

Clairemont Community Plan Update



Mobility Element Appendices

Prepared for:



Prepared by:



Final:
June 2017

This Page Intentionally Left Blank

Appendix A-1

Pedestrian Environmental Quality Evaluations (PEQE) Scores

Intersection ID	Intersection	Intersection Leg	Physical Features	Operational Features	ADA Curb Ramps	Traffic Control	Score	Grade
5	Clairemont Mesa Boulevard and Luna Avenue	East	1	1	2	2	6	Medium
		North	1	1	2	2	6	Medium
		South	1	1	2	2	6	Medium
		West	1	1	2	2	6	Medium
6	Jutland Drive and Luna Avenue	North	1	0	2	1	4	Medium
		South	1	1	2	1	5	Medium
		West	1	1	2	1	5	Medium
8	Clairemont Mesa Boulevard and Moraga Avenue	East	1	1	2	2	6	Medium
		North	0	1	2	2	5	Medium
		South	1	1	2	2	6	Medium
		West	1	1	2	2	6	Medium
9	Clairemont Drive and Clairemont Mesa Boulevard	East	1	0	2	2	5	Medium
		North	1	0	2	2	5	Medium
		South	1	0	2	2	5	Medium
		West	0	0	2	2	4	Medium
10	Rolfe Road and Clairemont Mesa Boulevard	East	0	0	2	2	4	Medium
		North	0	0	2	2	4	Medium
		South	0	0	2	2	4	Medium
		West	0	0	2	2	4	Medium
11	Clairemont Drive - Kleefeld Avenue and Clairemont Mesa Boulevard	East	1	1	2	2	6	Medium
		North	0	1	2	2	5	Medium
		South	0	1	1	2	4	Medium
		West	1	1	0	2	4	Medium
12	Genesee Avenue and Clairemont Mesa Boulevard	East	1	1	2	2	6	Medium
		North	1	1	1	2	5	Medium
		South	1	1	2	2	6	Medium
		West	1	1	2	2	6	Medium
13	Limerick Avenue and Clairemont Mesa Boulevard	East	0	0	2	2	4	Medium
		North	0	0	2	2	4	Medium
		South	0	0	0	2	2	Low
		West	0	0	0	2	2	Low
14	I-805 SB Ramps and Clairemont Mesa Boulevard	All Legs	NA	NA	NA	NA	NA	NA
16	Genesee Avenue and Derrick Drive	East	0	0	2	2	4	Medium
		North	0	0	2	2	4	Medium
		South	0	0	2	2	4	Medium
17	Genesee Avenue & Mt. Etna Drive	East	0	0	2	2	4	Medium
		North	0	0	2	2	4	Medium
		South	0	0	2	2	4	Medium
		West	0	0	2	2	4	Medium

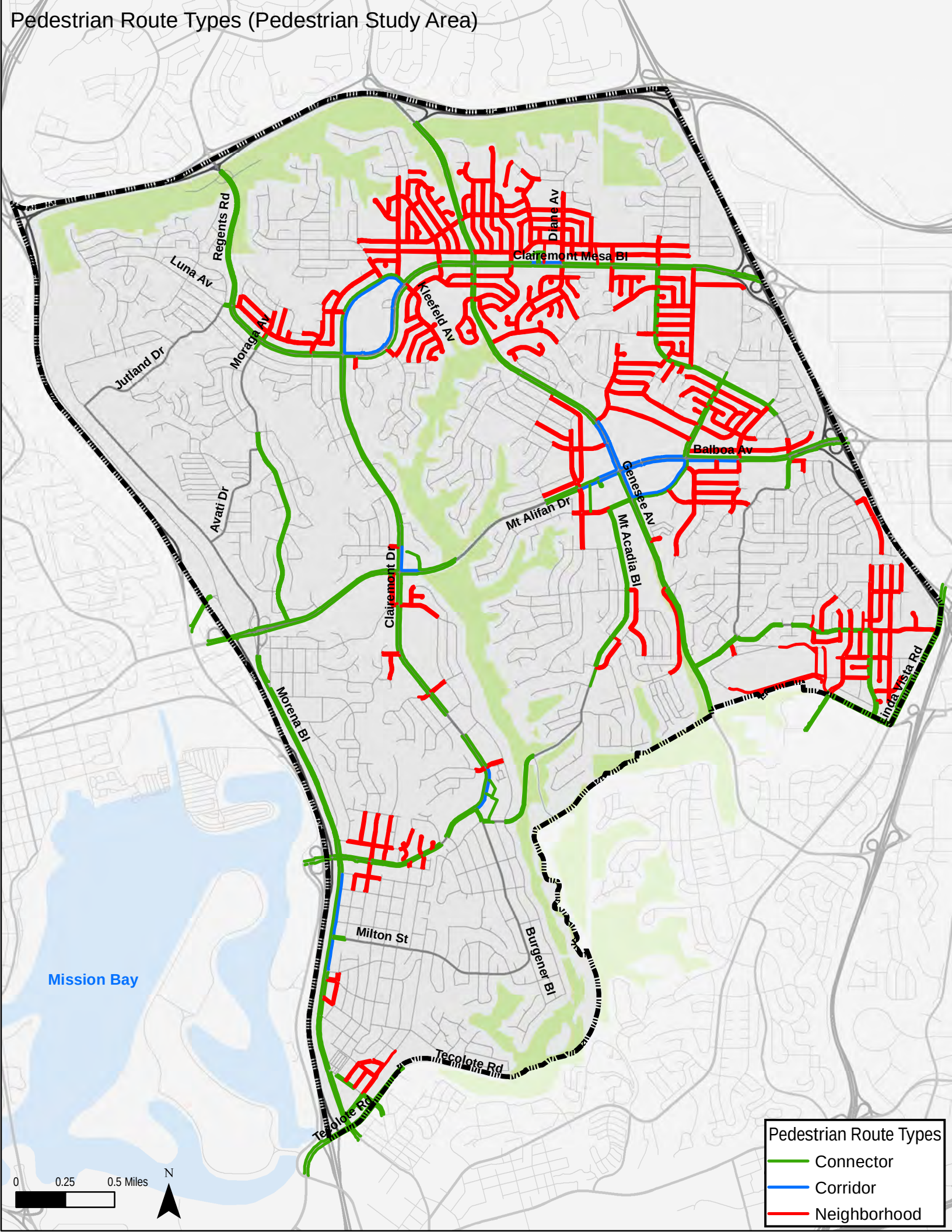
Intersection ID	Intersection	Intersection Leg	Physical Features	Operational Features	ADA Curb Ramps	Traffic Control	Score	Grade
18	Genesee Avenue and Balboa Avenue	East	0	1	2	2	5	Medium
		North	0	1	2	2	5	Medium
		South	1	1	2	2	6	Medium
		West	0	1	2	2	5	Medium
19	Genesee Avenue and Mt. Alifan Drive	East	1	1	1	2	5	Medium
		North	1	1	1	2	5	Medium
		South	0	1	1	2	4	Medium
		West	0	1	1	2	4	Medium
20	Mt. Alifan Drive and Mt. Abraham Avenue	All Legs	NA	NA	NA	NA	NA	NA
21	Mt. Abernathy Avenue and Balboa Avenue	East	0	1	2	2	5	Medium
		North	0	1	2	2	5	Medium
		South	1	1	2	2	6	Medium
		West	0	1	2	2	5	Medium
22	Mt. Abernathy Avenue and Balboa Arms Drive	North	1	0	0	0	1	Low
		South	0	0	0	2	2	Low
		West	1	0	1	2	4	Medium
23	Cannington Drive and Balboa Avenue	East	1	0	1	2	4	Medium
		North	1	0	1	2	4	Medium
		South	1	0	1	2	4	Medium
24	Charger Boulevard and Balboa Avenue	North	1	0	2	2	5	Medium
		South	1	0	2	2	5	Medium
		West	1	0	2	2	5	Medium
25	I-805 SB Ramps and Balboa Avenue	North	0	1	1	2	4	Medium
		South	0	0	0	0	0	Low
27	Clairemont Drive and Balboa Avenue	East	1	1	2	2	6	Medium
		North	1	1	2	2	6	Medium
		South	1	1	2	2	6	Medium
		West	1	1	2	2	6	Medium
28	I-5 SB Ramps and Mission Bay Drive	North	0	0	2	0	2	Low
		South	0	0	1	0	1	Low
		South	0	0	2	1	3	Low
29	I-5 NB Ramps and Clairemont Drive	North	0	0	2	2	4	Medium
		South	0	0	2	2	4	Medium
30	Denver Street and Clairemont Drive	East	0	0	1	2	3	Low
		North	0	0	2	2	4	Medium
		South	0	0	1	2	3	Low
		West	0	0	0	2	2	Low
31	Burgener Boulevard and Clairemont Drive	East	0	0	2	2	4	Medium
		North	0	0	2	2	4	Medium
		South	1	0	2	2	5	Medium
		West	1	0	2	2	5	Medium

Intersection ID	Intersection	Intersection Leg	Physical Features	Operational Features	ADA Curb Ramps	Traffic Control	Score	Grade
32	Burgener Boulevard and Field Drive	East	1	0	2	1	4	Medium
		North	1	0	2	1	4	Medium
		South	1	0	2	1	4	Medium
		West	1	0	2	1	4	Medium
33	Clairemont Drive and Iroquois Drive	East	0	0	0	2	2	Low
		North	1	0	2	2	5	Medium
		South	1	0	0	2	3	Low
		West	0	0	2	2	4	Medium
34	Morena Boulevard and Napier Street	East	0	0	1	0	1	Low
		North	NA	NA	NA	NA	NA	NA
		South	NA	NA	NA	NA	NA	NA
		West	NA	NA	NA	NA	NA	NA
35	Morena Boulevard and Ashton Street	East	0	0	2	2	4	Medium
		North	0	0	2	2	4	Medium
		South	0	0	2	2	4	Medium
36	Morena Boulevard and West Morena Boulevard	East	0	0	1	2	3	Low
		North	0	0	1	2	3	Low
37	Knoxville Street and Morena Boulevard	East	0	0	1	2	3	Low
		North	0	0	1	2	3	Low
		South	0	0	1	2	3	Low
		West	0	0	1	2	3	Low
38	Tecolote Road and Morena Boulevard	East	1	0	0	2	3	Low
		North	0	0	2	2	4	Medium
		West	1	0	2	2	5	Medium
39	Genesee Avenue and Marlesta Drive	East	0	0	2	2	4	Medium
		North	1	0	0	2	3	Low
43	Linda Vista Road and Mesa College Drive	East	1	1	2	2	6	Medium
		North	1	1	1	2	5	Medium
		South	1	1	2	2	6	Medium
		West	1	1	2	2	6	Medium
49	Morena Boulevard and Balboa Avenue EB Ramps	All Legs	NA	NA	NA	NA	NA	NA

ROUTE TYPE:	1. District Sidewalks	2. Corridor Sidewalks	3. Connector Sidewalks	4. Neighborhood Sidewalks	5. Ancillary Pedestrian Facilities	6. Path	7. Trail (Included for Reference Only, not a Focus of this Plan)
Purpose	Sidewalks Along Roads that Support Heavy Pedestrian Levels in Mixed-use Concentrated Urban Areas	Sidewalks Along Roads that Support Moderate Density Business & Shopping Districts with Moderate Pedestrian Levels	Sidewalks Along Roads that Support Institutional, Industrial or Business Complexes with Limited Lateral Access & Low Pedestrian Levels	Sidewalks Along Roads that Support Low to Moderate Density Housing with Low to Moderate Pedestrian Levels	Facilities Away or Crossing Over Streets such as Plazas, Paseos, Promenades, Courtyards or Pedestrian Bridges & Stairways	Walkways and Paved Paths that are not adjacent to Roads that Support Recreational and Transportation Purposes	Unpaved Walk Not Adjacent to Roads Used for Recreational Purposes
Typical Adjacent "Street Design Manual" Classifications	All types of adjacent streets are possible	Commercial, Urban Collector, Urban Major & Arterial	Commercial, Industrial, Urban Major, Rural Collector & Arterial	Rural, Low Volume Residential, Residential Local & Sub-collector	Not associated with a street	Not associated with a street	Not associated with a street
Cross Reference to Related "Strategic Framework Plan" Definitions	Existing: Regional Centers, Urban Villages & Neighborhood Villages	Existing: Subregional Districts and Transit Corridors	Existing: Subregional Districts, Transit Corridors, & Suburban Residential along Major Arterials	All other Residential Areas not Classified under the Strategic Framework Plan	Most common in Regional Centers, Urban or Neighborhood Villages but can be in any area	Can occur in any area, but most often found in Recreation, Tourist or Open Space Areas	Can occur in any area, but most often found in Recreation or Open Space Areas
Typical Adjacent Land Uses	Mixed-use Housing, Commercial, Office & Entertainment with Urban Densities	Multiple Land Uses but may be Separated. Often Strip Commercial or Office Complex.	Open Space, Industrial Uses, Institutional Uses or other Pedestrian Restricted Uses	Single-family and Moderate Density Multi-Family with Limited Supporting Neighborhood Commercial	Adjacent Land Uses Vary	Adjacent Uses Vary, Often Recreational or Open Space or Housing	Open Space, Parks and Natural Areas

Source: City of San Diego (2015).

Pedestrian Route Types (Pedestrian Study Area)



Pedestrian Route Types

- Connector
- Corridor
- Neighborhood

Roadway Name	Roadway Segment	Pedestrian Route Type	North/East						South/West					
			Horizontal Buffer	Lighting	Clear Ped Zone	Speed	Score	Grade	Horizontal Buffer	Lighting	Clear Ped Zone	Speed	Score	Grade
Balboa Avenue	Morena Boulevard SB Ramps to Morena Boulevard NB Ramps	Connector	0	0	0	1	1	Low	-	-	-	-	-	-
Balboa Avenue	Morena Boulevard SB Ramps to Morena Boulevard NB Ramps	Connector	-	-	-	-	-	-	0	0	0	0	0	Low
Balboa Avenue	Morena Boulevard SB Ramps to Morena Boulevard NB Ramps	Connector	-	-	-	-	-	-	0	0	0	1	1	Low
Balboa Avenue	Morena Boulevard SB Ramps to Morena Boulevard NB Ramps	Connector	0	0	0	1	1	Low	-	-	-	-	-	-
Balboa Avenue	Morena Boulevard NB Ramps to Moraga Avenue	Connector	-	-	-	-	-	-	0	0	0	0	0	Low
Balboa Avenue	Morena Boulevard NB Ramps to Moraga Avenue	Connector	-	-	-	-	-	-	0	0	2	0	2	Low
Balboa Avenue	Morena Boulevard NB Ramps to Moraga Avenue	Connector	0	0	2	0	2	Low	-	-	-	-	-	-
Balboa Avenue	Moraga Avenue to Balboa Terrace	Connector	1	0	2	0	3	Low	-	-	-	-	-	-
Balboa Avenue	Moraga Avenue to Balboa Terrace	Connector	-	-	-	-	-	-	1	0	2	0	3	Low
Balboa Avenue	Balboa Terrace to Clairemont Drive	Connector	-	-	-	-	-	-	1	0	2	0	3	Low
Balboa Avenue	Balboa Terrace to Clairemont Drive	Connector	-	-	-	-	-	-	1	2	2	0	5	Medium
Balboa Avenue	Balboa Terrace to Clairemont Drive	Connector	1	2	2	0	5	Medium	-	-	-	-	-	-
Balboa Avenue	Balboa Terrace to Clairemont Drive	Connector	1	0	2	0	3	Low	-	-	-	-	-	-
Balboa Avenue	Clairemont Drive to Genesee Avenue	Connector	1	2	2	0	5	Medium	-	-	-	-	-	-
Balboa Avenue	Clairemont Drive to Genesee Avenue	Corridor	1	2	2	0	5	Medium	-	-	-	-	-	-
Balboa Avenue	Clairemont Drive to Genesee Avenue	Corridor	-	-	-	-	-	-	1	2	2	0	5	Medium
Balboa Avenue	Clairemont Drive to Genesee Avenue	Corridor	-	-	-	-	-	-	1	2	2	0	5	Medium
Balboa Avenue	Clairemont Drive to Genesee Avenue	Connector	-	-	-	-	-	-	1	0	2	0	3	Low
Balboa Avenue	Clairemont Drive to Genesee Avenue	Connector	-	-	-	-	-	-	1	0	0	0	1	Low
Balboa Avenue	Clairemont Drive to Genesee Avenue	Connector	1	0	2	0	3	Low	-	-	-	-	-	-
Balboa Avenue	Clairemont Drive to Genesee Avenue	Corridor	2	2	2	0	6	Medium	-	-	-	-	-	-
Balboa Avenue	Clairemont Drive to Genesee Avenue	Connector	-	-	-	-	-	-	1	2	2	0	5	Medium
Balboa Avenue	Clairemont Drive to Genesee Avenue	Connector	1	0	0	0	1	Low	-	-	-	-	-	-
Balboa Avenue	Genesee Avenue to Mt. Abernathy Avenue	Corridor	-	-	-	-	-	-	1	2	2	1	6	Medium
Balboa Avenue	Genesee Avenue to Mt. Abernathy Avenue	Corridor	-	-	-	-	-	-	1	2	2	1	6	Medium
Balboa Avenue	Genesee Avenue to Mt. Abernathy Avenue	Corridor	1	2	2	1	6	Medium	-	-	-	-	-	-
Balboa Avenue	Genesee Avenue to Mt. Abernathy Avenue	Corridor	1	2	2	1	6	Medium	-	-	-	-	-	-
Balboa Avenue	Genesee Avenue to Mt. Abernathy Avenue	Corridor	1	2	2	1	6	Medium	-	-	-	-	-	-
Balboa Avenue	Mt. Abernathy Avenue to Mt. Albertine Avenue	Corridor	-	-	-	-	-	-	1	2	2	1	6	Medium
Balboa Avenue	Mt. Abernathy Avenue to Mt. Albertine Avenue	Corridor	-	-	-	-	-	-	1	2	2	1	6	Medium
Balboa Avenue	Mt. Abernathy Avenue to Mt. Albertine Avenue	Connector	1	2	2	1	6	Medium	-	-	-	-	-	-
Balboa Avenue	Mt. Abernathy Avenue to Mt. Albertine Avenue	Connector	1	2	2	1	6	Medium	-	-	-	-	-	-
Balboa Avenue	Mt. Albertine Avenue to Charger Boulevard	Connector	-	-	-	-	-	-	1	0	2	1	4	Medium
Balboa Avenue	Mt. Albertine Avenue to Charger Boulevard	Connector	1	2	2	1	6	Medium	-	-	-	-	-	-
Balboa Avenue	Charger Boulevard to I-805 SB Ramps	Connector	-	-	-	-	-	-	1	0	2	1	4	Medium
Balboa Avenue	Charger Boulevard to I-805 SB Ramps	Connector	-	-	-	-	-	-	1	2	2	1	6	Medium
Balboa Avenue	Charger Boulevard to I-805 SB Ramps	Connector	1	0	2	1	4	Medium	-	-	-	-	-	-
Balboa Avenue	Charger Boulevard to I-805 SB Ramps	Connector	0	2	2	1	5	Medium	-	-	-	-	-	-
Balboa Avenue	I-805 SB Ramps to I-805 NB Ramps	Connector	-	-	-	-	-	-	1	2	2	1	6	Medium
Balboa Avenue	I-805 SB Ramps to I-805 NB Ramps	Connector	0	0	2	1	3	Low	-	-	-	-	-	-
Clairemont Drive	Kleefeld Avenue to Clairemont Mesa Boulevard	Connector	-	-	-	-	-	-	2	2	0	1	5	Medium
Clairemont Drive	Kleefeld Avenue to Clairemont Mesa Boulevard	Corridor	1	0	2	1	4	Medium	-	-	-	-	-	-
Clairemont Drive	Kleefeld Avenue to Clairemont Mesa Boulevard	Corridor	1	2	2	1	6	Medium	-	-	-	-	-	-
Clairemont Drive	Kleefeld Avenue to Clairemont Mesa Boulevard	Connector	-	-	-	-	-	-	1	2	0	1	4	Medium
Clairemont Drive	Kleefeld Avenue to Clairemont Mesa Boulevard	Corridor	1	2	2	1	6	Medium	-	-	-	-	-	-
Clairemont Drive	Kleefeld Avenue to Clairemont Mesa Boulevard	Connector	-	-	-	-	-	-	1	2	2	1	6	Medium
Clairemont Drive	Kleefeld Avenue to Clairemont Mesa Boulevard	Corridor	1	2	2	1	6	Medium	-	-	-	-	-	-
Clairemont Drive	Kleefeld Avenue to Clairemont Mesa Boulevard	Connector	-	-	-	-	-	-	2	2	0	1	5	Medium
Clairemont Drive	Clairemont Mesa Boulevard to Chippewa Court	Connector	2	0	0	0	2	Low	-	-	-	-	-	-
Clairemont Drive	Clairemont Mesa Boulevard to Chippewa Court	Connector	2	2	0	0	4	Medium	-	-	-	-	-	-
Clairemont Drive	Clairemont Mesa Boulevard to Chippewa Court	Connector	1	2	0	0	3	Low	-	-	-	-	-	-
Clairemont Drive	Clairemont Mesa Boulevard to Chippewa Court	Connector	-	-	-	-	-	-	2	2	0	0	4	Medium
Clairemont Drive	Clairemont Mesa Boulevard to Chippewa Court	Connector	2	0	0	0	2	Low	-	-	-	-	-	-
Clairemont Drive	Clairemont Mesa Boulevard to Chippewa Court	Connector	-	-	-	-	-	-	2	0	0	0	2	Low
Clairemont Drive	Clairemont Mesa Boulevard to Chippewa Court	Connector	-	-	-	-	-	-	1	2	0	0	3	Low
Clairemont Drive	Clairemont Mesa Boulevard to Chippewa Court	Connector	-	-	-	-	-	-	2	2	0	0	4	Medium
Clairemont Drive	Clairemont Mesa Boulevard to Chippewa Court	Connector	2	0	0	0	2	Low	-	-	-	-	-	-
Clairemont Drive	Clairemont Mesa Boulevard to Chippewa Court	Connector	-	-	-	-	-	-	2	0	0	0	2	Low
Clairemont Drive	Clairemont Mesa Boulevard to Chippewa Court	Connector	2	0	2	0	4	Medium	-	-	-	-	-	-
Clairemont Drive	Clairemont Mesa Boulevard to Chippewa Court	Connector	-	-	-	-	-	-	2	2	2	0	6	Medium
Clairemont Drive	Clairemont Mesa Boulevard to Chippewa Court	Connector	-	-	-	-	-	-	2	0	0	0	2	Low
Clairemont Drive	Chippewa Court to Balboa Avenue	Corridor	1	0	2	0	3	Low	-	-	-	-	-	-

Roadway Name	Roadway Segment	Pedestrian Route Type	North/East						South/West					
			Horizontal Buffer	Lighting	Clear Ped Zone	Speed	Score	Grade	Horizontal Buffer	Lighting	Clear Ped Zone	Speed	Score	Grade
Clairemont Drive	Chippewa Court to Balboa Avenue	Connector	-	-	-	-	-	-	1	2	2	0	5	Medium
Clairemont Drive	Balboa Avenue to Iroquois Avenue	Connector	1	2	0	0	3	Low	-	-	-	-	-	-
Clairemont Drive	Balboa Avenue to Iroquois Avenue	Connector	-	-	-	-	-	-	1	2	0	0	3	Low
Clairemont Drive	Balboa Avenue to Iroquois Avenue	Connector	-	-	-	-	-	-	1	0	2	0	3	Low
Clairemont Drive	Balboa Avenue to Iroquois Avenue	Connector	-	-	-	-	-	-	1	2	0	0	3	Low
Clairemont Drive	Balboa Avenue to Iroquois Avenue	Connector	-	-	-	-	-	-	1	0	0	0	1	Low
Clairemont Drive	Balboa Avenue to Iroquois Avenue	Connector	-	-	-	-	-	-	1	2	0	0	3	Low
Clairemont Drive	Balboa Avenue to Iroquois Avenue	Connector	1	2	2	0	5	Medium	-	-	-	-	-	-
Clairemont Drive	Balboa Avenue to Iroquois Avenue	Connector	1	2	2	0	5	Medium	-	-	-	-	-	-
Clairemont Drive	Balboa Avenue to Iroquois Avenue	Connector	1	2	2	0	5	Medium	-	-	-	-	-	-
Clairemont Drive	Balboa Avenue to Iroquois Avenue	Connector	1	0	2	0	3	Low	-	-	-	-	-	-
Clairemont Drive	Balboa Avenue to Iroquois Avenue	Connector	-	-	-	-	-	-	1	0	0	0	1	Low
Clairemont Drive	Balboa Avenue to Iroquois Avenue	Connector	-	-	-	-	-	-	1	0	0	0	1	Low
Clairemont Drive	Balboa Avenue to Iroquois Avenue	Connector	1	2	2	0	5	Medium	-	-	-	-	-	-
Clairemont Drive	Balboa Avenue to Iroquois Avenue	Connector	-	-	-	-	-	-	1	2	2	0	5	Medium
Clairemont Drive	Balboa Avenue to Iroquois Avenue	Connector	-	-	-	-	-	-	1	0	0	0	1	Low
Clairemont Drive	Balboa Avenue to Iroquois Avenue	Connector	-	-	-	-	-	-	1	2	2	0	5	Medium
Clairemont Drive	Iroquois Avenue to Burgener Boulevard	Connector	-	-	-	-	-	-	1	2	0	0	3	Low
Clairemont Drive	Iroquois Avenue to Burgener Boulevard	Corridor	1	2	0	0	3	Low	-	-	-	-	-	-
Clairemont Drive	Burgener Boulevard to Denver Street	Connector	1	2	2	1	6	Medium	-	-	-	-	-	-
Clairemont Drive	Burgener Boulevard to Denver Street	Connector	1	2	0	1	4	Medium	-	-	-	-	-	-
Clairemont Drive	Burgener Boulevard to Denver Street	Connector	1	2	2	1	6	Medium	-	-	-	-	-	-
Clairemont Drive	Burgener Boulevard to Denver Street	Connector	1	2	2	1	6	Medium	-	-	-	-	-	-
Clairemont Drive	Burgener Boulevard to Denver Street	Connector	1	2	0	1	4	Medium	-	-	-	-	-	-
Clairemont Drive	Burgener Boulevard to Denver Street	Connector	1	2	2	1	6	Medium	-	-	-	-	-	-
Clairemont Drive	Burgener Boulevard to Denver Street	Connector	-	-	-	-	-	-	1	2	2	1	6	Medium
Clairemont Drive	Burgener Boulevard to Denver Street	Connector	-	-	-	-	-	-	1	2	0	1	4	Medium
Clairemont Drive	Burgener Boulevard to Denver Street	Connector	-	-	-	-	-	-	1	2	2	1	6	Medium
Clairemont Drive	Burgener Boulevard to Denver Street	Connector	-	-	-	-	-	-	1	2	2	1	6	Medium
Clairemont Drive	Burgener Boulevard to Denver Street	Connector	-	-	-	-	-	-	1	2	2	1	6	Medium
Clairemont Drive	Burgener Boulevard to Denver Street	Connector	-	-	-	-	-	-	1	0	2	1	4	Medium
Clairemont Drive	Burgener Boulevard to Denver Street	Connector	1	0	0	1	2	Low	-	-	-	-	-	-
Clairemont Drive	Denver Street to I-5 NB Ramps	Connector	0	2	2	1	5	Medium	-	-	-	-	-	-
Clairemont Drive	Denver Street to I-5 NB Ramps	Connector	-	-	-	-	-	-	0	2	2	1	5	Medium
Clairemont Drive	Denver Street to I-5 NB Ramps	Connector	-	-	-	-	-	-	0	2	2	1	5	Medium
Clairemont Drive	Denver Street to I-5 NB Ramps	Connector	1	2	2	1	6	Medium	-	-	-	-	-	-
Clairemont Drive	Denver Street to I-5 NB Ramps	Connector	-	-	-	-	-	-	1	2	2	1	6	Medium
Clairemont Drive	West of I-5 NB Ramps	Connector	-	-	-	-	-	-	0	0	2	0	2	Low
Clairemont Drive	West of I-5 NB Ramps	Connector	0	0	2	0	2	Low	-	-	-	-	-	-
Clairemont Drive	West of I-5 NB Ramps	Connector	0	2	2	0	4	Medium	-	-	-	-	-	-
Clairemont Drive	West of I-5 NB Ramps	Connector	-	-	-	-	-	-	0	2	2	0	4	Medium
Clairemont Drive	West of I-5 NB Ramps	Connector	-	-	-	-	-	-	0	2	2	0	4	Medium
Clairemont Mesa Boulevard	Luna Avenue to Moraga Avenue	Connector	1	2	0	0	3	Low	-	-	-	-	-	-
Clairemont Mesa Boulevard	Luna Avenue to Moraga Avenue	Connector	-	-	-	-	-	-	1	2	0	0	3	Low
Clairemont Mesa Boulevard	Moraga Avenue to Clairemont Drive	Connector	-	-	-	-	-	-	2	0	0	0	2	Low
Clairemont Mesa Boulevard	Moraga Avenue to Clairemont Drive	Connector	1	2	0	0	3	Low	-	-	-	-	-	-
Clairemont Mesa Boulevard	Moraga Avenue to Clairemont Drive	Connector	-	-	-	-	-	-	2	2	0	0	4	Medium
Clairemont Mesa Boulevard	Moraga Avenue to Clairemont Drive	Connector	1	2	0	0	3	Low	-	-	-	-	-	-
Clairemont Mesa Boulevard	Clairemont Drive to Rolfe Road	Connector	-	-	-	-	-	-	2	2	2	1	7	High
Clairemont Mesa Boulevard	Clairemont Drive to Rolfe Road	Corridor	1	2	2	1	6	Medium	-	-	-	-	-	-
Clairemont Mesa Boulevard	Clairemont Drive to Rolfe Road	Corridor	1	2	2	1	6	Medium	-	-	-	-	-	-
Clairemont Mesa Boulevard	Clairemont Drive to Rolfe Road	Corridor	1	2	2	1	6	Medium	-	-	-	-	-	-
Clairemont Mesa Boulevard	Clairemont Drive to Rolfe Road	Connector	-	-	-	-	-	-	1	2	2	1	6	Medium
Clairemont Mesa Boulevard	Rolfe Road to Clairemont Drive / Kleefeld Avenue	Connector	-	-	-	-	-	-	2	0	0	1	3	Low
Clairemont Mesa Boulevard	Rolfe Road to Clairemont Drive / Kleefeld Avenue	Corridor	1	2	2	1	6	Medium	-	-	-	-	-	-
Clairemont Mesa Boulevard	Rolfe Road to Clairemont Drive / Kleefeld Avenue	Corridor	1	0	2	1	4	Medium	-	-	-	-	-	-
Clairemont Mesa Boulevard	Clairemont Drive / Kleefeld Avenue to Genesee Avenue	Connector	2	2	0	1	5	Medium	-	-	-	-	-	-
Clairemont Mesa Boulevard	Clairemont Drive / Kleefeld Avenue to Genesee Avenue	Connector	-	-	-	-	-	-	1	0	0	1	2	Low
Clairemont Mesa Boulevard	Clairemont Drive / Kleefeld Avenue to Genesee Avenue	Connector	1	0	0	1	2	Low	-	-	-	-	-	-
Clairemont Mesa Boulevard	Clairemont Drive / Kleefeld Avenue to Genesee Avenue	Connector	-	-	-	-	-	-	2	2	2	1	7	High

Roadway Name	Roadway Segment	Pedestrian Route Type	North/East						South/West					
			Horizontal Buffer	Lighting	Clear Ped Zone	Speed	Score	Grade	Horizontal Buffer	Lighting	Clear Ped Zone	Speed	Score	Grade
Clairemont Mesa Boulevard	Clairemont Drive / Kleefeld Avenue to Genesee Avenue	Connector	-	-	-	-	-	-	2	2	0	1	5	Medium
Clairemont Mesa Boulevard	Genesee Avenue to Limerick Avenue	Connector	1	2	0	1	4	Medium	-	-	-	-	-	-
Clairemont Mesa Boulevard	Genesee Avenue to Limerick Avenue	Corridor	1	2	2	1	6	Medium	-	-	-	-	-	-
Clairemont Mesa Boulevard	Genesee Avenue to Limerick Avenue	Connector	1	0	2	1	4	Medium	-	-	-	-	-	-
Clairemont Mesa Boulevard	Genesee Avenue to Limerick Avenue	Connector	1	2	2	1	6	Medium	-	-	-	-	-	-
Clairemont Mesa Boulevard	Genesee Avenue to Limerick Avenue	Connector	-	-	-	-	-	-	1	2	2	1	6	Medium
Clairemont Mesa Boulevard	Genesee Avenue to Limerick Avenue	Connector	-	-	-	-	-	-	1	2	2	1	6	Medium
Clairemont Mesa Boulevard	Genesee Avenue to Limerick Avenue	Connector	-	-	-	-	-	-	1	2	0	1	4	Medium
Clairemont Mesa Boulevard	Genesee Avenue to Limerick Avenue	Connector	-	-	-	-	-	-	1	2	0	1	4	Medium
Clairemont Mesa Boulevard	Genesee Avenue to Limerick Avenue	Connector	1	2	2	1	6	Medium	-	-	-	-	-	-
Clairemont Mesa Boulevard	Genesee Avenue to Limerick Avenue	Connector	-	-	-	-	-	-	1	2	2	1	6	Medium
Clairemont Mesa Boulevard	Genesee Avenue to Limerick Avenue	Connector	1	2	0	1	4	Medium	-	-	-	-	-	-
Clairemont Mesa Boulevard	Limerick Avenue to I-805 SB Ramps	Connector	-	-	-	-	-	-	0	0	0	1	1	Low
Clairemont Mesa Boulevard	Limerick Avenue to I-805 SB Ramps	Connector	1	0	2	1	4	Medium	-	-	-	-	-	-
Clairemont Mesa Boulevard	Limerick Avenue to I-805 SB Ramps	Connector	-	-	-	-	-	-	1	2	0	1	4	Medium
Clairemont Mesa Boulevard	Limerick Avenue to I-805 SB Ramps	Connector	1	0	2	1	4	Medium	-	-	-	-	-	-
Clairemont Mesa Boulevard	Limerick Avenue to I-805 SB Ramps	Connector	0	2	2	1	5	Medium	-	-	-	-	-	-
Clairemont Mesa Boulevard	Limerick Avenue to I-805 SB Ramps	Connector	0	0	2	1	3	Low	-	-	-	-	-	-
Clairemont Mesa Boulevard	Limerick Avenue to I-805 SB Ramps	Connector	-	-	-	-	-	-	1	2	0	1	4	Medium
Garnet Avenue	I-5 SB On-Ramp to I-5 NB Off-Ramp	Connector	-	-	-	-	-	-	1	2	2	1	6	Medium
Garnet Avenue	I-5 SB On-Ramp to I-5 NB Off-Ramp	Connector	1	0	2	1	4	Medium	-	-	-	-	-	-
Garnet Avenue	I-5 NB Off-Ramp to Morena Boulevard SB On-Ramp	Connector	1	2	0	1	4	Medium	-	-	-	-	-	-
Garnet Avenue	I-5 NB Off-Ramp to Morena Boulevard SB On-Ramp	Connector	-	-	-	-	-	-	1	0	0	1	2	Low
Garnet Avenue	I-5 NB Off-Ramp to Morena Boulevard SB On-Ramp	Connector	1	2	0	1	4	Medium	-	-	-	-	-	-
Genesee Avenue	SR-52 WB Ramps to Clairemont Mesa Boulevard	Connector	-	-	-	-	-	-	1	2	0	1	4	Medium
Genesee Avenue	SR-52 WB Ramps to Clairemont Mesa Boulevard	Connector	1	2	0	1	4	Medium	-	-	-	-	-	-
Genesee Avenue	SR-52 WB Ramps to Clairemont Mesa Boulevard	Connector	-	-	-	-	-	-	1	2	2	1	6	Medium
Genesee Avenue	SR-52 WB Ramps to Clairemont Mesa Boulevard	Connector	1	2	2	1	6	Medium	-	-	-	-	-	-
Genesee Avenue	SR-52 WB Ramps to Clairemont Mesa Boulevard	Connector	-	-	-	-	-	-	1	0	0	0	1	Low
Genesee Avenue	SR-52 WB Ramps to Clairemont Mesa Boulevard	Connector	1	0	2	0	3	Low	-	-	-	-	-	-
Genesee Avenue	Clairemont Mesa Boulevard to Sauk Avenue	Connector	-	-	-	-	-	-	2	2	2	1	7	High
Genesee Avenue	Clairemont Mesa Boulevard to Sauk Avenue	Connector	-	-	-	-	-	-	1	2	0	1	4	Medium
Genesee Avenue	Clairemont Mesa Boulevard to Sauk Avenue	Connector	-	-	-	-	-	-	1	2	2	1	6	Medium
Genesee Avenue	Clairemont Mesa Boulevard to Sauk Avenue	Connector	1	2	2	1	6	Medium	-	-	-	-	-	-
Genesee Avenue	Clairemont Mesa Boulevard to Sauk Avenue	Connector	1	2	0	1	4	Medium	-	-	-	-	-	-
Genesee Avenue	Clairemont Mesa Boulevard to Sauk Avenue	Connector	1	2	0	1	4	Medium	-	-	-	-	-	-
Genesee Avenue	Sauk Avenue to Derrick Drive	Connector	-	-	-	-	-	-	1	0	2	0	3	Low
Genesee Avenue	Sauk Avenue to Derrick Drive	Connector	-	-	-	-	-	-	1	2	2	0	5	Medium
Genesee Avenue	Sauk Avenue to Derrick Drive	Connector	1	0	2	0	3	Low	-	-	-	-	-	-
Genesee Avenue	Sauk Avenue to Derrick Drive	Connector	1	0	0	0	1	Low	-	-	-	-	-	-
Genesee Avenue	Sauk Avenue to Derrick Drive	Connector	1	0	0	0	1	Low	-	-	-	-	-	-
Genesee Avenue	Sauk Avenue to Derrick Drive	Connector	-	-	-	-	-	-	1	0	2	0	3	Low
Genesee Avenue	Sauk Avenue to Derrick Drive	Connector	-	-	-	-	-	-	1	0	2	0	3	Low
Genesee Avenue	Sauk Avenue to Derrick Drive	Connector	1	0	2	0	3	Low	-	-	-	-	-	-
Genesee Avenue	Sauk Avenue to Derrick Drive	Connector	1	0	2	0	3	Low	-	-	-	-	-	-
Genesee Avenue	Derrick Drive to Mt. Etna Drive	Corridor	-	-	-	-	-	-	1	2	2	1	6	Medium
Genesee Avenue	Derrick Drive to Mt. Etna Drive	Corridor	1	2	2	1	6	Medium	-	-	-	-	-	-
Genesee Avenue	Mt. Etna Drive to Balboa Avenue	Corridor	-	-	-	-	-	-	1	2	2	1	6	Medium
Genesee Avenue	Mt. Etna Drive to Balboa Avenue	Corridor	1	2	2	1	6	Medium	-	-	-	-	-	-
Genesee Avenue	Balboa Avenue to Mt. Alifan Drive	Connector	-	-	-	-	-	-	1	2	2	1	6	Medium
Genesee Avenue	Balboa Avenue to Mt. Alifan Drive	Corridor	1	2	2	1	6	Medium	-	-	-	-	-	-
Genesee Avenue	Mt. Alifan Drive to Marlesta Drive	Connector	1	0	0	0	1	Low	-	-	-	-	-	-
Genesee Avenue	Mt. Alifan Drive to Marlesta Drive	Connector	1	0	2	0	3	Low	-	-	-	-	-	-
Genesee Avenue	Mt. Alifan Drive to Marlesta Drive	Connector	1	0	2	1	4	Medium	-	-	-	-	-	-
Genesee Avenue	Mt. Alifan Drive to Marlesta Drive	Connector	-	-	-	-	-	-	1	0	2	0	3	Low
Genesee Avenue	Mt. Alifan Drive to Marlesta Drive	Connector	-	-	-	-	-	-	1	0	2	1	4	Medium
Genesee Avenue	Mt. Alifan Drive to Marlesta Drive	Connector	-	-	-	-	-	-	1	0	2	0	3	Low
Genesee Avenue	Marlesta Drive to Community Boundary	Connector	1	0	0	0	1	Low	-	-	-	-	-	-
Genesee Avenue	Marlesta Drive to Community Boundary	Connector	-	-	-	-	-	-	1	2	0	0	3	Low
Linda Vista Road	I-805 to Mesa College Drive	Connector	-	-	-	-	-	-	1	2	2	0	5	Medium
Linda Vista Road	I-805 to Mesa College Drive	Connector	1	0	2	0	3	Low	-	-	-	-	-	-

Roadway Name	Roadway Segment	Pedestrian Route Type	North/East						South/West					
			Horizontal Buffer	Lighting	Clear Ped Zone	Speed	Score	Grade	Horizontal Buffer	Lighting	Clear Ped Zone	Speed	Score	Grade
Moraga Avenue	Clairemont Mesa Boulevard to Balboa Avenue	Connector	-	-	-	-	-	-	1	0	0	1	2	Low
Moraga Avenue	Clairemont Mesa Boulevard to Balboa Avenue	Connector	1	0	2	1	4	Medium	-	-	-	-	-	-
Morena Boulevard	Balboa Avenue to Napier Street	Connector	1	0	2	0	3	Low	-	-	-	-	-	-
Morena Boulevard	Balboa Avenue to Napier Street	Connector	-	-	-	-	-	-	1	2	2	0	5	Medium
Morena Boulevard	Balboa Avenue to Napier Street	Connector	-	-	-	-	-	-	1	2	2	0	5	Medium
Morena Boulevard	Balboa Avenue to Napier Street	Connector	-	-	-	-	-	-	1	2	0	0	3	Low
Morena Boulevard	Balboa Avenue to Napier Street	Connector	-	-	-	-	-	-	1	2	0	0	3	Low
Morena Boulevard	Balboa Avenue to Napier Street	Connector	-	-	-	-	-	-	1	0	2	0	3	Low
Morena Boulevard	Balboa Avenue to Napier Street	Connector	0	2	2	0	4	Medium	-	-	-	-	-	-
Morena Boulevard	Balboa Avenue to Napier Street	Connector	1	2	2	0	5	Medium	-	-	-	-	-	-
Morena Boulevard	Balboa Avenue to Napier Street	Corridor	1	2	2	0	5	Medium	-	-	-	-	-	-
Morena Boulevard	Balboa Avenue to Napier Street	Corridor	1	0	2	0	3	Low	-	-	-	-	-	-
Morena Boulevard	Balboa Avenue to Napier Street	Corridor	1	0	2	0	3	Low	-	-	-	-	-	-
Morena Boulevard	Balboa Avenue to Napier Street	Connector	-	-	-	-	-	-	1	0	2	0	3	Low
Morena Boulevard	Napier Street to West Morena Boulevard	Connector	-	-	-	-	-	-	1	2	2	0	5	Medium
Morena Boulevard	Napier Street to West Morena Boulevard	Connector	-	-	-	-	-	-	1	2	2	0	5	Medium
Morena Boulevard	Napier Street to West Morena Boulevard	Connector	-	-	-	-	-	-	1	2	2	0	5	Medium
Morena Boulevard	Napier Street to West Morena Boulevard	Connector	-	-	-	-	-	-	1	2	2	0	5	Medium
Morena Boulevard	Napier Street to West Morena Boulevard	Connector	1	2	2	0	5	Medium	-	-	-	-	-	-
Morena Boulevard	Napier Street to West Morena Boulevard	Connector	1	2	2	0	5	Medium	-	-	-	-	-	-
Morena Boulevard	Napier Street to West Morena Boulevard	Connector	1	2	2	0	5	Medium	-	-	-	-	-	-
Morena Boulevard	Napier Street to West Morena Boulevard	Connector	1	2	2	0	5	Medium	-	-	-	-	-	-
Morena Boulevard	Napier Street to West Morena Boulevard	Connector	1	0	2	0	3	Low	-	-	-	-	-	-
Morena Boulevard	West Morena Boulevard to Knoxville Street	Connector	-	-	-	-	-	-	1	2	2	1	6	Medium
Morena Boulevard	West Morena Boulevard to Knoxville Street	Connector	-	-	-	-	-	-	1	2	0	1	4	Medium
Morena Boulevard	West Morena Boulevard to Knoxville Street	Connector	-	-	-	-	-	-	1	0	2	1	4	Medium
Morena Boulevard	West Morena Boulevard to Knoxville Street	Connector	1	2	2	1	6	Medium	-	-	-	-	-	-
Morena Boulevard	West Morena Boulevard to Knoxville Street	Connector	1	2	2	1	6	Medium	-	-	-	-	-	-
Morena Boulevard	West Morena Boulevard to Knoxville Street	Connector	1	0	2	1	4	Medium	-	-	-	-	-	-
Morena Boulevard	West Morena Boulevard to Knoxville Street	Connector	1	0	2	1	4	Medium	-	-	-	-	-	-
Morena Boulevard	West Morena Boulevard to Knoxville Street	Connector	-	-	-	-	-	-	1	0	2	1	4	Medium
Morena Boulevard	West Morena Boulevard to Knoxville Street	Connector	1	0	2	1	4	Medium	-	-	-	-	-	-
Morena Boulevard	Knoxville Street to Tecolote Road	Connector	-	-	-	-	-	-	-	-	-	-	-	-
Morena Boulevard	Knoxville Street to Tecolote Road	Connector	-	-	-	-	-	-	1	2	2	1	6	Medium
Mt. Alifan Drive	Balboa Avenue to Genesee Avenue	Connector	-	-	-	-	-	-	1	0	0	1	2	Low
Mt. Alifan Drive	Balboa Avenue to Genesee Avenue	Connector	-	-	-	-	-	-	1	2	2	1	6	Medium
Mt. Alifan Drive	Balboa Avenue to Genesee Avenue	Connector	-	-	-	-	-	-	1	2	0	1	4	Medium
Mt. Alifan Drive	Balboa Avenue to Genesee Avenue	Corridor	1	2	0	1	4	Medium	-	-	-	-	-	-
Mt. Alifan Drive	Balboa Avenue to Genesee Avenue	Corridor	1	2	0	1	4	Medium	-	-	-	-	-	-
Mt. Alifan Drive	Balboa Avenue to Genesee Avenue	Corridor	1	2	0	1	4	Medium	-	-	-	-	-	-
Regents Road	SR-52 EB Ramps to Luna Avenue	Connector	1	0	0	0	1	Low	-	-	-	-	-	-
Regents Road	SR-52 EB Ramps to Luna Avenue	Connector	-	-	-	-	-	-	1	0	0	0	1	Low
Tecolote Road	Tecolote Canyon to Community Boundary	Connector	-	-	-	-	-	-	1	2	2	2	7	High
Tecolote Road	Tecolote Canyon to Community Boundary	Connector	1	2	2	2	7	High	-	-	-	-	-	-

Appendix A-2

Pedestrian Connectivity Ratios

Intersection ID	Intersection	1/2-Mile Walkshed Land Area (acres)	1/2-Mile Crow Flies Area (Acres)	Pedestrian Connectivity Ratio
5	Clairemont Mesa Boulevard and Luna Avenue	272.4	502.7	54%
6	Jutland Drive and Luna Avenue	283.8	502.7	56%
8	Clairemont Mesa Boulevard and Moraga Avenue	282.5	502.7	56%
9	Clairemont Drive and Clairemont Mesa Boulevard	296.7	502.7	59%
10	Rolfe Drive and Clairemont Mesa Boulevard	257.9	502.7	51%
11	Clairemont Drive - Kleeferfield and Clairemont Mesa Boulevard	322.2	502.7	64%
12	Genesee Avenue and Clairemont Mesa Boulevard	307.4	502.7	61%
13	Limerick Avenue and Clairemont Mesa Boulevard	295.3	502.7	59%
14	I-805 SB Ramps and Clairemont Mesa Boulevard	173.4	502.7	34%
16	Genesee Avenue and Derrick Drive	293.3	502.7	58%
17	Genesee Avenue and Mt. Etna Drive	292.0	502.7	58%
18	Genesee Avenue and Balboa Avenue	292.0	502.7	58%
19	Genesee Avenue and Mt. Alifan Drive	289.2	502.7	58%
20	Mt. Alifan Drive and Mt. Abraham Drive	301.2	502.7	60%
21	Mt. Abernathy Drive and Balboa Avenue	323.4	502.7	64%
22	Mt. Abernathy Drive and Balboa Arms	310.7	502.7	62%
23	Cannington Street and Balboa Avenue	318.9	502.7	63%
24	Charger Avenue and Balboa Avenue	310.2	502.7	62%
25	I-805 SB Ramps and Balboa Avenue	187.6	502.7	37%
27	Clairemont Drive and Balboa Avenue	289.5	502.7	58%
28	I-5 SB Ramps and Mission Bay Drive	176.9	502.7	35%
29	I-5 NB Ramps and Clairemont Drive	215.6	502.7	43%
30	Denver Street and Clairemont Drive	271.2	502.7	54%
31	Burgener Boulevard and Clairemont Drive	237.5	502.7	47%
32	Burgener Boulevard and Field Drive	237.6	502.7	47%
33	Clairemont Drive and Iroquois Drive	190.4	502.7	38%
34	Morena Boulevard and Napier Street	166.8	502.7	33%
35	Morena Boulevard and Ashton Street	162.8	502.7	32%
36	Morena Boulevard and West Morena Boulevard	183.5	502.7	37%
37	Knoxville Street and Morena Boulevard	259.6	502.7	52%
38	Tecolote Road and Morena Boulevard	279.6	502.7	56%
39	Genesee Avenue and Marlesta Road	114.9	502.7	23%
43	Linda Vista Road and Mesa College Drive	259.9	502.7	52%
49	Morena Boulevard and Balboa Avenue EB Ramps	210.6	502.7	42%

Appendix B

Bicycle Quality Evaluation Criteria and LTS Scores

Bicycle Facility Quality – Appendix – Methodology Details

This section describes the specific methodology used in the Bicycle Quality / Level of Traffic Stress (LTS) analysis. It consists of two sections:

1. General Evaluation Criteria: Defines the general LTS evaluation criteria for all facility types, in accordance with methodology established by the Mineta Transportation Institute in its 2012 report, “Low Stress Bicycling and Network Connectivity.”¹
2. Key Assumptions: Provides more detail on the key assumptions employed in this analysis.

