,777	-	3,777	645,562
Mission Beach TOTAL	14	50,246	191	-	191	50,055
Mission Valley TOTAL	14	3,225,851	48,835	-	48,835	3,177,016
NATIONAL CITY TOTAL	11	1,975,594	98,793	-	98,793	1,876,801
NCFUA Reserve TOTAL	14	7,761	6	-	6	7,755
NCFUA Subarea 2 TOTAL	14	293,016	1,814	-	1,814	291,202
Navajo TOTAL	14	1,075,247	4,178	-	4,178	1,071,069
OCEANSIDE TOTAL	12	4,048,065	3,105	-	3,105	4,044,960
Ocean Beach TOTAL	14	136,642	800	-	800	135,842
Old San Diego TOTAL	14	252,572	2,553	-	2,553	250,019
Otay Mesa TOTAL	14	1,649,238	15,380	-	15,380	1,633,858
Otay Mesa-Nestor TOTAL	14	1,053,597	7,987	-	7,987	1,045,610
POWAY TOTAL	13	1,299,452	2,040	-	2,040	1,297,412
Pacific Beach TOTAL	14	591,819	1,953	-	1,953	589,866
Pacific Highlands Ranch TOTAL	14	345,165	138	-	138	345,027
Peninsula TOTAL	14	451,870	3,096	-	3,096	448,774
Rancho Bernardo TOTAL	14	2,025,884	8,999	-	8,999	2,016,885
Rancho Encantada TOTAL	14	14,275	30	-	30	14,245
Rancho Penasquitos TOTAL	14	1,295,556	6,279	-	6,279	1,289,277
SAN MARCOS TOTAL	15	2,620,261	2,310	-	2,310	2,617,951
SANTEE TOTAL	16	1,340,013	7,575	-	7,575	1,332,438
SOLANA BEACH TOTAL	17	711,790	3,895	-	3,895	707,895
SOUTHEASTERN SAN DIEGO TOTAL	14	1,520,256	98,175	-	98,175	1,422,081
Sabre Springs TOTAL	14	356,960	2,192	-	2,192	354,768
San Pasqual TOTAL	14	475,277	1,185	-	1,185	474,092
San Ysidro TOTAL	14	595,068	4,178	-	4,178	590,890
Scripps Miramar Ranch TOTAL	14	638,539	4,840	-	4,840	633,699
Scripps Reserve TOTAL	14	-	-	-	-	-

Serra Mesa TOTAL	14	920,049	25,945	-	25,945	894,104
Skyline-Paradise Hills TOTAL	14	299,283	40,728	-	40,728	258,555
Tierrasanta TOTAL	14	1,247,584	16,736	-	16,736	1,230,848
Tijuana River Valley TOTAL	14	5,168	14	-	14	5,154
Torrey Highlands TOTAL	14	244,522	105	-	105	244,417
Torrey Hills TOTAL	14	518,014	3,392	-	3,392	514,622
Torrey Pines TOTAL	14	1,562,684	12,110	-	12,110	1,550,574
Unincorporated TOTAL	19	24,572,861	121,440	-	121,440	24,451,421
University TOTAL	14	2,835,848	21,753	-	21,753	2,814,095
Uptown TOTAL	14	820,937	10,059	-	10,059	810,878
VISTA TOTAL	18	2,185,244	298	-	298	2,184,946
Via De La Valle TOTAL	14	15,682	10	-	10	15,672
REGIONWIDE TOTAL		108,496,206	1,641,618	43,144	1,598,474	106,854,588