General Evaluation Criteria

As defined by the Mineta Institute and shown in Table 1, LTS utilizes four primary criteria depending on the facility type.

Table 1: LTS Criteria by Facility Type

Criterion	Class I / IV Separated Facilities	Class II Bicycle Lanes	Class III and Other Shared Roadways
Speed Limit or Prevailing Speed	N/A (Generally assumed to be LTS 1)	•	•
Street Width (Auto Lanes)		•	•
Bike Lane/Parking Width		•	
Bike Lane Blockage		•	

Source: “Low Stress Bicycling and Network Connectivity,” Mineta Transportation Institute, pp. 17-21.

Class I and Class IV Separated Facilities

Traditional LTS presumes separated bicycle facilities to be LTS 1, the lowest level of stress, as they are physically separated from automobile traffic and therefore unaffected by the auto-centric criteria listed in Table 1. As explained by the Mineta Institute:

Bikeways that are physically separated from motor traffic have the lowest level of traffic stress between intersections, LTS 1. They include standalone paths as well as those that run alongside a road that may be called cycle tracks, sidepaths, or segregated lanes. Means of physical separation from motor traffic include, but are not limited to, curbs, raised medians, parking lanes, and flexible bollards.

This category includes shared-use paths as well as bicycling-only facilities. (While there can be some stress in sharing a path with pedestrians, it is not in the same class as traffic danger; it is more akin to congestion which can force a traveler to go slow, and, unlike traffic danger, is rarely a factor that keeps people from riding a bike.)²

¹ <http://transweb.sjsu.edu/project/1005.html>

² “Low Stress Bicycling and Network Connectivity,” Mineta Transportation Institute, p. 17.

Class II Bicycle Lanes

Striped Class II bicycle lanes can cover the entire range of LTS levels, and their evaluation depends upon the largest number of criteria.

Table 2 shows the criteria for Class II lanes located alongside a parking lane, while Table 3 shows the criteria for Class II lanes not located alongside a parking lane. As explained by the Mineta Institute:

Bike lanes can exhibit the full range of traffic stress. Where they have ample width and are positioned on a road whose traffic is slow and simple (a single lane per direction), they can offer cyclists a low-stress riding environment. However, bike lanes can also present a high-stress environment when positioned on roads with highway speeds or turbulent traffic, or next to high-turnover parking lanes without adequate clearance.³

Assigning a segment's LTS level requires identifying the "weakest link" among all criteria:

For any given segment, these criteria aggregate following the weakest link principle: the dimension with the worst level of stress governs. For this reason, traffic stress levels in the tables that follow use notations such as "LTS > 2," which means the factor puts a floor on traffic stress at level 2. For example, if a segment's street width matches the criteria for LTS > 1, its prevailing speed matches LTS > 2, and its bike lane blockage matches LTS > 3, then the segment as a whole has LTS 3.⁴

Table 2: LTS Criteria for Class II Bike Lanes Alongside a Parking Lane

Criterion	LTS > 1	LTS > 2	LTS > 3	LTS > 4
Street width (through lanes per direction)	1	(no effect)	2 or more	(no effect)
Sum of bike lane and parking lane width (includes marked buffer and paved gutter)	15 ft. or more	14 or 14.5 ft.*	13.5 ft. or less	(no effect)
Speed limit or prevailing speed	25 mph or less	30 mph	35 mph	40 mph or more
Bike lane blockage (typically applies in commercial areas)	rare	(no effect)	frequent	(no effect)

Source: "Low Stress Bicycling and Network Connectivity," Mineta Transportation Institute, p. 18.

Note: (no effect) = factor does not trigger an increase to this level of traffic stress.

* If speed limit < 25 mph or Class = residential, then any width is acceptable for LTS 2.

³ "Low Stress Bicycling and Network Connectivity," Mineta Transportation Institute, pp. 17-18.

⁴ "Low Stress Bicycling and Network Connectivity," Mineta Transportation Institute, p. 18.

Table 3: LTS Criteria for Class II Bike Lanes Not Alongside a Parking Lane

Criterion	LTS > 1	LTS > 2	LTS > 3	LTS > 4
Street width (through lanes per direction)	1	2, if directions are separated by a raised median	more than 2, or 2 without a separating median	(no effect)
Bike lane width (includes marked buffer and paved gutter)	6 ft. or more	5.5 ft. or less	(no effect)	(no effect)
Speed limit or prevailing speed	30 mph or less	(no effect)	35 mph	40 mph or more
Bike lane blockage (typically applies in commercial areas)	rare	(no effect)	frequent	(no effect)

Source: “Low Stress Bicycling and Network Connectivity,” Mineta Transportation Institute, p. 18.

Note: (no effect) = factor does not trigger an increase to this level of traffic stress.

Class III and Other Shared Roadways

Class III and other shared roadways rely on two criteria—street width and speed—as shown in Table 4. This evaluation applies both to segments specifically designated as Class III (often marked by signs and sharrows) as well as to all other local roadways that are not marked specifically for bicycles and are therefore implicitly shared. As explained by the Mineta Institute:

Where cyclists share space on the road with motor traffic, level of traffic stress is assumed to be unaffected by signage (e.g., “Bike Route” or “Share the Road” signs), shared-lane markings, or having a wide outside lane. Studies of shared-lane markings have shown that they have a small beneficial effect but nothing comparable to the benefit of designating an exclusive bicycling zone by marking a bike lane.⁵

Table 4: LTS Criteria for Class III Shared Roadways

Speed Limit	Street Width		
	2-3 lanes	4-5 lanes	6+ lanes
Up to 25 mph	LTS 1 or 2 *	LTS 3	LTS 4
30 mph	LTS 2 or 3 *	LTS 4	LTS 4
35+ mph	LTS 4	LTS 4	LTS 4

Source: “Low Stress Bicycling and Network Connectivity,” Mineta Transportation Institute, p. 21.

Note: Use lower value for streets without marked centerlines or classified as residential and with fewer than 3 lanes; use higher value otherwise.

⁵ “Low Stress Bicycling and Network Connectivity,” Mineta Transportation Institute, pp. 20-21.

Key Assumptions

Applying the general LTS methodology to the specific conditions of Clairemont Mesa requires several data sources and key assumptions.

Key Assumptions

The sources and key assumptions for each criterion are:

- Traffic Speed: The posted speed limit for autos, gathered from street network data and field observation..
- Street Width (Auto Lanes): The number of auto through lanes in each direction, gathered from field observation as well as functional classification data.
- Bike Lane/Parking Width: Assumed standard widths of 5 feet for all Class II bicycle lanes and 8 feet for all parking lanes alongside Class II bicycle lanes.
- Bike Lane Blockage: This criterion is categorized simply into “Frequent” and “Rare,” with “Frequent” generally applying only in busy commercial districts. Assumed “Rare” for all areas with Class II bike lanes.

LTS Scores

Roadway Name	Roadway Segment	Bicycle Class	Prevailing Auto Speed	Street Width (through lanes)	Bike Lane Width (feet)	Parking Lane Width (feet)	Bike Lane Blockage	Segment LTS
Balboa Ave	Morena Boulevard SB Ramps to Morena Boulevard NB Ramps	3	35	2	NA	NA	Rare	4
Balboa Ave	Morena Boulevard NB Ramps to Moraga Avenue	3	51	2	NA	NA	Rare	4
Balboa Ave	Moraga Avenue to Balboa Terrace	3	51	2	NA	NA	Rare	4
Balboa Ave	Balboa Terrace to Clairemont Drive	3	51	2	NA	NA	Rare	4
Balboa Ave	Clairemont Drive to Genesee Avenue	2	55	2	5	8	Rare	4
Balboa Ave	Genesee Avenue to Mt. Abernathy Avenue	2	40	3	5	8	Rare	4
Balboa Ave	Mt. Abernathy Avenue to Mt. Albertine Avenue	3	40	3	NA	NA	Rare	4
Balboa Ave	Mt. Albertine Avenue to Charger Boulevard	3	40	3	NA	NA	Rare	4
Balboa Ave	Charger Boulevard to I-805 SB Ramps	3	40	3	NA	NA	Rare	4
Balboa Ave	I-805 SB Ramps to I-805 NB Ramps	3	40	3	NA	NA	Rare	4
Clairemont Drive Nb	Kleefeld Avenue to Clairemont Mesa Boulevard	2	39	2	5	8	Rare	3
Clairemont Drive	Clairemont Mesa Boulevard to Chippewa Court	2	41	1	5	8	Rare	4
Clairemont Drive	Chippewa Court to Balboa Avenue	2	41	1	5	8	Rare	4
Clairemont Drive	Balboa Avenue to Iroquois Avenue	3	41	2	NA	NA	Rare	4
Clairemont Drive	Iroquois Avenue to Burgener Boulevard	3	41	2	NA	NA	Rare	4
Clairemont Drive	Burgener Boulevard to Denver Street	2	40	1	5	8	Rare	4
Clairemont Drive	Burgener Boulevard to Denver Street	3	40	2	NA	NA	Rare	4
Clairemont Drive	Denver Street to I-5 NB Ramps	3	40	2	NA	NA	Rare	4
Clairemont Drive	West of I-5 NB Ramps	3	40	2	NA	NA	Rare	4
Clairemont Mesa Boulevard	Luna Avenue to Moraga Avenue	2	42	2	5	8	Rare	4
Clairemont Mesa Boulevard	Moraga Avenue to Clairemont Drive	2	42	2	5	8	Rare	4
Clairemont Mesa Boulevard	Clairemont Drive to Rolfe Road	3	37	2	NA	NA	Rare	4
Clairemont Mesa Boulevard	Rolfe Road to Clairemont Drive / Kleefeld Avenue	3	37	2	NA	NA	Rare	4
Clairemont Mesa Boulevard	Clairemont Drive / Kleefeld Avenue to Genesee Avenue	2	37	2	5	8	Rare	3
Clairemont Mesa Boulevard	Genesee Avenue to Limerick Avenue	3	37	2	NA	NA	Rare	4
Clairemont Mesa Boulevard	Limerick Avenue to I-805 SB Ramps	3	37	3	NA	NA	Rare	4
Clairemont Mesa Boulevard	I-805 SB Ramps to I-805 NB Ramps	3	37	2	NA	NA	Rare	4
Garnet Ave	I-5 SB On-Ramp to I-5 NB Off-Ramp	3	35	2	NA	NA	Rare	4
Garnet Ave	I-5 NB Off-Ramp to Morena Boulevard SB On-Ramp	3	35	2	NA	NA	Rare	4
Genesee Ave	SR-52 WB Ramps to Clairemont Mesa Boulevard	2	49	2	5	8	Rare	4
Genesee Ave	Clairemont Mesa Boulevard to Bannock Avenue	2	37	2	5	8	Rare	4
Genesee Ave	Bannock Street to Sauk Avenue	2	37	2	5	8	Rare	3
Genesee Ave	Sauk Avenue to Derrick Drive	2	46	2	5	8	Rare	4
Genesee Ave	Derrick Drive to Mt. Etna Drive	2	34	3	5	8	Rare	3
Genesee Ave	Mt. Etna Drive to Balboa Avenue	2	34	2	5	8	Rare	3
Genesee Ave	Balboa Avenue to Mt. Alifan Drive	2	34	2	5	8	Rare	3
Genesee Ave	Mt. Alifan Drive to Genesee Court East	2	34	2	5	8	Rare	3
Genesee Ave	Genesee Court East to Marlesta Drive	2	52	2	5	8	Rare	4
Genesee Ave	Marlesta Drive to Osler Street	2	50	1	5	8	Rare	4
Luna Ave	Clairemont Mesa Boulevard to Jutland Drive	3	35	1	NA	NA	Rare	4
Jutland Drive	Luna Avenue to Camino Coralino ¹	3	32	1	NA	NA	Rare	2
Jutland Drive	Camino Coralino to Morena Boulevard	3	32	1	NA	NA	Rare	3
Moraga Ave	Clairemont Mesa Boulevard to Moraga Place	3	34	1	NA	NA	Rare	2
Moraga Ave	Moraga Place to Balboa Avenue	3	43	2	NA	NA	Rare	4
Morena Boulevard	North of Balboa Avenue	3	50	2	NA	NA	Rare	4
Morena Boulevard Nb	Balboa Avenue to Napier Street	3	52	2	NA	NA	Rare	4

Roadway Name	Roadway Segment	Bicycle Class	Prevailing Auto Speed	Street Width (through lanes)	Bike Lane Width (feet)	Parking Lane Width (feet)	Bike Lane Blockage	Segment LTS
Morena Boulevard Nb	Napier Street to West Morena Boulevard	3	47	2	NA	NA	Rare	4
Morena Boulevard	West Morena Boulevard to Knoxville Street	3	36	1	NA	NA	Rare	4
Morena Boulevard	Knoxville Street to Tecolote Road	3	36	1	NA	NA	Rare	4
Mt Alifan Drive	Balboa Avenue to Genesee Avenue	3	36	2	NA	NA	Rare	4
Regents Road	SR-52 WB Ramps to Luna Avenue	2	54	2	5	8	Rare	4
Tecolote Road	South of Morena Boulevard	3	25	1	NA	NA	Rare	1

¹ The segment along Jutland Drive between Luna Avenue and Camino Coralino is surrounded by residential use. The bicycle quality (LTS) evaluation criteria includes in Appendix B states that, for shared roadways with a speed between 26-35mph, the LTS method directs either LTS 2 or 3, depending on the land uses and the presence of a centerline. The methodology specifically states: "Use lower value for streets without marked centerlines or classified as residential and with fewer than 3 lanes; use higher value otherwise."

Appendix C

Existing Transit Route Information

CASH FARES / Tarifas en efectivo

Exact fare, please / Favor de pagar la cantidad exacta

Day Pass (Regional) / Pase diario (Regional) Compass Card required (\$2) / Se requiere un Compass Card (\$2)	\$5.00
One-Way Fare / Tarifa de una dirección	\$2.25
Senior (60+)/Disabled/Medicare Mayores de 60 años/Discapacitados/Medicare	\$1.10*

Children 5 & under / Niños de 5 años o menos FREE / GRATIS
Up to two children ride free per paying adult / Máximo dos niños viajan gratis por cada adulto

MONTHLY PASSES / Pases mensual

Adult / Adulto	\$72.00
Senior (60+)/Disabled/Medicare Mayores de 60 años/Discapacitados/Medicare	\$18.00*
Youths (18 and under) Jóvenes (18 años o menos)	\$36.00*

*I.D. required for discount fare or pass.

*Se requiere identificación para tarifas o pases de descuento.

DAY PASS (REGIONAL) / Pase diario (Regional)

All passes are sold on Compass Card, which can be reloaded and reused for up to five years. Compass Cards are available for \$2 at select outlets. A \$5 Day Pass requires a Compass Card. A paper Day Pass can be purchased on board buses for an additional \$2 fee.

Todos los pases se venden en el Compass Card, el cual puede ser recargado y reutilizado por hasta cinco años. Compass Cards están disponibles por \$2 en selectas sucursales. Un pase de un día por \$5 requiere un Compass Card. Un pase de un día de papel se puede obtener a bordo los autobuses por un costo adicional de \$2.

DIRECTORY / Directorio

Regional Transit Information Información de transporte público regional	511 or/ó (619) 233-3004
TTY/TDD (teletype for hearing impaired) Teletipo para sordos	(619) 234-5005 or/ó (888) 722-4889
InfoExpress (24-hour info via Touch-Tone phone) Información las 24 horas (vía teléfono de teclas)	(619) 685-4900
Customer Service / Suggestions Servicio al cliente / Sugerencias	(619) 557-4555
SafeWatch	(619) 557-4500
Lost & Found Objetos extraviados	Weekday (619) 409-4601
	Saturday (877) 841-3278
The Transit Store	(619) 234-1060 1st & Broadway, Downtown San Diego M-F 9am-5pm

For MTS online trip planning www.sdmts.com
Planificación de viajes por Internet

For more information on riding MTS services, pick up a Rider's Guide on a bus or at The Transit Store, or visit www.sdmts.com.
Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en The Transit Store, o visita a www.sdmts.com.

Thank you for riding MTS! ¡Gracias por viajar con MTS!

Effective JANUARY 25, 2015*



27

Pacific Beach – Kearny Mesa

via Balboa Av.

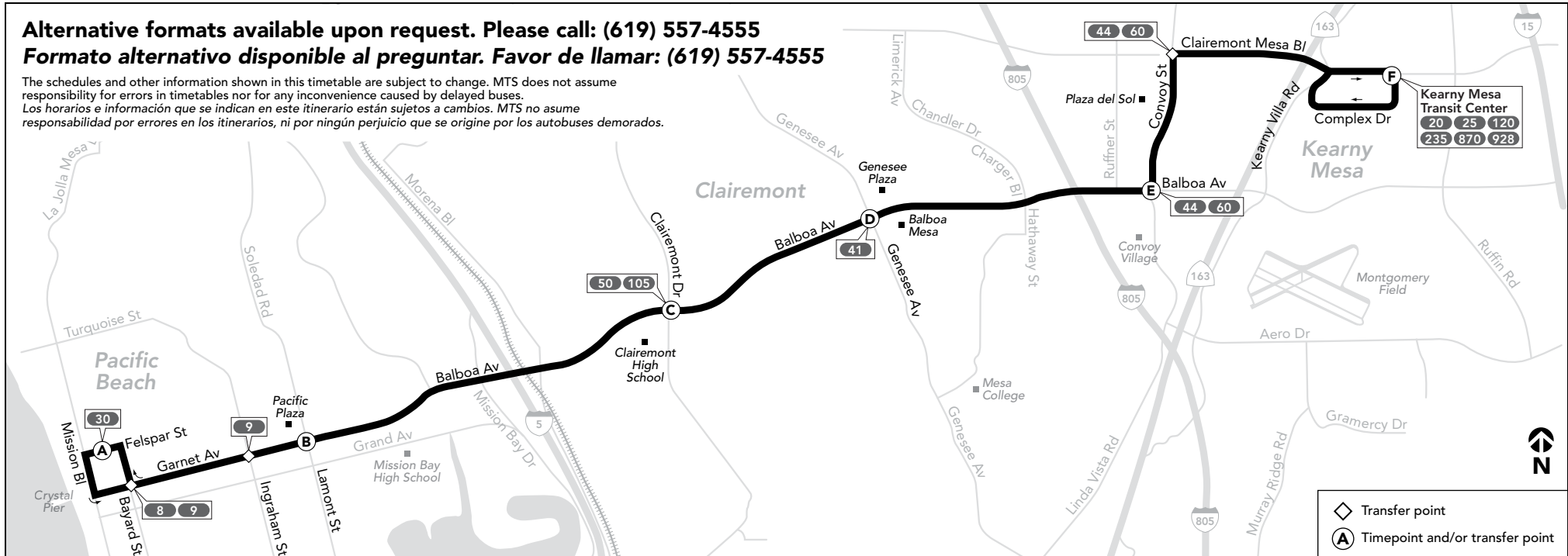
DESTINATIONS

- Balboa Av.
- Clairemont High School
- Crystal Pier
- Garnet Av.
- Genesee Plaza



Alternative formats available upon request. Please call: (619) 557-4555 Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.
Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.



A Saturday or Sunday schedule will be operated on the following holidays and observed holidays
Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados

>>> New Year's Day, Presidents' Day,
Memorial Day, Independence Day,
Labor Day, Thanksgiving, Christmas

Route 27 – Monday through Friday / lunes a viernes

Pacific Beach ➡ Clairemont ➡ Kearny Mesa

(A) Felspar St. & Mission Bl. DEPART	(B) Garnet Av. & Lamont St.	(C) Balboa Av. & Clairemont Dr.	(D) Balboa Av. & Genesee Av.	(E) Convoy St. & Balboa Av.	(F) Kearny Mesa Transit Center ARRIVE
5:37a	5:42a	5:50a	5:53a	6:01a	6:10a
6:07	6:12	6:20	6:23	6:31	6:40
6:34	6:39	6:48	6:52	7:00	7:10
7:00	7:06	7:16	7:21	7:30	7:40
7:30	7:36	7:46	7:51	8:00	8:10
8:00	8:06	8:16	8:21	8:30	8:40
8:31	8:37	8:46	8:50	8:59	9:10
9:01	9:07	9:16	9:20	9:29	9:40
9:31	9:37	9:46	9:50	9:59	10:10
9:59	10:05	10:14	10:18	10:27	10:38
10:29	10:35	10:44	10:48	10:57	11:08
10:59	11:05	11:14	11:18	11:27	11:38
11:25	11:32	11:42	11:46	11:56	12:08p
11:55	12:02p	12:12p	12:16p	12:26p	12:38
12:27p	12:34	12:44	12:48	12:58	1:10
12:57	1:04	1:14	1:18	1:28	1:40
1:27	1:34	1:44	1:48	1:58	2:10
1:59	2:06	2:16	2:20	2:30	2:42
2:25	2:33	2:44	2:49	2:59	3:12
2:55	3:03	3:14	3:19	3:29	3:42
3:25	3:33	3:44	3:49	3:59	4:12
3:55	4:03	4:14	4:19	4:29	4:42
4:25	4:33	4:44	4:49	4:59	5:12
4:55	5:03	5:14	5:19	5:29	5:42
5:25	5:33	5:44	5:49	5:59	6:12
5:57	6:05	6:15	6:19	6:28	6:40
6:30	6:37	6:46	6:50	6:59	7:10
7:18	7:24	7:32	7:36	7:45	7:55
8:18	8:24	8:32	8:36	8:45	8:55
9:18	9:24	9:32	9:36	9:45	9:55

Kearny Mesa ➡ Clairemont ➡ Pacific Beach

(F) Kearny Mesa Transit Center DEPART	(E) Convoy St. & Balboa Av.	(D) Balboa Av. & Genesee Av.	(C) Balboa Av. & Clairemont Dr.	(B) Garnet Av. & Lamont St.	(A) Felspar St. & Mission Bl. ARRIVE
5:53a ▲	6:02a	6:09a	6:12a	6:18a	6:24a
6:14 ▲	6:24	6:31	6:35	6:42	6:49
6:44 ▲	6:54	7:01	7:05	7:12	7:19
7:14 ▲	7:25	7:33	7:37	7:45	7:53
7:44 ▲	7:55	8:03	8:07	8:15	8:23
8:14 ▲	8:25	8:33	8:37	8:45	8:53
8:44 ▲	8:55	9:03	9:07	9:15	9:23
9:15 ▲	9:25	9:33	9:37	9:44	9:52
9:45 ▲	9:55	10:03	10:07	10:14	10:22
10:21 ▲	10:31	10:39	10:43	10:50	10:58
10:51 ▲	11:01	11:09	11:13	11:20	11:28
11:21 ▲	11:32	11:41	11:45	11:53	12:02p
11:51 ▲	12:02p	12:11p	12:15p	12:23p	12:32
12:21p ▲	12:32	12:41	12:45	12:53	1:02
12:51 ▲	1:02	1:11	1:15	1:23	1:32
1:21 ▲	1:32	1:41	1:45	1:53	2:02
1:51 ▲	2:02	2:11	2:15	2:23	2:32
2:21 ▲	2:33	2:42	2:47	2:56	3:06
2:51 ▲	3:03	3:12	3:17	3:26	3:36
3:21 ▲	3:33	3:42	3:47	3:56	4:06
3:51 ▲	4:03	4:12	4:17	4:26	4:36
4:24 ▲	4:36	4:45	4:50	4:59	5:09
4:54 ▲	5:06	5:15	5:20	5:29	5:39
5:24 ▲	5:36	5:45	5:50	5:59	6:09
5:54 ▲	6:05	6:13	6:17	6:26	6:35
6:24 ▲	6:34	6:41	6:45	6:53	7:01
6:54 ▲	7:03	7:10	7:14	7:21	7:29
7:24 ▲	7:33	7:40	7:44	7:51	7:59
8:24 ▲	8:33	8:40	8:44	8:51	8:59

Route 27 – Saturday / sábado

Pacific Beach ➡ Clairemont ➡ Kearny Mesa

(A) Felspar St. & Mission Bl. DEPART	(B) Garnet Av. & Lamont St.	(C) Balboa Av. & Clairemont Dr.	(D) Balboa Av. & Genesee Av.	(E) Convoy St. & Balboa Av.	(F) Kearny Mesa Transit Center ARRIVE
5:56a	6:02a	6:10a	6:14a	6:21a	6:30a
6:58	7:04	7:12	7:16	7:23	7:32
7:55	8:02	8:11	8:15	8:23	8:32
8:55	9:02	9:11	9:15	9:23	9:32
9:53	10:00	10:09	10:13	10:22	10:32
10:51	10:58	11:07	11:11	11:20	11:30
11:49	11:57	12:07p	12:11p	12:20p	12:30p
12:49p	12:57p	1:07	1:11	1:20	1:30
1:49	1:57	2:07	2:11	2:20	2:30
2:49	2:57	3:07	3:11	3:20	3:30
3:49	3:57	4:07	4:11	4:20	4:30
4:49	4:57	5:07	5:11	5:20	5:30
5:54	6:02	6:11	6:15	6:23	6:32
6:54	7:02	7:11	7:15	7:23	7:32
7:54	8:00	8:08	8:12	8:20	8:29

Kearny Mesa ➡ Clairemont ➡ Pacific Beach

(F) Kearny Mesa Transit Center DEPART	(E) Convoy St. & Balboa Av.	(D) Balboa Av. & Genesee Av.	(C) Balboa Av. & Clairemont Dr.	(B) Garnet Av. & Lamont St.	(A) Felspar St. & Mission Bl. ARRIVE
6:46a ▲	6:54a	7:02a	7:06a	7:13a	7:20a
7:48 ▲	7:57	8:05	8:09	8:16	8:24
8:48 ▲	8:57	9:05	9:09	9:17	9:26
9:49 ▲	9:58	10:06	10:10	10:18	10:27
10:49 ▲	10:58	11:06	11:10	11:18	11:27
11:49 ▲	11:59	12:07p	12:11p	12:19p	12:29p
12:49p ▲	12:59p	1:07	1:11	1:19	1:29
1:49 ▲	1:59	2:07	2:11	2:19	2:29
2:49 ▲	2:59	3:07	3:11	3:19	3:29
3:49 ▲	3:59	4:07	4:11	4:19	4:29
4:49 ▲	4:59	5:07	5:11	5:19	5:29
5:49 ▲	5:58	6:06	6:10	6:18	6:27
6:48 ▲	6:57	7:05	7:09	7:17	7:26

Route 27 – Sunday / domingo

Route 27 does not operate on Sunday. Alternative Sunday service may include Routes 8, 9, 20, 30, 41, 44, 105, or 235.
Ruta 27 no opera los domingos. Servicio alternativo de domingo puede incluir las rutas 8, 9, 20, 30, 41, 44, 105, o 235.

▲ = Board bus on Complex Drive next to Bank of America. / Encuentra el autobús en Complex Drive al lado de Bank of America.

CASH FARES / Tarifas en efectivo

Exact fare, please / Favor de pagar la cantidad exacta	
Day Pass (Regional) / Pase diario (Regional) Compass Card required (\$2) / Se requiere un Compass Card (\$2)	\$5.00
One-Way Fare / Tarifa de una dirección	\$2.25
Senior (60+)/Disabled/Medicare Mayores de 60 años/Discapacitados/Medicare	\$1.10*
Children 5 & under / Niños de 5 años o menos Up to two children ride free per paying adult / Máximo dos niños viajan gratis por cada adulto	FREE / GRATIS
MONTHLY PASSES / Pases mensual	
Adult / Adulto	\$72.00
Senior (60+)/Disabled/Medicare Mayores de 60 años/Discapacitados/Medicare	\$18.00*
Youths (18 and under) Jóvenes (18 años o menos)	\$36.00*

*I.D. required for discount fare or pass.
*Se requiere identificación para tarifas o pases de descuento.

DAY PASS (REGIONAL) / Pase diario (Regional)

All passes are sold on Compass Card, which can be reloaded and reused for up to five years. Compass Cards are available for \$2 at select outlets. A \$5 Day Pass requires a Compass Card. A paper Day Pass can be purchased on board buses for an additional \$2 fee.

Todos los pases se venden en el Compass Card, el cual puede ser recargado y reutilizado por hasta cinco años. Compass Cards están disponibles por \$2 en selectas sucursales. Un pase de un día por \$5 requiere un Compass Card. Un pase de un día de papel se puede obtener a bordo los autobuses por un costo adicional de \$2.

DIRECTORY / Directorio

Regional Transit Information Información de transporte público regional	511 or/ó (619) 233-3004
TTY/TDD (teletype for hearing impaired) Teletipo para sordos	(619) 234-5005 or/ó (888) 722-4889
InfoExpress (24-hour info via Touch-Tone phone) Información las 24 horas (vía teléfono de teclas)	(619) 685-4900
Customer Service / Suggestions Servicio al cliente / Sugerencias	(619) 557-4555
SafeWatch	(619) 557-4500
Lost & Found Objetos extraviados	(619) 557-4555

Transit Store	(619) 234-1060 12th & Imperial Transit Center M–F 8am–5pm

For MTS online trip planning
Planificación de viajes por Internet

sdmts.com

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit sdmts.com.
Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a www.sdmts.com.

Thank you for riding MTS! ¡Gracias por viajar con MTS!

Effective JANUARY 29, 2017

41

Fashion Valley – UCSD / VA Medical Ctr.
via Genesee Av.

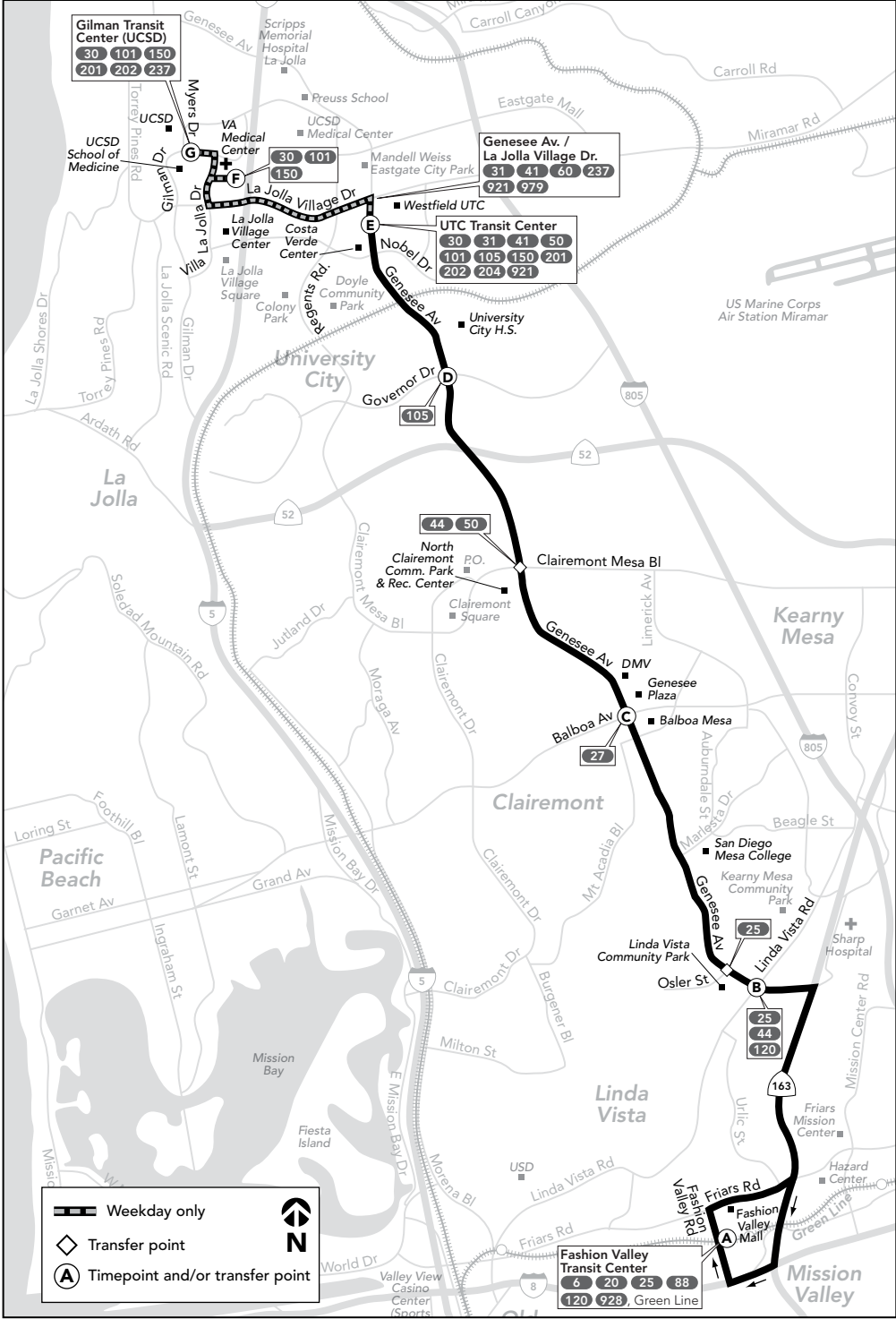
DESTINATIONS

- Costa Verde Center
- Fashion Valley Mall
- Genesee Plaza
- Linda Vista Community Park
- Mesa College
- University City High School
- Westfield UTC



01/17

Alternative formats available upon request. Please call: (619) 557-4555 / Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555



A Saturday or Sunday schedule will be operated on the following holidays and observed holidays:
Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados:

New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

compass card

S/D/M and Youth Compass Card

All riders using reduced fares must comply with one of the following options:

Option 1 (Recommended by MTS)

Option 2

For additional benefits of Option 1 and or list of valid forms of ID for Option 2 go to: www.sdmts.com/fares_discounted.asp.

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.
Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

Route 41 – Sunday / domingo						UTC ➡ Clairemont ➡ Fashion Valley						
Fashion Valley ➡ Clairemont ➡ UTC					UTC ➡ Clairemont ➡ Fashion Valley							
(A)	(B)	(C)	(D)	(E)	(F) (G)	(G) (F)	(E)	(D)	(C)	(B)	(A)	
Fashion Valley Transit Center	Genesee Av. & Linda Vista Rd.	Genesee Av. & Balboa Av.	Genesee Av. & Governor Dr.	UTC Transit Center			UTC Transit Center	Genesee Av. & Governor Dr.	Genesee Av. & Balboa Av.	Genesee Av. & Linda Vista Rd.	Fashion Valley Transit Center	
DEPART				ARRIVE			DEPART				ARRIVE	
6:39a	6:47a	6:53a	7:02a	7:07a	Alternate service available on Routes 30, 201, and 202	Servicio alterno por las rutas 30, 201, y 202	6:27a	6:32a	6:40a	6:47a	6:53a	
7:09	7:17	7:24	7:33	7:39			6:57	7:02	7:10	7:17	7:23	
7:39	7:47	7:54	8:03	8:09			7:27	7:32	7:40	7:47	7:53	
8:09	8:17	8:24	8:33	8:39			7:55	8:00	8:10	8:17	8:23	
8:39	8:48	8:56	9:06	9:12			8:25	8:30	8:40	8:47	8:53	
9:09	9:18	9:26	9:36	9:42			8:55	9:00	9:10	9:17	9:23	
9:38	9:47	9:55	10:05	10:11			9:22	9:28	9:39	9:46	9:53	
10:08	10:17	10:25	10:35	10:41			9:53	9:59	10:10	10:17	10:24	
10:38	10:47	10:55	11:05	11:11			10:23	10:29	10:40	10:47	10:54	
11:08	11:17	11:25	11:35	11:41			10:54	11:00	11:11	11:18	11:25	
11:38	11:48	11:56	12:07p	12:13p			11:24	11:30	11:41	11:48	11:55	
AND THEN EVERY 30 MINUTES AT: / Y LUEGO CADA 30 MINUTOS A LAS:								11:54	12:00p	12:11p	12:18p	12:25p
:08	:18	:26	:37	:43				12:21p	12:27	12:39	12:47	12:55
:38	:48	:56	:07	:13	AND THEN EVERY 30 MINUTES AT: / Y LUEGO CADA 30 MINUTOS A LAS:							
5:08p	5:18p	5:26p	5:37	5:43		:51	:57	:09	:17	:25		
5:38	5:48	5:55	6:05	6:11		:21	:27	:39	:47	:55		
6:09	6:19	6:26	6:36	6:42	UNTIL: / HASTA:							
6:39	6:49	6:56	7:06	7:12	4:51	4:57	5:09	5:17	5:25			
7:09	7:18	7:25	7:34	7:39	5:23	5:29	5:40	5:47	5:55			
7:39	7:48	7:55	8:04	8:09	5:52	5:58	6:09	6:16	6:24			
8:09	8:18	8:25	8:34	8:39	6:21	6:27	6:38	6:45	6:53			
9:09	9:17	9:24	9:32	9:37	6:51	6:57	7:08	7:15	7:23			
					7:24	7:29	7:39	7:46	7:53			
					7:54	7:59	8:09	8:16	8:23			
					8:27	8:32	8:41	8:47	8:53			
					9:27	9:32	9:41	9:47	9:53			

Route 41 – Monday through Friday / *lunes a viernes*

Fashion Valley ➡ Clairemont ➡ UCSD / VA Medical Center

(A)	(B)	(C)	(D)	(E)	(F)	(G)
Fashion Valley Transit Center DEPART	Genesee Av. & Linda Vista Rd.	Genesee Av. & Balboa Av.	Genesee Av. & Governor Dr.	UTC Transit Center	V.A. Medical Center	Gilman Transit Center (UCSD) ARRIVE
5:21a	5:29a	5:36a	5:44a	5:47a	5:55a	5:57a
5:36	5:44	5:51	5:59	6:02	6:10	6:12
5:51	5:59	6:06	6:16	6:20	6:29	6:31
6:06	6:14	6:21	6:33	6:37	6:46	6:48
6:21	6:29	6:37	6:50	6:54	7:03	7:05
—	—	T 6:47	7:00	7:06	7:15	7:17
6:36	6:45	6:53	7:06	7:12	7:21	7:23
—	—	T 7:02	7:15	7:21	7:30	7:32
6:51	7:00	7:08	7:21	7:27	7:36	7:38
—	—	T 7:17	7:30	7:36	7:45	7:47
7:06	7:15	7:23	7:36	7:42	7:51	7:53
—	—	T 7:34	7:47	7:53	8:03	8:05
7:21	7:31	7:40	7:53	7:59	8:09	8:11
—	—	T 7:49	8:02	8:08	8:18	8:20
7:36	7:46	7:55	8:08	8:14	8:24	8:26
—	—	T 8:04	8:17	8:23	8:33	8:35
7:51	8:01	8:10	8:23	8:29	8:39	8:41
—	—	T 8:19	8:32	8:38	8:48	8:50
8:06	8:16	8:25	8:38	8:44	8:54	8:56
—	—	T 8:34	8:47	8:53	9:03	9:05
8:21	8:31	8:40	8:53	8:59	9:09	9:11
—	—	T 8:49	9:01	9:06	9:16	9:18
8:36	8:46	8:55	9:07	9:12	9:22	9:24
—	—	T 9:03	9:14	9:19	9:29	9:31
8:51	9:00	9:09	9:20	9:25	9:35	9:37
—	—	T 9:18	9:29	9:34	9:44	9:46
9:06	9:15	9:24	9:35	9:40	9:50	9:52
—	—	T 9:32	9:43	9:48	9:57	9:59
9:21	9:30	9:38	9:49	9:54	10:03	10:05
9:36	9:45	9:53	10:04	10:09	10:18	10:20
9:51	10:00	10:08	10:19	10:24	10:33	10:35
10:06	10:15	10:23	10:34	10:39	10:48	10:50
10:21	10:30	10:38	10:49	10:54	11:03	11:05
10:36	10:45	10:53	11:04	11:09	11:18	11:20
10:51	11:00	11:08	11:19	11:24	11:33	11:35
11:06	11:15	11:23	11:34	11:39	11:48	11:50
11:21	11:30	11:38	11:49	11:54	12:03p	12:05p
11:36	11:45	11:53	12:04p	12:09p	12:18	12:20
11:51	12:00p	12:08p	12:19	12:24	12:33	12:35
12:06p	12:15	12:23	12:34	12:39	12:48	12:50
12:21	12:30	12:38	12:49	12:54	1:03	1:05
12:36	12:46	12:54	1:05	1:10	1:19	1:21
12:51	1:01	1:09	1:20	1:25	1:34	1:36
1:06	1:16	1:24	1:35	1:40	1:49	1:51
1:21	1:31	1:39	1:50	1:55	2:04	2:06
1:36	1:46	1:54	2:05	2:10	2:19	2:21
1:51	2:01	2:09	2:20	2:25	2:34	2:36
2:07	2:17	2:26	2:37	2:42	2:51	2:53
2:22	2:32	2:41	2:52	2:57	3:06	3:08
2:37	2:47	2:56	3:07	3:12	3:21	3:23
2:53	3:03	3:12	3:23	3:28	3:37	3:39
3:07	3:17	3:26	3:37	3:42	3:51	3:53
3:21	3:31	3:40	3:51	3:56	4:05	4:07
3:36	3:46	3:55	4:06	4:11	4:20	4:22
3:51	4:01	4:10	4:21	4:26	4:35	4:37
4:06	4:16	4:25	4:36	4:41	4:50	4:52
4:21	4:31	4:40	4:51	4:56	5:05	5:07
4:36	4:47	4:56	5:08	5:13	5:22	5:24
4:51	5:02	5:11	5:23	5:28	5:37	5:39
5:07	5:18	5:27	5:39	5:44	5:53	5:55
5:22	5:33	5:42	5:54	5:59	6:08	6:10
5:37	5:48	5:57	6:08	6:13	6:21	6:23
5:52	6:02	6:11	6:21	6:26	6:34	6:36
6:07	6:17	6:26	6:36	6:41	6:49	6:51
6:21	6:31	6:40	6:50	6:55	7:03	7:05
6:41	6:51	7:00	7:10	7:15	7:23	7:25
7:06	7:16	7:25	7:35	7:40	7:48	7:50
7:35	7:44	7:51	8:00	8:05	8:13	8:15
8:05	8:14	8:21	8:30	8:35	8:43	8:45
8:35	8:44	8:51	9:00	9:05	9:13	9:15
9:06	9:14	9:20	9:29	9:33	9:41	9:43
9:36	9:44	9:50	9:59	10:03	10:11	10:13
10:06	10:14	10:20	10:29	10:33	10:41	10:43
10:37	10:45	10:51	10:58	11:01	11:09	11:11
11:07	11:15	11:21	11:28	11:31	11:39	11:41

T =Trip operates September through June when UCSD is in session. Trip does not operate during summer session. / El viaje solo opera de septiembre a junio durante los días escolares de UCSD. El viaje no opera durante la sesion de verano.

UCSD / VA Medical Center ➡ Clairemont ➡ Fashion Valley

(G)	(F)	(E)	(D)	(C)	(B)	(A)
Gilman Transit Center (UCSD) DEPART	V.A. Medical Center	UTC Transit Center	Genesee Av. & Governor Dr.	Genesee Av. & Balboa Av.	Genesee Av. & Linda Vista Rd.	Fashion Valley Transit Center ARRIVE
5:48a	5:52a	5:58a	6:03a	6:12a	6:19a	6:25a
6:03	6:07	6:13	6:18	6:27	6:34	6:40
6:18	6:22	6:28	6:33	6:42	6:49	6:55
6:32	6:36	6:42	6:47	6:56	7:03	7:09
6:43	6:48	6:55	7:00	7:10	7:18	7:24
6:57	7:02	7:09	7:15	7:25	7:33	7:39
7:12	7:17	7:24	7:30	7:40	7:48	7:54
7:26	7:31	7:38	7:44	7:54	8:02	8:08
7:40	7:45	7:52	7:58	8:08	8:16	8:22
7:55	8:00	8:07	8:13	8:23	8:31	8:37
8:10	8:15	8:22	8:28	8:38	8:46	8:52
8:26	8:31	8:38	8:44	8:54	9:02	9:08
8:41	8:46	8:53	8:59	9:09	9:17	9:23
8:56	9:01	9:08	9:14	9:24	9:32	9:38
9:11	9:16	9:23	9:29	9:39	9:47	9:53
9:27	9:32	9:39	9:45	9:55	10:03	10:09
9:42	9:47	9:54	10:00	10:10	10:18	10:24
9:58	10:03	10:10	10:16	10:26	10:34	10:40
10:14	10:19	10:26	10:32	10:42	10:50	10:56
10:29	10:34	10:41	10:47	10:57	11:05	11:11
10:43	10:49	10:57	11:03	11:13	11:21	11:27
10:58	11:04	11:12	11:18	11:28	11:36	11:42
11:13	11:19	11:27	11:33	11:43	11:51	11:57
11:28	11:34	11:42	11:48	11:58	12:06p	12:12p
11:43	11:49	11:57	12:03p	12:13p	12:21	12:27
11:58	12:04p	12:12p	12:18	12:28	12:36	12:42
12:12p	12:18	12:26	12:32	12:43	12:51	12:58
12:27	12:33	12:41	12:47	12:58	1:06	1:13
12:42	12:48	12:56	1:02	1:13	1:21	1:28
12:57	1:03	1:11	1:17	1:28	1:36	1:43
1:12	1:18	1:26	1:32	1:43	1:51	1:58
1:28	1:34	1:42	1:48	1:59	2:07	2:14
1:43	1:49	1:57	2:03	2:14	2:22	2:29
1:58	2:04	2:12	2:19	2:31	2:39	2:46
2:10	2:16	2:24	2:31	2:43	2:51	2:58
2:24	2:30	2:38	2:45	2:57	3:05	3:12
2:38	2:44	2:52	2:59	3:11	3:19	3:26
2:52	2:58	3:06	3:13	3:25	3:33	3:41
T 2:59	3:05	3:13	3:20	3:32	—	—
3:05	3:11	3:19	3:27	3:39	3:48	3:56
T 3:12	3:18	3:26	3:34	3:46	—	—
3:18	3:24	3:32	3:40	3:52	4:01	4:09
T 3:27	3:33	3:41	3:49	4:01	—	—
3:33	3:39	3:47	3:55	4:07	4:16	4:24
T 3:43	3:49	3:57	4:05	4:17	—	—
3:49	3:55	4:03	4:11	4:23	4:32	4:41
T 3:57	4:03	4:11	4:19	4:31	—	—
4:03	4:09	4:17	4:26	4:39	4:48	4:57
T 4:11	4:17	4:25	4:34	4:47	—	—
4:17	4:23	4:31	4:40	4:53	5:02	5:11
T 4:27	4:33	4:41	4:50	5:03	—	—
4:33	4:39	4:47	4:56	5:09	5:18	5:27
T 4:41	4:47	4:55	5:04	5:17	—	—
4:47	4:53	5:01	5:10	5:23	5:32	5:41
T 4:56	5:02	5:10	5:19	5:32	—	—
5:02	5:08	5:16	5:25	5:38	5:47	5:56
T 5:12	5:17	5:25	5:34	5:47	—	—
5:18	5:23	5:31	5:40	5:53	6:02	6:11
T 5:28	5:33	5:41	5:50	6:03	—	—
5:34	5:39	5:47	5:56	6:09	6:17	6:26
5:49	5:54	6:02	6:11	6:24	6:32	6:41
6:04	6:09	6:17	6:25	6:37	6:45	6:53
6:19	6:24	6:32	6:39	6:50	6:58	7:06
6:34	6:39	6:47	6:54	7:05	7:12	7:19
6:51	6:56	7:04	7:11	7:22	7:29	7:35
7:12	7:17	7:25	7:32	7:43	7:50	7:56
7:42	7:47	7:55	8:02	8:13	8:20	8:26
8:19	8:23	8:30	8:36	8:46	8:52	8:58
8:49	8:53	9:00	9:06	9:16	9:22	9:28
9:19	9:23	9:30	9:36	9:46	9:52	9:58
9:49	9:53	10:00	10:05	10:14	10:20	10:26
10:19	10:23	10:30	10:35	10:44	10:50	10:56
10:49	10:53	11:00	11:05	11:14	11:20	11:26

Route 41 – Saturday / *sábado*

Fashion Valley ➡ Clairemont ➡ UTC

(A)	(B)	(C)	(D)	(E)	(F) (G)
Fashion Valley Transit Center	Genesee Av. & Linda Vista Rd.	Genesee Av. & Balboa Av.	Genesee Av. & Governor Dr.	UTC Transit Center	
DEPART				ARRIVE	
6:07a	6:15a	6:21a	6:30a	6:35a	Alternate service available on Routes 30, 150, 201, and 202 Servicio alterno por las rutas 30, 150, 201, y 202
6:37	6:45	6:51	7:00	7:05	
7:07	7:15	7:22	7:31	7:37	
7:37	7:45	7:52	8:01	8:07	
8:07	8:15	8:22	8:31	8:37	
8:37	8:46	8:54	9:04	9:10	
9:07	9:16	9:24	9:34	9:40	
9:37	9:46	9:54	10:04	10:10	
10:07	10:16	10:24	10:34	10:40	
10:37	10:46	10:54	11:04	11:10	
11:07	11:16	11:24	11:34	11:40	
11:37	11:47	11:55	12:06p	12:12p	
12:07p	12:17p	12:25p	12:36	12:42	
12:37	12:47	12:55	1:06	1:12	
1:07	1:17	1:25	1:36	1:42	
1:37	1:47	1:55	2:06	2:12	
2:07	2:17	2:25	2:36	2:42	
2:37	2:47	2:55	3:06	3:12	
3:07	3:17	3:25	3:36	3:42	
3:37	3:47	3:55	4:06	4:12	
4:07	4:17	4:25	4:36	4:42	
4:37	4:47	4:55	5:06	5:12	
5:07	5:17	5:25	5:36	5:42	
5:37	5:47	5:54	6:04	6:10	
6:09	6:19	6:26	6:36	6:42	
6:39	6:49	6:56	7:06	7:12	
7:09	7:18	7:25	7:34	7:39	
7:39	7:48	7:55	8:04	8:09	
8:09	8:18	8:25	8:34	8:39	
8:39	8:47	8:54	9:02	9:07	
9:09	9:17	9:24	9:32	9:37	
10:09	10:17	10:24	10:32	10:37	

CASH FARES / Tarifas en efectivo

Exact fare, please / Favor de pagar la cantidad exacta	
Day Pass (Regional) / Pase diario (Regional) Compass Card required (\$2) / Se requiere un Compass Card (\$2)	\$5.00
One-Way Fare / Tarifa de una dirección	\$2.25
Senior (60+)/Disabled/Medicare Mayores de 60 años/Discapacitados/Medicare	\$1.10*
Children 5 & under / Niños de 5 años o menos Up to two children ride free per paying adult / Máximo dos niños viajan gratis por cada adulto	FREE / GRATIS
MONTHLY PASSES / Pases mensual	
Adult / Adulto	\$72.00
Senior (60+)/Disabled/Medicare Mayores de 60 años/Discapacitados/Medicare	\$18.00*
Youths (18 and under) Jóvenes (18 años o menos)	\$36.00*

*I.D. required for discount fare or pass.
*Se requiere identificación para tarifas o pases de descuento.

DAY PASS (REGIONAL) / Pase diario (Regional)

All passes are sold on Compass Card, which can be reloaded and reused for up to five years. Compass Cards are available for \$2 at select outlets. A \$5 Day Pass requires a Compass Card. A paper Day Pass can be purchased on board buses for an additional \$2 fee.

Todos los pases se venden en el Compass Card, el cual puede ser recargado y reutilizado por hasta cinco años. Compass Cards están disponibles por \$2 en selectas sucursales. Un pase de un día por \$5 requiere un Compass Card. Un pase de un día de papel se puede obtener a bordo los autobuses por un costo adicional de \$2.

DIRECTORY / Directorio

Regional Transit Information <i>Información de transporte público regional</i>	511 or/ó (619) 233-3004
TTY/TDD (teletype for hearing impaired) <i>Teletipo para sordos</i>	(619) 234-5005 or/ó (888) 722-4889
InfoExpress (24-hour info via Touch-Tone phone) <i>Información las 24 horas (vía teléfono de teclas)</i>	(619) 685-4900
Customer Service / Suggestions <i>Servicio al cliente / Sugerencias</i>	(619) 557-4555
SafeWatch	(619) 557-4500
The Transit Store / Lost & Found <i>The Transit Store / Objetos extraviados</i>	(619) 234-1060
Articles found on the bus are turned in at The Transit Store <i>Artículos encontrados en los autobuses son entregados a The Transit Store</i>	1st & Broadway Downtown San Diego M-F 9am-5pm
For MTS online trip planning <i>Planificación de viajes por Internet</i>	www.sdmts.com

For more information on riding MTS services, pick up a Rider's Guide on a bus or at The Transit Store, or visit www.sdmts.com.
Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en The Transit Store, o visita a www.sdmts.com.

Thank you for riding MTS! ¡Gracias por viajar con MTS!

Effective SEPTEMBER 2, 2012*



44

Clairemont – Old Town
via Linda Vista / Mesa College

DESTINATIONS

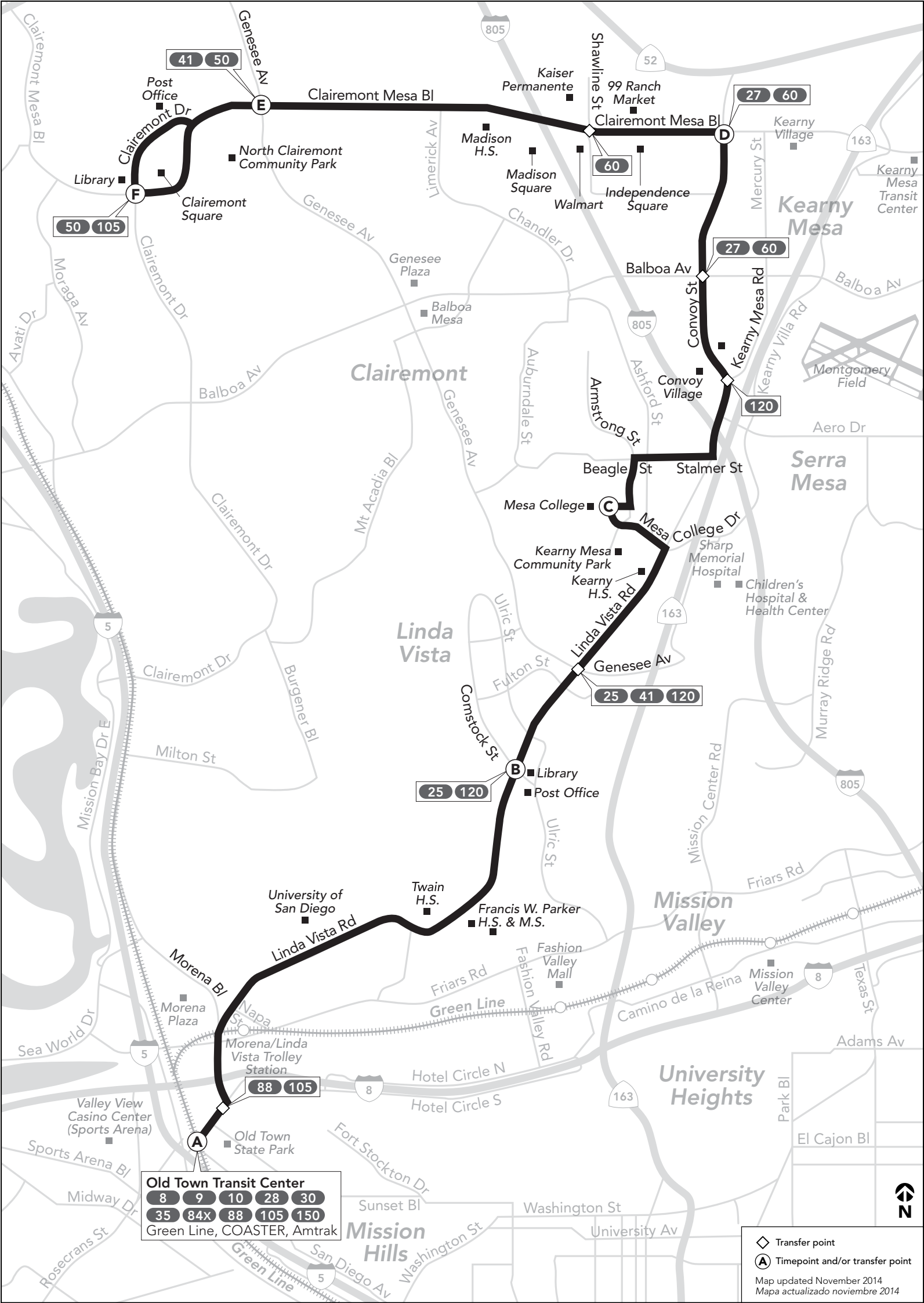
- Clairemont Square
- Convoy Village
- Kearny High School
- Madison High School
- Mesa College
- University of San Diego

TROLLEY CONNECTIONS

Old Town
Morena/Linda Vista



Alternative formats available upon request. Please call: (619) 557-4555 / Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555



The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.
Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

Route 44 – Monday through Friday / *lunes a viernes*

Old Town ➡ Linda Vista ➡ Kearny Mesa ➡ Clairemont					
(A) Old Town Transit Center DEPART	(B) Linda Vista Rd. & Comstock St.	(C) Mesa College	(D) Clairemont Mesa Bl. & Convoy St.	(E) Clairemont Mesa Bl. & Genesee Av.	(F) Clairemont Dr. & Clairemont Mesa Bl. ARRIVE
5:43a	5:52a	6:01a	6:11a	6:19a	6:23a
6:13	6:24	6:33	6:44	6:53	6:57
6:28	6:39	6:48	6:59	7:08	7:12
6:43	6:55	7:06	7:18	7:28	7:32
M 6:56	7:08	7:19			
7:00	7:12	7:23	7:35	7:45	7:49
M 7:11	7:23	7:34	—	—	—
7:15	7:27	7:38	7:50	8:00	8:04
M 7:26	7:38	7:49	—	—	—
7:30	7:42	7:53	8:05	8:15	8:19
M 7:41	7:53	8:04	—	—	—
7:45	7:57	8:08	8:20	8:30	8:34
M 7:56	8:08	8:19	—	—	—
8:00	8:12	8:23	8:35	8:45	8:49
M 8:11	8:23	8:34	—	—	—
8:15	8:27	8:38	8:50	9:00	9:04
M 8:26	8:38	8:49	—	—	—
8:30	8:42	8:53	9:05	9:15	9:19
M 8:41	8:53	9:04	—	—	—
8:45	8:57	9:07	9:19	9:29	9:33
8:58	9:10	9:20	9:32	9:42	9:46
9:13	9:25	9:35	9:47	9:57	10:01
9:28	9:40	9:50	10:02	10:12	10:16
9:43	9:55	10:05	10:17	10:27	10:31
9:58	10:10	10:20	10:32	10:42	10:46
10:13	10:25	10:35	10:47	10:57	11:01
10:28	10:40	10:50	11:02	11:12	11:16
10:43	10:55	11:05	11:17	11:27	11:31
10:58	11:10	11:20	11:32	11:42	11:46
11:13	11:25	11:35	11:47	11:57	12:01p
11:28	11:40	11:50	12:02p	12:12p	12:16
11:43	11:55	12:05p	12:17	12:27	12:31
11:58	12:10p	12:20	12:32	12:42	12:46
12:13p	12:25	12:35	12:47	12:57	1:01
12:28	12:40	12:50	1:02	1:12	1:16
12:43	12:55	1:05	1:17	1:27	1:31
12:58	1:10	1:20	1:32	1:42	1:46
1:13	1:25	1:35	1:47	1:57	2:01
1:28	1:40	1:50	2:02	2:12	2:16
1:43	1:55	2:05	2:17	2:27	2:31
1:58	2:10	2:20	2:32	2:42	2:46
2:13	2:25	2:35	2:47	2:57	3:01
2:28	2:40	2:50	3:02	3:12	3:16
2:43	2:55	3:05	3:17	3:27	3:31
2:58	3:10	3:20	3:33	3:44	3:49
3:13	3:25	3:35	3:48	3:59	4:04
3:28	3:40	3:50	4:03	4:14	4:19
3:43	3:55	4:05	4:18	4:29	4:34
3:58	4:10	4:20	4:33	4:44	4:49
4:13	4:25	4:35	4:48	4:59	5:04
4:28	4:40	4:50	5:03	5:14	5:19
4:43	4:55	5:05	5:18	5:29	5:34
4:58	5:10	5:20	5:33	5:44	5:49
5:13	5:25	5:35	5:48	5:59	6:04
5:28	5:40	5:49	6:01	6:10	6:14
5:43	5:55	6:04	6:16	6:25	6:29
5:58	6:10	6:19	6:31	6:40	6:44
6:13	6:25	6:34	6:46	6:55	6:59
6:28	6:40	6:49	7:01	7:10	7:14
6:43	6:55	7:04	7:16	7:25	7:29
7:13	7:23	7:32	7:43	7:51	7:55
7:43	7:53	8:02	8:13	8:21	8:25
8:13	8:23	8:32	8:43	8:51	8:55
8:43	8:53	9:02	9:13	9:21	9:25
9:13	9:23	9:31	9:41	9:49	9:53
9:43	9:53	10:01	10:11	10:19	10:23
10:28	10:37	10:45	10:54	11:02	11:06
11:28	11:37	11:45	11:54	12:02a	12:06a

M = Trip operates September through mid-May when Mesa College is in session. Trip does not operate during summer session. / *Viaje que opera de septiembre a mediados de mayo en los días escolares de Mesa College. Viaje no opera durante la sesion de verano.*

Route 44 – Saturday / *sábado*

Old Town ➡ Linda Vista ➡ Kearny Mesa ➡ Clairemont					
(A) Old Town Transit Center DEPART	(B) Linda Vista Rd. & Comstock St.	(C) Mesa College	(D) Clairemont Mesa Bl. & Convoy St.	(E) Clairemont Mesa Bl. & Genesee Av.	(F) Clairemont Dr. & Clairemont Mesa Bl. ARRIVE
6:43a	6:52a	6:59a	7:09a	7:18a	7:22a
7:13	7:22	7:29	7:39	7:48	7:52
7:43	7:52	7:59	8:09	8:18	8:22
8:13	8:22	8:29	8:39	8:48	8:52
8:43	8:53	9:01	9:11	9:21	9:25
9:13	9:23	9:31	9:41	9:51	9:55
9:43	9:54	10:02	10:14	10:24	10:29
AND THEN EVERY 30 MINUTES AT: / Y LUEGO CADA 30 MINUTOS A LA:					
:13	:24	:32	:44	:54	:59
:43	:54	:02	:14	:24	:29
UNTIL: / HASTA:					
4:43p	4:54p	5:02p	5:14p	5:24p	5:29p
5:13	5:24	5:31	5:42	5:51	5:55
5:43	5:54	6:01	6:12	6:21	6:25
6:13	6:24	6:31	6:42	6:51	6:55
6:43	6:54	7:01	7:12	7:21	7:25
7:13	7:23	7:30	7:40	7:48	7:52
7:43	7:53	8:00	8:10	8:18	8:22
8:13	8:23	8:30	8:40	8:48	8:52
8:43	8:53	9:00	9:10	9:18	9:22
9:13	9:23	9:30	9:40	9:48	9:52
10:13	10:22	10:28	10:37	10:45	10:49
11:13	11:22	11:28	11:37	11:45	11:49

Route 44 – Sunday / *domingo*

Old Town ➡ Linda Vista ➡ Kearny Mesa ➡ Clairemont					
(A) Old Town Transit Center DEPART	(B) Linda Vista Rd. & Comstock St.	(C) Mesa College	(D) Clairemont Mesa Bl. & Convoy St.	(E) Clairemont Mesa Bl. & Genesee Av.	(F) Clairemont Dr. & Clairemont Mesa Bl. ARRIVE
6:30a	6:39a	6:46a	6:56a	7:05a	7:09a
7:30	7:39	7:46	7:56	8:05	8:09
8:28	8:37	8:44	8:54	9:03	9:07
9:28	9:38	9:46	9:56	10:06	10:10
9:58	10:09	10:17	10:29	10:39	10:44
AND THEN EVERY 30 MINUTES AT: / Y LUEGO CADA 30 MINUTOS A LA:					
:28	:39	:47	:59	:09	:14
:58	:09	:17	:29	:39	:44
UNTIL: / HASTA:					
4:58p	5:09p	5:17p	5:29p	5:39p	5:44p
5:28	5:39	5:46	5:57	6:06	6:10
5:58	6:09	6:16	6:27	6:36	6:40
6:28	6:39	6:46	6:57	7:06	7:10
7:28	7:38	7:45	7:55	8:03	8:07
8:30	8:40	8:47	8:57	9:05	9:09
9:30	9:39	9:45	9:54	10:02	10:06

Clairemont ➡ Kearny Mesa ➡ Linda Vista ➡ Old Town					
(F) Clairemont Dr. & Clairemont Mesa Bl. DEPART	(E) Clairemont Mesa Bl. & Genesee Av.	(D) Convoy St. & Clairemont Mesa Bl.	(C) Mesa College	(B) Linda Vista Rd. & Comstock St.	(A) Old Town Transit Center ARRIVE
4:22a	4:26a	4:35a	4:44a	4:52a	5:02a
4:52	4:56	5:05	5:14	5:22	5:32
5:22	5:26	5:35	5:44	5:52	6:02
5:52	5:56	6:05	6:14	6:22	6:32
6:17	6:21	6:30	6:41	6:50	7:01
6:32	6:36	6:45	6:56	7:05	7:16
6:47	6:51	7:00	7:11	7:20	7:31
7:02	7:06	7:15	7:26	7:35	7:46
7:14	7:18	7:28	7:40	7:49	8:01
7:29	7:33	7:43	7:55	8:04	8:16
7:44	7:48	7:58	8:10	8:19	8:31
7:59	8:03	8:13	8:25	8:34	8:46
8:14	8:18	8:28	8:40	8:49	9:01
8:29	8:33	8:43	8:55	9:04	9:16
8:44	8:48	8:58	9:10	9:19	9:31
8:59	9:03	9:13	9:25	9:34	9:46
9:14	9:18	9:28	9:40	9:49	10:01
9:29	9:33	9:43	9:55	10:04	10:16
9:44	9:48	9:58	10:10	10:19	10:31
9:59	10:03	10:13	10:25	10:34	10:46
10:14	10:18	10:28	10:40	10:49	11:01
10:29	10:33	10:43	10:55	11:04	11:16
10:44	10:48	10:58	11:10	11:19	11:31
10:59	11:03	11:13	11:25	11:34	11:46
11:14	11:18	11:28	11:40	11:49	12:01p
11:27	11:31	11:42	11:54	12:04p	12:16
11:42	11:46	11:57	12:09p	12:19	12:31
11:57	12:01p	12:12p	12:24	12:34	12:46
12:12p	12:16	12:27	12:39	12:49	1:01
12:27	12:31	12:42	12:54	1:04	1:16
12:42	12:46	12:57	1:09	1:19	1:31
12:57	1:01	1:12	1:24	1:34	1:46
1:12	1:16	1:27	1:39	1:49	2:01
1:27	1:31	1:42	1:54	2:04	2:16
1:42	1:46	1:57	2:09	2:19	2:31
1:56	2:01	2:12	2:23	2:34	2:46
2:11	2:16	2:27	2:38	2:49	3:01
—	—	—	M 2:48	2:59	3:11
2:26	2:31	2:42	2:53	3:04	3:16
—	—	—	M 3:03	3:14	3:26
2:41	2:46	2:57	3:08	3:19	3:31
—	—	—	M 3:19	3:30	3:42
2:57	3:02	3:13	3:24	3:35	3:47
—	—	—	M 3:34	3:45	3:57
3:12	3:17	3:28	3:39	3:50	4:02
—	—	—	M 3:49	4:00	4:12
3:27	3:32	3:43	3:54	4:05	4:17
—	—	—	M 4:04	4:15	4:27
3:42	3:47	3:58	4:09	4:20	4:32
—	—	—	M 4:19	4:30	4:42
3:57	4:02	4:13	4:24	4:35	4:47
—	—	—	M 4:34	4:45	4:57
4:12	4:17	4:28	4:39	4:50	5:02
—	—	—	M 4:49	5:00	5:12
4:27	4:32	4:43	4:54	5:05	5:17
—	—	—	M 5:04	5:15	5:27
4:42	4:47	4:58	5:09	5:20	5:32
—	—	—	M 5:19	5:30	5:42
4:57	5:02	5:13	5:24	5:35	5:47
—	—	—	M 5:34	5:45	5:57
5:12	5:17	5:28	5:39	5:50	6:02
5:28	5:33	5:44	5:55	6:05	6:16
5:45	5:49	6:00	6:11	6:20	6:30
6:01	6:05	6:16	6:27	6:36	6:46
6:17	6:21	6:32	6:43	6:52	7:02
6:48	6:52	7:03	7:14	7:23	7:33
7:15	7:19	7:30	7:41	7:50	8:00
7:49	7:53	8:03	8:13	8:21	8:30
8:20	8:24	8:34	8:44	8:52	9:01
8:50	8:54	9:04	9:14	9:22	9:31
9:20	9:24	9:34	9:44	9:52	10:01
10:23	10:27	10:36	10:45	10:52	11:01

Clairemont ➡ Kearny Mesa ➡ Linda Vista ➡ Old Town					
(F) Clairemont Dr. & Clairemont Mesa Bl. DEPART	(E) Clairemont Mesa Bl. & Genesee Av.	(D) Convoy St. & Clairemont Mesa Bl.	(C) Mesa College	(B) Linda Vista Rd. & Comstock St.	(A) Old Town Transit Center ARRIVE
5:52a	5:56a	6:04a	6:13a	6:21a	6:30a
6:22	6:26	6:34	6:43	6:51	7:00
6:52	6:56	7:04	7:13	7:21	7:30
7:22	7:26	7:34	7:43	7:51	8:00
7:52	7:56	8:04	8:13	8:21	8:30
8:18	8:22	8:32	8:42	8:50	9:00
8:48	8:52	9:02	9:12	9:20	9:30
9:18	9:22	9:32	9:42	9:50	10:00
9:44	9:48	9:59	10:10	10:19	10:30
10:14	10:18	10:29	10:40	10:49	11:00
AND THEN EVERY 30 MINUTES AT: / Y LUEGO CADA 30 MINUTOS A LA:					
:14	:18	:29	:40	:49	:00
:44	:48	:59	:10	:19	:30
UNTIL: / HASTA:					
3:14p	3:18p	3:29p	3:40p	3:49p	4:00p
3:47	3:52	4:02	4:12	4:20	4:30
4:17	4:22	4:32	4:42	4:50	5:00
4:47	4:52	5:02	5:12	5:20	5:30
5:17	5:22	5:32	5:42	5:50	6:00
5:47	5:52	6:02	6:12	6:20	6:30
6:20	6:24	6:33	6:42	6:50	7:00
6:50	6:54	7:03	7:12	7:20	7:30
7:20	7:24	7:33	7:42	7:50	8:00
7:52	7:56	8:05	8:14	8:21	8:30
8:22	8:26	8:35	8:44	8:51	9:00
8:52	8:56	9:05	9:14	9:21	9:30
9:22	9:26	9:35	9:44	9:51	10:00
10:22	10:26	10:35	10:44	10:51	11:00

CASH FARES / Tarifas en efectivo

Exact fare, please / Favor de pagar la cantidad exacta	
Day Pass (Regional) / Pase diario (Regional) Compass Card required (\$2) / Se requiere un Compass Card (\$2)	\$5.00
One-Way Fare / Tarifa de una dirección	\$2.50
Senior (60+)/Disabled/Medicare Mayores de 60 años/Discapacitados/Medicare	\$1.25*
Children 5 & under / Niños de 5 años o menos Up to two children ride free per paying adult / Máximo dos niños viajan gratis por cada adulto	FREE / GRATIS
MONTHLY PASSES / Pases mensual	
Adult / Adulto	\$72.00
Senior (60+)/Disabled/Medicare Mayores de 60 años/Discapacitados/Medicare	\$18.00*
Youths (18 and under) Jóvenes (18 años o menos)	\$36.00*

*I.D. required for discount fare or pass.
*Se requiere identificación para tarifas o pases de descuento.

DAY PASS (REGIONAL) / Pase diario (Regional)

All passes are sold on Compass Card, which can be reloaded and reused for up to five years. Compass Cards are available for \$2 at select outlets. A \$5 Day Pass requires a Compass Card. A paper Day Pass can be purchased on board buses for an additional \$2 fee.

Todos los pases se venden en el Compass Card, el cual puede ser recargado y reutilizado por hasta cinco años. Compass Cards están disponibles por \$2 en selectas sucursales. Un pase de un día por \$5 requiere un Compass Card. Un pase de un día de papel se puede obtener a bordo los autobuses por un costo adicional de \$2.

DIRECTORY / Directorio

Regional Transit Information <i>Información de transporte público regional</i>	511 or/ó (619) 233-3004
TTY/TDD (teletype for hearing impaired) <i>Teletipo para sordos</i>	(619) 234-5005 or/ó (888) 722-4889
InfoExpress (24-hour info via Touch-Tone phone) <i>Información las 24 horas (vía teléfono de teclas)</i>	(619) 685-4900
Customer Service / Suggestions <i>Servicio al cliente / Sugerencias</i>	(619) 557-4555
SafeWatch	(619) 557-4500
Lost & Found <i>Objetos extraviados</i>	(619) 557-4555

Transit Store	(619) 234-1060 12th & Imperial Transit Center M–F 8am–5pm
For MTS online trip planning <i>Planificación de viajes por Internet</i>	sdmts.com

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit sdmts.com.
Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a www.sdmts.com.

Thank you for riding MTS! ¡Gracias por viajar con MTS!

Effective JANUARY 29, 2017

50

Downtown – UTC Express
via Clairemont Dr.

150

Downtown – UTC / VA Hospital Express
via Old Town / UCSD

- DESTINATIONS
- Clairemont Square (50)
 - Costa Verde Shopping Center
 - UCSD (150)
 - VA Medical Center (150)
 - Westfield UTC



Metropolitan Transit System

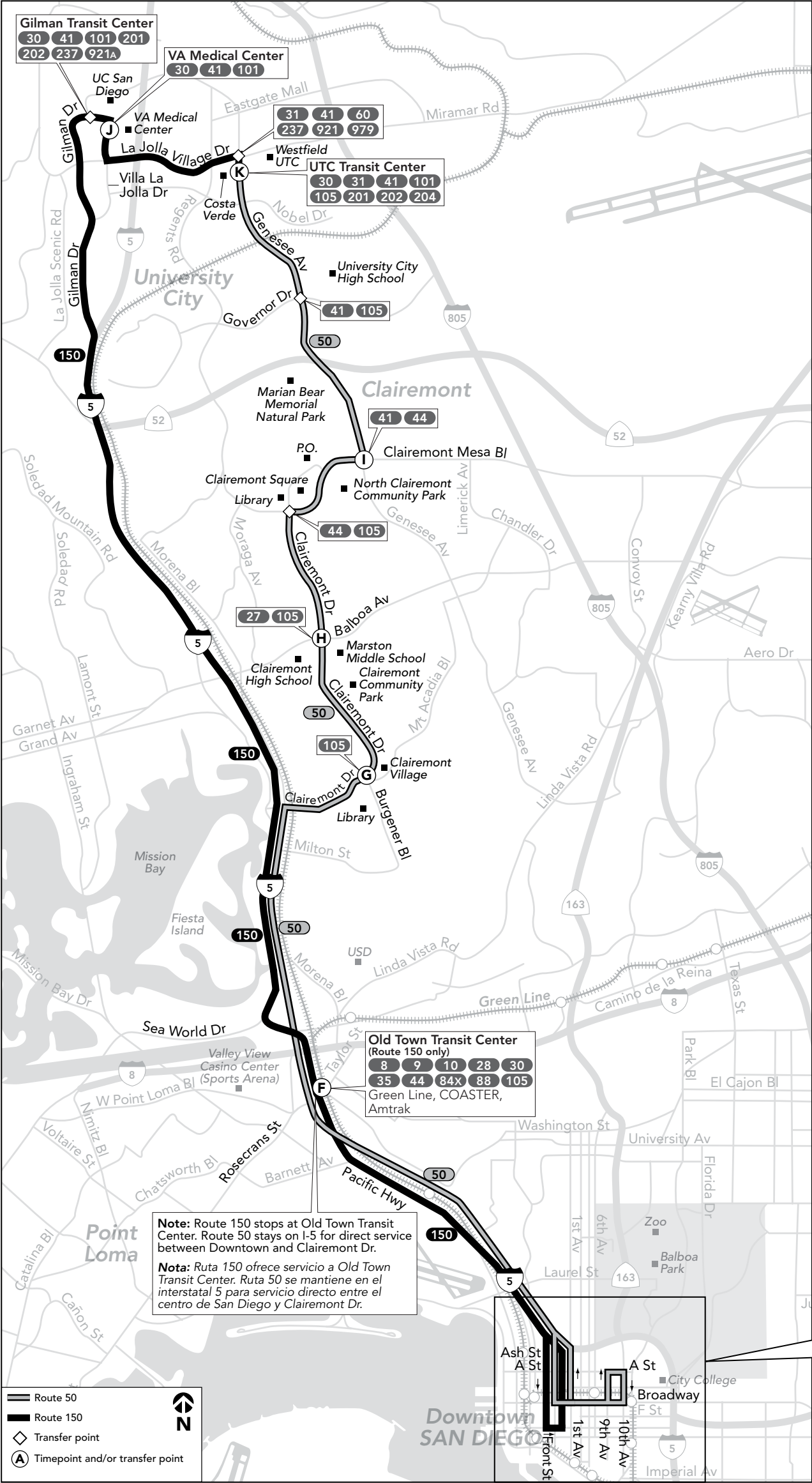


TROLLEY CONNECTIONS
Old Town (150)
Downtown



01/17

Alternative formats available upon request. Please call: (619) 557-4555 / Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555



Plan your trip!



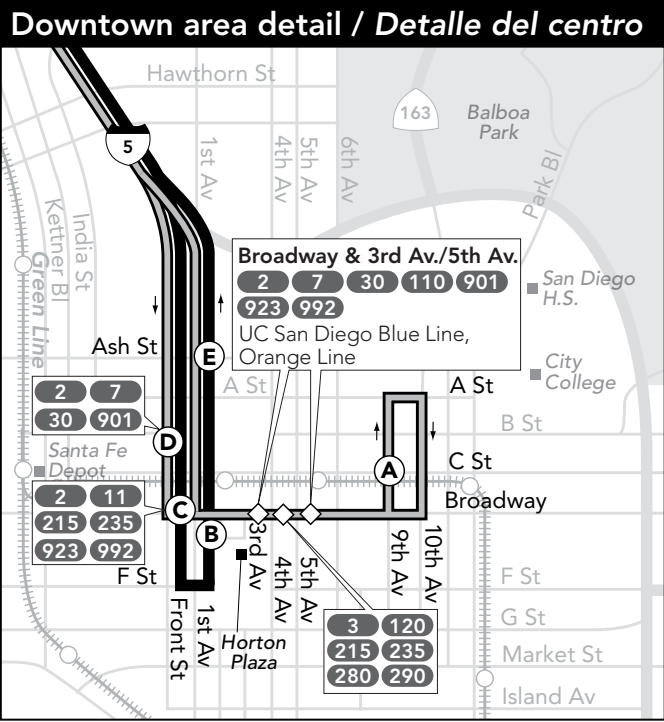
On the web
Visit www.sdmts.com and click on *Travel Planner*



On the phone
Dial 511 and say "public transportation"



On the go
Use the Google Maps app on your smartphone



Route 50 – Monday through Friday / *lunes a viernes*

Downtown ➡ Clairemont ➡ University City						University City ➡ Clairemont ➡ Downtown					
Ⓐ	Ⓔ	Ⓖ	Ⓕ	Ⓘ	Ⓚ	Ⓚ	Ⓘ	Ⓕ	Ⓖ	Ⓓ	Ⓐ
9th Av. & C St. DEPART	1st Av. & Ash St.	Clairemont Dr. & Burgener Bl.	Clairemont Dr. & Balboa Av.	Genesee Av. & Clairemont Mesa Bl.	UTC Transit Center ARRIVE	UTC Transit Center DEPART	Clairemont Mesa Bl. & Genesee Av.	Clairemont Dr. & Balboa Av.	Clairemont Dr. & Burgener Bl.	Front St. & B St.	9th Av. & C St. ARRIVE
4:56a	5:05a	5:15a	5:19a	5:26a	5:33a	5:42a	5:50a	5:57a	6:02a	6:13a	6:18a
5:26	5:35	5:45	5:49	5:56	6:03	6:12	6:20	6:27	6:32	6:43	6:48
5:53	6:03	6:13	6:17	6:24	6:33	6:41	6:50	6:58	7:03	7:15	7:21
6:29	6:40	6:51	6:56	7:04	7:14	6:57	7:06	7:14	7:19	7:31	7:37
6:59	7:10	7:24	7:30	7:38	7:49	7:12	7:21	7:29	7:34	7:46	7:52
7:29	7:41	7:55	8:01	8:10	8:21	7:29	7:38	7:47	7:52	8:05	8:12
7:59	8:11	8:25	8:31	8:40	8:51	7:45	7:54	8:03	8:08	8:21	8:28
8:29	8:41	8:55	9:01	9:10	9:21	8:01	8:10	8:19	8:24	8:37	8:44
8:59	9:11	9:23	9:29	9:38	9:47	8:31	8:40	8:49	8:54	9:06	9:12
9:56	10:08	10:20	10:26	10:35	10:44	9:01	9:10	9:19	9:24	9:36	9:42
10:56	11:08	11:20	11:26	11:35	11:44	9:59	10:08	10:17	10:22	10:34	10:40
11:56	12:08p	12:20p	12:26p	12:35p	12:44p	10:59	11:08	11:17	11:22	11:34	11:40
12:56p	1:08	1:20	1:26	1:35	1:44	11:59	12:08p	12:17p	12:22p	12:34p	12:40p
1:55	2:07	2:19	2:25	2:34	2:43	12:59p	1:09	1:18	1:24	1:36	1:42
2:55	3:07	3:19	3:25	3:34	3:45	1:59	2:09	2:18	2:24	2:36	2:42
3:25	3:37	3:49	3:55	4:04	4:15	2:29	2:39	2:48	2:54	3:06	3:12
3:55	4:07	4:19	4:25	4:34	4:45	2:56	3:08	3:18	3:24	3:38	3:45
4:12	4:24	4:36	4:42	4:51	5:02	3:26	3:39	3:49	3:55	4:12	4:19
4:29	4:41	4:53	4:59	5:08	5:19	3:56	4:11	4:21	4:27	4:45	4:52
4:46	4:58	5:10	5:16	5:25	5:36	4:26	4:41	4:51	4:57	5:15	5:22
5:02	5:14	5:26	5:32	5:41	5:52	4:56	5:11	5:21	5:27	5:45	5:52
5:32	5:44	5:56	6:01	6:10	6:20	5:30	5:44	5:54	5:59	6:15	6:21
6:02	6:13	6:24	6:29	6:37	6:47	6:03	6:17	6:27	6:32	6:48	6:54
						6:33	6:44	6:53	6:58	7:13	7:18

Route 150 – Monday through Friday / *lunes a viernes*

Downtown ➡ Old Town ➡ University City						University City ➡ Old Town ➡ Downtown					
Ⓑ	Ⓔ	Ⓕ		Ⓙ	Ⓚ	Ⓚ	Ⓙ	Ⓕ		Ⓒ	Ⓑ
1st Av. & Broadway DEPART	1st Av. & Ash St.	Old Town Transit Center		V.A. Medical Center	UTC Transit Center ARRIVE	UTC Transit Center DEPART	V.A. Medical Center	Old Town Transit Center		Front St. & Broadway	1st Av. & Broadway ARRIVE
5:45a	5:47a	5:56a	5:58a	6:20a	6:28a	6:04a	6:12a	6:32a	6:34a	6:43a	6:47a
6:00	6:02	6:11	6:13	6:35	6:43	6:34	6:42	7:02	7:04	7:13	7:17
6:15	6:17	6:26	6:28	6:52	7:01	7:00	7:10	7:32	7:34	7:43	7:47
6:30	6:32	6:41	6:43	7:07	7:16	7:30	7:40	8:02	8:04	8:13	8:17
—	—	—	6:51	7:15	—	8:00	8:10	8:32	8:34	8:43	8:47
6:45	6:47	6:56	6:58	7:22	7:31	8:30	8:40	9:02	9:04	9:13	9:17
—	-	—	7:06	7:33	—	9:00	9:10	9:32	9:34	9:43	9:47
7:00	7:02	7:11	7:13	7:37	7:46	9:30	9:40	10:02	10:04	10:13	10:17
—	—	—	7:21	7:48	—	10:00	10:10	10:32	10:34	10:43	10:47
7:13	7:16	7:26	7:28	7:55	8:04	10:30	10:40	11:02	11:04	11:13	11:17
—	—	—	7:36	8:03	—	11:00	11:10	11:32	11:34	11:43	11:47
7:28	7:31	7:41	7:43	8:10	8:19	11:30	11:40	12:02p	12:04p	12:13p	12:17p
—	—	—	7:51	8:18	—	12:00p	12:10p	12:32	12:34	12:43	12:47
7:43	7:46	7:56	7:58	8:25	8:34	12:28	12:38	1:02	1:04	1:14	1:18
—	—	—	8:06	8:33	—	12:58	1:08	1:32	1:34	1:44	1:48
7:58	8:01	8:11	8:13	8:40	8:49	1:28	1:38	2:02	2:04	2:14	2:18
—	—	—	8:21	8:48	—	1:58	2:08	2:32	2:34	2:44	2:48
8:13	8:16	8:26	8:28	8:55	9:04	—	2:23	2:47	—	—	—
—	—	—	8:36	9:02	—	2:26	2:36	3:00	3:02	3:12	3:16
8:30	8:32	8:41	8:43	9:09	9:18	2:41	2:51	3:15	3:17	3:27	3:31
—	—	—	8:51	9:17	—	—	2:59	3:23	—	—	—
8:45	8:47	8:56	8:58	9:24	9:33	2:56	3:06	3:30	3:32	3:42	3:46
9:00	9:02	9:11	9:13	9:39	9:48	—	3:14	3:40	—	—	—
9:15	9:17	9:26	9:28	9:52	10:01	3:11	3:21	3:47	3:49	4:00	4:04
9:30	9:32	9:41	9:43	10:07	10:16	—	3:29	3:55	—	—	—
10:00	10:02	10:11	10:13	10:37	10:46	3:26	3:36	4:02	4:04	4:15	4:19
10:30	10:32	10:41	10:43	11:07	11:16	—	3:44	4:10	—	—	—
11:00	11:02	11:11	11:13	11:37	11:46	3:41	3:51	4:17	4:19	4:30	4:34
11:30	11:32	11:41	11:43	12:07p	12:16p	—	3:59	4:25	—	—	—
11:58	12:01p	12:11p	12:13p	12:37	12:46	3:56	4:06	4:32	4:34	4:45	4:49
12:28p	12:31	12:41	12:43	1:07	1:16	—	4:14	4:42	—	—	—
12:58	1:01	1:11	1:13	1:37	1:46	4:11	4:21	4:49	4:51	5:02	5:06
1:28	1:31	1:41	1:43	2:07	2:16	—	4:29	4:57	—	—	—
1:58	2:01	2:11	2:13	2:37	2:47	4:26	4:36	5:04	5:06	5:17	5:21
2:28	2:31	2:41	2:43	3:07	3:17	—	4:44	5:12	—	—	—
2:58	3:01	3:11	3:13	3:37	3:47	4:41	4:51	5:19	5:21	5:32	5:36
3:28	3:31	3:41	3:43	4:07	4:17	—	4:59	5:27	—	—	—
3:58	4:01	4:11	4:13	4:37	4:47	4:56	5:06	5:34	5:36	5:47	5:51
4:29	4:32	4:42	4:44	5:08	5:18	5:11	5:21	5:49	5:51	6:02	6:06
4:59	5:02	5:12	5:14	5:38	5:48	5:26	5:36	6:04	6:06	6:17	6:21
5:31	5:34	5:44	5:46	6:10	6:20	5:43	5:53	6:19	6:21	6:31	6:35
6:02	6:05	6:14	6:16	6:39	6:47	5:58	6:08	6:34	6:36	6:46	6:50
6:32	6:35	6:44	6:46	7:09	7:17	6:30	6:39	7:03	7:05	7:14	7:18
7:00	7:02	7:11	7:13	7:35	7:43	7:00	7:09	7:33	7:35	7:44	7:48
7:30	7:32	7:41	7:43	8:05	8:13	7:31	7:39	8:01	8:03	8:11	8:15
8:00	8:02	8:11	8:13	8:35	8:43	8:01	8:09	8:31	8:33	8:41	8:45
8:30	8:32	8:41	8:43	9:05	9:13	8:31	8:39	9:01	9:03	9:11	9:15
9:00	9:02	9:11	9:13	9:35	9:43	9:01	9:09	9:31	9:33	9:41	9:45

Route 150 does not operate on Sunday and Route 50 does not operate on Weekends or on the following holidays and observed holidays.
La ruta 150 no opera los domingos, y la ruta 50 no opera los fines de semana ó durante los siguientes días festivos y feriados observados

>>>

New Year's Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, Christmas

Route 150 – Saturday / *sábado*

Old Town ➡ University City			University City ➡ Old Town		
Ⓕ	Ⓙ	Ⓚ	Ⓚ	Ⓙ	Ⓕ
Old Town Transit Center DEPART	V.A. Medical Center	UTC Transit Center ARRIVE	UTC Transit Center DEPART	V.A. Medical Center	Old Town Transit Center ARRIVE
7:15a	7:36a	7:45a	8:02a	8:10a	8:30a
7:45	8:06	8:15	8:32	8:40	9:00
8:15	8:36	8:45	9:00	9:09	9:30
8:45	9:06	9:15	9:30	9:39	10:00
9:15	9:36	9:45	10:00	10:09	10:30
9:45	10:06	10:15	10:30	10:39	11:00
10:15	10:37	10:46	11:00	11:09	11:30
10:45	11:07	11:16	11:30	11:39	12:00p
11:15	11:37	11:47	12:00p	12:09p	12:30
11:45	12:07p	12:17p	12:30	12:39	1:00
12:15p	12:37	12:47	1:00	1:09	1:30
12:45	1:07	1:17	1:30	1:39	2:00
1:15	1:37	1:47	2:00	2:09	2:30
1:45	2:07	2:17	2:30	2:39	3:00
2:15	2:37	2:47	3:00	3:09	3:30
2:45	3:07	3:17	3:30	3:39	4:00
3:15	3:37	3:47	4:00	4:09	4:30
3:45	4:07	4:17	4:30	4:39	5:00
4:15	4:37	4:47	5:00	5:09	5:30
4:45	5:07	5:17	5:30	5:39	6:00
5:15	5:37	5:47	6:02	6:10	6:30
5:45	6:06	6:14	6:32	6:40	7:00
6:15	6:36	6:44	7:04	7:11	7:30
6:45	7:06	7:14	7:34	7:41	8:00
7:15	7:35	7:43	8:04	8:11	8:30
7:45	8:05	8:13	8:34	8:41	9:00
8:15	8:35	8:43	9:04	9:11	9:30
8:45	9:05	9:13			

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.
Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.



compass card

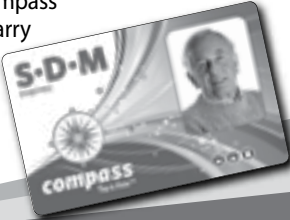
S/D/M and Youth Compass Card

All riders using reduced fares must comply with one of the following options:

Option 1

(Recommended by MTS)

MTS offers a picture ID on a Compass Card to eliminate the need to carry multiple identifications for proof of eligibility.



Option 2

Riders using a standard S/D/M or Youth Compass Card or a one-way ticket must carry supporting identification to prove eligibility.



For additional benefits of **Option 1** and or list of valid forms of ID for **Option 2** go to: www.sdmts.com/reduced-fares

CASH FARES / Tarifas en efectivo

Exact fare, please / Favor de pagar la cantidad exacta

Day Pass (Regional) / Pase diario (Regional) Compass Card required (\$2) / Se requiere un Compass Card (\$2)	\$5.00
One-Way Fare / Tarifa de una dirección	\$2.25
Senior (60+)/Disabled/Medicare Mayores de 60 años/Discapacitados/Medicare	\$1.10*

Children 5 & under / Niños de 5 años o menos FREE / GRATIS
Up to two children ride free per paying adult / Máximo dos niños viajan gratis por cada adulto

MONTHLY PASSES / Pases mensual

Adult / Adulto	\$72.00
Senior (60+)/Disabled/Medicare Mayores de 60 años/Discapacitados/Medicare	\$18.00*
Youths (18 and under) Jóvenes (18 años o menos)	\$36.00*

*I.D. required for discount fare or pass.

*Se requiere identificación para tarifas o pases de descuento.

DAY PASS (REGIONAL) / Pase diario (Regional)

All passes are sold on Compass Card, which can be reloaded and reused for up to five years. Compass Cards are available for \$2 at select outlets. A \$5 Day Pass requires a Compass Card. A paper Day Pass can be purchased on board buses for an additional \$2 fee.

Todos los pases se venden en el Compass Card, el cual puede ser recargado y reutilizado por hasta cinco años. Compass Cards están disponibles por \$2 en selectas sucursales. Un pase de un día por \$5 requiere un Compass Card. Un pase de un día de papel se puede obtener a bordo los autobuses por un costo adicional de \$2.

DIRECTORY / Directorio

Regional Transit Information Información de transporte público regional	511 or/ó (619) 233-3004
TTY/TDD (teletype for hearing impaired) Teletipo para sordos	(619) 234-5005 or/ó (888) 722-4889
InfoExpress (24-hour info via Touch-Tone phone) Información las 24 horas (via teléfono de teclas)	(619) 685-4900
Customer Service / Suggestions Servicio al cliente / Sugerencias	(619) 557-4555
SafeWatch	(619) 557-4500
Lost & Found Objetos extraviados	(619) 557-4555
Transit Store	(619) 234-1060 12th & Imperial Transit Center M-F 8am-5pm

For MTS online trip planning
Planificación de viajes por Internet

sdmts.com

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit **sdmts.com**.
Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a **www.sdmts.com**.

Thank you for riding MTS! ¡Gracias por viajar con MTS!

105**Old Town – UTC**

via Morena Bl. / Clairemont Dr.

DESTINATIONS

- Bay Park
- Clairemont High School
- Clairemont Square
- University City High School

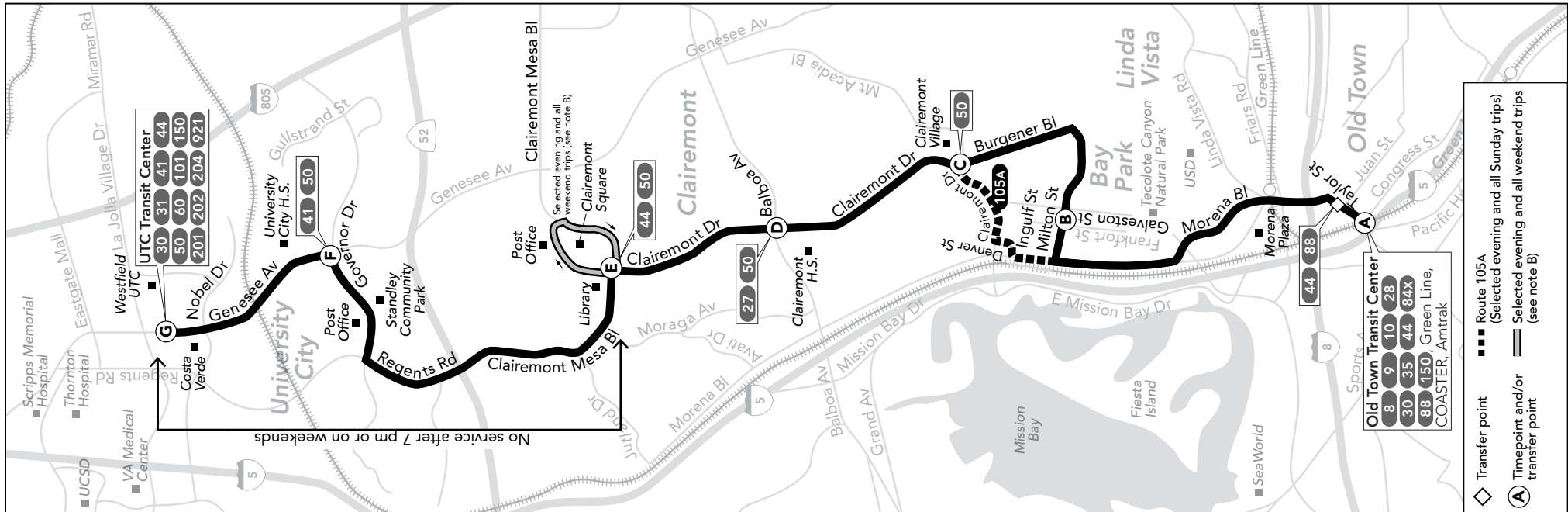


Old Town



01/17

Alternative formats available upon request. Please call: (619) 557-4555 / Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555



The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses.
Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

Route 105 – Monday through Friday / lunes a viernes

Old Town ➡ Clairemont ➡ University City

(A) Old Town Transit Ctr. DEPART	(B) Milton St. & Galveston St.	(C) Clairemont Dr. & Burgener Bl.	(D) Clairemont Dr. & Balboa Av.	(E) Clairemont Mesa Bl. & Clairemont Dr.	(F) Genesee Av. & Governor Dr.	(G) UTC Transit Ctr. ARRIVE
5:13a	5:22a	5:28a	5:32a	5:37a	5:44a	5:50a
5:43	5:52	5:58	6:02	6:07	6:14	6:20
6:13	6:22	6:28	6:33	6:38	6:47	6:53
6:43	6:52	6:58	7:03	7:08	7:17	7:23
7:13	7:23	7:29	7:34	7:39	7:49	7:55
7:43	7:54	8:00	8:05	8:10	8:21	8:27
8:13	8:24	8:30	8:35	8:40	8:51	8:57
8:43	8:54	9:00	9:05	9:10	9:21	9:27
9:13	9:23	9:29	9:34	9:39	9:48	9:54
9:43	9:53	9:59	10:04	10:09	10:18	10:24
10:13	10:23	10:29	10:34	10:39	10:48	10:54
10:43	10:53	10:59	11:04	11:09	11:18	11:24
11:13	11:23	11:29	11:34	11:39	11:48	11:54
11:43	11:53	11:59	12:04p	12:09p	12:18p	12:24p
12:13p	12:23p	12:29p	12:34	12:39	12:48	12:54
12:43	12:53	12:59	1:04	1:09	1:18	1:24
1:13	1:24	1:30	1:36	1:41	1:50	1:56
1:43	1:54	2:00	2:06	2:11	2:20	2:26
2:13	2:24	2:30	2:36	2:41	2:50	2:56
2:43	2:54	3:00	3:06	3:11	3:20	3:26
3:12	3:24	3:30	3:36	3:41	3:51	3:57
3:42	3:54	4:00	4:06	4:11	4:21	4:27
4:13	4:25	4:31	4:37	4:42	4:52	4:58
4:43	4:55	5:01	5:07	5:12	5:22	5:28
5:13	5:25	5:31	5:37	5:42	5:52	5:58
5:43	5:54	6:00	6:05	6:10	6:20	6:26
6:13	6:23	6:29	6:34	6:39	6:48	6:54
6:43	6:53	6:59	7:04	7:09	7:18	7:24
A 7:13	—	7:24	7:29	7:33	—	—
A 8:13	—	8:24	8:29	8:33	—	—
A 9:13	—	9:23	9:28	9:32	—	—
A 10:13	—	10:23	10:28	10:32	—	—

University City ➡ Clairemont ➡ Old Town

(G) UTC Transit Ctr. DEPART	(F) Genesee Av. & Governor Dr.	(E) Clairemont Dr. & Mesa Bl.	(D) Clairemont Dr. & Balboa Av.	(C) Burgener Bl. & Clairemont Dr.	(B) Milton St. & Galveston St.	(A) Old Town Transit Ctr. ARRIVE
—	—	—	5:10a	5:16a	5:21a	5:31a
5:23a	5:27a	5:36a	5:40	5:46	5:51	6:01
5:55	5:59	6:08	6:12	6:18	6:23	6:33
6:20	6:25	6:35	6:39	6:45	6:50	7:01
6:50	6:55	7:05	7:09	7:15	7:20	7:31
7:18	7:24	7:34	7:38	7:44	7:49	8:01
7:50	7:56	8:06	8:10	8:16	8:21	8:33
8:20	8:26	8:36	8:40	8:46	8:51	9:03
8:50	8:56	9:06	9:10	9:16	9:21	9:33
9:20	9:26	9:36	9:40	9:46	9:51	10:03
9:47	9:53	10:03	10:07	10:13	10:18	10:30
10:17	10:23	10:33	10:37	10:43	10:48	11:00
10:47	10:53	11:03	11:07	11:13	11:18	11:30
11:17	11:23	11:33	11:37	11:43	11:48	12:00p
11:47	11:53	12:03p	12:07p	12:13p	12:18p	12:30
12:17p	12:23p	12:33	12:37	12:43	12:48	1:00
12:47	12:53	1:03	1:07	1:13	1:18	1:30
1:17	1:23	1:33	1:37	1:43	1:48	2:00
1:47	1:53	2:03	2:07	2:13	2:18	2:30
2:15	2:22	2:33	2:37	2:43	2:48	3:00
2:46	2:53	3:04	3:08	3:14	3:19	3:31
3:16	3:23	3:34	3:38	3:44	3:49	4:01
3:44	3:53	4:04	4:08	4:14	4:19	4:31
4:14	4:23	4:34	4:38	4:44	4:49	5:01
4:44	4:53	5:04	5:08	5:14	5:19	5:31
5:16	5:25	5:36	5:40	5:46	5:51	6:03
5:46	5:55	6:06	6:10	6:16	6:21	6:33
6:19	6:27	6:37	6:41	6:47	6:52	7:03
6:51	6:57	7:06	7:10	7:16	7:21	7:32
—	—	AB 7:43	7:46	7:51	—	8:02
—	—	AB 8:43	8:46	8:51	—	9:02
—	—	AB 9:42	9:45	9:50	—	10:01

Route 105 – Saturday / sábado

Old Town ➡ Clairemont

(A) Old Town Transit Ctr. DEPART	(B) Milton St. & Galveston St.	(C) Clairemont Dr. & Burgener Bl.	(D) Clairemont Dr. & Balboa Av.	(E) Clairemont Mesa Bl. & Clairemont Dr.	(F) Genesee Av. & Governor Dr.	(G) UTC Transit Ctr. ARRIVE
6:13a	6:21a	6:27a	6:31a	6:34a	—	—
7:13	7:22	7:28	7:33	7:36	—	—
8:13	8:22	8:28	8:33	8:36	—	—
9:13	9:22	9:28	9:33	9:36	—	—
10:13	10:23	10:29	10:34	10:38	—	—
11:13	11:23	11:29	11:34	11:38	—	—
12:13p	12:23p	12:29p	12:34p	12:38p	—	—
1:13	1:23	1:29	1:34	1:38	—	—
2:13	2:23	2:29	2:34	2:38	—	—
3:13	3:23	3:29	3:34	3:38	—	—
4:13	4:23	4:29	4:34	4:38	—	—
5:13	5:23	5:29	5:34	5:37	—	—
6:13	6:22	6:28	6:33	6:36	—	—
A 7:13	—	7:24	7:29	7:33	—	—
A 8:30	—	8:41	8:46	8:50	—	—

Clairemont ➡ Old Town

(G) UTC Transit Ctr. DEPART	(F) Genesee Av. & Governor Dr.	(E) Clairemont Dr. & Mesa Bl.	(D) Clairemont Dr. & Balboa Av.	(C) Burgener Bl. & Clairemont Dr.	(B) Milton St. & Galveston St.	(A) Old Town Transit Ctr. ARRIVE
—	—	B 6:54a	6:57a	7:02a	7:07a	7:17a
—	—	B 7:52	7:56	8:01	8:06	8:17
—	—	B 8:52	8:56	9:01	9:06	9:17
—	—	C 9:50	9:54	10:00	10:05	10:17
—	—	C 10:50	10:54	11:00	11:05	11:17
—	—	C 11:50	11:54	12:00p	12:05p	12:17p
—	—	C 12:50p	12:54p	1:00	1:05	1:17
—	—	C 1:50	1:54	2:00	2:05	2:17
—	—	C 2:50	2:54	3:00	3:05	3:17
—	—	C 3:50	3:54	4:00	4:05	4:17
—	—	C 4:50	4:54	5:00	5:05	5:17
—	—	C 5:50	5:54	6:00	6:05	6:17
—	—	C 6:53	6:56	7:01	7:06	7:17
—	—	AB 7:58	8:01	8:06	—	8:17

Route 105A – Sunday / domingo

Old Town ➡ Clairemont

(A) Old Town Transit Ctr. DEPART	(B) Milton St. & Galveston St.	(C) Clairemont Dr. & Burgener Bl.	(D) Clairemont Dr. & Balboa Av.	(E) Clairemont Mesa Bl. & Clairemont Dr.	(F) Genesee Av. & Governor Dr.	(G) UTC Transit Ctr. ARRIVE
A 7:28a	—	7:39a	7:44a	7:48a	—	—
A 8:28	—	8:40	8:45	8:49	—	—
A 9:28	—	9:40	9:45	9:49	—	—
A 10:28	—	10:40	10:45	10:49	—	—
A 11:28	—	11:40	11:45	11:49	—	—
A 12:28p	—	12:40p	12:45p	12:49p	—	—
A 1:28	—	1:40	1:45	1:49	—	—
A 2:28	—	2:40	2:45	2:49	—	—
A 3:28	—	3:40	3:45	3:49	—	—
A 4:28	—	4:40	4:45	4:49	—	—
A 5:28	—	5:40	5:45	5:49	—	—
A 6:28	—	6:40	6:45	6:49	—	—
A 7:28	—	7:39	7:44	7:48	—	—
A 8:30	—	8:41	8:46	8:50	—	—

Clairemont ➡ Old Town

(G) UTC Transit Ctr. DEPART	(F) Genesee Av. & Governor Dr.	(E) Clairemont Dr. & Mesa Bl.	(D) Clairemont Dr. & Balboa Av.	(C) Clairemont Dr. & Burgener Bl.	(B) Milton St. & Galveston St.	(A) Old Town Transit Ctr. ARRIVE
—	—	AB 6:58a	7:01a	7:06a	—	7:18a
—	—	AB 7:58	8:01	8:06	—	8:18
—	—	AB 8:58	9:01	9:06	—	9:18
—	—	AC 9:57	10:00	10:05	—	10:18
—	—	AC 10:56	10:59	11:04	—	11:18
—	—	AC 11:56	11:59	12:04p	—	12:18p
—	—	AC 12:56p	12:59p	1:04	—	1:18
—	—	AC 1:56	1:59	2:04	—	2:18
—	—	AC 2:56	2:59	3:04	—	3:18
—	—	AB 3:57	4:00	4:05	—	4:18
—	—	AB 4:57	5:00	5:05	—	5:18
—	—	AB 5:58	6:01	6:06	—	6:18
—	—	AB 6:58	7:01	7:06	—	7:18
—	—	AB 7:59	8:02	8:07	—	8:18

A = Route 105A: Operates via Denver St. Does not serve Milton St. or Burgener Bl. / Ruta 105A: Opera a través de Denver St. No ofrece servicio a Milton St. o Burgener Bl.

B = Trip begins 4 minutes earlier on Clairemont Dr. north of Clairemont Mesa Bl. (Clairemont Square) / El viaje comienza 4 minutos antes en Clairemont Dr. al norte de Clairemont Mesa Bl. (Clairemont Square)

C = Trip begins 5 minutes earlier on Clairemont Dr. north of Clairemont Mesa Bl. (Clairemont Square) / El viaje comienza 5 minutos antes en Clairemont Dr. al norte de Clairemont Mesa Bl. (Clairemont Square)

A Saturday or Sunday schedule will be operated on the following holidays and observed holidays
Se operará con horario de sábado o domingo durante los siguientes días festivos y feriados observados

>>>

New Year's Day, Presidents' Day,
Memorial Day, Independence Day,
Labor Day, Thanksgiving, Christmas

This Page Intentionally Left Blank

Appendix D

Existing Count Information

Roadway Segment Counts

VOLUME

Balboa Avenue Bet. I-5 NB Off-Ramp & Morena Blvd SB On-Ramp

Day: Tuesday
Date: 5/10/2016

City: San Diego
Project #: CA16_4124_003

DAILY TOTALS					NB	SB					EB	WB	Total
					0	0					24,660	27,413	52,073
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00			54	53	107		12:00			401	468	869	
00:15			48	33	81		12:15			420	466	886	
00:30			41	25	66		12:30			411	511	922	
00:45			33	176	51	305	12:45			430	1662	912	3589
01:00			33	23	56		13:00			447	480	927	
01:15			28	28	56		13:15			430	474	904	
01:30			34	21	55		13:30			417	425	842	
01:45			31	126	47	214	13:45			413	1707	866	3539
02:00			23	16	39		14:00			426	430	856	
02:15			29	11	40		14:15			503	487	990	
02:30			20	15	35		14:30			460	510	970	
02:45			20	92	42	156	14:45			456	1845	906	3722
03:00			16	7	23		15:00			442	544	986	
03:15			15	12	27		15:15			448	513	961	
03:30			12	13	25		15:30			447	498	945	
03:45			20	63	39	114	15:45			488	1825	962	3854
04:00			15	14	29		16:00			482	498	980	
04:15			18	27	45		16:15			518	469	987	
04:30			22	33	55		16:30			491	475	966	
04:45			30	85	77	206	16:45			488	1979	949	3882
05:00			44	63	107		17:00			498	596	1094	
05:15			48	95	143		17:15			503	471	974	
05:30			75	108	183		17:30			513	487	1000	
05:45			125	292	274	707	17:45			422	1936	958	4026
06:00			116	168	284		18:00			405	458	863	
06:15			165	225	390		18:15			411	406	817	
06:30			168	336	504		18:30			395	412	807	
06:45			216	665	566	1744	18:45			350	1561	793	3280
07:00			228	376	604		19:00			338	329	667	
07:15			297	469	766		19:15			345	259	604	
07:30			329	518	847		19:30			300	294	594	
07:45			345	1199	838	3055	19:45			259	1242	510	2375
08:00			343	537	880		20:00			283	280	563	
08:15			339	487	826		20:15			223	226	449	
08:30			354	463	817		20:30			229	242	471	
08:45			376	1412	774	3297	20:45			212	947	426	1909
09:00			332	470	802		21:00			207	206	413	
09:15			335	367	702		21:15			206	199	405	
09:30			330	410	740		21:30			181	174	355	
09:45			392	1389	785	3029	21:45			185	779	324	1497
10:00			353	379	732		22:00			146	120	266	
10:15			305	394	699		22:15			127	136	263	
10:30			343	369	712		22:30			96	108	204	
10:45			347	1348	753	2896	22:45			117	486	201	934
11:00			368	396	764		23:00			93	74	167	
11:15			331	386	717		23:15			84	70	154	
11:30			421	401	822		23:30			68	54	122	
11:45			409	1529	880	3183	23:45			70	315	117	560
TOTALS			8376	10530	18906		TOTALS			16284	16883	33167	
SPLIT %			44.3%	55.7%	36.3%		SPLIT %			49.1%	50.9%	63.7%	

DAILY TOTALS					NB	SB					EB	WB	Total
					0	0					24,660	27,413	52,073
AM Peak Hour			11:30	07:30	11:45		PM Peak Hour			16:45	17:00	17:00	
AM Pk Volume			1651	2035	3557		PM Pk Volume			2002	2090	4026	
Pk Hr Factor			0.980	0.947	0.964		Pk Hr Factor			0.976	0.877	0.920	
7 - 9 Volume	0	0	2611	3741	6352		4 - 6 Volume	0	0	3915	3993	7908	
7 - 9 Peak Hour			08:00	07:30	07:30		4 - 6 Peak Hour			16:45	17:00	17:00	
7 - 9 Pk Volume	0	0	1412	2035	3391		4 - 6 Pk Volume	0	0	2002	2090	4026	
Pk Hr Factor	0.000	0.000	0.939	0.947	0.963		Pk Hr Factor	0.000	0.000	0.976	0.877	0.920	

VOLUME

Balboa Avenue Bet. Morena Blvd SB Ramps & Morena Blvd NB On-Ramps

Day: Tuesday
Date: 5/10/2016

City: San Diego
Project #: CA16_4124_004

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						24,833		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			54	54	108		12:00			407	400	807		
00:15			47	34	81		12:15			422	356	778		
00:30			38	26	64		12:30			396	378	774		
00:45			32	171	20	134	12:45			445	1670	408	1542	
					52	305						853	3212	
01:00			30	24	54		13:00			445	383	828		
01:15			25	37	62		13:15			462	381	843		
01:30			34	26	60		13:30			421	353	774		
01:45			30	119	16	103	13:45			426	1754	377	1494	
					46	222						803	3248	
02:00			25	15	40		14:00			441	364	805		
02:15			31	9	40		14:15			484	398	882		
02:30			22	12	34		14:30			469	400	869		
02:45			22	100	17	53	14:45			459	1853	378	1540	
					39	153						837	3393	
03:00			16	6	22		15:00			442	419	861		
03:15			16	11	27		15:15			438	410	848		
03:30			11	12	23		15:30			432	406	838		
03:45			30	73	18	47	15:45			468	1780	392	1627	
					48	120						860	3407	
04:00			21	12	33		16:00			459	404	863		
04:15			20	24	44		16:15			492	426	918		
04:30			24	29	53		16:30			454	446	900		
04:45			35	100	39	104	16:45			485	1890	411	1687	
					74	204						896	3577	
05:00			49	53	102		17:00			477	488	965		
05:15			62	84	146		17:15			494	435	929		
05:30			94	106	200		17:30			500	480	980		
05:45			159	364	117	360	17:45			416	1887	483	1886	
					276	724						899	3773	
06:00			142	149	291		18:00			408	406	814		
06:15			191	185	376		18:15			395	367	762		
06:30			193	283	476		18:30			398	333	731		
06:45			229	755	306	923	18:45			342	1543	369	1475	
					535	1678						711	3018	
07:00			249	329	578		19:00			333	311	644		
07:15			303	448	751		19:15			341	280	621		
07:30			336	477	813		19:30			292	334	626		
07:45			362	1250	461	1715	19:45			261	1227	276	1201	
					823	2965						537	2428	
08:00			349	458	807		20:00			268	305	573		
08:15			346	441	787		20:15			224	243	467		
08:30			354	428	782		20:30			224	255	479		
08:45			393	1442	389	1716	20:45			208	924	224	1027	
					782	3158						432	1951	
09:00			349	427	776		21:00			208	219	427		
09:15			337	344	681		21:15			200	211	411		
09:30			335	389	724		21:30			178	171	349		
09:45			410	1431	373	1533	21:45			178	764	145	746	
					783	2964						323	1510	
10:00			358	313	671		22:00			143	121	264		
10:15			318	328	646		22:15			126	135	261		
10:30			356	298	654		22:30			100	90	190		
10:45			361	1393	329	1268	22:45			115	484	87	433	
					690	2661						202	917	
11:00			364	311	675		23:00			93	77	170		
11:15			344	330	674		23:15			77	71	148		
11:30			422	349	771		23:30			64	57	121		
11:45			422	1552	388	1378	23:45			73	307	49	254	
					810	2930						122	561	
TOTALS			8750	9334	18084		TOTALS			16083	14912	30995		
SPLIT %			48.4%	51.6%	36.8%		SPLIT %			51.9%	48.1%	63.2%		

DAILY TOTALS			NB	SB	EB			WB			Total	
			0	0							24,833	24,246
AM Peak Hour			11:30	07:15	07:30	PM Peak Hour			16:45	17:00	17:00	
AM Pk Volume			1673	1844	3230	PM Pk Volume			1956	1886	3773	
Pk Hr Factor			0.991	0.966	0.981	Pk Hr Factor			0.978	0.966	0.963	
7 - 9 Volume	0	0	2692	3431	6123	4 - 6 Volume	0	0	3777	3573	7350	
7 - 9 Peak Hour			08:00	07:15	07:30	4 - 6 Peak Hour			16:45	17:00	17:00	
7 - 9 Pk Volume	0	0	1442	1844	3230	4 - 6 Pk Volume	0	0	1956	1886	3773	
Pk Hr Factor	0.000	0.000	0.917	0.966	0.981	Pk Hr Factor	0.000	0.000	0.978	0.966	0.963	

VOLUME

Balboa Avenue Bet. Morena Blvd & Moraga Ave

Day: Tuesday
Date: 5/10/2016

City: San Diego
Project #: CA16_4124_005

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						21,702	21,413						43,115
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL							TOTAL
00:00			59	53	112		12:00			335	341	676							
00:15			54	34	88		12:15			329	314	643							
00:30			36	26	62		12:30			345	351	696							
00:45			31	180	20	133	12:45			351	1360	342	1348	693	2708				
01:00			27	24	51		13:00			350	324	674							
01:15			32	33	65		13:15			352	321	673							
01:30			30	23	53		13:30			354	300	654							
01:45			28	117	16	96	13:45			313	1369	327	1272	640	2641				
02:00			25	23	48		14:00			321	302	623							
02:15			29	7	36		14:15			378	330	708							
02:30			18	11	29		14:30			391	354	745							
02:45			19	91	15	56	14:45			397	1487	326	1312	723	2799				
03:00			15	6	21		15:00			344	362	706							
03:15			14	10	24		15:15			391	368	759							
03:30			7	12	19		15:30			389	362	751							
03:45			10	46	17	45	15:45			406	1530	350	1442	756	2972				
04:00			15	11	26		16:00			395	354	749							
04:15			15	21	36		16:15			430	386	816							
04:30			22	28	50		16:30			383	401	784							
04:45			20	72	32	92	16:45			442	1650	373	1514	815	3164				
05:00			33	49	82		17:00			445	447	892							
05:15			40	75	115		17:15			438	400	838							
05:30			56	94	150		17:30			412	438	850							
05:45			81	210	104	322	17:45			369	1664	419	1704	788	3368				
06:00			87	125	212		18:00			373	365	738							
06:15			124	161	285		18:15			359	329	688							
06:30			127	237	364		18:30			332	297	629							
06:45			190	528	245	768	18:45			310	1374	326	1317	636	2691				
07:00			232	270	502		19:00			295	283	578							
07:15			303	373	676		19:15			355	285	640							
07:30			332	379	711		19:30			319	332	651							
07:45			350	1217	393	1415	19:45			306	1275	268	1168	574	2443				
08:00			334	357	691		20:00			300	303	603							
08:15			338	357	695		20:15			273	243	516							
08:30			345	336	681		20:30			262	250	512							
08:45			359	1376	331	1381	20:45			234	1069	223	1019	457	2088				
09:00			304	352	656		21:00			224	219	443							
09:15			278	298	576		21:15			222	210	432							
09:30			273	325	598		21:30			196	168	364							
09:45			277	1132	332	1307	21:45			176	818	143	740	319	1558				
10:00			259	269	528		22:00			156	122	278							
10:15			255	285	540		22:15			136	134	270							
10:30			270	254	524		22:30			111	90	201							
10:45			290	1074	290	1098	22:45			112	515	87	433	199	948				
11:00			293	260	553		23:00			100	77	177							
11:15			275	298	573		23:15			84	71	155							
11:30			323	282	605		23:30			70	57	127							
11:45			333	1224	338	1178	23:45			70	324	48	253	118	577				
TOTALS			7267	7891	15158		TOTALS			14435	13522	27957							
SPLIT %			47.9%	52.1%	35.2%		SPLIT %			51.6%	48.4%	64.8%							

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						21,702	21,413						43,115
AM Peak Hour			08:00	07:15	07:30		PM Peak Hour			16:45	17:00	16:45							
AM Pk Volume			1376	1502	2840		PM Pk Volume			1737	1704	3395							
Pk Hr Factor			0.958	0.955	0.956		Pk Hr Factor			0.976	0.953	0.952							
7 - 9 Volume	0	0	2593	2796	5389		4 - 6 Volume	0	0	3314	3218	6532							
7 - 9 Peak Hour			08:00	07:15	07:30		4 - 6 Peak Hour			16:45	17:00	16:45							
7 - 9 Pk Volume	0	0	1376	1502	2840		4 - 6 Pk Volume	0	0	1737	1704	3395							
Pk Hr Factor	0.958	0.955	0.958	0.955	0.956		Pk Hr Factor	0.952	0.953	0.976	0.953	0.952							

Prepared by: Field Data Services of Arizona/Veracity Traffic Group (520) 316-6745

Volumes for: Tuesday, July 21, 2015

City: San Diego

MC 0723-15

Project #:

Location: Balboa Ave. btwn. Moraga Ave. & Balboa Terrace

AM Period	NB	SB	EB	WB	PM Period	NB	SB	EB	WB
00:00			28	19	12:00			277	241
00:15			21	15	12:15			241	239
00:30			14	16	12:30			282	233
00:45			19	82	12:45			296	1096
01:00			13	11	13:00			300	322
01:15			9	10	13:15			308	285
01:30			6	14	13:30			344	296
01:45			7	35	13:45			341	1293
02:00			4	5	14:00			325	311
02:15			8	7	14:15			344	341
02:30			5	4	14:30			341	325
02:45			9	26	14:45			369	1379
03:00			10	5	15:00			363	311
03:15			14	9	15:15			355	328
03:30			16	6	15:30			328	285
03:45			9	49	15:45			344	1390
04:00			6	7	16:00			341	311
04:15			8	16	16:15			328	325
04:30			5	20	16:30			344	333
04:45			16	35	16:45			341	1354
05:00			20	41	17:00			328	325
05:15			24	45	17:15			285	285
05:30			41	89	17:30			244	286
05:45			45	130	17:45			214	1071
06:00			85	90	18:00			228	239
06:15			88	98	18:15			258	233
06:30			90	133	18:30			263	241
06:45			178	441	18:45			241	990
07:00			199	214	19:00			214	208
07:15			258	302	19:15			185	214
07:30			285	355	19:30			163	185
07:45			263	1005	19:45			139	701
08:00			266	325	20:00			133	133
08:15			321	332	20:15			128	130
08:30			344	325	20:30			111	128
08:45			322	1253	20:45			74	446
09:00			285	296	21:00			75	85
09:15			282	299	21:15			50	77
09:30			245	258	21:30			54	70
09:45			241	1053	21:45			41	220
10:00			236	245	22:00			42	59
10:15			214	241	22:15			29	60
10:30			222	239	22:30			30	66
10:45			208	880	22:45			32	133
11:00			252	258	23:00			28	54
11:15			263	244	23:15			54	28
11:30			239	241	23:30			41	29
11:45			258	1012	23:45			42	165

Total Vol. 6001 6565 12566 10238 10079 20317

GPS Coordinates: 32.808240, -117.209192

NB	SB	Daily Totals	EB	WB	Combined
			16239	16644	32883

AM

Split %	47.8%	52.2%	38.2%
Peak Hour	08:15	07:30	08:00
Volume	1272	1353	2524
P.H.F.	0.92	0.95	0.94

PM

50.4%	49.6%	61.8%
14:30	14:00	14:15
1428	1321	2738
0.97	0.96	0.96

VOLUME

Balboa Ave E/O Clairemont Dr

Day: Tuesday
Date: 5/10/2016

City: San Diego
Project #: CA16_4124_027

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0	18,841					18,542	37,383	
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			33	27	60		12:00			266	260	526		
00:15			27	20	47		12:15			275	313	588		
00:30			20	9	29		12:30			274	309	583		
00:45			15	95	32	168	12:45			293	1108	622	2319	
01:00			16	12	28		13:00			269	286	555		
01:15			10	7	17		13:15			269	312	581		
01:30			8	12	20		13:30			280	288	568		
01:45			9	43	17	82	13:45			279	1097	589	2293	
02:00			14	6	20		14:00			273	299	572		
02:15			11	8	19		14:15			333	303	636		
02:30			9	6	15		14:30			338	331	669		
02:45			7	41	18	72	14:45			304	1248	625	2502	
03:00			7	4	11		15:00			337	334	671		
03:15			3	4	7		15:15			362	329	691		
03:30			6	6	12		15:30			359	337	696		
03:45			14	30	22	52	15:45			438	1496	766	2824	
04:00			10	7	17		16:00			407	337	744		
04:15			11	15	26		16:15			398	364	762		
04:30			18	16	34		16:30			407	435	842		
04:45			28	67	56	133	16:45			413	1625	787	3135	
05:00			34	35	69		17:00			372	363	735		
05:15			46	39	85		17:15			402	382	784		
05:30			48	56	104		17:30			391	366	757		
05:45			67	195	114	372	17:45			393	1558	730	3006	
06:00			76	82	158		18:00			329	344	673		
06:15			103	129	232		18:15			264	332	596		
06:30			156	152	308		18:30			281	369	650		
06:45			199	534	402	1100	18:45			250	1124	522	2441	
07:00			244	306	550		19:00			247	228	475		
07:15			326	305	631		19:15			245	271	516		
07:30			363	305	668		19:30			242	206	448		
07:45			366	1299	707	2556	19:45			227	961	432	1871	
08:00			337	316	653		20:00			208	220	428		
08:15			350	310	660		20:15			194	179	373		
08:30			345	335	680		20:30			142	175	317		
08:45			368	1400	706	2699	20:45			153	697	338	1456	
09:00			319	275	594		21:00			140	150	290		
09:15			252	262	514		21:15			119	132	251		
09:30			255	288	543		21:30			121	150	271		
09:45			245	1071	485	2136	21:45			112	492	229	1041	
10:00			250	266	516		22:00			100	100	200		
10:15			304	233	537		22:15			94	74	168		
10:30			277	243	520		22:30			83	74	157		
10:45			323	1154	570	2143	22:45			46	323	86	611	
11:00			261	239	500		23:00			48	45	93		
11:15			264	283	547		23:15			34	31	65		
11:30			270	265	535		23:30			32	37	69		
11:45			245	1040	504	2086	23:45			29	143	58	285	
TOTALS			6969	6630	13599		TOTALS			11872	11912	23784		
SPLIT %			51.2%	48.8%	36.4%		SPLIT %			49.9%	50.1%	63.6%		

DAILY TOTALS			NB	SB							EB	WB	Total	
			0	0							18,841	18,542	37,383	
AM Peak Hour			07:30	07:45	07:45	PM Peak Hour					15:45	16:30	16:30	
AM Pk Volume			1416	1302	2700	PM Pk Volume					1650	1554	3148	
Pk Hr Factor			0.967	0.955	0.955	Pk Hr Factor					0.942	0.893	0.935	
7 - 9 Volume	0	0	2699	2556	5255	4 - 6 Volume	0	0			3183	2958	6141	
7 - 9 Peak Hour			07:30	07:45	07:45	4 - 6 Peak Hour					16:00	16:30	16:30	
7 - 9 Pk Volume	0	0	1416	1302	2700	4 - 6 Pk Volume	0	0			1625	1554	3148	
Pk Hr Factor	0.000	0.000	0.967	0.955	0.955	Pk Hr Factor	0.000	0.000			0.984	0.893	0.935	

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIREMONT
LOCATION: BALBOA BTN GENESEE & MT ALIFAN

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	50	0	0	0	0	0	0	0	0	0	0	0	50	12:00	4	302	8	2	6	0	0	0	0	1	1	0	0	324
0:15	0	29	0	0	0	0	0	0	0	0	0	0	0	29	12:15	6	322	10	2	5	2	1	1	0	1	0	0	0	350
0:30	1	33	0	0	0	0	0	0	0	0	0	0	0	34	12:30	2	306	11	0	8	0	1	0	0	0	0	0	0	328
0:45	0	39	0	0	0	0	0	0	0	0	0	0	0	39	12:45	3	305	15	1	9	0	1	1	0	1	1	0	0	337
1:00	0	26	1	0	0	0	0	0	0	0	0	0	0	27	13:00	2	336	11	2	10	1	1	1	0	0	0	0	0	364
1:15	0	17	1	0	0	0	0	0	0	0	0	0	0	18	13:15	0	360	6	4	5	1	0	0	2	0	1	0	0	379
1:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13	13:30	3	320	9	5	4	2	2	0	1	0	1	0	0	347
1:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9	13:45	2	355	12	2	9	0	1	0	1	0	0	0	0	382
2:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17	14:00	4	310	11	2	5	3	2	0	0	0	0	0	0	337
2:15	0	14	1	0	0	0	0	0	0	0	0	0	0	15	14:15	6	312	11	1	4	0	0	0	0	0	0	0	0	334
2:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12	14:30	1	278	19	1	6	3	0	1	1	0	0	0	0	310
2:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11	14:45	0	329	20	2	9	4	1	0	0	0	0	0	0	365
3:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	15:00	1	334	22	4	8	2	1	0	1	0	0	0	0	373
3:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9	15:15	5	286	16	5	8	0	0	2	0	0	0	0	1	323
3:30	0	10	2	0	0	0	0	0	0	0	0	0	0	12	15:30	2	335	22	2	9	2	0	0	0	0	0	0	0	372
3:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13	15:45	3	351	21	2	12	1	0	0	2	0	0	0	0	392
4:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	16:00	2	322	15	2	11	1	1	0	0	0	1	0	1	356
4:15	0	14	0	0	0	0	0	0	0	0	0	0	0	14	16:15	1	319	11	4	5	0	0	2	1	0	1	0	0	344
4:30	0	11	1	1	0	0	0	0	0	0	0	0	0	13	16:30	2	378	19	5	8	2	0	1	0	0	0	1	0	416
4:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9	16:45	8	300	14	5	10	4	3	0	1	0	1	1	0	347
5:00	0	34	0	0	0	0	0	0	0	0	0	0	0	34	17:00	6	343	17	1	5	2	2	2	0	0	0	0	0	378
5:15	0	25	0	2	0	0	0	0	0	0	0	0	0	27	17:15	4	352	11	1	4	0	2	3	0	0	0	0	0	377
5:30	0	33	1	1	0	0	0	0	0	0	0	0	0	35	17:30	3	336	19	2	6	1	0	0	0	0	1	1	0	369
5:45	0	46	1	0	0	0	0	0	0	0	0	0	0	47	17:45	2	348	22	2	9	1	0	0	0	0	0	0	0	384
6:00	1	65	4	1	0	0	0	0	0	0	0	0	0	71	18:00	5	297	10	1	4	2	2	0	0	0	0	0	0	321
6:15	2	80	0	1	1	1	0	0	0	0	0	0	0	85	18:15	0	294	9	1	6	0	0	1	0	0	0	0	0	311
6:30	1	81	4	1	1	0	0	0	0	0	0	0	0	88	18:30	2	307	12	2	8	2	1	1	0	0	0	0	0	335
6:45	0	90	5	2	0	1	0	0	0	0	0	0	0	98	18:45	1	291	11	1	7	1	1	0	0	0	0	0	0	313
7:00	1	136	6	2	2	0	0	0	0	0	0	0	0	147	19:00	1	289	16	2	5	0	0	1	0	0	0	0	0	314
7:15	1	185	2	1	2	1	0	1	0	0	0	0	0	193	19:15	0	270	9	1	2	2	0	2	0	0	0	0	0	286
7:30	1	178	1	4	6	0	1	0	1	1	0	0	0	193	19:30	2	253	10	1	1	2	0	1	1	0	0	0	0	271
7:45	0	247	2	2	2	2	0	0	0	0	0	0	0	255	19:45	2	248	5	1	2	0	1	1	0	0	0	0	0	260
8:00	1	251	4	2	4	1	0	0	0	0	0	0	0	263	20:00	1	220	4	0	0	1	0	0	0	0	0	0	0	226
8:15	4	313	6	1	2	0	1	1	0	1	1	0	0	330	20:15	5	202	9	1	1	0	1	0	0	0	0	0	0	219
8:30	5	253	2	1	2	4	0	0	0	1	0	1	0	269	20:30	4	210	5	1	1	0	0	0	0	0	0	0	0	221
8:45	2	245	8	2	2	2	1	0	0	2	1	0	0	265	20:45	2	194	4	2	0	0	0	0	0	0	0	0	0	202
9:00	1	287	9	4	4	1	0	0	1	0	0	0	0	307	21:00	2	180	3	0	0	0	0	0	0	0	0	0	0	185
9:15	4	261	12	1	5	1	1	0	0	0	1	0	0	286	21:15	0	160	2	1	0	1	0	0	0	0	0	0	0	164
9:30	0	255	11	2	2	1	2	1	1	0	2	0	1	278	21:30	1	187	2	0	1	0	0	0	0	0	0	0	0	191
9:45	0	254	16	1	6	1	1	0	0	0	0	0	0	279	21:45	1	172	1	1	1	0	0	0	0	0	0	0	0	176
10:00	1	233	11	3	2	2	0	1	1	0	0	0	0	254	22:00	0	166	4	1	1	0	0	0	0	0	0	0	0	172
10:15	1	247	5	1	2	2	1	2	0	0	1	0	0	262	22:15	1	129	1	0	0	0	0	0	0	0	0	0	0	131
10:30	2	250	4	2	6	1	0	0	2	0	1	0	1	269	22:30	0	149	0	0	0	0	0	0	0	0	0	0	0	149
10:45	0	240	9	2	8	0	0	3	0	1	0	0	0	263	22:45	0	103	1	1	1	0	0	0	0	0	0	0	0	106
11:00	1	279	2	1	1	2	1	0	1	0	1	0	0	289	23:00	0	94	1	0	0	0	0	0	0	0	0	0	0	95
11:15	2	265	2	1	2	1	1	1	1	0	0	0	0	276	23:15	1	65	0	1	1	0	0	0	0	0	0	0	0	68
11:30	1	280	4	0	4	1	0	1	0	0	0	0	0	291	23:30	1	68	1	1	0	0	0	0	0	0	0	0	0	71
11:45	0	266	5	1	5	2	0	0	0	0	0	0	0	279	23:45	0	42	0	0	0	0	0	0	0	0	0	0	0	42
TOTAL	33	5,729	147	43	71	27	10	11	8	6	8	1	2	6,096	TOTAL	104	12,429	472	79	217	43	25	21	11	3	8	3	2	13,417

AM PEAK HOUR 8:15 AM
AM PEAK VOLUME 1,171

PM PEAK HOUR 4:30 PM
PM PEAK VOLUME 1,518

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	137	18,158	619	122	288	70	35	32	19	9	16	4	4	19,513
% OF TOTAL	0.7%	93.1%	3.2%	0.6%	1.5%	0.4%	0.2%	0.2%	0.1%	0.0%	0.1%	0.0%	0.0%	100.0%

TOTAL: ALL	381	39,063	1,575	268	536	170	91	76	39	27	33	23	8	42,290
% OF TOTAL	2.0%	200.2%	8.1%	1.4%	2.7%	0.9%	0.5%	0.4%	0.2%	0.1%	0.2%	0.1%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIREMONT
LOCATION: BALBOA BTN GENESEE & MT ALIFAN

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	1	41	2	0	0	0	0	0	0	0	0	0	0	44	12:00	4	383	18	2	6	2	2	1	1	0	0	0	0	419
0:15	2	48	2	0	0	0	0	0	0	0	0	0	0	52	12:15	6	402	11	4	8	4	2	3	2	0	0	1	1	444
0:30	0	38	1	0	0	0	0	0	0	0	0	0	0	39	12:30	2	389	16	2	5	0	0	0	2	0	0	0	0	416
0:45	0	22	0	0	0	0	0	0	0	0	0	0	0	22	12:45	8	395	22	1	4	1	0	2	0	0	1	2	0	436
1:00	1	24	1	0	0	0	0	0	0	0	0	0	0	26	13:00	12	390	23	1	3	2	2	2	0	0	0	1	1	437
1:15	0	26	2	0	0	0	0	0	0	0	0	0	0	28	13:15	1	359	33	2	5	2	2	0	0	1	1	0	0	406
1:30	0	18	1	0	0	0	0	0	0	0	0	0	0	19	13:30	1	344	28	1	4	0	1	1	1	1	1	0	0	383
1:45	0	18	0	0	0	0	0	0	0	0	0	0	0	18	13:45	5	326	22	1	9	11	4	1	1	0	1	0	0	382
2:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15	14:00	8	385	28	2	8	2	0	0	0	0	0	0	0	433
2:15	0	19	0	0	0	0	0	0	0	0	0	0	0	19	14:15	9	374	32	2	5	0	2	2	0	0	0	1	0	427
2:30	0	14	0	0	0	0	0	0	0	0	0	0	0	14	14:30	10	387	28	6	12	2	0	0	0	0	1	1	0	447
2:45	0	15	1	0	0	0	0	0	0	0	0	0	0	16	14:45	5	350	40	8	5	0	1	1	0	0	0	0	0	410
3:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	15:00	4	357	22	9	5	4	1	1	0	0	0	0	0	403
3:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6	15:15	9	407	26	5	8	2	2	0	0	0	1	0	0	460
3:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11	15:30	12	307	18	5	6	1	2	0	0	1	0	1	0	353
3:45	0	19	1	0	0	0	0	0	0	0	0	0	0	20	15:45	4	372	12	2	5	1	0	2	1	0	2	2	0	403
4:00	0	27	0	0	0	0	0	0	0	0	0	0	0	27	16:00	2	341	12	1	2	2	1	0	0	0	0	0	0	361
4:15	0	26	0	0	0	0	0	0	0	0	0	0	0	26	16:15	1	377	18	2	3	4	4	1	2	0	0	0	0	412
4:30	0	23	0	0	0	0	0	0	0	0	0	0	0	23	16:30	2	403	22	1	2	2	1	1	0	3	1	0	0	438
4:45	0	13	1	0	0	0	0	0	0	0	0	0	0	14	16:45	1	366	26	0	4	2	0	1	1	2	1	1	0	405
5:00	1	22	0	1	0	0	0	0	0	0	0	0	0	24	17:00	4	376	35	1	5	2	2	0	2	1	0	0	0	428
5:15	0	30	1	0	0	0	0	0	0	0	0	0	0	31	17:15	2	368	42	2	2	2	0	0	1	1	0	1	0	421
5:30	0	35	0	2	0	0	0	0	0	0	0	0	0	37	17:30	1	373	22	1	6	2	1	0	0	0	1	0	0	407
5:45	0	53	1	1	0	0	0	0	0	0	0	0	0	55	17:45	6	387	19	1	10	2	0	0	1	1	0	0	1	428
6:00	0	61	2	1	1	0	0	0	0	0	0	0	0	65	18:00	8	317	20	2	5	4	0	2	0	0	0	0	0	358
6:15	1	84	2	2	0	0	1	1	0	0	0	0	0	91	18:15	5	350	15	1	4	2	1	1	0	0	0	0	0	379
6:30	2	109	6	3	1	1	0	0	0	0	0	0	0	122	18:30	5	395	11	2	5	2	1	0	0	0	0	0	0	421
6:45	2	126	8	3	0	0	0	0	0	0	0	0	0	139	18:45	4	432	8	4	1	1	2	1	0	0	0	0	0	453
7:00	4	153	9	4	2	1	1	1	0	0	0	0	0	175	19:00	6	342	9	2	2	0	0	0	0	0	0	0	0	361
7:15	2	192	5	2	4	0	2	0	0	1	1	0	0	209	19:15	2	303	12	1	2	1	1	1	0	0	0	0	0	323
7:30	0	231	4	1	6	1	0	1	0	0	0	0	0	244	19:30	1	314	11	1	3	2	0	0	0	0	0	0	0	332
7:45	2	222	9	1	2	1	1	2	0	1	0	0	0	241	19:45	2	264	18	2	3	2	0	0	0	0	0	0	0	291
8:00	2	274	2	0	4	2	1	0	0	0	1	0	0	286	20:00	1	226	10	1	2	0	1	0	0	0	0	0	0	241
8:15	12	307	8	1	5	2	0	0	0	2	0	0	0	337	20:15	1	243	5	1	2	0	0	0	0	0	0	0	0	252
8:30	10	308	12	2	8	0	0	2	0	0	0	0	0	342	20:30	0	255	5	2	0	1	1	0	0	0	0	0	0	264
8:45	8	345	11	2	3	1	3	2	0	1	0	0	0	376	20:45	1	187	9	0	5	0	1	0	0	0	0	0	0	203
9:00	4	344	16	4	4	0	2	2	0	1	1	1	0	379	21:00	2	204	6	1	1	2	0	0	0	0	0	0	0	216
9:15	6	402	9	0	5	2	0	4	1	0	0	0	0	429	21:15	1	185	5	2	2	0	0	0	0	0	0	0	0	195
9:30	1	277	15	2	6	1	1	0	0	0	0	1	0	304	21:30	0	158	4	1	1	0	0	0	0	0	0	0	0	164
9:45	2	352	22	0	5	1	0	0	1	0	1	2	0	386	21:45	0	157	2	4	0	1	0	0	0	0	0	0	0	164
10:00	1	314	16	4	4	4	0	0	1	0	0	0	0	344	22:00	1	130	1	0	1	0	0	0	0	0	0	0	0	133
10:15	4	328	11	1	2	2	2	1	0	0	1	1	0	353	22:15	1	121	0	2	2	0	0	0	0	0	0	0	0	126
10:30	1	304	8	2	2	1	0	0	0	0	1	0	0	319	22:30	0	127	1	1	1	0	0	0	0	0	0	0	0	130
10:45	2	260	9	2	1	1	2	1	0	0	0	0	1	279	22:45	0	117	2	1	0	0	0	0	0	0	0	0	0	120
11:00	1	328	10	4	4	1	0	0	1	0	0	0	0	349	23:00	0	82	1	1	0	0	0	0	0	0	0	0	0	84
11:15	5	312	5	2	2	2	1	2	1	0	1	1	0	334	23:15	1	75	0	1	0	0	0	0	0	0	0	0	0	77
11:30	3	339	4	1	1	4	1	1	0	0	0	1	0	355	23:30	1	68	1	1	1	0	0	0	0	0	0	0	0	72
11:45	2	335	5	1	1	2	0	0	0	0	0	0	0	346	23:45	0	55	1	1	0	0	0	0	0	0	0	0	0	57
TOTAL	82	6,880	224	49	73	30	18	20	5	6	7	7	1	7,402	TOTAL	162	14,025	732	97	175	70	38	24	15	12	10	12	3	15,375

AM PEAK HOUR 8:30 AM
AM PEAK VOLUME 1,526

PM PEAK HOUR 12:15 PM
PM PEAK VOLUME 1,733

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	244	20,905	956	146	248	100	56	44	20	18	17	19	4	22,777
% OF TOTAL	1.1%	91.8%	4.2%	0.6%	1.1%	0.4%	0.2%	0.2%	0.1%	0.1%	0.1%	0.1%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIREMONT
LOCATION: BALBOA BTN MT ALIFAN & CANNINGTON

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	1	43	2	0	0	0	0	0	0	0	0	0	0	46	12:00	3	364	18	2	6	1	1	1	0	0	0	0	0	396
0:15	0	47	4	0	0	0	0	0	0	0	0	0	0	51	12:15	4	343	22	4	2	2	1	3	0	1	0	0	0	382
0:30	1	37	2	0	0	0	0	0	0	0	0	0	0	40	12:30	0	398	29	2	2	0	2	2	1	0	0	1	1	438
0:45	0	54	1	0	0	0	0	0	0	0	0	0	0	55	12:45	4	347	20	1	4	2	1	0	0	1	0	0	0	380
1:00	0	35	1	0	0	0	0	0	0	0	0	0	0	36	13:00	0	370	21	1	5	4	1	1	0	1	0	1	0	405
1:15	0	25	2	0	0	0	0	0	0	0	0	0	0	27	13:15	5	406	11	1	6	5	0	0	1	0	1	1	0	437
1:30	0	25	0	0	0	0	0	0	0	0	0	0	0	25	13:30	6	417	9	2	8	4	1	0	0	2	1	0	0	450
1:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12	13:45	0	407	12	2	5	4	0	0	0	0	0	0	0	430
2:00	1	10	0	0	0	0	0	0	0	0	0	0	0	11	14:00	5	418	19	4	4	2	2	0	2	0	0	0	0	456
2:15	0	18	0	0	0	0	0	0	0	0	0	0	0	18	14:15	0	363	11	5	1	2	0	0	2	0	0	0	0	384
2:30	0	17	0	0	0	0	0	0	0	0	0	0	0	17	14:30	9	371	15	0	2	2	1	0	0	1	1	0	0	402
2:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10	14:45	5	352	9	2	1	3	0	0	1	0	0	0	0	373
3:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11	15:00	9	406	12	1	0	5	2	0	1	0	0	0	0	436
3:15	0	13	0	0	0	0	0	0	0	0	0	0	0	13	15:15	5	409	33	1	3	5	3	0	0	0	0	0	0	459
3:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13	15:30	11	354	32	5	5	0	3	0	0	0	0	0	0	410
3:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13	15:45	12	462	34	4	5	6	0	0	1	0	0	0	0	524
4:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	16:00	0	405	35	6	2	6	2	0	0	0	0	0	1	457
4:15	0	21	0	0	0	0	0	0	0	0	0	0	0	21	16:15	11	374	40	2	2	2	0	0	0	0	0	0	0	432
4:30	1	19	0	0	0	0	0	0	0	0	0	0	0	20	16:30	4	378	28	2	4	0	1	1	0	0	0	0	0	418
4:45	0	24	0	0	0	0	0	0	0	0	0	0	0	24	16:45	5	415	21	1	5	2	1	0	1	0	0	0	0	451
5:00	2	30	1	0	0	0	0	0	0	0	0	0	0	33	17:00	8	369	22	1	0	2	0	1	0	0	0	0	0	403
5:15	0	47	0	0	0	0	0	0	0	0	0	0	0	47	17:15	9	368	26	4	8	2	0	2	0	0	0	0	0	419
5:30	1	48	1	0	0	0	0	0	0	0	0	0	0	50	17:30	12	418	20	2	9	1	0	2	2	0	0	0	0	466
5:45	0	57	0	1	0	0	0	0	0	0	0	0	0	58	17:45	0	362	19	1	12	1	0	0	0	0	0	0	0	395
6:00	0	87	5	1	1	0	0	0	0	0	0	0	0	94	18:00	1	424	20	2	11	2	0	0	0	0	0	0	0	460
6:15	1	119	6	0	1	0	0	0	0	0	0	0	0	127	18:15	1	337	11	2	8	1	0	0	0	0	0	0	0	360
6:30	1	122	1	1	1	0	1	0	1	0	0	0	0	127	18:30	2	343	15	4	9	1	0	0	0	0	0	0	0	374
6:45	0	126	2	2	2	1	0	0	0	0	0	0	0	133	18:45	1	337	19	0	5	0	1	0	0	0	0	0	0	363
7:00	2	262	1	2	0	0	0	0	0	0	0	0	0	267	19:00	1	301	20	2	3	1	1	0	0	0	0	0	0	329
7:15	0	318	1	2	1	1	0	0	1	0	0	0	0	324	19:15	0	336	11	1	2	0	0	0	0	0	0	0	0	350
7:30	0	389	8	1	0	1	1	1	1	0	0	0	0	401	19:30	4	304	8	1	1	0	0	0	0	0	0	0	0	318
7:45	2	366	9	2	0	0	1	0	0	0	0	0	0	380	19:45	2	285	9	1	1	0	0	0	0	0	0	0	0	298
8:00	2	340	10	4	1	0	2	2	0	0	0	0	0	361	20:00	1	293	10	2	2	0	0	0	0	0	0	0	0	308
8:15	1	445	5	0	12	2	0	0	0	0	0	0	0	465	20:15	0	257	5	1	1	0	0	0	0	0	0	0	0	264
8:30	4	364	4	2	4	1	0	1	1	0	0	0	0	381	20:30	2	236	4	2	1	0	0	0	0	0	0	0	0	245
8:45	0	372	6	2	5	1	4	0	0	0	0	0	0	390	20:45	2	270	6	1	1	0	0	0	0	0	0	0	0	280
9:00	5	350	12	1	0	1	2	1	1	0	0	0	0	373	21:00	1	229	5	2	0	0	0	0	0	0	0	0	0	237
9:15	0	424	18	2	2	0	2	0	2	0	0	1	0	451	21:15	0	233	3	3	0	0	0	0	0	0	0	0	0	239
9:30	6	337	22	1	2	2	0	0	2	0	1	0	0	373	21:30	1	224	2	2	1	0	0	0	0	0	0	0	0	230
9:45	2	336	26	2	1	3	1	1	0	0	1	0	0	373	21:45	1	214	2	1	1	0	0	0	0	0	0	0	0	219
10:00	2	311	20	0	0	0	4	0	1	0	0	0	0	338	22:00	0	235	4	0	0	0	0	0	0	0	0	0	0	239
10:15	1	289	11	4	4	2	2	2	1	1	0	1	0	318	22:15	0	193	5	1	0	0	0	0	0	0	0	0	0	199
10:30	4	307	15	2	5	0	1	2	0	0	0	0	1	337	22:30	2	203	6	1	0	0	0	0	0	0	0	0	0	212
10:45	0	299	19	1	5	1	0	2	2	1	0	0	0	330	22:45	1	140	2	0	1	0	0	0	0	0	0	0	0	144
11:00	2	307	20	1	2	0	5	0	1	0	0	0	1	339	23:00	1	136	1	0	1	0	0	0	0	0	0	0	0	139
11:15	1	365	11	2	1	0	2	1	1	1	0	1	0	386	23:15	1	108	5	0	1	0	0	0	0	0	0	0	0	115
11:30	1	321	11	1	0	1	1	1	0	0	0	0	0	337	23:30	1	87	3	0	0	0	0	0	0	0	0	0	0	91
11:45	0	335	18	2	5	1	0	0	0	0	0	0	0	361	23:45	0	54	2	0	0	0	0	0	0	0	0	0	0	56
TOTAL	44	7,932	275	39	55	18	29	14	13	3	2	3	2	8,429	TOTAL	153	15,055	696	85	151	68	24	13	12	6	3	3	3	16,272

AM PEAK HOUR 8:15 AM
AM PEAK VOLUME 1,609

PM PEAK HOUR 3:15 PM
PM PEAK VOLUME 1,850

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	197	22,987	971	124	206	86	53	27	25	9	5	6	5	24,701
% OF TOTAL	0.8%	93.1%	3.9%	0.5%	0.8%	0.3%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

TOTAL: ALL	377	46,668	2,047	258	369	171	99	74	50	29	25	19	9	50,195
% OF TOTAL	1.5%	188.9%	8.3%	1.0%	1.5%	0.7%	0.4%	0.3%	0.2%	0.1%	0.1%	0.1%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIREMONT
LOCATION: BALBOA BTN MT ALIFAN & CANNINGTON

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	1	60	1	0	0	0	0	0	0	0	0	0	0	62	12:00	1	372	12	1	2	3	1	2	0	0	0	0	0	394
0:15	0	51	2	0	0	0	0	0	0	0	0	0	0	53	12:15	2	409	18	2	4	0	2	1	0	1	1	1	0	441
0:30	1	60	2	0	0	0	0	0	0	0	0	0	0	63	12:30	0	447	22	4	5	2	0	0	2	1	1	0	0	484
0:45	0	49	0	0	0	0	0	0	0	0	0	0	0	49	12:45	4	423	26	4	5	2	0	0	0	0	0	1	0	465
1:00	1	27	0	0	0	0	0	0	0	0	0	0	0	28	13:00	5	420	35	0	2	2	2	1	2	1	0	1	0	471
1:15	2	31	1	0	0	0	0	0	0	0	0	0	0	34	13:15	5	401	33	2	2	4	0	1	2	1	0	2	0	453
1:30	0	31	0	0	0	0	0	0	0	0	0	0	0	31	13:30	3	366	35	0	3	0	2	0	2	2	1	0	0	414
1:45	0	23	0	0	0	0	0	0	0	0	0	0	0	23	13:45	6	388	40	2	2	2	1	2	0	0	1	1	1	446
2:00	1	15	0	0	0	0	0	0	0	0	0	0	0	16	14:00	6	361	28	1	0	2	1	0	1	2	0	0	0	402
2:15	0	18	0	0	0	0	0	0	0	0	0	0	0	18	14:15	5	398	22	0	4	0	2	4	1	1	1	0	1	439
2:30	0	24	1	0	0	0	0	0	0	0	0	0	0	25	14:30	0	428	26	2	5	4	1	0	0	0	0	0	0	466
2:45	1	25	0	0	0	0	0	0	0	0	0	0	0	26	14:45	5	394	35	4	2	5	2	2	0	0	0	0	0	449
3:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17	15:00	0	374	41	0	2	0	1	0	0	0	2	0	0	420
3:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10	15:15	4	399	22	5	4	2	0	2	0	1	1	0	0	440
3:30	1	13	1	0	0	0	0	0	0	0	0	0	0	15	15:30	6	405	28	6	5	2	1	1	0	0	0	0	0	454
3:45	0	17	0	0	0	0	0	0	0	0	0	0	0	17	15:45	8	392	23	3	8	0	0	0	0	0	1	0	0	435
4:00	2	17	0	0	0	0	0	0	0	0	0	0	0	19	16:00	5	404	32	2	0	2	1	2	0	0	0	0	0	448
4:15	0	33	0	0	0	0	0	0	0	0	0	0	0	33	16:15	0	500	22	2	2	2	0	0	0	0	0	0	0	528
4:30	0	28	1	1	0	0	0	0	0	0	0	0	0	30	16:30	4	470	41	4	2	0	2	0	0	1	0	0	0	524
4:45	1	16	0	0	0	0	0	0	0	0	0	0	0	17	16:45	0	409	18	2	5	4	1	0	1	1	0	0	0	441
5:00	0	20	1	1	0	0	0	0	0	0	0	0	0	22	17:00	3	413	22	2	0	2	0	2	1	0	0	0	0	445
5:15	1	26	2	0	0	0	0	0	0	0	0	0	0	29	17:15	2	484	19	4	4	2	1	2	0	0	1	0	0	519
5:30	0	31	0	0	0	0	0	0	0	0	0	0	0	31	17:30	0	433	20	0	9	2	1	0	2	0	1	0	0	468
5:45	0	33	0	1	0	0	0	0	0	0	0	0	0	34	17:45	2	440	11	2	5	1	0	1	0	0	1	0	0	463
6:00	1	61	0	0	1	0	0	0	0	0	0	0	0	63	18:00	4	359	35	1	5	1	0	1	0	0	0	0	0	406
6:15	2	70	1	1	1	0	0	0	0	0	0	0	0	75	18:15	2	331	22	2	2	4	1	4	0	0	0	0	0	368
6:30	6	105	1	2	1	1	1	0	0	0	0	0	0	117	18:30	1	393	11	1	2	1	0	0	0	0	0	0	0	409
6:45	0	117	2	0	2	0	0	0	0	0	0	0	0	121	18:45	0	424	18	1	0	2	1	0	0	0	0	0	0	446
7:00	5	226	1	1	4	2	0	0	0	0	0	0	0	239	19:00	2	389	9	2	3	0	0	1	0	0	0	0	0	406
7:15	0	235	0	1	0	1	0	1	0	0	0	0	0	238	19:15	0	414	1	1	3	2	0	0	0	0	0	0	0	421
7:30	2	305	3	4	5	1	1	0	0	0	0	0	0	321	19:30	2	340	12	1	4	1	0	0	0	0	0	0	0	360
7:45	2	318	5	5	4	0	0	0	1	0	0	0	0	335	19:45	1	308	11	1	0	0	0	0	0	0	0	0	0	321
8:00	4	362	4	2	2	0	1	0	0	0	0	0	0	375	20:00	1	271	8	1	2	1	0	0	0	0	0	0	0	284
8:15	5	305	9	6	2	1	0	0	0	1	0	0	0	329	20:15	0	272	9	1	2	1	0	0	0	0	0	0	0	285
8:30	0	372	9	2	1	0	0	1	0	0	0	0	0	385	20:30	2	278	10	2	1	1	0	0	0	0	0	0	0	294
8:45	2	350	12	1	2	2	1	0	1	0	1	0	0	372	20:45	0	224	5	1	1	0	0	0	0	0	0	0	0	231
9:00	1	377	8	1	0	1	1	0	0	1	0	0	0	390	21:00	1	243	4	2	2	1	0	0	0	0	0	0	0	253
9:15	1	363	9	0	1	1	2	0	0	1	1	0	0	379	21:15	0	224	2	1	1	1	0	0	0	0	0	0	0	229
9:30	5	368	15	2	1	0	1	1	1	0	1	1	1	397	21:30	1	217	1	2	1	0	0	0	0	0	0	0	0	222
9:45	0	343	19	2	2	0	4	1	1	1	0	0	0	373	21:45	0	222	4	2	4	2	0	0	0	0	0	0	0	234
10:00	6	353	16	2	4	2	0	4	0	0	2	2	1	392	22:00	2	179	2	1	1	1	0	0	0	0	0	0	0	186
10:15	8	384	22	2	0	0	2	1	2	0	0	0	0	421	22:15	0	174	1	1	1	1	0	0	0	0	0	0	0	178
10:30	5	348	26	4	2	3	1	2	1	2	1	0	0	395	22:30	1	166	1	1	1	0	0	0	0	0	0	0	0	170
10:45	5	335	20	0	2	2	1	2	0	1	0	1	0	369	22:45	0	153	0	2	1	0	0	0	0	0	0	0	0	156
11:00	4	319	18	2	2	1	0	1	0	0	1	1	0	349	23:00	1	124	1	2	2	0	0	0	0	0	0	0	0	130
11:15	2	346	22	1	2	1	2	3	1	1	0	0	0	381	23:15	0	111	0	1	0	0	0	0	0	0	0	0	0	112
11:30	0	331	23	4	1	0	1	0	2	0	0	2	0	364	23:30	1	100	1	0	0	0	0	0	0	0	0	0	0	102
11:45	4	381	18	2	0	1	3	1	1	0	1	0	0	412	23:45	0	86	2	0	0	0	0	0	0	0	0	0	0	88
TOTAL	82	7,749	275	50	42	20	22	18	11	8	8	7	2	8,294	TOTAL	98	15,932	801	84	121	65	24	29	14	12	12	6	2	17,200

AM PEAK HOUR 9:30 AM
AM PEAK VOLUME 1,583

PM PEAK HOUR 4:00 PM
PM PEAK VOLUME 1,941

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	180	23,681	1,076	134	163	85	46	47	25	20	20	13	4	25,494
% OF TOTAL	0.7%	92.9%	4.2%	0.5%	0.6%	0.3%	0.2%	0.2%	0.1%	0.1%	0.1%	0.1%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIROMONT
LOCATION: BALBOA BTN CANNINGTON & CHARGER

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	1	62	4	0	1	0	0	0	0	0	0	0	0	68	12:00	8	396	33	4	12	2	2	1	1	0	0	0	0	459
0:15	0	70	2	0	0	0	0	0	0	0	0	0	0	72	12:15	0	486	35	4	8	3	0	2	0	0	0	1	0	539
0:30	0	67	0	0	0	0	0	0	0	0	0	0	0	67	12:30	2	434	28	5	9	1	2	0	2	0	0	1	0	484
0:45	1	34	0	0	0	0	0	0	0	0	0	0	0	35	12:45	2	487	21	6	10	1	2	0	0	0	1	2	0	532
1:00	0	39	1	0	0	0	0	0	0	0	0	0	0	40	13:00	3	458	22	8	11	2	0	3	0	0	1	0	0	508
1:15	0	37	0	0	0	0	0	0	0	0	0	0	0	37	13:15	5	414	26	2	15	1	0	0	2	0	0	0	0	465
1:30	0	30	1	0	0	0	0	0	0	0	0	0	0	31	13:30	4	425	35	2	9	1	2	2	0	1	0	0	0	481
1:45	0	26	2	0	0	0	0	0	0	0	0	0	0	28	13:45	6	398	44	2	12	2	3	0	2	0	0	0	0	469
2:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17	14:00	6	430	51	0	11	1	0	1	1	0	0	0	0	501
2:15	0	21	0	0	0	0	0	0	0	0	0	0	0	21	14:15	8	464	50	2	5	0	2	2	0	1	0	0	0	534
2:30	0	25	0	0	0	0	0	0	0	0	0	0	0	25	14:30	3	417	40	2	8	4	0	0	0	0	0	0	0	474
2:45	0	22	0	0	0	0	0	0	0	0	0	0	0	22	14:45	8	393	22	2	8	1	4	0	0	0	0	0	0	438
3:00	0	20	0	0	0	0	0	0	0	0	0	0	0	20	15:00	0	459	28	4	6	2	0	0	0	0	0	0	0	499
3:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	15:15	3	444	21	5	12	1	2	1	0	0	0	0	0	489
3:30	0	21	0	0	0	0	0	0	0	0	0	0	0	21	15:30	5	433	22	6	18	0	0	1	0	2	0	0	0	487
3:45	0	20	0	0	0	0	0	0	0	0	0	0	0	20	15:45	11	401	19	5	10	2	1	2	0	2	0	0	0	453
4:00	0	30	0	0	0	0	0	0	0	0	0	0	0	30	16:00	12	421	20	2	5	3	1	1	0	0	0	0	0	465
4:15	0	26	0	0	0	0	0	0	0	0	0	0	0	26	16:15	5	470	11	2	4	3	0	0	1	1	0	0	1	498
4:30	0	27	0	0	0	0	0	0	0	0	0	0	0	27	16:30	2	453	28	1	9	5	2	0	1	0	0	0	0	501
4:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13	16:45	8	419	32	2	10	4	1	0	0	0	0	0	0	476
5:00	0	24	0	0	0	0	0	0	0	0	0	0	0	24	17:00	9	422	33	4	5	2	0	0	0	0	0	1	1	477
5:15	0	30	1	0	0	0	0	0	0	0	0	0	0	31	17:15	2	404	40	5	4	2	1	0	0	0	0	1	0	459
5:30	0	37	0	1	0	0	0	0	0	0	0	0	0	38	17:30	2	449	28	5	5	1	2	0	0	0	0	0	0	492
5:45	0	54	1	0	0	0	0	0	0	0	0	0	0	55	17:45	4	435	22	2	9	1	0	0	0	0	0	0	0	473
6:00	1	63	3	0	0	0	0	0	0	0	0	0	0	67	18:00	4	316	26	1	12	0	1	0	0	0	0	0	0	360
6:15	0	116	0	1	0	0	0	0	0	0	0	0	0	117	18:15	5	419	26	1	11	2	1	0	0	0	0	0	0	465
6:30	1	184	0	1	1	0	0	0	0	0	0	0	0	187	18:30	6	486	20	2	15	2	0	0	0	0	0	0	0	531
6:45	0	212	4	1	1	0	0	2	1	0	0	0	0	221	18:45	3	495	35	2	4	1	2	0	0	0	0	0	0	542
7:00	2	305	18	2	1	0	1	0	0	0	0	0	0	329	19:00	8	420	12	0	1	1	1	0	0	0	0	0	0	443
7:15	2	356	32	2	0	1	0	1	1	0	0	0	0	395	19:15	5	389	18	3	2	0	0	0	0	0	0	0	0	417
7:30	4	419	22	4	1	1	0	0	0	0	0	0	0	451	19:30	4	379	12	1	1	1	0	0	0	0	0	0	0	398
7:45	6	342	26	0	2	0	1	1	0	0	0	0	0	378	19:45	0	319	22	2	2	0	0	0	0	0	0	0	0	345
8:00	0	384	12	2	2	0	0	1	0	0	0	0	0	401	20:00	5	294	11	1	1	1	1	0	0	0	0	0	0	314
8:15	2	402	18	2	4	1	0	1	0	0	0	0	0	430	20:15	6	297	8	2	2	1	1	0	0	0	0	0	0	317
8:30	3	365	22	1	2	1	0	2	0	0	0	0	1	397	20:30	0	303	9	1	2	0	0	0	0	0	0	0	0	315
8:45	5	406	26	1	0	1	1	1	0	0	0	0	0	441	20:45	0	253	2	1	4	0	0	0	0	0	0	0	0	260
9:00	4	387	35	4	4	2	1	0	0	0	0	0	0	437	21:00	2	259	3	1	0	0	0	0	0	0	0	0	0	265
9:15	4	459	33	0	6	3	2	1	1	0	0	0	0	509	21:15	1	238	2	0	2	0	0	0	0	0	0	0	0	243
9:30	0	381	28	2	8	0	3	2	0	0	0	0	0	424	21:30	0	227	1	0	1	0	0	0	0	0	0	0	0	229
9:45	1	378	21	1	5	4	0	1	0	0	0	0	0	411	21:45	4	251	1	1	1	0	0	0	0	0	0	0	0	258
10:00	1	376	35	2	5	4	2	2	2	1	1	0	1	432	22:00	2	181	0	2	2	0	0	0	0	0	0	0	0	187
10:15	2	371	41	0	4	2	2	0	0	2	0	0	0	424	22:15	0	174	1	0	1	0	0	0	0	0	0	0	0	176
10:30	1	392	22	2	5	0	0	0	1	0	0	1	0	424	22:30	1	195	1	0	1	0	0	0	0	0	0	0	0	198
10:45	0	311	28	1	6	1	0	3	1	2	1	0	0	354	22:45	1	157	1	0	0	0	0	0	0	0	0	0	0	159
11:00	3	375	20	2	8	1	0	2	0	1	1	1	0	414	23:00	0	136	0	2	0	0	0	0	0	0	0	0	0	138
11:15	1	358	26	1	0	0	1	0	1	0	1	0	0	389	23:15	2	109	0	1	0	0	0	0	0	0	0	0	0	112
11:30	6	396	22	1	5	1	1	1	0	1	0	0	0	434	23:30	1	109	0	0	0	0	0	0	0	0	0	0	0	110
11:45	2	391	29	2	4	2	0	1	1	0	0	0	0	432	23:45	0	88	1	0	0	0	0	0	0	0	0	0	0	89
TOTAL	53	8,892	535	36	75	25	15	21	10	7	4	2	2	9,677	TOTAL	178	16,906	923	106	280	54	34	16	10	7	2	6	2	18,524

AM PEAK HOUR 8:45 AM
AM PEAK VOLUME 1,811

PM PEAK HOUR 12:15 PM
PM PEAK VOLUME 2,063

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	231	25,798	1,458	142	355	79	49	37	20	14	6	8	4	28,201
% OF TOTAL	0.8%	91.5%	5.2%	0.5%	1.3%	0.3%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

TOTAL: ALL	488	50,344	2,880	339	748	191	117	76	45	21	26	20	9	55,304
% OF TOTAL	1.7%	178.5%	10.2%	1.2%	2.7%	0.7%	0.4%	0.3%	0.2%	0.1%	0.1%	0.1%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIRESMONT
LOCATION: BALBOA BTN CANNINGTON & CHARGER

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	2	63	0	0	0	0	0	0	0	0	0	0	0	65	12:00	4	354	22	5	8	3	2	4	0	0	0	0	0	402
0:15	0	39	0	0	0	0	0	0	0	0	0	0	0	39	12:15	5	450	28	4	6	2	2	0	0	1	0	0	0	498
0:30	1	47	0	0	0	0	0	0	0	0	0	0	0	48	12:30	0	365	21	6	12	0	3	2	1	0	0	0	0	410
0:45	0	48	0	0	0	0	0	0	0	0	0	0	0	48	12:45	4	385	35	8	5	1	3	0	0	1	0	0	0	442
1:00	0	39	0	0	0	0	0	0	0	0	0	0	0	39	13:00	6	451	44	6	11	2	0	0	0	1	0	2	0	523
1:15	0	29	0	0	0	0	0	0	0	0	0	0	0	29	13:15	2	459	41	3	8	2	4	1	2	2	0	0	0	524
1:30	0	22	0	0	0	0	0	0	0	0	0	0	0	22	13:30	2	413	23	2	9	2	0	0	0	0	1	0	0	452
1:45	0	16	0	0	0	0	0	0	0	0	0	0	0	16	13:45	6	455	35	2	5	2	0	0	0	0	0	2	0	507
2:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18	14:00	5	477	33	4	5	0	2	2	0	0	2	0	0	530
2:15	0	14	0	0	0	0	0	0	0	0	0	0	0	14	14:15	9	409	28	2	6	4	0	0	1	0	2	2	0	463
2:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13	14:30	0	414	21	1	2	0	1	2	0	0	3	1	0	445
2:45	0	17	0	0	0	0	0	0	0	0	0	0	0	17	14:45	5	398	19	6	1	2	0	0	2	0	0	0	0	433
3:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	15:00	5	519	20	5	2	2	2	2	2	0	4	1	0	564
3:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12	15:15	1	377	15	8	4	2	2	0	2	0	0	0	0	411
3:30	0	15	0	0	0	0	0	0	0	0	0	0	0	15	15:30	11	419	5	6	5	4	0	0	0	0	0	0	0	450
3:45	0	17	0	0	0	0	0	0	0	0	0	0	0	17	15:45	9	497	11	5	9	0	0	2	0	0	0	1	0	534
4:00	0	20	0	0	0	0	0	0	0	0	0	0	0	20	16:00	5	389	28	9	12	5	0	2	0	0	1	1	0	452
4:15	0	17	0	0	0	0	0	0	0	0	0	0	0	17	16:15	4	462	33	5	11	4	2	1	0	0	0	0	0	522
4:30	0	30	1	0	0	0	0	0	0	0	0	0	0	31	16:30	9	454	35	5	11	6	3	0	0	0	2	0	0	525
4:45	0	24	0	0	0	0	0	0	0	0	0	0	0	24	16:45	12	434	41	1	18	0	0	3	3	0	1	0	1	514
5:00	0	48	1	1	0	0	0	0	0	0	0	0	0	50	17:00	4	468	28	6	10	2	0	0	0	0	0	0	0	518
5:15	2	54	0	0	0	0	0	0	0	0	0	0	0	56	17:15	5	477	20	5	5	2	4	0	2	0	0	0	1	521
5:30	0	60	2	1	0	0	0	0	0	0	0	0	0	63	17:30	3	480	19	4	9	5	4	1	1	0	0	0	0	526
5:45	0	79	2	0	1	0	0	0	0	0	0	0	0	82	17:45	2	474	11	5	6	4	5	0	0	0	0	0	0	507
6:00	1	127	9	1	0	1	0	0	0	0	0	0	0	139	18:00	6	435	28	3	5	0	5	2	1	0	0	0	0	485
6:15	1	143	0	2	1	0	0	0	0	0	0	0	0	147	18:15	2	350	32	3	4	2	4	1	0	0	0	0	0	398
6:30	3	156	5	0	1	1	0	0	0	0	0	0	0	166	18:30	4	413	22	4	7	2	0	0	0	0	0	0	0	452
6:45	0	176	8	1	2	0	0	0	0	0	0	0	0	187	18:45	2	354	19	2	7	4	2	0	0	0	0	0	0	390
7:00	5	243	8	3	4	0	0	0	0	0	0	0	0	263	19:00	9	321	20	2	4	2	0	0	0	0	0	0	0	358
7:15	0	290	9	2	6	1	0	0	0	0	0	0	0	308	19:15	5	347	11	1	4	2	0	0	0	0	0	0	0	370
7:30	2	309	12	1	0	0	0	0	0	0	0	0	0	324	19:30	2	300	15	5	13	0	1	0	0	0	0	0	0	336
7:45	2	303	18	2	5	2	0	0	0	0	0	0	0	332	19:45	1	330	19	1	0	0	1	0	0	0	0	0	0	352
8:00	4	303	16	2	4	0	2	1	0	0	0	0	0	332	20:00	2	310	20	2	2	1	0	0	0	0	0	0	0	337
8:15	0	345	22	6	8	1	1	0	0	0	0	0	0	383	20:15	1	263	11	1	1	2	0	0	0	0	0	0	0	279
8:30	6	368	35	2	0	1	0	2	0	0	0	0	0	414	20:30	2	287	15	2	2	0	0	0	0	0	0	0	0	308
8:45	8	351	33	1	9	0	1	1	0	0	0	0	0	404	20:45	1	240	8	1	1	1	0	0	0	0	0	0	0	252
9:00	5	303	35	2	5	2	0	0	0	0	0	0	0	352	21:00	2	248	9	2	2	2	0	0	0	0	0	0	0	265
9:15	4	318	44	2	12	1	1	0	1	0	1	0	0	384	21:15	6	203	12	1	3	0	0	0	0	0	0	0	0	225
9:30	0	342	28	2	11	4	2	1	1	1	0	0	0	392	21:30	0	256	5	1	2	1	0	0	0	0	0	0	0	265
9:45	5	333	21	4	18	2	3	0	0	0	2	0	0	388	21:45	1	254	8	1	1	0	0	0	0	0	0	0	0	265
10:00	2	359	22	2	9	0	0	0	0	1	0	0	0	395	22:00	2	212	9	1	1	1	0	0	0	0	0	0	0	226
10:15	0	357	26	1	11	6	2	1	0	0	1	1	0	406	22:15	1	197	5	0	2	0	0	0	0	0	0	0	0	205
10:30	9	355	35	2	5	5	1	0	2	0	0	0	0	414	22:30	1	191	3	0	1	0	0	0	0	0	0	0	0	196
10:45	8	323	24	1	1	1	0	1	2	0	0	1	0	362	22:45	1	154	5	1	1	0	0	0	0	0	0	0	0	162
11:00	0	347	21	0	9	1	2	2	1	0	0	0	1	384	23:00	0	125	4	1	0	0	0	0	0	0	0	0	0	130
11:15	9	390	28	4	10	2	1	2	0	0	0	0	0	446	23:15	0	87	2	0	1	0	0	0	0	0	0	0	0	90
11:30	8	356	33	2	11	1	0	3	1	0	0	0	2	417	23:30	0	89	1	1	1	0	0	0	0	0	0	0	0	92
11:45	0	399	21	1	5	4	0	0	0	0	0	0	0	430	23:45	1	53	4	0	0	0	0	0	0	0	0	0	0	58
TOTAL	87	8,047	519	48	148	36	16	14	8	2	4	2	3	8,934	TOTAL	170	16,499	903	149	245	76	52	25	17	5	16	10	2	18,169
AM PEAK HOUR														11:00 AM	PM PEAK HOUR														4:45 PM
AM PEAK VOLUME														1,677	PM PEAK VOLUME														2,079

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 1,677PM PEAK HOUR 4:45 PM
PM PEAK VOLUME 2,079

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	257	24,546	1,422	197	393	112	68	39	25	7	20	12	5	27,103
% OF TOTAL	0.9%	90.6%	5.2%	0.7%	1.5%	0.4%	0.3%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIREMONT
LOCATION: BALBOA BTN CHARGER & I-805 SB RAMP

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	66	4	0	1	0	0	0	0	0	0	0	0	71	12:00	6	444	34	2	12	3	0	1	0	0	0	1	0	503
0:15	1	45	0	0	0	0	0	0	0	0	0	0	0	46	12:15	8	473	40	4	8	4	0	0	1	0	0	1	0	539
0:30	0	44	1	0	0	0	0	0	0	0	0	0	0	45	12:30	9	387	22	5	9	4	4	2	0	2	0	2	0	446
0:45	2	52	0	0	0	0	0	0	0	0	0	0	0	54	12:45	12	465	22	5	12	0	0	0	2	0	0	1	2	521
1:00	0	48	1	0	2	0	0	0	0	0	0	0	0	51	13:00	11	477	19	5	11	6	5	1	1	1	0	1	0	538
1:15	0	33	2	0	0	0	0	0	0	0	0	0	0	35	13:15	8	522	20	6	5	0	2	2	1	1	2	0	1	570
1:30	0	22	0	0	0	0	0	0	0	0	0	0	0	22	13:30	6	452	16	5	4	3	2	2	0	2	1	0	1	494
1:45	0	21	0	0	0	0	0	0	0	0	0	0	0	21	13:45	0	476	23	6	9	6	4	0	0	3	1	0	1	529
2:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18	14:00	5	507	35	6	10	5	5	0	0	0	1	0	0	574
2:15	0	15	0	0	0	0	0	0	0	0	0	0	0	15	14:15	4	470	44	8	5	3	2	1	0	1	0	0	0	538
2:30	0	18	1	0	0	0	0	0	0	0	0	0	0	19	14:30	5	483	41	4	4	0	0	0	0	0	0	0	0	537
2:45	0	16	0	0	0	0	0	0	0	0	0	0	0	16	14:45	9	475	28	5	9	4	1	1	1	0	0	0	0	533
3:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15	15:00	0	425	22	6	10	4	0	0	0	0	1	0	0	468
3:15	0	15	0	0	0	0	0	0	0	0	0	0	0	15	15:15	12	405	26	9	5	5	0	1	0	0	0	0	0	463
3:30	0	15	0	0	0	0	0	0	0	0	0	0	0	15	15:30	15	418	35	5	4	8	1	0	0	0	0	0	0	486
3:45	0	23	0	0	0	0	0	0	0	0	0	0	0	23	15:45	11	404	44	5	6	9	0	0	0	0	2	0	0	481
4:00	0	28	0	0	0	0	0	0	0	0	0	0	0	28	16:00	8	432	23	4	9	5	2	2	1	0	0	0	0	486
4:15	0	29	0	0	0	0	0	0	0	0	0	0	0	29	16:15	9	445	35	6	12	5	3	1	0	1	2	0	0	519
4:30	0	35	0	0	0	0	0	0	0	0	0	0	0	35	16:30	10	542	51	9	11	4	0	1	2	0	1	0	0	631
4:45	0	30	0	0	0	0	0	0	0	0	0	0	0	30	16:45	5	515	40	5	15	5	2	0	3	0	0	0	0	590
5:00	0	70	0	0	0	0	0	0	0	0	0	0	0	70	17:00	4	465	35	4	9	0	2	0	0	0	0	0	0	519
5:15	0	79	0	0	0	0	0	0	0	0	0	0	0	79	17:15	6	482	22	3	12	2	4	0	2	0	0	0	0	533
5:30	0	88	1	0	0	0	0	0	0	0	0	0	0	89	17:30	9	477	28	2	5	3	0	1	0	0	0	0	0	525
5:45	0	134	0	1	0	0	0	0	0	0	0	0	0	135	17:45	5	467	35	4	4	2	2	0	0	0	0	0	0	519
6:00	0	176	1	0	1	1	1	0	0	0	0	0	0	180	18:00	5	493	40	2	6	1	1	0	0	0	0	0	0	548
6:15	1	208	5	1	2	0	0	0	1	0	0	0	0	218	18:15	4	434	28	6	3	1	0	0	0	0	0	0	0	476
6:30	2	220	11	0	0	1	0	0	1	0	0	0	0	234	18:30	3	431	21	2	5	2	0	0	0	0	0	0	0	464
6:45	2	252	8	1	1	1	1	0	2	0	0	0	0	268	18:45	2	411	19	2	0	0	0	0	0	0	0	0	0	434
7:00	3	419	18	2	2	0	0	0	0	1	0	0	0	445	19:00	1	371	20	2	8	1	0	0	0	0	0	0	0	403
7:15	4	484	11	3	3	1	0	0	0	0	0	0	0	506	19:15	4	371	11	2	5	1	0	0	0	0	0	0	0	394
7:30	6	568	12	3	4	3	0	2	1	1	0	0	0	600	19:30	0	348	19	4	4	0	0	0	0	0	0	0	0	375
7:45	9	508	8	4	6	4	1	3	0	0	1	0	0	544	19:45	2	323	22	2	2	0	0	0	0	0	0	0	0	351
8:00	12	513	9	6	6	0	1	2	1	0	0	0	0	550	20:00	1	347	26	1	1	0	0	0	0	0	0	0	0	376
8:15	11	594	12	5	7	2	2	1	1	0	0	0	0	635	20:15	1	294	18	2	1	1	0	0	0	0	0	0	0	317
8:30	8	520	11	6	8	2	3	0	1	0	1	0	0	560	20:30	2	299	20	1	0	0	0	0	0	0	0	0	0	322
8:45	9	445	25	8	9	2	0	1	2	0	2	0	1	504	20:45	3	279	11	1	1	1	0	0	0	0	0	0	0	296
9:00	5	404	33	6	12	2	2	0	3	0	1	0	0	468	21:00	5	277	19	1	1	0	0	0	0	0	0	0	0	303
9:15	12	419	35	5	11	4	2	0	0	0	0	0	1	489	21:15	0	227	3	2	2	1	0	0	0	0	0	0	0	235
9:30	11	403	40	5	8	5	0	2	0	0	2	0	1	477	21:30	1	298	3	2	0	0	0	0	0	0	0	0	0	304
9:45	8	418	28	4	9	2	4	0	0	0	0	0	0	473	21:45	0	264	2	1	1	0	0	0	0	0	0	0	0	268
10:00	6	412	12	2	12	2	2	3	2	0	2	0	0	455	22:00	2	246	2	1	1	0	0	0	0	0	0	0	0	252
10:15	6	447	16	1	11	6	2	0	2	1	0	1	0	493	22:15	0	235	2	1	0	0	0	0	0	0	0	0	0	238
10:30	5	447	20	2	15	0	1	0	0	2	0	0	0	492	22:30	1	201	1	1	0	0	0	0	0	0	0	0	0	204
10:45	3	381	11	1	9	2	0	2	2	0	1	2	0	414	22:45	0	175	1	2	0	0	0	0	0	0	0	0	0	178
11:00	2	459	8	2	12	2	5	1	4	2	0	1	0	498	23:00	1	148	2	0	0	0	0	0	0	0	0	0	0	151
11:15	0	417	22	4	16	2	1	1	0	0	1	0	0	464	23:15	1	108	2	1	0	0	0	0	0	0	0	0	0	112
11:30	1	443	35	1	11	4	2	0	2	2	0	0	0	501	23:30	0	97	3	0	0	0	0	0	0	0	0	0	0	100
11:45	4	452	22	2	8	2	0	0	0	1	0	0	0	491	23:45	1	81	4	1	0	0	0	0	0	0	0	0	0	87
TOTAL	133	10,968	423	75	186	49	31	18	24	10	11	4	3	11,935	TOTAL	217	17,866	1,039	163	241	99	42	16	13	12	11	5	6	19,730

AM PEAK HOUR 7:30 AM
AM PEAK VOLUME 2,329

PM PEAK HOUR 4:30 PM
PM PEAK VOLUME 2,273

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	350	28,834	1,462	238	427	148	73	34	37	22	22	9	9	31,665
% OF TOTAL	1.1%	91.1%	4.6%	0.8%	1.3%	0.5%	0.2%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	100.0%

TOTAL: ALL	681	60,622	3,188	381	888	294	155	85	82	64	47	30	17	66,534
% OF TOTAL	2.2%	191.4%	10.1%	1.2%	2.8%	0.9%	0.5%	0.3%	0.3%	0.2%	0.1%	0.1%	0.1%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIRESMONT
LOCATION: BALBOA BTN I-805 SB RAMP & I-805 B RAMP

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	79	4	1	2	0	0	0	0	0	0	0	0	86	12:00	12	424	28	4	10	2	0	0	0	1	1	2	0	484
0:15	1	54	9	1	0	0	0	0	0	0	0	0	0	65	12:15	16	475	44	5	8	2	1	2	0	2	0	1	1	557
0:30	0	62	5	2	1	0	0	0	0	0	0	0	0	70	12:30	9	475	35	2	5	4	2	1	0	1	1	1	2	538
0:45	0	34	3	0	1	0	0	0	0	0	0	0	0	38	12:45	5	446	28	3	4	5	2	1	1	0	2	1	1	499
1:00	0	39	2	1	0	0	0	0	0	0	0	0	0	42	13:00	4	456	12	3	9	2	2	2	2	0	1	1	0	494
1:15	0	37	1	0	0	0	0	0	0	0	0	0	0	38	13:15	8	450	16	4	11	2	1	3	1	1	0	0	0	497
1:30	1	40	0	0	0	0	0	0	0	0	0	0	0	41	13:30	9	481	11	5	8	2	0	3	1	2	0	0	0	522
1:45	0	25	1	0	0	0	0	0	0	0	0	0	0	26	13:45	3	506	15	6	9	2	0	2	1	1	1	1	1	548
2:00	0	23	2	0	0	0	0	0	0	0	0	0	0	25	14:00	2	422	25	5	12	4	1	1	2	2	2	0	0	478
2:15	0	15	1	0	0	0	0	0	0	0	0	0	0	16	14:15	2	410	41	2	11	2	2	2	1	2	1	1	0	477
2:30	1	14	0	0	0	0	0	0	0	0	0	0	0	15	14:30	4	497	22	4	16	1	2	4	1	1	1	0	0	553
2:45	0	17	0	0	0	0	0	0	0	0	0	0	0	17	14:45	9	456	28	5	8	4	4	0	1	1	0	0	0	516
3:00	0	19	0	0	0	0	0	0	0	0	0	0	0	19	15:00	12	424	35	6	8	5	1	2	1	1	0	0	0	495
3:15	0	14	0	0	0	0	0	0	0	0	0	0	0	14	15:15	18	417	22	8	7	6	1	3	2	0	0	1	0	485
3:30	0	19	0	0	0	0	0	0	0	0	0	0	0	19	15:30	11	479	26	5	12	2	0	0	1	0	0	0	1	537
3:45	0	18	1	0	0	0	0	0	0	0	0	0	0	19	15:45	9	428	19	4	15	2	0	0	1	1	1	0	0	480
4:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14	16:00	12	418	22	4	8	2	0	2	0	2	0	0	1	471
4:15	0	16	0	0	0	0	0	0	0	0	0	0	0	16	16:15	11	404	28	2	9	4	1	4	2	1	0	0	0	466
4:30	0	28	0	0	0	0	0	0	0	0	0	0	0	28	16:30	16	418	21	4	10	5	2	1	1	0	0	0	0	478
4:45	0	21	0	0	0	0	0	0	0	0	0	0	0	21	16:45	9	435	11	5	5	6	2	0	1	0	1	2	1	478
5:00	0	25	0	0	0	0	0	0	0	0	0	0	0	25	17:00	10	419	16	6	9	7	6	0	1	1	0	1	0	476
5:15	0	39	0	0	0	0	0	0	0	0	0	0	0	39	17:15	5	416	19	8	9	5	3	1	0	2	0	0	0	468
5:30	0	57	2	0	0	0	0	0	0	0	0	0	0	59	17:30	9	405	33	5	15	5	2	2	0	1	0	1	1	479
5:45	0	83	1	1	0	0	0	0	0	0	0	0	0	85	17:45	15	384	32	4	18	5	4	0	1	1	0	0	1	465
6:00	0	105	3	1	2	0	0	0	0	0	0	0	0	111	18:00	8	386	28	6	22	3	2	1	0	0	0	0	0	456
6:15	1	145	5	2	1	1	0	0	0	0	0	0	0	155	18:15	7	381	22	2	16	5	2	0	0	0	0	0	0	435
6:30	2	262	6	2	2	0	0	0	0	0	1	0	0	275	18:30	5	335	19	2	11	1	2	0	0	1	0	0	0	376
6:45	6	303	9	2	2	1	0	1	0	0	0	0	0	324	18:45	6	342	20	2	9	3	4	0	0	1	0	0	0	387
7:00	3	484	12	3	2	1	0	0	0	0	1	1	1	508	19:00	12	329	15	4	10	2	2	0	0	2	0	0	0	376
7:15	9	505	18	4	1	0	0	0	1	0	0	0	0	538	19:15	5	313	11	2	8	1	0	1	0	0	0	0	0	341
7:30	12	559	15	2	6	1	1	0	0	0	2	0	0	598	19:30	8	302	9	2	5	1	1	0	0	1	0	0	0	329
7:45	11	550	11	2	9	0	2	1	0	1	2	0	0	589	19:45	3	288	15	1	8	2	1	0	0	0	0	0	0	318
8:00	19	468	19	2	12	1	0	2	0	2	0	0	0	525	20:00	2	295	8	2	6	4	0	0	0	0	0	0	0	317
8:15	22	509	22	4	18	2	0	0	2	2	1	0	0	582	20:15	1	337	6	2	5	2	1	0	0	1	0	0	0	355
8:30	16	503	35	10	11	2	1	0	0	0	0	0	0	578	20:30	0	301	10	4	5	1	2	0	0	0	0	1	0	324
8:45	28	465	44	5	16	2	2	1	1	0	0	0	0	564	20:45	1	286	5	2	6	0	0	0	0	0	0	0	0	300
9:00	20	560	51	8	19	4	2	2	0	0	0	0	1	667	21:00	2	248	4	1	7	1	0	0	0	0	1	0	0	264
9:15	19	479	68	6	11	5	0	0	0	0	0	0	0	588	21:15	2	245	2	1	5	2	0	0	0	0	0	1	0	258
9:30	20	533	70	5	5	2	1	0	2	0	2	1	0	641	21:30	1	225	5	0	3	1	0	1	0	1	0	0	0	237
9:45	28	524	55	4	9	1	1	0	2	0	1	0	0	625	21:45	0	205	4	1	5	0	0	2	0	0	0	0	0	217
10:00	15	438	40	3	12	0	2	1	4	4	0	4	0	523	22:00	1	218	2	2	4	4	0	0	0	0	0	0	0	227
10:15	11	472	35	4	15	1	2	2	2	2	0	1	0	547	22:15	0	206	6	0	2	0	0	1	0	0	0	0	0	215
10:30	9	426	55	2	18	2	2	0	1	0	0	0	1	516	22:30	0	178	2	1	1	1	0	0	0	0	0	0	0	183
10:45	12	460	51	4	10	4	1	0	0	0	0	0	2	544	22:45	1	219	1	1	0	2	0	0	0	0	0	0	0	224
11:00	16	385	40	4	8	5	0	1	0	0	0	0	0	459	23:00	2	161	2	0	1	0	1	0	0	0	0	0	0	167
11:15	18	397	32	5	9	6	0	1	0	0	0	0	0	468	23:15	0	144	3	0	2	0	0	0	0	0	0	0	0	149
11:30	11	426	33	5	12	1	1	3	0	0	0	1	0	493	23:30	0	105	5	0	1	0	0	0	0	0	0	0	0	111
11:45	19	436	28	6	5	2	0	1	0	1	1	0	0	499	23:45	0	96	4	1	0	0	0	0	0	0	0	0	0	101
TOTAL	330	11,186	789	101	219	44	18	16	15	12	11	8	5	12,754	TOTAL	287	16,690	797	148	378	118	57	42	22	31	13	15	10	18,608

AM PEAK HOUR 9:00 AM
AM PEAK VOLUME 2,521

PM PEAK HOUR 12:15 PM
PM PEAK VOLUME 2,088

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	617	27,876	1,586	249	597	162	75	58	37	43	24	23	15	31,362
% OF TOTAL	2.0%	88.9%	5.1%	0.8%	1.9%	0.5%	0.2%	0.2%	0.1%	0.1%	0.1%	0.1%	0.0%	100.0%

TOTAL: ALL	1,477	57,618	3,428	566	1,563	341	153	100	68	65	43	53	44	65,519
% OF TOTAL	4.7%	183.7%	10.9%	1.8%	5.0%	1.1%	0.5%	0.3%	0.2%	0.2%	0.1%	0.2%	0.1%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIREMONT
LOCATION: BALBOA E-O I-805 NB RAMP

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	1	67	4	0	0	0	0	0	0	0	0	0	0	72	12:00	8	472	22	4	8	4	0	1	1	0	0	0	0	521
0:15	0	45	0	0	0	0	0	0	0	0	0	0	0	45	12:15	5	426	28	2	9	0	2	0	0	2	0	0	0	474
0:30	1	34	0	0	0	0	0	0	0	0	0	0	0	35	12:30	12	464	40	2	12	2	1	2	0	1	1	1	0	538
0:45	0	52	0	0	0	0	0	0	0	0	0	0	0	52	12:45	11	439	35	2	11	2	0	0	3	2	0	0	0	505
1:00	1	64	1	0	0	0	0	0	0	0	0	0	0	66	13:00	5	461	21	4	12	0	3	1	1	0	1	0	0	509
1:15	0	32	0	0	0	0	0	0	0	0	0	0	0	32	13:15	4	487	28	0	1	4	3	2	1	2	0	0	0	532
1:30	1	28	1	0	0	0	0	0	0	0	0	0	0	30	13:30	6	415	22	5	8	2	0	0	0	0	0	1	0	459
1:45	2	16	0	0	0	0	0	0	0	0	0	0	0	18	13:45	9	431	24	5	8	0	1	2	0	1	0	0	0	481
2:00	0	24	2	0	0	0	0	0	0	0	0	0	0	26	14:00	10	422	40	2	9	4	1	0	1	1	2	0	0	492
2:15	0	21	0	0	0	0	0	0	0	0	0	0	0	21	14:15	5	448	32	6	12	6	0	2	0	0	0	0	0	511
2:30	1	18	2	0	0	0	0	0	0	0	0	0	0	21	14:30	4	365	22	5	1	5	2	2	3	0	1	0	0	410
2:45	0	22	0	0	0	0	0	0	0	0	0	0	0	22	14:45	0	414	8	0	5	2	0	0	2	0	0	1	0	432
3:00	0	23	0	0	0	0	0	0	0	0	0	0	0	23	15:00	9	416	20	2	4	0	0	3	0	1	0	1	0	456
3:15	0	21	0	0	0	0	0	0	0	0	0	0	0	21	15:15	4	419	16	3	6	2	2	0	1	1	0	0	0	454
3:30	0	30	1	0	0	0	0	0	0	0	0	0	0	31	15:30	5	435	11	6	9	2	0	0	1	1	2	0	0	472
3:45	0	29	0	0	0	0	0	0	0	0	0	0	0	29	15:45	8	446	26	5	9	0	4	2	1	1	1	0	0	503
4:00	0	44	0	0	0	0	0	0	0	0	0	0	0	44	16:00	9	519	35	4	10	1	2	2	0	0	1	1	0	584
4:15	0	47	0	0	0	0	0	0	0	0	0	0	0	47	16:15	12	556	44	4	5	0	0	0	0	2	0	1	0	624
4:30	0	48	0	0	0	0	0	0	0	0	0	0	0	48	16:30	15	505	41	4	1	1	3	4	2	0	0	0	0	576
4:45	0	76	1	0	2	0	0	0	0	0	0	0	0	79	16:45	11	455	35	4	2	2	0	0	0	0	0	1	0	510
5:00	0	108	1	0	1	0	0	0	0	0	0	0	0	110	17:00	8	408	28	2	6	2	2	0	0	0	2	1	0	459
5:15	0	117	3	1	0	0	0	0	0	0	0	0	0	121	17:15	9	404	20	6	6	0	0	1	0	1	0	1	0	448
5:30	0	114	6	1	0	0	0	0	0	0	0	0	0	121	17:30	10	411	11	8	9	1	1	1	1	1	0	0	0	454
5:45	1	157	9	1	1	0	0	0	0	0	0	0	0	169	17:45	5	397	15	9	10	2	0	0	0	1	3	0	0	442
6:00	1	214	11	2	0	0	1	0	0	0	0	0	0	229	18:00	4	456	19	1	5	3	0	2	1	0	2	0	0	493
6:15	0	229	0	0	1	0	0	1	0	1	0	0	0	232	18:15	9	450	20	1	4	0	2	0	0	0	0	1	0	487
6:30	3	258	5	3	3	1	0	0	1	0	0	1	0	275	18:30	10	426	22	0	5	1	0	0	0	1	1	0	0	466
6:45	2	270	4	2	4	1	1	1	1	2	2	1	0	291	18:45	5	412	26	3	2	0	1	0	1	0	1	0	0	451
7:00	4	444	9	4	0	0	0	0	1	0	1	0	0	463	19:00	4	452	35	2	2	0	0	1	0	0	0	0	0	496
7:15	6	421	12	5	6	1	1	0	1	0	1	2	0	456	19:15	4	420	41	1	5	1	0	1	2	1	0	0	0	476
7:30	9	446	18	4	9	3	0	0	0	2	0	0	0	491	19:30	3	387	32	1	5	2	0	0	3	0	1	0	0	434
7:45	12	488	22	0	12	0	2	1	0	3	0	1	0	541	19:45	3	362	18	4	0	1	0	1	0	1	0	0	0	390
8:00	11	483	35	5	11	2	0	1	1	0	1	1	0	551	20:00	5	310	10	2	8	0	0	2	0	2	1	0	0	340
8:15	4	495	44	6	8	2	4	3	2	2	2	1	0	573	20:15	4	309	5	0	5	1	0	0	0	0	0	0	0	324
8:30	20	435	41	2	9	4	1	0	3	4	1	0	0	520	20:30	2	284	6	1	0	0	0	1	0	0	0	0	0	294
8:45	3	404	32	0	10	2	0	2	0	0	0	0	0	453	20:45	1	232	12	1	2	0	0	0	1	0	0	0	0	249
9:00	15	419	28	6	5	0	2	0	2	0	1	0	0	478	21:00	3	203	11	2	2	1	0	0	0	0	0	0	0	222
9:15	9	403	20	5	4	2	4	3	2	1	0	1	0	454	21:15	0	216	5	1	1	1	0	0	0	0	0	0	0	224
9:30	12	384	19	4	9	1	0	1	0	0	0	0	0	430	21:30	0	213	4	1	0	2	0	0	0	0	0	0	0	220
9:45	11	440	20	6	10	4	1	5	0	0	1	0	0	498	21:45	2	184	2	2	1	0	0	0	0	0	0	0	0	191
10:00	4	442	22	2	11	2	2	5	0	2	0	1	1	494	22:00	2	159	3	1	0	1	0	0	0	0	0	0	0	166
10:15	5	470	6	2	15	6	3	4	2	2	2	0	0	517	22:15	1	169	3	1	0	0	0	0	0	0	0	0	0	174
10:30	6	385	35	1	8	2	2	0	2	0	0	0	0	441	22:30	0	146	4	1	1	1	0	0	0	0	0	0	0	153
10:45	5	378	22	0	6	2	0	1	1	3	1	1	1	421	22:45	1	100	2	0	1	0	0	0	0	0	0	0	0	104
11:00	4	391	28	4	10	4	1	1	0	0	2	0	0	445	23:00	2	111	2	1	0	0	0	0	0	0	0	0	0	116
11:15	5	433	21	2	5	5	1	1	1	2	2	0	1	479	23:15	0	75	1	0	0	0	0	0	0	0	0	0	0	76
11:30	6	381	22	1	4	6	0	0	0	0	0	1	0	421	23:30	1	83	4	0	1	0	0	0	0	0	0	0	0	89
11:45	4	429	35	3	5	2	2	2	0	4	1	0	0	487	23:45	0	67	0	0	0	0	0	0	0	0	0	0	0	67
TOTAL	169	10,779	542	72	169	52	28	32	20	28	18	11	3	11,923	TOTAL	250	16,841	911	121	223	59	30	33	26	24	20	10	0	18,548

AM PEAK HOUR 7:45 AM
AM PEAK VOLUME 2,185

PM PEAK HOUR 4:00 PM
PM PEAK VOLUME 2,294

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	419	27,620	1,453	193	392	111	58	65	46	52	38	21	3	30,471
% OF TOTAL	1.4%	90.6%	4.8%	0.6%	1.3%	0.4%	0.2%	0.2%	0.2%	0.2%	0.1%	0.1%	0.0%	100.0%

TOTAL: ALL	828	58,156	3,078	365	810	242	130	158	85	90	62	33	6	64,043
% OF TOTAL	2.7%	190.9%	10.1%	1.2%	2.7%	0.8%	0.4%	0.5%	0.3%	0.3%	0.2%	0.1%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIREMONT
LOCATION: BALBOA E-O I-805 NB RAMP

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	2	100	2	0	1	0	0	0	0	0	0	0	0	105	12:00	4	411	28	2	12	1	5	0	1	1	0	0	0	465
0:15	0	91	4	0	0	0	0	0	0	0	0	0	0	95	12:15	6	467	30	4	8	2	5	5	0	2	1	1	0	531
0:30	1	93	0	0	0	0	0	0	0	0	0	0	0	94	12:30	9	478	22	2	9	2	4	2	1	0	0	0	1	530
0:45	0	65	0	0	0	0	0	0	0	0	0	0	0	65	12:45	12	494	19	1	10	4	2	5	2	2	2	1	0	554
1:00	0	57	0	0	0	0	0	0	0	0	0	0	0	57	13:00	11	488	22	0	5	0	0	4	3	2	1	1	0	537
1:15	1	56	1	0	1	0	0	0	0	0	0	0	0	59	13:15	5	430	35	1	4	5	3	0	0	0	1	2	0	486
1:30	0	41	1	0	0	0	0	0	0	0	0	0	0	42	13:30	12	492	40	6	6	5	2	1	0	3	0	0	0	567
1:45	0	34	0	0	0	0	0	0	0	0	0	0	0	34	13:45	16	472	22	5	9	4	0	3	0	0	0	0	0	531
2:00	0	32	2	0	1	0	0	0	0	0	0	0	0	35	14:00	8	490	29	3	12	0	1	2	0	0	0	0	0	545
2:15	1	29	0	0	2	0	0	0	0	0	0	0	0	32	14:15	9	464	19	12	11	0	2	3	3	2	1	1	0	527
2:30	0	24	0	0	0	0	0	0	0	0	0	0	0	24	14:30	12	449	20	2	5	4	0	0	1	2	0	0	0	495
2:45	0	29	0	0	0	0	0	0	0	0	0	0	0	29	14:45	15	442	11	5	9	4	0	0	0	0	0	0	0	486
3:00	0	20	0	0	0	0	0	0	0	0	0	0	0	20	15:00	8	474	18	8	10	0	3	2	1	2	2	0	0	528
3:15	0	30	0	0	0	0	0	0	0	0	0	0	0	30	15:15	9	456	35	9	5	6	0	2	0	4	1	0	0	527
3:30	0	40	1	0	0	0	0	0	0	0	0	0	0	41	15:30	10	490	44	10	4	2	1	3	0	2	1	0	0	567
3:45	0	55	0	0	0	0	0	0	0	0	0	0	0	55	15:45	5	464	41	2	9	2	2	0	2	0	1	0	0	528
4:00	1	65	0	0	0	0	0	0	0	0	0	0	0	66	16:00	15	467	35	6	10	0	0	3	4	2	1	0	0	543
4:15	0	70	1	0	0	0	0	0	0	0	0	0	0	71	16:15	19	514	51	2	12	2	2	2	2	0	1	0	0	607
4:30	0	90	0	0	0	0	0	0	0	0	0	0	0	90	16:30	22	606	40	2	15	2	0	4	3	4	0	1	0	699
4:45	0	88	0	0	0	0	0	0	0	0	0	0	0	88	16:45	8	645	35	6	11	4	0	2	0	0	3	1	0	715
5:00	0	121	1	0	0	0	0	0	0	0	0	0	0	122	17:00	7	552	55	0	19	5	4	4	1	2	0	0	1	650
5:15	1	111	1	0	0	0	0	0	0	0	0	0	0	113	17:15	5	534	41	2	20	2	2	5	1	0	1	2	1	616
5:30	1	161	5	0	0	0	0	0	0	0	0	0	0	167	17:30	0	613	40	2	11	5	4	0	2	1	1	0	0	679
5:45	0	184	2	1	0	0	0	0	0	0	0	0	0	187	17:45	10	563	35	2	8	2	3	2	0	0	1	0	0	626
6:00	0	219	2	1	0	0	0	0	0	0	0	0	0	222	18:00	5	427	55	4	6	2	0	0	1	1	0	0	0	501
6:15	1	222	5	1	0	1	1	0	0	0	0	0	0	231	18:15	4	442	42	5	10	1	3	2	0	0	0	0	0	509
6:30	2	284	6	0	0	0	0	0	0	0	0	0	0	292	18:30	6	460	35	0	5	3	0	6	0	2	0	0	0	517
6:45	0	303	8	0	2	1	0	0	0	0	0	0	0	314	18:45	9	463	28	2	4	3	0	0	0	0	0	0	0	509
7:00	3	388	12	1	3	0	1	0	0	0	0	0	0	408	19:00	5	438	22	1	4	5	0	2	3	0	0	0	0	480
7:15	2	390	22	2	2	1	0	0	1	1	0	0	0	421	19:15	4	374	35	0	10	2	0	2	0	0	0	0	0	427
7:30	1	366	26	0	4	2	1	2	0	0	0	0	0	402	19:30	8	382	33	4	6	2	0	1	0	0	0	0	0	436
7:45	6	384	23	3	6	0	0	3	0	2	1	0	0	428	19:45	10	336	28	1	12	4	0	0	0	0	0	0	0	391
8:00	2	462	25	0	0	4	3	1	1	1	1	0	0	500	20:00	5	300	20	2	4	5	0	1	3	0	0	0	0	340
8:15	1	484	35	2	0	2	0	0	1	0	0	1	0	526	20:15	3	329	15	1	5	2	0	0	1	0	0	0	0	356
8:30	0	519	18	0	8	0	0	0	0	0	0	1	0	546	20:30	1	393	19	1	9	2	0	1	0	0	0	0	0	426
8:45	6	446	21	4	5	2	0	0	1	0	1	0	0	486	20:45	0	298	20	2	11	0	0	2	0	0	0	0	0	333
9:00	5	445	11	5	4	1	2	2	0	0	2	0	0	477	21:00	2	292	11	2	8	1	0	0	0	0	0	0	0	316
9:15	12	435	22	0	0	0	2	1	0	0	0	0	0	472	21:15	1	283	16	0	9	1	0	1	0	0	0	0	0	311
9:30	11	444	26	2	3	3	0	0	0	0	0	0	0	489	21:30	0	303	9	0	2	0	0	0	0	0	0	0	0	314
9:45	8	419	22	2	2	4	4	2	0	0	0	0	0	463	21:45	2	303	12	2	3	0	0	1	0	0	0	0	0	323
10:00	9	425	7	4	4	0	2	0	0	0	0	0	0	451	22:00	0	278	15	1	4	0	0	1	0	0	0	0	0	299
10:15	2	419	8	5	5	1	0	1	0	0	0	0	0	441	22:15	1	254	8	0	2	1	0	0	0	0	0	0	0	266
10:30	11	404	9	0	1	0	4	2	0	0	0	0	0	431	22:30	0	290	9	2	1	1	0	0	0	0	0	0	0	303
10:45	1	388	12	2	2	2	2	3	0	0	0	0	0	412	22:45	1	223	10	2	0	2	0	0	0	0	0	0	0	238
11:00	1	363	15	1	4	3	0	0	0	0	0	0	0	387	23:00	0	232	5	1	2	1	0	0	0	0	0	0	0	241
11:15	2	385	11	2	5	1	1	2	0	0	0	0	0	409	23:15	1	156	4	1	0	0	0	0	0	0	0	0	0	162
11:30	4	362	16	4	0	0	1	0	0	0	0	0	0	387	23:30	0	166	9	0	0	1	0	0	0	0	0	0	0	176
11:45	5	389	10	2	1	1	0	0	0	0	0	0	0	408	23:45	1	128	5	0	1	0	0	0	0	0	0	0	0	135
TOTAL	103	11,031	393	44	66	29	24	19	4	4	5	2	0	11,724	TOTAL	306	19,505	1,232	128	352	102	48	74	35	34	19	10	3	21,848

AM PEAK HOUR 8:00 AM
AM PEAK VOLUME 2,058

PM PEAK HOUR 4:30 PM
PM PEAK VOLUME 2,680

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	409	30,536	1,625	172	418	131	72	93	39	38	24	12	3	33,572
% OF TOTAL	1.2%	91.0%	4.8%	0.5%	1.2%	0.4%	0.2%	0.3%	0.1%	0.1%	0.1%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIEMONT
LOCATION: CLAIEMONT DRIVE BTN LAKEHURST & CLAIEMONT MESA

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	3	0	1	0	0	0	0	0	0	0	0	0	4	12:00	1	67	3	1	2	0	0	0	0	0	0	0	0	74
0:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	12:15	4	67	3	1	1	0	1	0	0	0	0	0	0	77
0:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	12:30	0	66	1	2	2	0	0	0	0	0	0	0	0	71
0:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	12:45	0	61	5	1	1	2	0	0	0	0	0	0	0	70
1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:00	2	60	4	3	0	0	0	0	0	0	0	0	0	69
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:15	0	65	7	2	1	1	1	0	0	0	0	0	0	77
1:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	13:30	2	72	5	3	2	2	1	0	0	0	0	0	0	87
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:45	4	68	4	0	1	2	0	0	0	0	0	0	0	79
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:00	0	69	4	0	1	0	0	0	0	0	0	0	0	74
2:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:15	1	59	3	1	1	1	0	0	0	0	0	0	0	66
2:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:30	2	70	6	2	1	1	0	0	0	0	0	0	0	82
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:45	2	78	4	2	0	1	0	0	0	0	0	0	0	87
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:00	0	78	8	1	1	1	0	0	0	0	0	0	0	89
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:15	0	64	4	0	1	2	0	0	0	0	0	0	0	71
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	4	90	9	1	3	0	1	0	0	0	0	0	0	108
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:45	2	101	6	2	0	1	1	0	0	0	0	1	0	114
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16:00	0	135	10	1	3	0	0	0	0	0	0	0	0	149
4:15	0	0	0	1	0	0	0	0	0	0	0	0	0	1	16:15	0	105	13	0	2	2	0	0	0	0	0	0	0	122
4:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16:30	2	101	3	1	2	1	1	0	0	0	0	0	0	111
4:45	0	3	2	1	0	0	0	0	0	0	0	0	0	6	16:45	0	121	13	1	3	0	0	0	0	0	0	0	0	138
5:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	17:00	2	121	5	1	1	0	1	0	1	0	0	0	0	132
5:15	0	6	1	1	0	0	0	0	0	0	0	0	0	8	17:15	1	111	5	0	1	0	0	0	0	0	0	0	0	118
5:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	17:30	0	121	5	1	0	0	1	0	0	0	0	0	0	128
5:45	0	8	1	1	0	0	0	0	0	0	0	0	0	10	17:45	0	105	3	1	0	0	0	0	0	0	0	0	0	109
6:00	0	10	3	0	1	0	0	0	0	0	0	0	0	14	18:00	0	62	6	1	1	1	0	0	0	0	0	0	0	71
6:15	0	19	2	1	1	1	0	0	1	0	0	0	0	25	18:15	2	65	6	2	0	0	0	0	0	0	0	0	0	75
6:30	0	11	1	1	4	0	0	0	0	0	0	0	0	17	18:30	1	70	1	2	0	1	0	0	1	0	0	0	0	76
6:45	0	12	2	1	2	1	0	0	0	0	0	0	0	18	18:45	0	42	2	0	1	1	1	0	0	0	0	0	0	47
7:00	0	25	2	1	2	0	1	0	0	0	0	0	0	31	19:00	0	36	2	0	0	2	0	0	0	0	0	0	0	40
7:15	0	37	3	1	0	0	0	0	0	0	0	0	0	41	19:15	0	30	6	2	0	0	0	0	0	0	0	0	0	38
7:30	0	29	8	3	1	0	0	0	0	0	0	0	0	41	19:30	0	29	3	1	0	1	0	0	0	0	0	0	0	34
7:45	0	44	4	0	0	0	0	0	0	0	0	0	0	48	19:45	0	23	4	1	0	0	0	0	0	0	0	0	0	28
8:00	0	47	2	2	0	0	0	0	1	0	0	0	0	52	20:00	0	23	2	0	0	0	0	0	0	0	0	0	0	25
8:15	0	41	6	1	2	1	1	0	0	0	0	0	0	52	20:15	2	47	0	1	1	0	0	0	1	0	0	0	0	52
8:30	1	88	2	1	0	1	0	0	0	0	0	0	0	93	20:30	0	27	2	2	0	0	0	0	0	0	0	0	0	31
8:45	0	94	3	1	2	0	0	0	0	0	0	0	0	100	20:45	0	28	0	1	0	0	0	0	0	0	0	0	0	29
9:00	0	63	6	2	1	1	0	0	0	0	0	0	0	73	21:00	1	29	1	0	0	0	0	0	0	0	0	0	0	31
9:15	0	58	5	0	2	2	1	0	0	0	0	0	0	68	21:15	0	22	0	2	0	0	0	0	0	0	0	0	0	24
9:30	1	56	2	2	1	0	0	0	0	0	0	0	0	62	21:30	0	23	1	1	0	0	0	0	0	0	0	0	0	25
9:45	1	50	3	0	2	0	0	0	0	0	0	0	0	56	21:45	0	19	2	0	0	0	0	0	0	0	0	0	0	21
10:00	0	49	6	0	3	0	0	0	0	0	0	0	0	58	22:00	0	21	0	0	0	0	0	0	0	0	0	0	0	21
10:15	0	47	6	1	1	0	0	0	0	0	0	0	0	55	22:15	0	5	1	1	0	0	0	0	0	0	0	0	0	7
10:30	1	51	5	1	1	0	0	0	0	0	0	0	0	59	22:30	0	14	0	0	0	0	0	0	0	0	0	0	0	14
10:45	3	52	8	1	0	1	0	0	0	0	0	0	0	65	22:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12
11:00	0	41	5	1	4	0	0	0	0	0	0	0	0	51	23:00	0	7	0	1	0	0	0	0	0	0	0	0	0	8
11:15	1	71	8	1	3	1	0	0	0	0	0	0	0	85	23:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11
11:30	0	62	4	1	2	1	0	0	0	0	0	0	0	70	23:30	0	8	0	0	0	0	0	0	1	0	0	0	0	9
11:45	1	69	7	2	5	0	0	0	0	0	0	0	0	84	23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
TOTAL	9	1,196	110	30	40	10	3	0	2	0	0	0	0	1,400	TOTAL	35	2,711	173	46	33	23	9	0	4	0	0	1	0	3,035

AM PEAK HOUR 8:30 AM
AM PEAK VOLUME 334

PM PEAK HOUR 4:00 PM
PM PEAK VOLUME 520

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	44	3,907	283	76	73	33	12	0	6	0	0	1	0	4,435
% OF TOTAL	1.0%	88.1%	6.4%	1.7%	1.6%	0.7%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

TOTAL: ALL	96	7,951	611	80	129	53	26	1	11	0	0	3	0	8,961
% OF TOTAL	2.2%	179.3%	13.8%	1.8%	2.9%	1.2%	0.6%	0.0%	0.2%	0.0%	0.0%	0.1%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIREMONT
LOCATION: CLAIREMONT DRIVE BTN LAKEHURST & CLAIREMONT MESA

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	12:00	1	80	5	0	4	1	0	0	0	0	0	0	0	91
0:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	12:15	0	64	6	0	1	0	0	0	0	0	0	0	0	71
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12:30	0	72	4	0	1	0	0	0	0	0	0	0	0	77
0:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	12:45	0	63	7	0	1	0	0	0	0	0	0	0	0	71
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:00	2	68	3	0	1	1	0	0	1	0	0	0	0	76
1:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13:15	1	61	6	0	1	1	1	0	0	0	0	0	0	71
1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:30	1	78	8	0	1	0	0	0	0	0	0	0	0	88
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:45	4	56	6	1	1	0	0	0	0	0	0	0	0	68
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:00	1	70	3	0	3	0	1	0	0	0	0	0	0	78
2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:15	1	83	2	0	0	1	1	0	0	0	0	1	0	89
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:30	3	68	3	0	3	0	1	0	0	0	0	0	0	78
2:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:45	1	68	7	0	0	0	1	0	0	0	0	0	0	77
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:00	0	77	6	0	1	0	0	0	0	0	0	0	0	84
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:15	1	66	5	0	2	1	1	0	0	0	0	0	0	76
3:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:30	2	78	8	0	0	0	0	0	0	0	0	0	0	88
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:45	0	81	7	0	0	2	1	0	0	0	0	0	0	91
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	4	87	6	0	1	2	0	0	0	0	0	0	0	100
4:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3	16:15	2	76	8	0	0	0	0	0	1	0	0	0	0	87
4:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8	16:30	3	73	12	0	1	0	2	0	0	0	0	0	0	91
4:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16:45	1	108	11	0	1	0	0	0	0	0	0	1	0	122
5:00	0	9	0	1	0	0	0	0	0	0	0	0	0	10	17:00	3	101	5	0	1	0	0	0	0	0	0	0	0	110
5:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8	17:15	0	101	4	0	2	2	0	0	0	0	0	0	0	109
5:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11	17:30	2	86	6	0	0	1	0	0	0	0	0	0	0	95
5:45	0	14	3	0	0	0	0	0	0	0	0	0	0	17	17:45	1	100	9	0	0	1	1	0	0	0	0	0	0	112
6:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	18:00	0	79	5	0	0	0	0	0	0	0	0	0	0	84
6:15	0	24	1	0	0	0	0	0	0	0	0	0	0	25	18:15	0	66	7	0	1	0	0	0	0	0	0	0	0	74
6:30	0	31	8	0	0	0	0	0	1	0	0	0	0	40	18:30	0	71	7	0	1	0	0	0	0	0	0	0	0	79
6:45	0	26	4	0	1	0	0	0	0	0	0	0	0	31	18:45	0	51	4	0	1	0	0	0	0	0	0	0	0	56
7:00	2	53	6	0	3	1	0	0	0	0	0	0	0	65	19:00	0	43	5	0	1	0	0	0	0	0	0	0	0	49
7:15	0	73	5	0	3	0	0	0	1	0	0	0	0	82	19:15	0	31	0	0	0	0	0	0	0	0	0	0	0	31
7:30	1	78	7	0	0	0	0	0	0	0	0	0	0	86	19:30	0	44	2	0	0	0	0	0	1	0	0	0	0	47
7:45	2	72	12	0	3	1	0	0	0	0	0	0	0	90	19:45	0	36	1	0	0	0	0	0	0	0	0	0	0	37
8:00	2	71	6	0	1	0	0	0	0	0	0	0	0	80	20:00	0	26	4	0	1	0	0	0	0	0	0	0	0	31
8:15	1	56	4	0	0	0	0	0	0	0	0	0	0	61	20:15	0	29	3	0	1	0	0	0	0	0	0	0	0	33
8:30	0	99	6	0	1	1	0	0	0	0	0	0	0	107	20:30	0	18	2	0	0	0	0	0	0	0	0	0	0	20
8:45	0	68	4	0	1	0	0	0	0	0	0	0	0	73	20:45	0	25	0	0	0	0	0	0	0	0	0	0	0	25
9:00	2	60	5	1	2	2	0	0	0	0	0	0	0	72	21:00	0	21	1	0	0	0	0	0	0	0	0	0	0	22
9:15	0	63	4	0	1	0	1	0	0	0	0	0	0	69	21:15	0	21	0	0	0	0	0	0	0	0	0	0	0	21
9:30	0	71	3	0	0	0	1	0	0	0	0	0	0	75	21:30	0	14	1	0	0	0	0	0	0	0	0	0	0	15
9:45	0	59	7	0	1	0	0	0	0	0	0	0	0	67	21:45	1	26	0	0	0	0	0	0	0	0	0	0	0	27
10:00	0	72	5	0	0	0	0	0	0	0	0	0	0	77	22:00	0	19	0	0	0	0	0	0	0	0	0	0	0	19
10:15	0	49	3	0	1	0	0	0	0	0	0	0	0	53	22:15	0	19	2	0	0	0	0	0	0	0	0	0	0	21
10:30	0	60	6	0	1	0	0	0	0	1	0	0	0	68	22:30	0	12	2	0	0	0	0	0	0	0	0	0	0	14
10:45	2	54	4	0	1	1	1	0	0	0	0	0	0	63	22:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10
11:00	0	66	6	0	0	0	0	0	0	0	0	0	0	72	23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:15	4	75	3	1	1	0	0	0	0	0	0	0	0	84	23:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
11:30	0	61	7	0	1	1	0	0	0	0	0	0	0	70	23:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45	1	55	8	0	2	0	1	0	0	0	0	0	0	67	23:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
TOTAL	17	1,501	132	3	24	7	4	1	2	0	0	0	0	1,691	TOTAL	35	2,543	196	1	32	13	10	0	3	0	0	2	0	2,835

AM PEAK HOUR 7:45 AM
AM PEAK VOLUME 338

PM PEAK HOUR 4:45 PM
PM PEAK VOLUME 436

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	52	4,044	328	4	56	20	14	1	5	0	0	2	0	4,526
% OF TOTAL	1.1%	89.4%	7.2%	0.1%	1.2%	0.4%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

VOLUME

Clairemont Dr Bet. Balboa Ave & Chippewa Ct

Day: Tuesday
Date: 5/10/2016City: San Diego
Project #: CA16_4124_028

DAILY TOTALS					NB	SB					EB	WB	Total
					10,004	11,255					0	0	21,259
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	19	12			31	12:00	136	158			294		
00:15	12	6			18	12:15	154	157			311		
00:30	8	14			22	12:30	155	157			312		
00:45	7	46	7	39	14	12:45	152	597	152	624	304	1221	
01:00	5	5			10	13:00	146	184			330		
01:15	8	3			11	13:15	173	185			358		
01:30	9	7			16	13:30	144	172			316		
01:45	6	28	4	19	10	13:45	161	624	161	702	322	1326	
02:00	10	5			15	14:00	141	165			306		
02:15	7	2			9	14:15	184	170			354		
02:30	11	2			13	14:30	248	170			418		
02:45	3	31	1	10	4	14:45	190	763	207	712	397	1475	
03:00	5	6			11	15:00	194	221			415		
03:15	1	5			6	15:15	191	262			453		
03:30	7	5			12	15:30	179	272			451		
03:45	2	15	5	21	7	15:45	252	816	234	989	486	1805	
04:00	4	3			7	16:00	245	244			489		
04:15	10	7			17	16:15	211	272			483		
04:30	2	9			11	16:30	190	273			463		
04:45	11	27	6	25	17	16:45	194	840	302	1091	496	1931	
05:00	7	22			29	17:00	224	258			482		
05:15	14	27			41	17:15	176	268			444		
05:30	22	46			68	17:30	197	296			493		
05:45	26	69	51	146	77	17:45	174	771	266	1088	440	1859	
06:00	38	38			76	18:00	164	239			403		
06:15	39	58			97	18:15	151	218			369		
06:30	50	87			137	18:30	178	196			374		
06:45	67	194	114	297	181	18:45	151	644	191	844	342	1488	
07:00	115	161			276	19:00	163	144			307		
07:15	142	193			335	19:15	137	147			284		
07:30	151	197			348	19:30	144	120			264		
07:45	161	569	159	710	320	19:45	130	574	114	525	244	1099	
08:00	173	167			340	20:00	123	109			232		
08:15	172	197			369	20:15	116	96			212		
08:30	178	231			409	20:30	98	89			187		
08:45	206	729	214	809	420	20:45	81	418	78	372	159	790	
09:00	153	158			311	21:00	69	74			143		
09:15	138	126			264	21:15	98	67			165		
09:30	127	160			287	21:30	103	57			160		
09:45	113	531	142	586	255	21:45	60	330	64	262	124	592	
10:00	134	123			257	22:00	57	53			110		
10:15	146	145			291	22:15	59	37			96		
10:30	138	165			303	22:30	44	29			73		
10:45	127	545	138	571	265	22:45	28	188	28	147	56	335	
11:00	114	127			241	23:00	29	12			41		
11:15	163	155			318	23:15	26	18			44		
11:30	136	152			288	23:30	19	19			38		
11:45	149	562	174	608	323	23:45	19	93	9	58	28	151	
TOTALS	3346	3841			7187	TOTALS	6658	7414			14072		
SPLIT %	46.6%	53.4%			33.8%	SPLIT %	47.3%	52.7%			66.2%		

DAILY TOTALS					NB	SB					EB	WB	Total
					10,004	11,255					0	0	21,259
AM Peak Hour	08:00	08:00			08:00	PM Peak Hour	15:45	16:45			16:00		
AM Pk Volume	729	809			1538	PM Pk Volume	898	1124			1931		
PK Hr Factor	0.885	0.876			0.915	PK Hr Factor	0.891	0.930			0.973		
7 - 9 Volume	1298	1519	0	0	2817	4 - 6 Volume	1611	2179	0	0	3790		
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:00	16:45			16:00		
7 - 9 Pk Volume	729	809	0	0	1538	4 - 6 Pk Volume	840	1124	0	0	1931		
PK Hr Factor	0.885	0.876	0.000	0.000	0.915	PK Hr Factor	0.857	0.930	0.000	0.000	0.973		

VOLUME

Clairemont Dr Bet. Balboa Ave & Ute Dr

Day: Tuesday
Date: 5/10/2016City: San Diego
Project #: CA16_4124_031

DAILY TOTALS					NB	SB					EB	WB	Total
					9,726	9,599					0	0	19,325
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	5	18			23	12:00	147	135			282		
00:15	11	9			20	12:15	117	139			256		
00:30	10	11			21	12:30	141	146			287		
00:45	8	34	7	45	15	12:45	168	573	142	562	310	1135	
01:00	5	6			11	13:00	169	139			308		
01:15	7	5			12	13:15	141	183			324		
01:30	5	8			13	13:30	156	135			291		
01:45	5	22	4	23	9	13:45	163	629	152	609	315	1238	
02:00	9	6			15	14:00	144	156			300		
02:15	6	6			12	14:15	219	192			411		
02:30	5	3			8	14:30	172	163			335		
02:45	4	24	5	20	9	14:45	172	707	207	718	379	1425	
03:00	1	2			3	15:00	190	172			362		
03:15	2	2			4	15:15	159	216			375		
03:30	5	2			7	15:30	180	248			428		
03:45	8	16	4	10	12	15:45	283	812	194	830	477	1642	
04:00	4	3			7	16:00	229	199			428		
04:15	9	3			12	16:15	185	251			436		
04:30	10	2			12	16:30	212	231			443		
04:45	13	36	6	14	19	16:45	198	824	256	937	454	1761	
05:00	16	15			31	17:00	180	238			418		
05:15	31	9			40	17:15	200	245			445		
05:30	31	16			47	17:30	186	246			432		
05:45	38	116	18	58	56	17:45	167	733	234	963	401	1696	
06:00	54	26			80	18:00	159	202			361		
06:15	52	37			89	18:15	139	192			331		
06:30	103	44			147	18:30	146	186			332		
06:45	129	338	85	192	214	18:45	133	577	128	708	261	1285	
07:00	165	147			312	19:00	105	112			217		
07:15	197	118			315	19:15	105	143			248		
07:30	176	115			291	19:30	115	125			240		
07:45	184	722	99	479	283	19:45	98	423	112	492	210	915	
08:00	180	126			306	20:00	86	113			199		
08:15	189	173			362	20:15	86	79			165		
08:30	244	215			459	20:30	64	105			169		
08:45	226	839	193	707	419	20:45	61	297	84	381	145	678	
09:00	180	107			287	21:00	65	78			143		
09:15	155	109			264	21:15	63	64			127		
09:30	135	113			248	21:30	46	63			109		
09:45	126	596	104	433	230	21:45	40	214	64	269	104	483	
10:00	124	104			228	22:00	50	41			91		
10:15	136	116			252	22:15	32	46			78		
10:30	134	116			250	22:30	24	27			51		
10:45	136	530	104	440	240	22:45	19	125	24	138	43	263	
11:00	121	111			232	23:00	10	14			24		
11:15	143	116			259	23:15	12	18			30		
11:30	108	140			248	23:30	16	17			33		
11:45	121	493	140	507	261	23:45	8	46	15	64	23	110	
TOTALS	3766	2928			6694	TOTALS	5960	6671			12631		
SPLIT %	56.3%	43.7%			34.6%	SPLIT %	47.2%	52.8%			65.4%		

DAILY TOTALS					NB	SB					EB	WB	Total
					9,726	9,599					0	0	19,325
AM Peak Hour	08:00	08:00			08:00	PM Peak Hour	15:45	16:45			15:45		
AM Pk Volume	839	707			1546	PM Pk Volume	909	985			1784		
PK Hr Factor	0.860	0.822			0.842	PK Hr Factor	0.803	0.962			0.935		
7 - 9 Volume	1561	1186	0	0	2747	4 - 6 Volume	1557	1900	0	0	3457		
7 - 9 Peak Hour	08:00	08:00			08:00	4 - 6 Peak Hour	16:00	16:45			16:00		
7 - 9 Pk Volume	839	707	0	0	1546	4 - 6 Pk Volume	824	985	0	0	1761		
PK Hr Factor	0.860	0.822	0.000	0.000	0.842	PK Hr Factor	0.900	0.962	0.000	0.000	0.970		

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16 TUESDAY
JOB #: PTD-16-1202-01

CITY: CLAIREMONT
LOCATION: CLAIREMONT DRIVE BTN IROQUIS & BURGNER

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17	12:00	3	86	3	1	1	2	1	0	1	0	0	0	1	99
0:15	0	12	0	0	1	0	0	0	0	0	0	0	0	13	12:15	6	86	0	0	3	2	3	0	0	0	0	0	1	101
0:30	0	10	0	0	0	0	1	0	0	0	0	0	0	11	12:30	4	83	3	0	2	3	2	0	1	0	0	0	1	99
0:45	0	15	0	0	0	0	0	0	0	0	0	0	0	15	12:45	0	81	2	0	0	1	5	0	3	0	0	0	0	92
1:00	1	11	0	0	0	0	0	0	0	0	0	0	0	12	13:00	0	76	2	1	3	2	3	0	0	0	0	1	1	89
1:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	13:15	1	92	1	0	5	3	5	0	0	0	0	0	1	108
1:30	0	7	0	0	0	1	0	0	0	0	0	0	0	8	13:30	2	108	0	0	2	2	1	1	0	0	0	0	0	116
1:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	13:45	1	92	2	1	2	2	2	0	1	0	0	0	1	104
2:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:00	1	89	2	0	3	4	4	0	1	0	0	0	3	107
2:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14:15	2	82	2	0	6	1	4	0	3	0	0	0	1	101
2:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7	14:30	1	81	1	0	3	2	4	1	0	0	0	0	1	94
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:45	2	113	1	0	4	3	1	0	1	0	0	0	0	125
3:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15:00	0	90	0	0	1	1	4	0	2	1	0	1	2	102
3:15	0	6	0	0	0	0	0	0	0	1	0	0	0	7	15:15	0	97	1	1	7	5	2	0	1	0	0	3	1	118
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:30	7	123	3	1	12	2	2	0	0	0	1	0	1	152
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:45	8	131	2	1	15	3	4	1	0	0	1	1	1	168
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16:00	1	108	4	0	4	2	2	0	0	0	1	1	1	124
4:15	0	8	0	0	1	0	0	0	0	0	0	0	0	9	16:15	7	104	0	0	4	3	4	0	0	0	0	0	1	123
4:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4	16:30	0	102	1	0	5	0	7	0	0	1	0	2	1	119
4:45	0	14	0	0	0	0	0	0	0	0	0	0	0	14	16:45	5	93	1	1	3	1	6	0	1	0	0	0	1	112
5:00	0	6	0	0	1	1	0	0	0	0	0	0	0	8	17:00	3	116	2	1	5	9	5	0	0	0	0	0	0	141
5:15	0	7	0	0	1	0	0	0	0	0	0	0	0	8	17:15	4	113	2	0	8	2	4	1	0	0	0	1	0	135
5:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	17:30	5	114	2	1	5	4	5	1	2	0	0	0	1	140
5:45	0	19	0	0	2	1	0	0	0	0	0	0	0	22	17:45	2	113	0	0	4	1	2	0	0	0	0	0	0	122
6:00	0	20	0	0	0	0	0	0	0	0	0	0	0	20	18:00	1	120	1	1	5	1	3	0	2	0	0	1	1	136
6:15	0	38	1	0	2	1	1	0	0	0	0	0	0	43	18:15	2	90	0	0	2	0	3	0	0	0	0	1	0	98
6:30	0	30	1	0	1	0	0	0	0	0	0	0	0	32	18:30	2	91	0	1	6	4	2	0	0	0	0	0	1	107
6:45	0	61	1	0	3	1	0	0	0	0	0	0	0	66	18:45	1	83	1	0	2	0	2	0	1	2	0	0	0	92
7:00	0	82	1	0	4	1	0	0	1	0	0	0	0	89	19:00	0	99	0	0	2	2	3	0	1	0	0	2	0	109
7:15	3	49	4	1	4	0	1	0	0	0	0	0	0	62	19:15	1	74	1	0	0	1	2	0	0	1	0	0	0	80
7:30	0	54	2	0	4	2	0	0	0	0	0	0	1	63	19:30	0	72	2	0	1	0	4	1	0	0	0	0	0	80
7:45	1	67	3	0	6	0	2	2	0	1	0	0	1	83	19:45	0	61	0	0	1	1	5	0	0	0	0	0	1	69
8:00	1	81	0	0	6	0	1	0	1	0	0	0	0	90	20:00	2	62	0	0	3	1	3	0	0	0	0	1	0	72
8:15	0	87	2	0	2	2	3	1	1	0	0	0	1	99	20:15	2	70	2	0	2	1	0	0	1	0	0	0	0	78
8:30	5	87	0	0	11	0	3	0	0	0	0	0	1	107	20:30	0	58	0	0	1	1	1	0	0	0	0	0	0	61
8:45	0	105	1	0	10	0	0	0	1	0	0	0	0	117	20:45	0	83	0	0	0	0	0	0	1	0	0	0	0	84
9:00	1	107	1	0	1	2	2	0	0	0	0	0	1	115	21:00	0	61	0	0	1	0	3	0	0	0	0	0	0	65
9:15	1	74	0	0	2	3	2	1	0	0	0	0	1	84	21:15	0	54	0	0	1	0	1	0	0	1	0	0	0	57
9:30	0	78	0	0	5	3	2	0	1	0	0	0	0	89	21:30	0	52	0	0	1	0	1	0	0	1	0	1	0	56
9:45	6	57	2	0	4	2	0	0	0	0	0	1	0	72	21:45	0	51	0	0	0	0	2	0	0	0	0	0	0	53
10:00	1	72	2	0	2	1	0	0	0	0	1	0	0	79	22:00	1	54	0	0	0	0	1	0	0	0	0	0	0	56
10:15	1	71	0	0	2	0	0	0	0	0	0	0	0	74	22:15	0	38	0	0	1	0	2	0	0	0	0	0	0	41
10:30	2	72	0	0	6	3	1	0	0	0	0	0	1	85	22:30	0	28	0	0	1	0	0	0	0	0	0	0	0	29
10:45	0	66	1	0	2	2	3	0	0	0	0	0	0	74	22:45	0	32	0	0	1	0	1	0	0	0	0	0	0	34
11:00	4	81	0	0	3	1	0	0	0	0	0	0	0	89	23:00	1	28	0	0	0	1	0	0	0	0	0	0	0	30
11:15	2	78	4	0	2	2	1	1	1	0	0	0	1	92	23:15	0	12	0	0	1	1	0	0	0	0	0	0	0	14
11:30	0	81	3	0	4	5	2	0	1	0	0	0	0	96	23:30	2	26	0	0	0	0	0	0	0	0	0	0	0	28
11:45	0	80	3	1	4	0	4	0	1	1	0	0	0	94	23:45	0	20	0	0	0	0	1	0	0	0	0	0	0	21
TOTAL	29	1,863	34	2	96	34	29	5	9	3	1	5	3	2,113	TOTAL	80	3,792	44	11	139	74	122	6	23	7	3	16	24	4,341

AM PEAK HOUR 8:15 AM
AM PEAK VOLUME 438

PM PEAK HOUR 3:30 PM
PM PEAK VOLUME 567

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	109	5,655	78	13	235	108	151	11	32	10	4	21	27	6,454
% OF TOTAL	1.7%	87.6%	1.2%	0.2%	3.6%	1.7%	2.3%	0.2%	0.5%	0.2%	0.1%	0.3%	0.4%	100.0%

TOTAL: ALL	188	12,450	594	85	319	154	163	15	37	14	6	21	29	14,075
% OF TOTAL	2.9%	192.9%	9.2%	1.3%	4.9%	2.4%	2.5%	0.2%	0.6%	0.2%	0.1%	0.3%	0.4%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIREMONT
LOCATION: CLAIREMONT DRIVE BTN IROQUIS & BURGNER

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	12:00	1	100	9	1	0	0	0	0	0	0	1	0	0	112
0:15	0	11	0	1	0	0	0	0	0	0	0	0	0	12	12:15	0	99	6	1	3	0	0	0	0	0	0	0	0	109
0:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	12:30	1	96	7	1	6	0	0	0	0	0	0	0	0	111
0:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	12:45	4	87	12	0	1	1	0	0	0	0	0	0	0	105
1:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	13:00	0	81	5	0	1	3	0	1	0	0	0	0	0	91
1:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:15	0	85	6	2	1	1	0	0	0	0	0	0	0	95
1:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	13:30	1	96	7	1	0	1	0	0	0	0	1	0	0	107
1:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	13:45	2	101	4	0	0	1	0	0	0	0	0	0	0	108
2:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10	14:00	0	104	11	1	2	0	1	0	0	0	0	0	0	119
2:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5	14:15	2	120	5	2	3	3	2	0	0	0	0	0	0	137
2:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:30	1	112	12	3	4	3	1	0	0	0	0	0	0	136
2:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	14:45	1	121	4	1	4	2	0	0	0	0	0	0	1	134
3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:00	2	112	10	0	0	1	0	0	0	0	0	0	0	125
3:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	15:15	0	142	10	2	0	0	0	0	0	0	0	0	0	154
3:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	15:30	4	133	12	0	5	1	0	0	1	0	0	0	0	156
3:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15:45	0	172	13	6	3	0	0	0	0	0	0	0	0	194
4:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	16:00	3	133	11	2	5	0	1	0	0	0	0	0	0	155
4:15	0	11	1	0	0	0	0	0	0	0	0	0	0	12	16:15	2	127	13	1	0	1	0	0	0	0	0	0	0	144
4:30	0	14	2	0	0	0	0	0	0	0	0	0	0	16	16:30	1	116	9	0	0	2	0	0	0	1	0	0	0	129
4:45	0	18	4	0	0	0	0	0	0	0	0	0	0	22	16:45	2	132	8	1	1	2	0	0	0	0	0	0	0	146
5:00	1	20	1	1	0	0	0	1	0	0	0	0	0	24	17:00	6	116	9	1	1	0	1	0	1	0	0	0	0	135
5:15	0	25	4	0	0	0	0	0	0	0	0	0	0	29	17:15	0	136	9	1	1	1	0	0	0	0	0	0	0	148
5:30	1	40	8	1	2	0	0	0	0	0	0	0	0	52	17:30	2	124	10	1	1	0	0	0	0	0	0	0	0	138
5:45	0	54	9	1	1	0	0	0	0	0	0	0	0	65	17:45	0	128	7	1	0	0	0	0	0	0	0	0	0	136
6:00	2	53	5	1	0	0	0	0	0	0	0	0	0	61	18:00	0	120	8	1	2	0	0	0	0	0	0	0	0	131
6:15	0	68	10	0	2	0	0	0	0	0	0	0	0	80	18:15	7	148	5	1	0	0	0	0	0	0	0	0	0	161
6:30	0	92	10	2	2	2	0	0	0	0	0	0	0	108	18:30	2	108	7	0	1	1	0	0	0	0	0	0	0	119
6:45	0	86	6	2	4	0	0	0	0	0	0	0	0	98	18:45	0	99	5	2	1	2	0	0	0	1	0	0	1	111
7:00	2	118	14	1	1	1	1	0	0	0	0	0	0	138	19:00	0	85	5	0	0	0	0	0	0	0	1	0	0	91
7:15	0	154	4	2	3	3	0	0	0	0	0	0	0	166	19:15	3	67	4	1	0	0	0	0	0	0	0	0	0	75
7:30	1	135	7	1	0	2	0	0	0	0	0	0	0	146	19:30	2	66	1	0	0	0	0	0	0	0	0	0	0	69
7:45	1	132	12	2	0	0	1	0	0	0	0	0	0	148	19:45	2	50	1	1	0	0	0	0	0	0	0	0	0	54
8:00	5	103	11	1	1	0	0	0	0	0	0	0	0	121	20:00	1	76	5	0	0	1	0	0	0	0	0	0	0	83
8:15	0	135	8	4	0	0	0	0	0	0	0	0	0	147	20:15	0	51	2	0	0	0	0	0	0	0	0	0	0	53
8:30	4	150	9	2	3	0	0	0	0	1	0	0	0	169	20:30	0	58	4	0	0	0	0	0	0	0	0	0	0	62
8:45	3	148	12	2	3	0	0	1	0	0	0	0	0	169	20:45	0	52	4	1	0	0	0	0	0	0	0	0	0	57
9:00	0	127	9	1	0	0	0	0	0	0	0	0	0	137	21:00	0	49	2	0	0	0	0	0	0	0	0	0	0	51
9:15	0	105	3	1	0	0	0	0	1	0	0	0	0	110	21:15	0	36	1	0	0	0	0	0	0	0	0	0	0	37
9:30	0	87	9	1	0	1	0	0	0	0	0	0	0	98	21:30	0	47	1	0	0	1	0	0	0	0	0	0	0	49
9:45	0	72	9	0	2	2	0	0	0	0	0	0	0	85	21:45	0	41	0	1	0	0	0	0	0	0	0	0	0	42
10:00	0	75	11	1	0	2	1	0	0	0	0	0	0	90	22:00	1	25	2	0	0	0	0	0	0	0	0	0	0	28
10:15	1	69	10	1	0	2	0	0	0	0	0	0	0	83	22:15	0	31	1	0	0	0	0	0	1	0	0	0	0	33
10:30	2	84	9	1	2	0	1	0	1	0	0	0	0	100	22:30	0	17	0	0	0	0	0	0	0	0	0	0	0	17
10:45	2	83	13	0	1	1	1	0	0	0	0	0	0	101	22:45	0	23	1	0	0	0	0	0	0	0	0	0	0	24
11:00	0	89	5	2	3	0	0	1	0	0	0	0	0	100	23:00	0	21	1	0	0	0	0	0	0	0	0	0	0	22
11:15	0	91	7	1	3	0	0	0	0	0	0	0	0	102	23:15	0	18	1	0	1	0	0	0	0	0	0	0	0	20
11:30	0	97	8	1	3	1	1	0	0	0	0	0	0	111	23:30	0	7	0	1	0	0	0	0	0	0	0	0	0	8
11:45	1	86	10	0	1	1	0	0	0	0	0	0	0	99	23:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8
TOTAL	26	2,719	246	34	37	18	6	3	2	1	0	0	0	3,092	TOTAL	53	4,076	270	38	47	28	6	1	3	3	2	0	2	4,529

AM PEAK HOUR 8:15 AM
AM PEAK VOLUME 622

PM PEAK HOUR 3:15 PM
PM PEAK VOLUME 659

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	79	6,795	516	72	84	46	12	4	5	4	2	0	2	7,621
% OF TOTAL	1.0%	89.2%	6.8%	0.9%	1.1%	0.6%	0.2%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16 TUESDAY
JOB #: PTD-16-1202-01

CITY: CLAIREMONT
LOCATION: CLAIREMONT DRIVE BTN HARTFORD & GALVENSTON

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	24	0	0	0	0	0	0	0	0	0	0	0	24	12:00	0	176	16	1	2	0	0	1	0	0	0	0	0	196
0:15	0	21	0	0	1	0	0	0	0	0	0	0	0	22	12:15	0	171	16	1	2	0	0	0	0	0	0	0	0	190
0:30	0	23	0	0	0	0	0	0	0	0	0	0	0	23	12:30	0	160	12	0	4	0	0	0	0	0	0	0	0	176
0:45	0	19	0	0	1	0	0	0	0	0	0	0	0	20	12:45	0	172	12	0	3	0	0	0	0	0	0	0	0	187
1:00	0	14	1	0	0	0	0	0	0	0	0	0	0	15	13:00	0	156	12	0	3	1	0	0	0	0	0	0	0	172
1:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13:15	0	144	9	2	3	0	0	0	0	0	0	0	0	158
1:30	0	13	1	0	0	0	0	0	0	0	0	0	0	14	13:30	0	143	8	0	1	0	0	0	0	0	0	0	0	152
1:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	13:45	0	165	17	0	4	0	0	0	0	0	0	0	0	186
2:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	14:00	2	176	20	1	4	1	0	0	0	0	0	0	0	204
2:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	14:15	0	185	11	1	2	0	0	0	0	0	0	0	0	199
2:30	0	5	0	0	1	0	0	0	0	0	0	0	0	6	14:30	0	190	17	0	0	0	0	0	0	0	0	0	0	207
2:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:45	0	209	17	1	4	0	0	0	0	0	0	0	0	231
3:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	15:00	1	202	18	0	0	0	0	0	0	0	0	0	0	221
3:15	0	3	1	0	0	0	0	0	0	1	0	0	0	5	15:15	0	239	20	4	3	0	0	0	0	0	0	0	0	266
3:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	15:30	0	268	27	1	2	1	0	1	0	0	0	0	0	300
3:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:45	0	296	16	2	6	0	0	0	0	0	0	0	0	320
4:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16:00	0	222	16	0	3	0	0	0	0	0	0	0	0	241
4:15	0	7	1	0	1	0	0	0	0	0	0	0	0	9	16:15	0	234	21	1	2	0	0	0	0	0	0	0	0	258
4:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16:30	0	251	19	1	2	0	0	0	0	0	0	0	0	273
4:45	0	15	1	0	1	0	0	0	0	0	0	0	0	17	16:45	1	251	18	1	0	0	0	0	0	0	0	0	0	271
5:00	0	8	1	1	0	0	0	0	0	0	0	0	0	10	17:00	0	257	10	1	3	0	0	1	0	0	0	0	0	272
5:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	17:15	1	274	19	2	3	1	0	0	0	0	0	0	0	300
5:30	0	18	2	1	0	1	0	0	0	0	0	0	0	22	17:30	0	272	13	1	1	0	0	0	0	0	0	0	0	287
5:45	0	33	1	1	0	0	0	0	0	0	0	0	0	35	17:45	0	219	14	1	1	0	0	0	0	0	0	0	0	235
6:00	0	31	3	0	1	1	0	0	0	0	0	0	0	36	18:00	1	210	7	1	1	0	0	0	0	0	0	0	0	220
6:15	0	56	5	1	1	0	0	0	0	0	0	0	0	63	18:15	0	178	11	1	0	1	0	1	0	0	0	0	0	192
6:30	0	49	7	0	1	0	0	0	0	0	0	0	0	57	18:30	0	194	11	0	0	0	0	0	0	0	0	1	0	206
6:45	0	70	3	1	2	0	0	0	0	0	0	0	0	76	18:45	0	158	8	0	0	1	0	0	0	0	0	0	0	167
7:00	0	85	6	0	2	0	0	0	0	0	0	0	0	93	19:00	1	175	7	0	1	0	1	0	0	0	0	0	0	185
7:15	0	90	7	0	4	1	0	0	0	0	0	0	0	102	19:15	0	159	6	1	0	0	0	0	0	0	0	0	0	166
7:30	0	93	5	0	4	0	0	0	0	0	0	0	0	102	19:30	0	134	13	0	1	0	0	0	0	0	0	0	0	148
7:45	0	113	8	1	2	0	0	0	0	0	0	0	0	124	19:45	0	103	9	0	0	0	0	0	0	0	0	0	0	112
8:00	0	139	17	0	2	1	0	0	0	0	0	0	0	159	20:00	0	145	8	0	0	0	0	0	0	0	0	0	0	153
8:15	0	145	10	2	3	0	0	0	0	0	0	0	0	160	20:15	0	119	3	1	1	0	0	0	1	0	0	0	0	125
8:30	0	149	5	3	5	0	0	0	0	0	0	0	0	162	20:30	0	106	3	0	1	0	0	0	0	0	0	0	0	110
8:45	0	174	13	2	4	0	0	0	0	0	0	0	0	193	20:45	0	124	5	0	0	0	0	0	0	0	0	0	0	129
9:00	1	169	11	0	1	0	0	0	0	0	0	0	0	182	21:00	1	102	8	0	2	0	0	0	0	0	0	0	0	113
9:15	0	116	11	2	1	1	0	0	0	0	0	0	0	131	21:15	0	106	5	0	0	1	0	0	0	0	0	0	0	112
9:30	0	109	10	1	2	1	0	0	0	0	0	0	0	123	21:30	0	89	2	0	0	0	0	0	0	0	0	0	0	91
9:45	0	90	5	0	1	1	0	1	0	0	0	0	0	98	21:45	0	72	1	0	0	0	0	0	0	0	0	0	0	73
10:00	0	107	11	0	1	0	0	0	0	0	0	0	0	119	22:00	0	89	1	0	0	0	0	0	0	0	0	0	0	90
10:15	0	113	7	1	3	0	0	0	0	0	0	0	0	124	22:15	0	64	4	1	0	0	0	0	0	0	0	0	0	69
10:30	0	138	12	0	3	0	0	2	0	0	0	0	0	155	22:30	0	48	0	0	0	0	0	0	0	0	0	0	0	48
10:45	0	123	19	1	0	0	0	0	0	0	0	0	0	143	22:45	0	50	5	0	0	0	0	0	0	0	0	0	0	55
11:00	1	118	10	0	3	0	0	0	0	0	0	0	0	132	23:00	1	40	1	0	0	0	0	0	0	0	0	0	0	42
11:15	0	152	9	1	2	0	0	0	0	0	0	0	0	164	23:15	0	28	1	0	1	0	0	0	0	0	0	0	0	30
11:30	1	130	9	0	1	0	0	0	0	0	0	0	0	141	23:30	0	43	3	0	0	0	0	0	0	0	0	0	0	46
11:45	0	141	11	0	2	0	0	0	0	0	0	0	0	154	23:45	0	36	1	0	0	0	0	0	0	0	0	0	0	37
TOTAL	3	2,963	226	19	56	7	0	3	1	0	0	0	0	3,278	TOTAL	9	7,604	501	27	66	7	1	4	1	0	0	1	0	8,221

AM PEAK HOUR 8:15 AM
AM PEAK VOLUME 697

PM PEAK HOUR 4:45 PM
PM PEAK VOLUME 1,130

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	12	10,567	727	46	122	14	1	7	2	0	0	1	0	11,499
% OF TOTAL	0.1%	91.9%	6.3%	0.4%	1.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

TOTAL: ALL	49	19,795	2,237	107	1,050	28	2	18	6	0	0	2	0	23,294
% OF TOTAL	0.4%	172.1%	19.5%	0.9%	9.1%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIEMONT
LOCATION: CLAIEMONT DRIVE BTN HARTFORD & GALVENSTON

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	10	2	0	1	0	0	0	0	0	0	0	0	13	12:00	1	113	18	0	12	0	0	0	0	0	0	0	0	144
0:15	0	8	0	1	0	0	0	0	0	0	0	0	0	9	12:15	1	145	24	3	11	0	0	0	1	0	0	0	0	185
0:30	0	11	3	1	0	0	0	0	0	0	0	0	0	15	12:30	1	136	20	2	23	0	0	0	0	0	0	0	0	182
0:45	0	9	3	0	1	0	0	0	0	0	0	0	0	13	12:45	0	131	18	0	17	0	0	1	0	0	0	0	0	167
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:00	0	92	15	0	12	1	0	0	0	0	0	0	0	120
1:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13:15	0	122	20	2	16	0	0	0	0	0	0	0	0	160
1:30	0	4	0	0	1	0	0	0	0	0	0	0	0	5	13:30	2	122	33	2	12	0	0	0	0	0	0	0	0	171
1:45	0	5	0	0	1	0	0	0	0	0	0	0	0	6	13:45	0	142	27	0	12	0	0	1	0	0	0	0	0	182
2:00	0	8	0	0	2	0	0	0	0	0	0	0	0	10	14:00	0	140	21	1	19	0	0	0	0	0	0	0	0	181
2:15	0	4	1	0	2	0	0	0	0	0	0	0	0	7	14:15	0	140	29	3	20	0	0	1	0	0	0	0	0	193
2:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10	14:30	0	145	29	1	22	0	0	0	0	0	0	0	0	197
2:45	0	3	1	0	1	0	0	0	0	0	0	0	0	5	14:45	0	149	24	2	8	0	0	0	0	0	0	0	0	183
3:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	15:00	1	168	28	0	23	1	0	0	0	0	0	0	0	221
3:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	15:15	0	188	35	1	11	0	0	0	0	0	0	0	0	235
3:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9	15:30	0	198	27	0	32	0	0	0	0	0	0	0	0	257
3:45	0	4	2	0	0	0	0	0	0	0	0	0	0	6	15:45	0	197	34	5	28	1	0	0	0	0	0	0	0	265
4:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11	16:00	3	150	27	2	17	1	0	1	0	0	0	0	0	201
4:15	2	12	2	0	1	0	0	0	0	0	0	0	0	17	16:15	0	149	32	0	19	0	0	1	0	0	0	0	0	201
4:30	0	19	3	0	3	0	0	0	0	0	0	0	0	25	16:30	1	164	28	1	13	0	0	0	0	0	0	0	0	207
4:45	0	19	5	0	5	0	0	0	0	0	0	0	0	29	16:45	1	151	33	1	18	0	0	1	0	0	0	0	0	205
5:00	1	24	3	0	1	0	0	0	0	0	0	0	0	29	17:00	0	168	22	1	14	0	0	0	0	0	0	0	0	205
5:15	0	45	7	0	6	0	0	0	0	0	0	0	0	58	17:15	0	149	22	0	7	0	0	0	0	0	0	0	0	178
5:30	2	60	8	0	14	0	0	1	0	0	0	0	0	85	17:30	0	175	22	2	15	1	0	0	0	0	0	0	0	215
5:45	0	58	17	0	17	0	0	1	0	0	0	0	0	93	17:45	1	170	19	0	10	0	0	0	0	0	0	0	0	200
6:00	1	74	17	1	6	0	0	0	0	0	0	0	0	99	18:00	0	145	31	1	6	0	0	0	0	0	0	0	0	183
6:15	0	111	15	0	14	0	0	0	0	0	0	0	0	140	18:15	0	141	20	0	9	1	0	0	0	0	0	0	0	171
6:30	1	155	33	1	20	1	0	0	0	0	0	0	0	211	18:30	0	139	17	1	12	0	0	0	0	0	0	0	0	169
6:45	2	152	30	1	22	0	0	0	0	0	0	0	0	207	18:45	0	117	11	1	10	0	0	0	0	0	0	0	0	139
7:00	3	198	41	1	24	0	0	0	0	0	0	0	0	267	19:00	0	116	17	0	5	0	0	0	0	0	0	0	0	138
7:15	1	215	36	1	20	1	0	0	0	0	0	0	0	274	19:15	0	91	6	0	2	0	0	0	0	0	0	0	0	99
7:30	1	256	35	1	10	2	0	0	0	0	0	0	0	305	19:30	0	70	5	0	5	0	0	0	0	0	0	0	0	80
7:45	0	202	33	1	21	1	0	0	0	0	0	0	0	258	19:45	0	53	10	1	3	0	0	0	0	0	0	0	0	67
8:00	2	173	33	1	14	0	0	0	0	0	0	0	0	223	20:00	1	90	12	0	5	0	0	0	0	0	0	0	0	108
8:15	0	207	22	2	13	0	0	0	0	0	0	1	0	245	20:15	0	51	12	0	7	0	0	0	0	0	0	0	0	70
8:30	3	237	32	1	28	0	0	0	0	0	0	0	0	301	20:30	0	60	5	0	5	0	0	0	0	0	0	0	0	70
8:45	0	224	39	4	25	0	0	0	0	0	0	0	0	292	20:45	0	62	12	1	6	0	0	0	0	0	0	0	0	81
9:00	0	199	31	0	14	0	1	0	0	0	0	0	0	245	21:00	0	59	8	0	3	0	0	0	1	0	0	0	0	71
9:15	1	142	23	1	9	0	0	0	0	0	0	0	0	176	21:15	0	45	9	0	5	0	0	0	0	0	0	0	0	59
9:30	0	137	22	1	13	0	0	0	0	0	0	0	0	173	21:30	0	62	6	0	2	0	0	0	0	0	0	0	0	70
9:45	0	136	16	0	13	0	0	0	0	0	0	0	0	165	21:45	0	49	5	1	1	0	0	0	0	0	0	0	0	56
10:00	0	119	22	1	15	1	0	0	1	0	0	0	0	159	22:00	0	37	2	0	1	0	0	0	0	0	0	0	0	40
10:15	1	104	24	2	13	1	0	0	0	0	0	0	0	145	22:15	2	36	3	0	0	0	0	0	0	0	0	0	0	41
10:30	0	101	23	1	15	0	0	0	0	0	0	0	0	140	22:30	0	23	1	0	0	0	0	0	0	0	0	0	0	24
10:45	0	128	20	1	20	0	0	1	0	0	0	0	0	170	22:45	0	24	2	0	1	0	0	0	0	0	0	0	0	27
11:00	0	110	26	0	18	0	0	1	0	0	0	0	0	155	23:00	0	28	1	0	2	0	0	0	1	0	0	0	0	32
11:15	1	105	26	1	11	0	0	1	0	0	0	0	0	145	23:15	0	20	3	0	1	0	0	0	0	0	0	0	0	24
11:30	0	124	26	0	16	1	0	0	0	0	0	0	0	167	23:30	0	12	2	1	1	0	0	0	0	0	0	0	0	16
11:45	0	121	18	0	14	0	0	0	0	0	0	0	0	153	23:45	0	9	1	0	1	0	0	0	0	0	0	0	0	11
TOTAL	22	4,085	702	25	444	8	1	5	1	0	0	1	0	5,294	TOTAL	15	5,143	808	36	484	6	0	6	3	0	0	0	0	6,501

AM PEAK HOUR 7:00 AM
AM PEAK VOLUME 1,104

PM PEAK HOUR 3:00 PM
PM PEAK VOLUME 978

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	37	9,228	1,510	61	928	14	1	11	4	0	0	1	0	11,795
% OF TOTAL	0.3%	78.2%	12.8%	0.5%	7.9%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

VOLUME

Clairemont Dr Bet. Morena Blvd & Denver St

Day: Tuesday
Date: 5/10/2016City: San Diego
Project #: CA16_4124_023

DAILY TOTALS					NB	SB	EB					WB	Total	
					0	0						14,242		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00			37	14	51		12:00			207	276	483		
00:15			27	24	51		12:15			176	295	471		
00:30			24	17	41		12:30			183	282	465		
00:45			18	106	11	66	12:45			222	788	267	1120	
01:00			16		9	25	13:00			223	285	508		
01:15			20		13	33	13:15			197	284	481		
01:30			13		6	19	13:30			176	303	479		
01:45			18	67	6	34	13:45			235	831	290	1162	
02:00			14		3	17	14:00			162	280	442		
02:15			13		7	20	14:15			279	278	557		
02:30			11		7	18	14:30			298	279	577		
02:45			10	48	8	25	14:45			322	1061	232	1069	
03:00			6		8	14	15:00			314	242	556		
03:15			9		7	16	15:15			343	216	559		
03:30			4		8	12	15:30			336	249	585		
03:45			9	28	10	33	15:45			331	1324	304	1011	
04:00			3		11	14	16:00			314	258	572		
04:15			13		20	33	16:15			324	267	591		
04:30			13		38	51	16:30			343	230	573		
04:45			16	45	43	112	16:45			317	1298	238	993	
05:00			23		58	81	17:00			362	220	582		
05:15			23		76	99	17:15			342	204	546		
05:30			32		124	156	17:30			320	239	559		
05:45			51	129	144	402	17:45			303	1327	252	915	
06:00			60		134	194	18:00			277	234	511		
06:15			71		193	264	18:15			282	252	534		
06:30			85		285	370	18:30			286	237	523		
06:45			83	299	311	923	18:45			262	1107	187	910	
07:00			101		344	445	19:00			239	189	428		
07:15			104		373	477	19:15			250	127	377		
07:30			128		403	531	19:30			218	156	374		
07:45			127	460	360	1480	19:45			201	908	144	616	
08:00			130		397	527	20:00			180	124	304		
08:15			156		343	499	20:15			162	126	288		
08:30			192		377	569	20:30			174	121	295		
08:45			201	679	360	1477	20:45			148	664	119	490	
09:00			176		327	503	21:00			137	110	247		
09:15			146		271	417	21:15			133	91	224		
09:30			141		317	458	21:30			131	87	218		
09:45			103	566	310	1225	21:45			121	522	69	357	
10:00			178		245	423	22:00			111	63	174		
10:15			155		297	452	22:15			98	63	161		
10:30			134		284	418	22:30			109	51	160		
10:45			200	667	265	1091	22:45			66	384	44	221	
11:00			163		272	435	23:00			47	41	88		
11:15			175		264	439	23:15			59	24	83		
11:30			201		277	478	23:30			43	27	70		
11:45			205	744	260	1073	23:45			41	190	23	115	
TOTALS			3838		7941	11779	TOTALS			10404		8979	19383	
SPLIT %			32.6%		67.4%	37.8%	SPLIT %			53.7%		46.3%	62.2%	

DAILY TOTALS				NB	SB	EBWB				Total	
				0	0					14,242	16,920
AM Peak Hour			11:30	07:15	08:00	PM Peak Hour			16:30	13:00	15:30
AM Pk Volume			789	1533	2156	PM Pk Volume			1364	1162	2383
Pk Hr Factor			0.953	0.951	0.947	Pk Hr Factor			0.942	0.959	0.938
7 - 9 Volume	0	0	1139	2957	4096	4 - 6 Volume	0	0	2625	1908	4533
7 - 9 Peak Hour			08:00	07:15	08:00	4 - 6 Peak Hour			16:30	16:00	16:15
7 - 9 Pk Volume	0	0	679	1533	2156	4 - 6 Pk Volume	0	0	1364	993	2301
Pk Hr Factor	0.000	0.000	0.845	0.951	0.947	Pk Hr Factor	0.000	0.000	0.942	0.930	0.973

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIEMONT
LOCATION: CLAIEMONT DRIVE BTN I-5 NB RAMPS & I-5 SB RAMPS

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18	12:00	1	125	2	2	2	0	0	0	0	0	0	0	0	132
0:15	0	14	1	0	0	0	0	0	0	0	0	0	0	15	12:15	2	105	4	2	3	1	0	1	0	0	0	0	0	118
0:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11	12:30	0	110	5	2	2	0	0	0	0	0	0	0	0	119
0:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6	12:45	2	142	5	4	1	1	0	0	0	0	0	0	0	155
1:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	13:00	2	139	4	2	1	0	0	1	0	0	1	0	0	150
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:15	4	96	1	1	1	0	0	0	0	1	0	0	1	105
1:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13:30	0	102	2	1	2	0	0	0	0	0	0	0	0	107
1:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5	13:45	1	137	1	0	1	0	0	0	0	0	0	0	0	140
2:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	14:00	2	122	2	0	4	0	1	0	0	1	0	0	1	133
2:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14:15	0	125	0	0	2	1	0	0	0	0	0	1	0	129
2:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	14:30	4	156	1	2	2	0	0	0	1	0	0	0	0	166
2:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14:45	2	147	2	1	1	0	1	0	0	0	0	0	0	154
3:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	15:00	2	135	4	1	1	1	0	1	0	0	0	0	0	145
3:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	15:15	4	126	6	2	5	0	0	0	0	0	0	0	0	143
3:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15:30	6	118	6	1	2	2	1	0	2	0	1	0	0	139
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:45	4	111	6	2	5	0	0	0	0	0	0	0	0	128
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16:00	5	121	9	0	6	1	2	1	1	0	0	1	0	147
4:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16:15	6	143	8	1	6	0	1	2	0	0	0	1	0	168
4:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	16:30	8	131	12	2	5	1	0	0	0	0	0	1	0	160
4:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16:45	0	150	11	0	4	2	1	1	0	0	0	0	0	169
5:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	17:00	5	132	8	1	2	0	0	0	0	0	0	0	0	148
5:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12	17:15	5	137	6	2	2	0	0	0	1	0	1	0	0	154
5:30	0	16	1	0	0	0	0	0	0	0	0	0	0	17	17:30	4	137	12	1	1	1	0	0	0	0	0	0	0	156
5:45	0	13	2	0	0	0	0	0	0	0	0	0	0	15	17:45	3	108	5	0	2	0	0	0	1	0	0	0	0	119
6:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16	18:00	0	127	8	0	1	1	0	0	0	0	0	0	0	137
6:15	0	31	0	0	0	0	0	0	0	0	0	0	0	31	18:15	4	120	6	1	0	0	2	1	0	0	0	0	0	134
6:30	1	33	1	1	0	0	0	0	0	0	0	0	0	36	18:30	2	121	2	2	1	0	1	0	0	0	0	0	0	129
6:45	0	42	2	1	0	1	0	0	0	0	0	0	0	46	18:45	1	111	2	3	2	0	0	0	0	0	0	0	0	119
7:00	1	70	2	0	1	0	0	0	0	0	0	0	0	74	19:00	0	161	4	2	1	0	1	0	0	0	0	0	0	169
7:15	1	111	1	1	0	0	0	0	0	0	0	0	0	114	19:15	0	118	2	1	0	0	0	0	0	0	0	0	0	121
7:30	1	119	2	1	1	0	0	0	0	0	0	0	0	124	19:30	1	80	1	1	0	0	0	0	0	0	0	0	0	83
7:45	2	155	4	1	1	0	0	0	0	0	1	0	0	164	19:45	2	93	4	2	0	1	0	0	0	0	0	0	0	102
8:00	4	131	5	2	2	0	0	0	1	1	0	0	0	146	20:00	0	75	2	1	0	0	0	0	0	0	0	0	0	78
8:15	1	89	6	2	3	0	0	0	0	1	0	0	0	102	20:15	1	72	0	1	1	0	0	0	0	0	0	0	0	75
8:30	3	111	2	1	3	1	0	0	0	2	0	0	0	123	20:30	0	72	0	1	2	0	0	0	0	0	0	0	0	75
8:45	1	105	2	1	2	0	0	0	0	0	0	0	0	111	20:45	0	71	1	1	0	0	0	0	0	0	0	0	0	73
9:00	2	99	4	2	2	0	0	1	1	1	0	0	0	112	21:00	0	61	2	1	0	0	0	0	0	0	0	0	0	64
9:15	0	93	5	1	2	0	1	0	0	0	0	1	0	103	21:15	0	69	0	0	0	0	0	0	0	0	0	0	0	69
9:30	1	80	2	2	0	0	0	0	1	0	0	0	0	86	21:30	0	60	0	1	1	0	0	0	0	0	0	0	0	62
9:45	2	77	2	1	2	1	0	1	0	0	0	1	0	87	21:45	1	47	1	0	2	0	0	0	0	0	0	0	0	51
10:00	0	71	1	2	2	0	0	1	0	0	0	0	0	77	22:00	0	34	0	1	0	0	0	0	0	0	0	0	0	35
10:15	0	94	2	0	1	0	1	1	0	0	0	0	0	99	22:15	0	41	2	0	0	0	0	0	0	0	0	0	0	43
10:30	1	101	1	1	2	1	0	0	1	0	0	0	0	108	22:30	0	34	0	0	0	0	0	0	0	0	0	0	0	34
10:45	2	91	3	1	1	0	1	0	0	0	0	0	0	99	22:45	0	29	1	0	0	0	0	0	0	0	0	0	0	30
11:00	0	92	2	1	1	1	0	0	0	0	0	0	0	97	23:00	0	27	0	0	0	0	0	0	0	0	0	0	0	27
11:15	1	99	1	1	0	0	0	0	1	0	0	0	0	103	23:15	1	24	0	0	1	0	0	0	0	0	0	0	0	26
11:30	2	99	1	2	0	0	1	1	0	0	0	0	0	106	23:30	0	26	0	0	1	0	0	0	0	0	0	0	0	27
11:45	1	83	2	4	1	0	0	0	0	0	0	0	0	91	23:45	0	23	1	0	0	0	0	0	0	0	0	0	0	24
TOTAL	27	2,272	60	29	27	5	4	5	6	5	1	1	0	2,442	TOTAL	85	4,751	161	49	76	13	11	8	6	2	4	3	2	5,171

AM PEAK HOUR 7:15 AM
AM PEAK VOLUME 548

PM PEAK HOUR 4:15 PM
PM PEAK VOLUME 645

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	112	7,023	221	78	103	18	15	13	12	7	5	4	2	7,613
% OF TOTAL	1.5%	92.3%	2.9%	1.0%	1.4%	0.2%	0.2%	0.2%	0.2%	0.1%	0.1%	0.1%	0.0%	100.0%

TOTAL: ALL	329	16,698	658	165	219	53	35	32	22	18	11	7	6	18,253
% OF TOTAL	4.3%	219.3%	8.6%	2.2%	2.9%	0.7%	0.5%	0.4%	0.3%	0.2%	0.1%	0.1%	0.1%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIREMONT
LOCATION: CLAIREMONT DRIVE BTN I-5 NB RAMP & I-5 SB RAMP

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14	12:00	4	141	12	1	4	1	0	0	0	0	0	0	0	163
0:15	1	12	1	0	0	0	0	0	0	0	0	0	0	14	12:15	6	168	8	2	5	0	0	0	0	0	0	0	0	189
0:30	0	14	2	0	0	0	0	0	0	0	0	0	0	16	12:30	2	146	9	2	5	1	0	1	0	1	1	0	0	168
0:45	0	12	1	0	0	0	0	0	0	0	0	0	0	13	12:45	3	143	12	2	3	1	1	0	0	0	1	0	0	166
1:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	13:00	3	133	1	0	3	2	0	1	0	0	0	0	0	143
1:15	1	4	0	0	0	0	0	0	0	0	0	0	0	5	13:15	5	144	5	2	3	0	1	1	0	0	0	0	0	161
1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:30	6	151	4	2	5	1	0	0	0	0	0	0	0	169
1:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	13:45	9	164	6	2	4	0	0	2	0	0	1	0	0	188
2:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	14:00	5	147	9	4	2	0	1	0	0	0	0	0	0	168
2:15	0	13	0	0	0	0	0	0	0	0	0	0	0	13	14:15	5	161	10	2	2	0	0	0	0	0	0	0	0	180
2:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	14:30	4	182	5	0	4	1	1	0	0	1	0	0	1	199
2:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:45	5	137	4	1	2	1	1	1	0	0	0	0	1	153
3:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	15:00	3	151	9	4	0	0	1	0	1	1	0	0	0	170
3:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	15:15	9	141	3	2	4	2	0	0	1	1	0	0	0	163
3:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12	15:30	9	135	5	2	5	0	2	0	0	1	0	0	0	159
3:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11	15:45	5	162	4	4	6	1	0	1	0	0	0	0	1	184
4:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15	16:00	12	151	9	2	2	0	1	0	0	0	0	0	0	177
4:15	0	15	0	0	0	0	0	0	0	0	0	0	0	15	16:15	5	145	12	2	2	1	0	1	1	0	0	0	1	170
4:30	0	21	1	0	0	0	0	0	0	0	0	0	0	22	16:30	8	164	8	2	4	0	0	0	2	0	0	0	0	188
4:45	0	38	0	0	0	0	0	0	0	0	0	0	0	38	16:45	9	164	6	1	5	0	1	0	0	0	0	0	0	186
5:00	0	29	1	0	0	0	0	0	0	0	0	0	0	30	17:00	6	176	5	1	6	1	0	0	1	0	0	0	0	196
5:15	0	56	2	0	0	0	0	0	0	0	0	0	0	58	17:15	5	152	5	2	2	1	1	0	1	0	0	0	0	169
5:30	0	66	1	0	0	0	0	0	0	0	0	0	0	67	17:30	3	154	4	0	2	0	0	1	1	0	0	0	0	165
5:45	1	86	2	0	0	0	0	0	0	0	0	0	0	89	17:45	2	157	2	1	2	2	0	0	0	0	0	0	0	166
6:00	2	83	4	1	0	0	0	0	0	0	0	0	0	90	18:00	1	152	3	1	0	1	0	0	0	0	0	0	0	158
6:15	2	117	6	0	0	0	0	0	0	0	0	0	0	125	18:15	2	142	5	0	4	1	1	0	0	0	0	0	0	155
6:30	4	141	12	1	0	0	0	0	0	0	0	0	0	158	18:30	4	133	2	0	2	0	0	0	0	0	0	0	0	141
6:45	5	165	18	2	1	0	0	0	0	0	0	0	0	191	18:45	2	97	4	1	1	1	0	0	0	0	0	0	0	106
7:00	6	184	11	0	1	0	0	0	0	0	0	0	0	202	19:00	0	116	2	2	0	0	0	0	0	0	0	0	0	120
7:15	5	196	18	1	1	0	0	0	0	0	0	0	0	221	19:15	1	83	1	0	1	0	0	0	0	0	0	0	0	86
7:30	2	189	19	2	0	0	0	0	0	0	0	0	0	212	19:30	2	71	1	0	2	1	0	0	0	0	0	0	0	77
7:45	3	189	22	2	1	0	1	1	0	0	0	0	0	219	19:45	4	71	1	1	0	0	0	0	0	0	0	0	0	77
8:00	3	213	15	2	2	0	0	1	0	0	0	0	0	236	20:00	2	91	0	2	1	0	0	0	0	0	0	0	0	96
8:15	12	203	11	4	1	1	1	2	1	1	0	0	0	237	20:15	1	75	1	0	0	0	0	0	0	0	0	0	0	77
8:30	2	207	9	2	4	2	0	0	0	1	0	0	0	227	20:30	0	72	2	1	0	0	0	0	0	0	0	0	0	75
8:45	2	202	10	2	3	0	0	0	1	2	0	0	0	222	20:45	0	86	0	0	0	0	0	0	0	0	0	0	0	86
9:00	1	229	5	2	2	1	0	0	0	0	0	0	0	240	21:00	0	89	1	0	0	1	0	0	0	0	0	0	0	91
9:15	1	163	9	1	0	2	0	1	0	1	1	1	0	180	21:15	0	67	1	0	1	0	0	0	0	0	0	0	0	69
9:30	2	158	5	1	0	1	1	2	0	0	0	0	0	170	21:30	1	52	0	0	0	0	0	0	0	0	0	0	0	53
9:45	0	142	8	2	1	1	0	0	0	0	1	1	0	156	21:45	0	54	0	0	0	0	0	0	0	0	0	0	0	54
10:00	1	118	9	2	0	0	1	1	0	0	0	0	0	132	22:00	0	40	0	1	0	1	0	0	0	0	0	0	0	42
10:15	2	138	10	1	1	2	1	0	0	0	0	0	0	155	22:15	0	41	1	0	0	0	0	0	0	0	0	0	0	42
10:30	0	142	5	2	1	0	0	1	0	1	1	0	0	153	22:30	1	20	0	0	0	0	0	0	0	0	0	0	0	21
10:45	1	151	4	0	0	1	2	0	0	0	0	0	0	159	22:45	0	30	0	0	0	0	0	0	0	0	0	0	0	30
11:00	2	138	9	1	0	1	0	1	0	0	0	0	0	152	23:00	0	35	0	0	0	0	0	0	0	0	0	0	0	35
11:15	1	131	10	2	1	0	1	0	0	0	0	1	0	147	23:15	0	27	1	0	0	0	0	0	0	0	0	0	0	28
11:30	0	121	5	1	2	0	0	0	0	0	0	0	0	129	23:30	0	18	0	0	0	0	0	0	0	0	0	0	0	18
11:45	1	137	9	1	0	1	0	0	0	0	0	0	0	149	23:45	0	20	0	0	0	0	0	0	0	0	0	0	0	20
TOTAL	63	4,324	254	35	22	13	8	10	2	6	3	3	0	4,743	TOTAL	154	5,351	183	52	94	22	12	9	8	5	3	0	4	5,897

AM PEAK HOUR
AM PEAK VOLUME8:15 AM
926PM PEAK HOUR
PM PEAK VOLUME

4:15 PM

740

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	217	9,675	437	87	116	35	20	19	10	11	6	3	4	10,640
% OF TOTAL	2.0%	90.9%	4.1%	0.8%	1.1%	0.3%	0.2%	0.2%	0.1%	0.1%	0.1%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 11/29/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIEMONT
LOCATION: CLAIEMONT MESA BTN LUNA & MORAGA

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	12:00	3	99	10	2	0	0	0	0	0	0	0	0	114	
0:15	0	13	1	0	0	0	0	0	0	0	0	0	0	14	12:15	1	92	12	0	0	0	2	0	0	0	1	1	0	109
0:30	0	9	0	0	0	0	0	1	0	0	0	0	0	10	12:30	4	116	13	1	0	0	0	0	0	0	0	2	136	
0:45	1	4	1	0	0	0	0	0	0	0	0	0	0	6	12:45	2	92	16	0	0	0	1	1	0	0	1	0	0	113
1:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	13:00	2	116	14	0	1	0	1	1	1	0	0	1	137	
1:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:15	0	110	15	0	0	0	0	0	0	0	0	0	125	
1:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13:30	4	91	12	0	0	0	3	0	0	0	0	0	110	
1:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:45	8	102	11	2	0	0	1	2	0	0	0	1	0	127
2:00	0	5	0	0	0	0	0	0	0	0	0	1	0	6	14:00	6	107	12	1	0	0	0	2	0	0	0	0	0	128
2:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:15	6	117	13	1	0	0	1	0	0	0	0	0	0	138
2:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:30	6	148	18	1	0	0	0	1	0	0	0	0	0	174
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:45	6	105	12	1	0	0	0	0	0	0	1	0	0	125
3:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	15:00	5	90	10	0	1	0	1	0	1	0	1	0	1	110
3:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	15:15	2	109	8	0	0	0	2	0	0	0	0	0	1	122
3:30	0	7	4	0	0	0	0	0	0	0	0	0	0	11	15:30	2	87	11	1	0	1	1	0	0	1	2	1	3	110
3:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8	15:45	5	98	11	3	0	0	1	1	0	0	1	1	1	122
4:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	16:00	8	105	8	2	0	0	3	3	0	0	0	1	1	131
4:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8	16:15	6	122	5	0	0	0	1	0	0	0	0	1	0	135
4:30	0	9	1	0	0	0	0	0	0	0	0	0	0	10	16:30	3	90	10	0	0	0	0	0	0	0	0	1	0	104
4:45	0	20	2	0	0	0	0	0	0	0	0	0	0	22	16:45	5	101	5	1	0	0	1	0	0	0	0	1	0	114
5:00	0	18	3	0	0	0	0	0	0	0	0	0	0	21	17:00	4	121	6	0	0	0	0	1	0	0	0	0	1	133
5:15	1	36	14	0	0	0	0	0	0	0	0	0	0	51	17:15	4	94	5	0	1	0	0	1	1	0	0	0	0	106
5:30	1	44	10	1	0	0	0	0	0	0	0	0	0	56	17:30	4	130	7	0	0	0	1	1	0	0	0	1	1	145
5:45	0	42	6	0	1	0	0	0	0	0	0	0	0	49	17:45	2	84	10	1	0	0	0	1	0	0	0	1	2	101
6:00	0	58	9	1	2	0	0	0	0	0	0	0	0	70	18:00	2	81	7	1	0	0	0	0	0	0	0	0	0	91
6:15	0	82	13	0	1	0	0	0	0	0	0	0	0	96	18:15	1	76	5	0	0	0	1	0	0	0	0	0	0	83
6:30	2	117	17	2	3	0	0	0	0	0	1	0	0	142	18:30	0	70	10	1	0	0	0	0	0	0	0	0	0	81
6:45	0	133	21	0	4	0	1	1	0	0	1	0	0	161	18:45	0	106	3	0	0	0	1	0	0	0	0	0	0	110
7:00	3	160	20	1	2	0	0	1	0	0	0	0	2	189	19:00	2	121	8	0	0	0	0	0	0	0	0	0	0	131
7:15	1	184	16	1	5	0	1	1	0	0	0	1	0	210	19:15	2	77	10	0	0	0	1	0	0	0	0	0	0	90
7:30	6	223	12	1	6	0	6	6	0	1	2	0	1	264	19:30	0	62	5	0	1	0	0	0	1	1	0	0	0	70
7:45	3	205	15	0	6	2	3	0	2	0	1	1	1	239	19:45	3	67	7	0	0	0	0	0	0	0	0	0	0	77
8:00	6	216	16	3	4	1	1	2	1	0	1	0	0	251	20:00	0	72	11	0	0	0	0	0	0	0	0	1	0	84
8:15	11	189	15	1	5	0	2	1	0	1	0	1	1	227	20:15	2	61	1	0	0	0	0	1	0	0	0	0	0	65
8:30	3	212	12	0	2	0	1	2	0	0	0	0	0	232	20:30	0	58	4	0	0	0	0	0	0	0	0	0	0	62
8:45	7	202	19	1	0	0	0	2	0	0	0	0	0	231	20:45	0	49	4	0	0	0	0	0	0	0	0	0	0	53
9:00	4	184	13	0	2	0	1	0	0	0	0	0	0	204	21:00	0	44	5	0	0	0	0	0	0	0	0	0	0	49
9:15	1	145	10	0	1	0	1	1	0	0	0	0	1	160	21:15	0	45	2	0	0	0	0	0	0	0	0	0	0	47
9:30	5	132	16	1	1	0	0	2	0	0	0	0	0	157	21:30	0	63	2	0	0	0	0	0	0	0	0	0	0	65
9:45	0	111	17	0	2	0	0	0	0	0	0	0	1	131	21:45	0	93	7	0	0	0	0	0	0	0	0	0	0	100
10:00	3	92	9	3	1	0	0	1	0	0	0	1	0	110	22:00	0	56	2	0	0	0	1	0	0	0	0	0	0	59
10:15	1	104	9	0	0	0	0	0	0	0	0	1	0	116	22:15	0	31	2	0	0	0	0	0	0	0	0	0	0	33
10:30	1	97	6	3	1	0	0	0	0	0	0	0	0	108	22:30	1	27	4	0	0	0	0	0	0	0	0	0	0	32
10:45	1	85	11	1	0	0	1	1	0	0	1	0	0	101	22:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12
11:00	3	85	16	1	1	0	0	0	0	0	0	0	1	107	23:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18
11:15	1	96	10	1	2	0	0	0	0	0	0	0	0	110	23:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10
11:30	0	93	12	0	1	0	1	0	0	0	0	0	0	107	23:30	1	9	1	0	0	0	0	0	0	0	0	0	0	11
11:45	1	104	16	0	3	0	1	2	0	0	0	0	0	127	23:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8
TOTAL	66	3,569	381	22	56	3	20	24	3	2	9	7	6	4,168	TOTAL	112	3,840	356	19	4	1	24	17	4	1	7	11	14	4,410

AM PEAK HOUR 7:30 AM
AM PEAK VOLUME 981

PM PEAK HOUR 1:45 PM
PM PEAK VOLUME 567

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6-OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	178	7,409	737	41	60	4	44	41	7	3	16	18	20	8,578
% OF TOTAL	2.1%	86.4%	8.6%	0.5%	0.7%	0.0%	0.5%	0.5%	0.1%	0.0%	0.2%	0.2%	0.2%	100.0%

TOTAL: ALL	459	15,435	1,329	105	271	153	74	110	30	15	53	39	49	18,122
% OF TOTAL	5.4%	179.9%	15.5%	1.2%	3.2%	1.8%	0.9%	1.3%	0.3%	0.2%	0.6%	0.5%	0.6%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 11/29/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIRESMONT
LOCATION: CLAIRESMONT MESA BTN LUNA & MORAGA

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14	12:00	5	80	14	0	3	3	1	1	1	0	1	0	0	109
0:15	0	10	1	0	1	0	0	0	0	0	0	0	0	12	12:15	5	73	13	0	4	0	1	1	1	1	0	1	0	100
0:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7	12:30	0	86	6	1	3	0	0	0	0	0	0	0	0	96
0:45	0	5	0	0	1	0	0	0	0	0	0	0	0	6	12:45	4	106	6	1	5	0	0	0	0	0	0	0	0	122
1:00	0	8	1	0	2	0	0	0	0	0	0	0	0	11	13:00	2	86	10	1	4	3	0	1	0	0	0	0	0	107
1:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	13:15	1	82	16	0	2	1	1	0	0	0	2	0	0	105
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13:30	2	93	14	2	4	3	0	1	0	0	0	0	1	120
1:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6	13:45	3	87	9	1	2	0	0	1	0	0	0	0	0	103
2:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5	14:00	1	107	9	0	4	1	0	0	0	0	0	0	0	122
2:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:15	4	129	9	0	0	1	2	1	0	0	0	0	0	146
2:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	14:30	3	142	5	1	3	2	0	0	0	0	0	0	0	156
2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:45	7	135	8	0	1	4	1	1	0	0	0	1	1	159
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:00	13	165	19	1	7	0	1	0	2	0	1	2	0	211
3:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:15	5	199	9	1	4	4	0	3	1	0	0	1	1	228
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:30	10	184	19	1	4	9	0	0	0	0	4	0	2	233
3:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:45	9	174	13	4	3	6	3	3	1	1	2	0	2	221
4:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16:00	8	195	22	3	9	4	0	0	0	0	3	3	0	247
4:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	16:15	12	212	27	0	3	3	1	4	0	0	3	2	0	267
4:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5	16:30	11	284	18	5	2	10	0	3	2	0	3	2	1	341
4:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7	16:45	12	262	24	3	2	9	1	10	0	1	3	1	4	332
5:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5	17:00	5	284	16	4	7	6	1	6	1	0	1	1	3	335
5:15	0	4	0	0	1	0	0	0	0	0	0	0	0	5	17:15	11	268	10	6	6	5	1	4	2	0	3	2	0	318
5:30	0	1	3	1	0	1	0	0	0	0	0	0	0	6	17:30	14	274	17	3	7	8	1	2	0	1	3	0	0	330
5:45	0	12	0	0	2	0	0	0	0	0	0	0	0	14	17:45	7	295	12	1	6	6	2	4	3	2	1	1	1	341
6:00	0	12	4	1	3	0	0	0	0	0	0	0	0	20	18:00	8	235	11	1	1	8	2	3	0	0	1	0	0	270
6:15	1	12	0	1	1	0	0	0	0	0	0	0	0	15	18:15	5	242	11	0	9	4	2	2	2	2	0	0	4	283
6:30	0	21	1	0	3	0	0	0	0	0	0	0	0	25	18:30	2	222	14	2	5	4	0	1	2	1	1	0	1	255
6:45	0	32	2	0	2	0	0	1	0	0	0	0	0	37	18:45	9	219	11	0	3	2	0	3	0	0	0	1	0	248
7:00	12	44	5	2	1	0	1	0	0	0	0	0	0	65	19:00	11	184	8	2	3	5	0	2	1	1	0	1	2	220
7:15	0	70	4	0	4	0	0	1	0	0	0	0	0	79	19:15	4	161	5	0	1	1	0	1	0	0	0	0	0	173
7:30	0	68	1	1	1	1	1	0	0	0	0	1	0	74	19:30	0	151	3	0	3	2	0	1	0	0	0	0	0	160
7:45	6	70	7	0	0	1	0	0	0	1	0	0	0	85	19:45	1	128	5	0	1	3	0	0	0	1	1	0	0	140
8:00	6	70	9	1	2	1	0	1	1	0	0	0	0	91	20:00	2	102	4	0	3	1	0	1	0	0	0	1	0	114
8:15	4	101	1	1	2	0	0	1	0	0	0	0	0	110	20:15	0	88	5	0	2	2	0	1	0	0	0	0	0	98
8:30	6	90	2	2	6	1	0	0	1	0	0	0	0	108	20:30	1	101	5	1	1	1	0	0	0	0	0	0	0	110
8:45	1	77	6	0	4	1	0	1	0	0	0	0	0	90	20:45	2	70	5	0	2	1	1	0	0	0	1	0	0	82
9:00	3	73	10	1	3	3	1	0	0	0	0	0	1	95	21:00	0	65	2	0	0	1	0	0	0	0	0	0	0	68
9:15	3	66	3	0	2	1	1	0	0	0	1	0	0	77	21:15	2	54	3	0	0	0	0	0	0	0	0	0	0	59
9:30	0	60	8	0	3	2	1	0	1	0	0	0	0	75	21:30	4	48	3	0	1	0	0	0	0	0	0	0	0	56
9:45	3	65	9	0	2	0	0	0	0	0	0	0	1	80	21:45	1	50	1	0	1	1	0	0	0	0	1	0	0	55
10:00	6	75	6	1	3	0	0	0	0	0	0	0	0	91	22:00	3	47	3	1	0	0	0	0	0	0	0	0	0	54
10:15	3	73	6	0	2	2	1	1	0	0	0	0	0	88	22:15	0	40	5	0	0	0	0	0	0	0	0	0	0	45
10:30	2	77	6	0	3	2	0	2	0	0	0	0	0	92	22:30	0	31	2	0	0	0	0	0	0	0	0	0	0	33
10:45	2	68	10	0	4	1	0	0	0	0	0	0	0	85	22:45	0	27	4	0	1	0	0	0	0	0	0	0	0	32
11:00	4	85	9	4	5	0	0	0	0	0	0	0	1	108	23:00	0	22	2	0	0	0	0	0	0	0	0	0	0	24
11:15	4	79	7	0	6	2	0	0	0	0	1	0	2	101	23:15	0	15	3	0	0	0	0	0	0	0	0	0	0	18
11:30	5	104	16	2	3	2	2	0	0	0	0	0	0	134	23:30	0	23	2	0	0	0	0	0	0	0	0	0	0	25
11:45	1	78	5	0	5	4	0	0	1	0	0	0	1	95	23:45	0	10	0	0	1	0	0	0	0	0	0	0	0	11
TOTAL	72	1,689	150	18	78	25	8	8	4	1	2	1	6	2,062	TOTAL	209	6,337	442	46	133	124	22	61	19	11	35	20	23	7,482

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 438

PM PEAK HOUR 4:30 PM
PM PEAK VOLUME 1,326

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	281	8,026	592	64	211	149	30	69	23	12	37	21	29	9,544
% OF TOTAL	2.9%	84.1%	6.2%	0.7%	2.2%	1.6%	0.3%	0.7%	0.2%	0.1%	0.4%	0.2%	0.3%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 11/29/16 TUESDAY
JOB #: PTD-16-1202-01

CITY: CLAIREMONT
LOCATION: CLAIREMONT MESA BTN MORAGA & POCAHONTAS

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	12:00	2	210	6	0	0	0	1	0	0	0	0	0	0	219
0:15	0	19	0	0	0	0	0	0	0	0	0	0	0	19	12:15	4	225	9	1	1	0	0	0	1	0	0	0	0	241
0:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	12:30	4	205	12	2	2	1	0	0	0	0	0	0	0	226
0:45	0	8	0	0	0	0	0	1	0	0	0	0	0	9	12:45	2	185	5	0	2	2	0	0	0	0	0	0	0	196
1:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	13:00	3	218	4	0	6	2	0	0	0	0	0	0	0	233
1:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	13:15	5	219	6	1	2	1	0	0	0	0	0	0	0	234
1:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:30	6	212	8	1	2	1	1	0	0	0	0	0	0	231
1:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:45	8	203	6	0	1	1	0	0	0	0	0	0	0	219
2:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9	14:00	5	195	5	1	5	0	0	0	0	0	0	0	1	212
2:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:15	4	216	5	1	2	1	1	0	0	0	0	1	0	231
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:30	8	245	6	2	1	2	0	0	0	0	0	0	0	264
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:45	5	201	8	0	1	0	2	0	1	0	0	0	0	218
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:00	3	245	9	0	2	0	1	0	0	0	0	1	0	261
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:15	2	227	12	0	2	1	1	0	0	0	0	0	0	245
3:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	15:30	4	228	11	1	4	2	2	0	1	0	0	0	0	253
3:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:45	5	268	15	0	3	1	0	0	1	0	0	0	0	293
4:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16:00	9	259	16	2	5	2	0	0	0	1	0	0	0	294
4:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16:15	12	222	22	2	2	2	0	0	0	0	0	0	0	262
4:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12	16:30	11	230	25	3	4	2	1	0	0	1	0	0	0	277
4:45	0	17	0	1	1	0	0	0	0	0	0	0	0	19	16:45	15	238	20	0	5	2	3	0	0	0	0	0	0	283
5:00	0	9	0	0	1	0	0	0	0	1	0	0	0	11	17:00	8	267	18	5	6	4	2	0	0	0	0	0	0	310
5:15	0	23	2	1	0	0	0	0	0	0	0	0	0	26	17:15	9	217	19	4	6	0	4	1	0	0	0	0	0	260
5:30	0	20	0	2	0	0	0	0	0	0	0	0	0	22	17:30	7	244	22	2	5	1	2	0	0	0	0	0	0	283
5:45	0	35	0	1	1	0	0	0	0	0	0	0	0	37	17:45	5	223	26	3	5	2	1	0	0	0	0	0	0	265
6:00	0	42	2	1	1	0	0	0	0	0	0	0	0	46	18:00	6	209	15	2	2	4	1	0	0	0	0	0	0	239
6:15	1	59	0	1	1	0	0	0	0	0	0	0	0	62	18:15	8	211	11	1	2	2	0	0	0	0	0	0	0	235
6:30	2	89	1	1	1	0	1	0	0	0	0	0	0	95	18:30	8	141	8	1	1	0	0	0	0	0	0	0	1	160
6:45	1	107	2	1	3	0	1	0	0	0	0	0	0	115	18:45	6	269	9	0	2	1	1	0	0	0	0	0	0	288
7:00	2	101	4	0	0	0	1	0	0	0	0	0	0	108	19:00	5	257	12	1	1	2	1	0	0	0	1	0	2	282
7:15	3	90	6	1	7	1	0	0	0	0	0	0	0	108	19:15	3	152	5	2	2	1	0	0	0	0	0	0	0	165
7:30	4	106	8	3	1	1	2	0	0	1	0	0	0	126	19:30	1	145	4	2	2	0	0	0	0	0	0	0	1	155
7:45	5	115	9	4	2	2	1	0	0	0	0	0	0	138	19:45	2	143	6	1	2	0	0	0	0	0	0	0	1	155
8:00	6	103	12	1	0	2	0	0	1	0	0	1	0	126	20:00	0	150	5	0	1	1	0	0	0	0	0	0	0	157
8:15	8	121	11	5	1	1	1	0	1	0	0	0	0	149	20:15	1	107	4	0	0	0	0	0	0	0	0	0	1	113
8:30	1	101	15	2	1	6	2	0	1	0	0	0	0	129	20:30	2	107	2	1	0	0	0	0	0	0	0	0	0	112
8:45	5	130	9	0	2	1	1	0	1	0	0	0	0	149	20:45	0	98	3	0	0	0	0	0	0	0	0	0	0	101
9:00	4	131	12	2	4	6	2	0	2	0	0	0	0	163	21:00	1	90	2	0	1	0	0	0	0	0	0	0	0	94
9:15	5	144	16	0	2	4	1	0	1	0	0	0	0	173	21:15	2	80	1	0	2	0	0	0	0	0	0	0	0	85
9:30	6	151	11	4	5	1	0	0	2	0	0	0	0	180	21:30	4	94	0	1	0	0	0	0	0	0	0	0	0	99
9:45	8	128	8	2	8	5	2	0	0	0	0	0	0	161	21:45	2	158	1	0	1	0	0	0	0	0	0	0	0	162
10:00	12	135	9	1	3	0	1	1	1	0	0	0	0	163	22:00	1	98	2	0	0	0	0	0	0	0	0	0	0	101
10:15	4	145	12	0	5	2	2	0	1	0	0	0	0	171	22:15	0	48	0	0	0	0	0	0	0	0	0	0	0	48
10:30	5	178	5	1	4	1	1	0	1	0	0	1	0	197	22:30	0	35	1	0	0	0	0	0	0	0	0	0	0	36
10:45	8	165	6	2	3	0	0	0	0	0	0	0	0	184	22:45	1	32	2	0	1	0	0	0	0	0	0	0	0	36
11:00	6	180	8	1	4	1	0	0	0	0	0	0	0	200	23:00	1	32	0	0	0	1	0	0	0	0	0	0	0	34
11:15	5	187	9	1	2	1	5	1	0	0	0	1	0	212	23:15	0	17	1	0	0	0	0	0	0	0	0	0	0	18
11:30	4	178	7	1	2	0	0	0	0	0	0	0	0	192	23:30	0	24	2	0	0	0	0	0	0	0	0	0	0	26
11:45	2	206	5	0	2	0	0	0	0	0	0	0	0	215	23:45	1	15	1	0	0	0	0	0	0	0	0	0	0	17
TOTAL	107	3,310	189	40	67	35	24	3	13	1	0	3	0	3,792	TOTAL	201	8,114	392	43	94	42	25	1	4	2	1	2	7	8,928

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 819

PM PEAK HOUR 4:45 PM
PM PEAK VOLUME 1,136

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6-OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	308	11,424	581	83	161	77	49	4	17	3	1	5	7	12,720
% OF TOTAL	2.4%	89.8%	4.6%	0.7%	1.3%	0.6%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	100.0%

TOTAL: ALL	643	19,427	1,382	201	189	99	50	4	20	8	1	13	9	22,046
% OF TOTAL	5.1%	152.7%	10.9%	1.6%	1.5%	0.8%	0.4%	0.0%	0.2%	0.1%	0.0%	0.1%	0.1%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 11/29/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIRESMONT
LOCATION: CLAIRESMONT MESA BTN MORAGA & POCAHONTAS

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	12:00	8	114	11	0	0	0	0	0	0	0	0	0	0	133
0:15	0	14	0	0	0	0	0	0	0	0	0	0	0	14	12:15	5	100	10	1	0	1	0	0	0	0	0	0	0	117
0:30	1	3	0	0	0	0	0	0	0	0	0	0	0	4	12:30	4	111	16	2	0	0	0	0	0	0	0	0	0	133
0:45	2	9	0	0	0	0	0	0	0	0	0	0	0	11	12:45	3	104	11	2	1	0	0	0	0	0	0	0	0	121
1:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	13:00	6	89	12	3	2	0	0	0	0	0	0	0	0	112
1:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	13:15	5	106	18	4	0	1	0	0	0	1	0	1	0	136
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:30	4	111	20	2	1	0	0	0	0	0	0	0	0	138
1:45	1	4	1	0	0	0	0	0	0	0	0	0	0	6	13:45	8	96	16	1	2	1	0	0	0	0	0	1	0	125
2:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5	14:00	9	106	11	1	0	0	0	0	0	1	0	1	0	129
2:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14:15	12	117	9	2	1	0	0	0	0	0	0	0	0	141
2:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14:30	8	88	15	4	0	1	0	0	0	0	0	0	0	116
2:45	1	3	0	0	0	0	0	0	0	0	0	0	0	4	14:45	10	137	22	2	0	0	1	0	0	0	0	0	0	172
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:00	5	128	26	0	1	1	0	0	0	0	0	0	0	161
3:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	15:15	9	151	35	1	1	1	0	0	0	0	0	0	0	198
3:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4	15:30	12	185	22	2	0	0	0	0	0	0	0	0	0	221
3:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15:45	5	162	25	4	2	1	0	0	0	0	0	0	0	199
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16:00	15	170	15	5	1	0	0	0	0	0	0	0	0	206
4:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	16:15	18	163	19	6	0	2	0	0	0	0	0	0	0	208
4:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10	16:30	20	183	22	2	1	0	0	0	0	0	0	0	0	228
4:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	16:45	11	169	26	4	1	1	0	0	0	0	0	0	0	212
5:00	0	13	1	0	0	0	0	0	0	0	0	0	0	14	17:00	5	180	23	2	0	1	0	0	0	0	0	0	0	211
5:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10	17:15	6	188	18	2	2	0	0	0	0	1	0	1	0	218
5:30	0	21	0	0	0	0	0	0	0	0	0	0	0	21	17:30	8	194	22	6	0	1	0	0	0	0	0	0	0	231
5:45	1	25	1	0	0	0	0	0	0	0	0	0	0	27	17:45	9	182	15	5	1	2	0	0	0	0	0	0	0	214
6:00	1	26	1	0	0	0	0	0	0	0	0	0	0	28	18:00	5	166	19	4	1	0	0	0	0	0	0	0	0	195
6:15	2	28	2	1	0	0	0	0	0	0	0	0	0	33	18:15	3	138	16	2	1	0	0	0	1	0	0	1	0	162
6:30	0	59	2	0	0	0	0	0	0	0	0	0	0	61	18:30	5	131	11	2	2	0	0	0	0	0	0	1	0	152
6:45	1	79	4	0	0	0	0	0	0	0	0	0	0	84	18:45	4	125	8	1	0	0	0	0	0	0	0	0	0	138
7:00	6	128	5	1	0	0	0	0	0	0	0	0	0	140	19:00	2	117	9	1	0	0	0	0	0	0	0	0	0	129
7:15	4	135	6	2	0	0	0	0	0	0	0	0	0	147	19:15	4	82	12	0	0	1	0	0	0	0	0	0	0	99
7:30	5	116	10	0	0	1	0	0	0	0	0	0	0	132	19:30	2	66	15	1	0	0	0	0	0	0	0	0	0	84
7:45	5	161	5	1	0	1	0	0	0	0	0	0	0	173	19:45	1	64	11	2	0	0	0	0	0	0	0	0	0	78
8:00	6	142	4	2	0	1	0	0	0	0	0	0	0	155	20:00	0	57	8	1	0	0	0	0	0	0	0	0	0	66
8:15	8	135	6	0	0	0	0	0	0	0	0	0	0	149	20:15	1	57	9	2	0	0	0	0	0	0	0	0	0	69
8:30	12	188	6	0	0	2	0	0	0	0	0	0	0	208	20:30	2	55	12	1	0	0	0	0	0	0	0	0	0	70
8:45	4	188	5	1	0	0	0	0	0	0	0	0	0	198	20:45	0	45	5	0	0	0	0	0	0	0	0	0	0	50
9:00	3	155	4	2	1	0	0	0	0	0	0	0	0	165	21:00	1	39	8	1	0	0	0	0	0	0	0	0	0	49
9:15	2	135	11	4	0	0	0	0	1	0	0	0	1	154	21:15	2	28	4	0	0	0	0	0	0	0	0	0	0	34
9:30	5	121	8	2	2	0	0	0	1	0	0	0	1	140	21:30	0	27	6	1	0	0	0	0	0	0	0	0	0	34
9:45	4	122	9	1	1	0	0	0	0	0	0	0	0	137	21:45	1	36	2	0	0	0	0	0	0	0	0	0	0	39
10:00	1	135	15	4	1	1	0	0	0	0	0	0	0	157	22:00	0	32	3	0	0	1	0	0	0	0	0	0	0	36
10:15	2	137	12	2	1	0	0	0	0	0	0	0	0	154	22:15	0	28	2	0	0	0	0	0	0	0	0	0	0	30
10:30	3	143	18	2	0	0	0	0	0	0	0	0	0	166	22:30	0	21	1	0	0	0	0	0	0	0	0	0	0	22
10:45	2	133	10	2	0	0	0	0	0	0	0	0	0	147	22:45	1	16	0	0	0	0	0	0	0	0	0	0	0	17
11:00	2	155	16	6	0	0	0	0	0	0	0	0	0	179	23:00	0	19	0	0	0	0	0	0	0	0	0	0	0	19
11:15	1	155	11	0	0	0	0	0	0	0	0	0	0	167	23:15	1	14	1	0	0	0	0	0	0	0	0	0	0	16
11:30	5	171	9	2	1	0	0	0	0	1	0	1	0	190	23:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13
11:45	4	157	12	1	0	0	0	0	0	1	0	1	0	176	23:45	1	7	0	0	0	0	0	0	0	0	0	0	0	8
TOTAL	94	3,287	199	36	7	6	0	0	2	2	0	2	2	3,637	TOTAL	241	4,716	602	82	21	16	1	0	1	3	0	6	0	5,689

AM PEAK HOUR
AM PEAK VOLUME8:30 AM
725PM PEAK HOUR
PM PEAK VOLUME5:00 PM
874

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	335	8,003	801	118	28	22	1	0	3	5	0	8	2	9,326
% OF TOTAL	3.6%	85.8%	8.6%	1.3%	0.3%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 11/29/16 TUESDAY
JOB #: PTD-16-1202-01

CITY: CLAIEMONT
LOCATION: CLAIEMONT MESA BTN CLAIEMONT DRIVE & ROLFE

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	12:00	2	113	8	1	1	0	1	0	0	0	0	0	0	126
0:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10	12:15	1	127	2	0	3	1	0	0	1	0	0	0	0	135
0:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	12:30	0	121	6	0	2	0	0	0	0	0	0	0	0	129
0:45	0	13	0	0	0	0	0	1	0	0	0	0	0	14	12:45	3	132	0	0	4	1	1	0	0	0	0	0	0	141
1:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5	13:00	4	113	4	0	1	2	0	0	0	0	0	0	0	124
1:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	13:15	8	114	2	0	2	0	0	0	0	0	0	0	0	126
1:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	13:30	3	122	7	1	2	1	0	0	0	0	0	0	0	136
1:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:45	0	129	3	0	1	0	0	0	0	0	0	0	0	133
2:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	14:00	3	123	3	0	2	0	0	0	0	0	0	1	1	133
2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:15	0	137	2	0	1	1	1	0	0	0	0	0	0	142
2:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:30	1	129	9	1	0	0	3	0	1	0	0	0	0	144
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:45	3	150	2	0	2	0	0	0	0	0	0	0	0	157
3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:00	6	138	4	0	0	0	1	0	0	0	0	0	0	149
3:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:15	4	147	5	0	1	1	0	0	0	1	0	0	0	159
3:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:30	3	156	4	0	0	4	0	0	0	0	0	0	0	167
3:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15:45	4	146	6	0	3	1	0	0	1	0	0	0	0	161
4:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	16:00	10	170	5	1	5	2	0	0	0	0	0	0	0	193
4:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10	16:15	1	144	6	0	2	2	1	0	0	0	0	0	0	156
4:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10	16:30	6	168	10	1	3	0	1	0	0	0	0	0	0	189
4:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	16:45	2	168	4	0	1	1	2	1	0	0	0	0	0	179
5:00	0	14	0	0	0	0	0	0	1	0	0	0	0	15	17:00	0	164	2	1	6	3	2	0	0	1	0	0	0	179
5:15	0	9	2	1	0	0	0	0	0	0	0	0	0	12	17:15	3	191	7	1	2	0	0	0	0	0	0	0	0	204
5:30	0	27	0	0	0	0	0	0	0	0	0	0	0	27	17:30	2	168	3	1	0	4	0	0	0	0	0	0	0	178
5:45	1	18	0	0	1	0	0	0	0	0	0	0	0	20	17:45	4	159	2	1	1	2	0	0	0	0	0	0	0	169
6:00	0	29	2	0	1	0	0	0	0	0	0	0	0	32	18:00	4	146	4	1	1	2	0	0	0	0	0	0	0	158
6:15	0	24	0	1	1	0	0	0	0	0	0	0	0	26	18:15	0	139	3	1	2	1	1	0	0	0	0	0	1	148
6:30	0	45	1	0	1	1	0	0	0	0	0	0	0	48	18:30	3	105	4	1	1	0	0	0	0	0	0	0	1	115
6:45	1	62	2	1	0	0	0	0	0	0	0	0	0	66	18:45	3	106	5	0	2	0	0	0	0	0	0	0	0	116
7:00	1	73	2	0	0	0	0	0	0	0	0	0	0	76	19:00	0	105	2	0	0	0	0	0	0	0	1	0	0	108
7:15	3	90	3	0	7	1	0	0	0	0	0	0	0	104	19:15	0	92	2	0	0	1	0	0	0	0	0	0	0	95
7:30	5	100	3	1	1	2	2	0	0	1	0	0	0	115	19:30	1	66	2	0	2	0	0	0	0	0	0	0	0	71
7:45	1	94	6	0	2	0	0	0	1	0	0	0	0	104	19:45	0	68	3	0	1	0	0	0	0	0	0	0	0	72
8:00	4	96	5	1	0	1	1	0	0	0	0	0	0	108	20:00	0	70	2	0	0	0	0	0	0	0	0	0	0	72
8:15	7	99	3	5	3	3	0	0	1	0	0	0	0	121	20:15	1	58	3	0	0	0	0	0	0	0	0	0	0	62
8:30	1	116	5	0	1	1	2	0	0	0	0	0	0	126	20:30	3	67	0	0	1	0	0	0	0	0	0	0	0	71
8:45	8	107	4	0	7	1	0	0	1	0	0	0	0	128	20:45	0	61	0	0	1	0	0	0	0	0	0	0	0	62
9:00	6	105	5	2	10	2	0	0	0	0	0	0	0	130	21:00	3	45	0	0	0	0	0	0	0	0	0	0	0	48
9:15	1	75	4	0	2	0	1	0	1	0	0	0	1	85	21:15	0	67	0	0	0	0	0	0	0	0	0	0	0	67
9:30	3	82	4	1	2	1	0	0	0	0	0	0	0	93	21:30	0	51	0	0	0	0	0	0	0	0	0	0	0	51
9:45	2	90	2	0	1	0	0	0	0	0	0	0	0	95	21:45	0	51	1	0	0	0	0	0	0	0	0	0	0	52
10:00	2	106	4	0	3	0	0	1	0	0	0	0	0	116	22:00	0	40	1	0	0	0	0	0	0	0	0	0	0	41
10:15	3	99	4	0	0	0	2	0	0	0	0	0	0	108	22:15	0	30	1	0	0	0	0	0	0	0	0	0	0	31
10:30	4	90	5	1	3	0	0	0	0	0	0	0	0	103	22:30	0	28	0	0	0	0	0	0	0	0	0	0	0	28
10:45	3	108	5	0	3	0	0	0	0	0	0	0	0	119	22:45	0	18	0	0	0	0	0	0	0	0	0	0	0	18
11:00	5	97	4	0	0	1	0	0	0	0	0	0	0	107	23:00	0	16	0	0	0	1	0	0	0	0	0	0	0	17
11:15	2	109	6	0	3	2	1	1	0	0	0	0	1	125	23:15	0	14	0	0	0	0	0	0	0	0	0	0	0	14
11:30	3	105	2	2	2	0	0	0	0	0	0	0	0	114	23:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
11:45	4	115	7	0	2	0	0	0	0	0	0	0	0	128	23:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9
TOTAL	70	2,304	90	16	57	16	9	3	5	1	0	1	1	2,573	TOTAL	91	4,891	139	12	56	31	14	1	3	2	1	1	3	5,245

AM PEAK HOUR 8:15 AM
AM PEAK VOLUME 505

PM PEAK HOUR 4:30 PM
PM PEAK VOLUME 751

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6-OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	161	7,195	229	28	113	47	23	4	8	3	1	2	4	7,818
% OF TOTAL	2.1%	92.0%	2.9%	0.4%	1.4%	0.6%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%	100.0%

TOTAL: ALL	296	16,428	1,032	109	127	61	24	5	10	10	2	9	5	18,118
% OF TOTAL	3.8%	210.1%	13.2%	1.4%	1.6%	0.8%	0.3%	0.1%	0.1%	0.1%	0.0%	0.1%	0.1%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 11/29/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAREMONT
LOCATION: CLAREMONT MESA BTN CLAREMONT DRIVE & ROLFE

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	1	12	0	0	0	0	0	0	0	0	0	0	0	13	12:00	5	174	16	1	0	0	0	0	0	0	0	0	0	196
0:15	1	16	0	0	0	0	0	0	0	0	0	0	0	17	12:15	5	144	12	0	0	1	0	0	0	0	0	0	0	162
0:30	0	9	1	0	0	0	0	0	0	0	0	0	0	10	12:30	5	148	10	2	0	0	0	0	0	0	0	0	0	165
0:45	0	14	0	0	0	0	0	0	0	0	0	0	0	14	12:45	2	128	10	2	0	0	0	0	0	0	0	0	0	142
1:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	13:00	4	172	12	2	1	0	0	0	0	0	0	0	0	191
1:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10	13:15	2	176	16	2	0	1	0	0	0	1	0	1	0	199
1:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	13:30	4	180	18	1	1	1	0	0	0	0	0	0	0	205
1:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:45	3	142	10	0	1	0	0	0	0	0	0	0	0	156
2:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	14:00	2	152	16	2	0	0	0	0	0	2	0	2	0	176
2:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	14:15	3	165	7	2	0	0	0	0	0	0	0	0	0	177
2:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:30	2	209	23	2	0	0	0	0	0	0	0	0	0	236
2:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:45	3	169	17	1	0	0	0	1	0	0	0	0	0	191
3:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	15:00	1	201	27	0	0	0	1	0	0	0	0	0	0	230
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:15	3	181	21	1	0	1	0	0	0	0	0	0	0	207
3:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	15:30	4	179	19	2	0	0	0	0	0	0	0	0	0	204
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:45	2	182	20	4	1	0	0	0	0	0	0	0	0	209
4:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	16:00	3	164	20	3	1	0	0	0	0	0	0	0	0	191
4:15	1	8	0	0	0	0	0	0	0	0	0	0	0	9	16:15	2	157	17	0	0	1	0	0	0	0	0	0	0	177
4:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16:30	2	158	16	5	0	0	0	0	0	0	0	0	0	181
4:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10	16:45	2	172	20	2	2	1	0	0	0	0	0	0	0	199
5:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	17:00	1	168	24	5	0	1	0	0	0	0	0	0	0	199
5:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12	17:15	2	227	35	2	1	0	0	0	0	1	0	1	0	269
5:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12	17:30	4	205	25	4	0	0	0	0	0	0	0	0	0	238
5:45	0	28	0	0	0	0	0	0	0	0	0	0	0	28	17:45	1	159	21	4	0	1	0	0	1	0	0	0	0	187
6:00	0	29	1	0	0	0	0	0	0	0	0	0	0	30	18:00	0	162	20	1	1	0	0	0	0	0	0	0	0	184
6:15	2	57	1	2	0	0	0	0	0	0	0	0	0	62	18:15	3	168	22	1	1	0	0	0	0	0	0	0	0	195
6:30	0	70	2	0	0	0	0	0	0	0	0	0	0	72	18:30	2	115	11	2	0	0	0	0	0	1	0	1	0	132
6:45	1	88	2	0	0	0	0	0	0	0	0	0	0	91	18:45	3	167	15	2	0	0	0	0	0	0	0	0	0	187
7:00	0	125	9	0	0	1	0	0	0	0	0	0	0	135	19:00	3	110	8	1	0	0	0	0	0	0	0	0	0	122
7:15	0	91	7	1	0	1	0	0	0	0	0	0	0	100	19:15	2	169	19	0	0	1	0	0	0	0	0	0	0	191
7:30	2	133	3	0	0	0	0	0	0	0	0	0	0	138	19:30	1	107	13	1	0	0	0	0	0	0	0	0	0	122
7:45	2	165	5	1	0	1	0	0	0	0	0	0	0	174	19:45	3	109	11	0	0	0	0	0	0	0	0	0	0	123
8:00	0	183	13	0	0	0	0	0	0	0	0	0	0	196	20:00	2	106	10	0	0	0	0	0	0	0	0	0	0	118
8:15	0	131	5	0	0	0	0	0	0	0	0	0	0	136	20:15	0	84	10	0	0	0	0	0	0	0	0	0	0	94
8:30	0	148	8	1	1	0	0	0	0	0	0	0	0	158	20:30	2	88	6	1	0	0	0	0	0	0	0	0	0	97
8:45	1	147	13	1	0	0	0	0	0	0	0	0	0	162	20:45	0	93	3	0	0	0	0	0	0	0	0	0	0	96
9:00	1	124	8	1	0	0	0	0	0	0	0	0	0	134	21:00	0	61	3	0	0	0	0	0	0	0	0	0	0	64
9:15	3	116	10	1	0	0	0	0	0	0	0	0	0	130	21:15	1	59	3	0	0	0	0	0	0	0	0	0	0	63
9:30	2	155	15	1	0	0	0	0	0	1	0	1	0	176	21:30	0	46	2	0	0	0	0	0	0	0	0	0	0	48
9:45	1	131	11	1	1	0	0	0	0	0	0	0	0	145	21:45	0	50	2	0	0	0	0	0	0	0	0	0	0	52
10:00	4	119	11	2	0	0	0	0	0	0	0	0	0	136	22:00	0	44	0	0	0	1	0	0	0	0	0	0	0	45
10:15	1	108	8	4	1	0	0	0	0	0	0	0	0	122	22:15	0	40	2	0	0	0	0	0	0	0	0	0	0	42
10:30	5	139	17	2	0	0	0	0	0	0	0	0	0	163	22:30	1	35	1	0	0	0	0	0	0	0	0	0	0	37
10:45	7	148	16	2	0	1	0	0	0	0	0	0	0	174	22:45	0	38	2	0	0	0	0	0	0	0	0	0	0	40
11:00	1	143	13	2	1	0	0	0	0	0	0	0	0	160	23:00	0	42	0	0	0	0	0	0	0	0	0	0	0	42
11:15	2	120	8	0	0	0	0	0	0	0	0	0	0	130	23:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8
11:30	3	148	10	1	0	0	0	0	0	0	1	0	1	164	23:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12
11:45	4	167	11	0	0	0	0	0	0	0	1	0	1	184	23:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12
TOTAL	45	3,196	208	23	4	4	0	0	1	2	1	2	1	3,487	TOTAL	90	6,037	595	58	10	10	1	1	1	5	0	5	0	6,813

AM PEAK HOUR
AM PEAK VOLUME7:45 AM
664PM PEAK HOUR
PM PEAK VOLUME4:45 PM
905

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	135	9,233	803	81	14	14	1	1	2	7	1	7	1	10,300
% OF TOTAL	1.3%	89.6%	7.8%	0.8%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 11/29/16 TUESDAY
JOB #: PTD-16-1202-01

CITY: CLAIREMONT
LOCATION: CLAIREMONT MESA BTN ROLFE & KLEEFEILD

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	12:00	2	151	7	0	1	0	1	0	0	0	0	0	0	162
0:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	12:15	2	131	5	1	5	0	0	0	1	0	0	0	0	145
0:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	12:30	0	157	4	0	2	0	0	0	0	0	0	0	0	163
0:45	0	10	0	0	0	0	0	1	0	0	0	0	0	11	12:45	2	147	3	0	4	1	1	0	0	0	0	0	0	158
1:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4	13:00	4	143	2	0	2	2	1	0	0	0	0	0	0	154
1:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13:15	5	152	4	0	2	2	0	0	0	0	0	0	0	165
1:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	13:30	4	160	5	0	2	1	1	0	0	0	0	0	0	173
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:45	2	150	6	1	1	0	0	0	0	0	0	0	0	160
2:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	14:00	1	171	5	0	2	1	0	0	0	0	0	1	0	181
2:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:15	2	151	8	0	1	2	1	0	0	0	0	0	0	165
2:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:30	1	155	6	2	0	0	1	0	0	0	0	0	0	165
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:45	1	156	5	0	2	0	2	0	0	1	0	0	0	167
3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:00	6	143	4	2	3	1	1	0	1	0	0	0	0	161
3:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:15	8	174	5	0	1	1	0	0	0	2	0	0	0	191
3:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:30	4	183	6	0	0	3	0	0	1	0	0	0	0	197
3:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	15:45	5	174	8	0	5	2	0	0	0	0	0	0	0	194
4:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9	16:00	8	190	11	1	4	2	2	0	0	1	0	0	0	219
4:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	16:15	4	161	5	1	2	1	1	0	0	0	0	0	0	175
4:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	16:30	4	197	9	1	2	1	1	1	0	0	0	0	0	216
4:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12	16:45	2	165	5	0	1	2	2	0	0	0	0	0	1	178
5:00	0	18	0	0	0	0	0	0	0	1	0	0	0	19	17:00	1	184	6	1	6	3	0	0	0	0	0	0	0	201
5:15	0	16	1	0	0	0	0	0	0	0	0	0	0	17	17:15	2	189	8	1	2	1	2	0	0	0	0	0	0	205
5:30	0	32	1	0	0	0	0	0	0	0	0	0	0	33	17:30	4	196	6	2	0	4	1	1	0	0	0	0	0	214
5:45	0	25	1	0	1	0	0	0	0	0	0	0	0	27	17:45	2	163	5	1	2	4	0	0	0	0	0	0	0	177
6:00	1	28	1	2	0	0	0	0	0	0	0	0	0	32	18:00	1	158	4	1	1	2	1	0	0	0	0	0	0	168
6:15	0	29	0	1	1	0	0	0	0	0	0	0	0	31	18:15	2	151	2	2	1	2	0	0	0	0	0	0	0	160
6:30	0	54	2	0	2	0	0	0	0	0	0	0	0	58	18:30	1	132	3	0	1	1	0	0	0	0	1	0	1	140
6:45	1	70	1	1	1	1	0	0	0	0	0	0	0	75	18:45	2	121	5	0	2	0	0	0	0	0	0	0	0	130
7:00	2	94	4	0	0	0	0	0	0	0	0	0	0	100	19:00	1	123	4	0	0	0	0	0	0	0	0	0	0	128
7:15	2	114	5	2	4	1	0	0	0	0	0	0	0	128	19:15	0	99	2	0	2	1	0	0	0	0	0	0	0	104
7:30	3	156	6	1	3	2	1	0	0	1	0	0	0	173	19:30	1	92	4	0	2	2	0	0	0	0	0	0	0	101
7:45	4	102	2	1	1	2	1	0	1	1	0	0	0	115	19:45	1	65	2	0	0	0	0	0	0	0	0	0	0	68
8:00	4	122	4	1	0	0	1	0	1	0	0	0	0	133	20:00	2	87	4	0	1	2	0	0	0	0	0	0	0	96
8:15	6	126	6	4	2	1	0	0	1	0	0	0	0	146	20:15	2	66	2	0	0	0	0	0	0	0	0	0	0	70
8:30	2	133	7	2	1	2	1	0	0	0	0	0	0	148	20:30	1	74	1	0	2	0	0	0	0	0	0	0	0	78
8:45	6	143	5	1	5	1	1	0	1	0	0	0	0	163	20:45	2	69	0	0	0	0	0	0	0	0	0	0	0	71
9:00	8	135	4	2	8	1	0	0	0	0	0	0	0	158	21:00	3	58	1	0	0	0	0	0	0	0	0	0	0	62
9:15	2	104	6	0	4	0	2	0	0	0	0	0	0	118	21:15	1	65	2	0	0	0	0	0	0	0	0	0	0	68
9:30	4	85	5	1	2	1	1	0	1	0	0	0	0	100	21:30	0	60	0	0	0	0	0	0	0	0	0	0	0	60
9:45	2	98	4	1	1	0	0	0	0	0	0	0	0	106	21:45	0	51	0	0	0	0	0	0	0	0	0	0	0	51
10:00	1	122	4	0	2	0	1	0	0	0	0	0	0	130	22:00	0	46	1	0	0	0	0	0	0	0	0	0	0	47
10:15	0	102	3	0	2	0	2	1	0	0	0	0	0	110	22:15	1	33	2	0	0	0	0	0	0	0	0	0	0	36
10:30	1	111	4	0	1	1	0	0	0	0	0	0	0	118	22:30	0	28	0	0	0	0	0	0	0	0	0	0	0	28
10:45	2	126	5	1	2	0	1	1	0	0	0	0	0	138	22:45	0	28	0	0	0	0	0	0	0	0	0	0	0	28
11:00	4	116	6	0	1	2	0	0	0	0	0	0	0	129	23:00	0	20	1	0	0	1	0	0	0	0	0	0	0	22
11:15	2	164	4	0	2	2	0	0	0	0	0	0	0	174	23:15	0	16	0	0	0	0	0	0	0	0	0	0	0	16
11:30	4	124	5	1	4	1	1	0	0	0	0	0	0	140	23:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10
11:45	5	126	5	0	2	0	0	0	0	0	0	0	0	138	23:45	0	14	0	0	0	0	0	0	0	0	0	0	0	14
TOTAL	66	2,798	101	22	53	18	13	3	6	2	0	0	0	3,082	TOTAL	97	5,609	178	17	64	45	19	2	3	4	1	1	2	6,042

AM PEAK HOUR 8:15 AM
AM PEAK VOLUME 615

PM PEAK HOUR 3:45 PM
PM PEAK VOLUME 804

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	163	8,407	279	39	117	63	32	5	9	6	1	1	2	9,124
% OF TOTAL	1.8%	92.1%	3.1%	0.4%	1.3%	0.7%	0.4%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	100.0%

TOTAL: ALL	336	18,689	1,070	132	136	90	33	6	10	14	2	7	3	20,528
% OF TOTAL	3.7%	204.8%	11.7%	1.4%	1.5%	1.0%	0.4%	0.1%	0.1%	0.2%	0.0%	0.1%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 11/29/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIEMONT
LOCATION: CLAIEMONT MESA BTN ROLFE & KLEEFEILD

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	26	0	0	0	0	0	0	0	0	0	0	0	26	12:00	6	179	18	1	0	0	0	0	0	0	0	0	0	204
0:15	2	10	0	0	0	0	0	0	0	0	0	0	0	12	12:15	7	181	15	1	0	0	0	0	0	0	0	0	0	204
0:30	1	14	0	0	0	0	0	0	0	0	0	0	0	15	12:30	5	182	9	2	1	0	0	0	0	0	0	0	0	199
0:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	12:45	4	160	12	1	0	1	0	0	0	0	0	0	0	178
1:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	13:00	8	211	16	0	2	1	0	0	0	0	0	0	0	238
1:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	13:15	9	174	12	0	0	2	0	0	0	1	0	1	0	199
1:30	1	12	0	0	0	0	0	0	0	0	0	0	0	13	13:30	5	169	15	1	1	1	0	0	0	0	0	0	0	192
1:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	13:45	3	161	9	2	1	0	0	0	0	0	0	0	0	176
2:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	14:00	4	161	12	2	0	2	0	0	0	2	0	2	0	185
2:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14:15	5	189	15	4	0	1	0	0	0	0	0	0	0	214
2:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	14:30	3	203	21	1	0	1	0	0	0	0	0	0	0	229
2:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14:45	5	199	18	2	0	0	0	1	0	0	0	0	0	225
3:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	15:00	4	200	26	1	0	1	1	0	0	0	0	0	0	233
3:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15:15	5	201	23	1	1	1	0	0	0	0	0	0	0	232
3:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	15:30	4	201	22	2	0	0	0	0	0	0	0	0	0	229
3:45	0	15	0	0	0	0	0	0	0	0	0	0	0	15	15:45	2	218	21	2	2	0	0	0	0	0	0	0	0	245
4:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	16:00	4	206	18	4	1	0	0	0	0	0	0	0	0	233
4:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	16:15	5	241	20	2	0	1	0	0	0	0	0	0	0	269
4:30	1	9	0	0	0	0	0	0	0	0	0	0	0	10	16:30	6	192	15	2	0	0	0	0	0	0	0	0	0	215
4:45	0	18	0	0	0	0	0	0	0	0	0	0	0	18	16:45	5	221	19	2	0	0	0	0	0	0	0	0	0	247
5:00	1	14	0	0	0	0	0	0	0	0	0	0	0	15	17:00	2	224	20	4	0	1	0	0	0	0	0	0	0	251
5:15	0	17	0	0	0	0	0	0	0	0	0	0	0	17	17:15	4	202	22	5	2	1	0	0	0	2	0	0	0	238
5:30	0	17	0	0	0	0	0	0	0	0	0	0	0	17	17:30	2	168	28	2	1	1	0	0	0	0	0	0	0	202
5:45	0	33	0	0	0	0	0	0	0	0	0	0	0	33	17:45	1	187	11	3	0	1	0	0	0	0	0	0	0	203
6:00	1	34	1	0	0	0	0	0	0	0	0	0	0	36	18:00	1	153	25	4	1	1	0	0	0	0	0	1	0	186
6:15	2	40	0	1	0	0	0	0	0	0	0	0	0	43	18:15	3	197	21	2	0	0	0	0	0	0	0	0	0	223
6:30	2	72	2	0	0	0	0	0	0	0	0	0	0	76	18:30	0	159	15	1	0	0	0	0	0	1	0	0	0	176
6:45	1	69	4	1	0	0	0	0	0	0	0	0	0	75	18:45	1	154	11	2	0	0	0	0	0	0	0	0	0	168
7:00	0	122	5	0	0	0	0	0	0	0	0	0	0	127	19:00	2	133	8	0	0	0	0	0	0	0	0	0	0	143
7:15	1	102	7	1	0	1	0	0	0	0	0	0	0	112	19:15	0	147	9	1	0	0	0	0	0	0	0	0	0	157
7:30	4	136	3	2	0	0	0	0	0	0	0	0	0	145	19:30	1	131	10	0	0	0	0	0	0	0	0	0	0	142
7:45	2	170	6	1	1	1	0	0	0	0	0	0	0	181	19:45	2	108	16	0	0	1	0	0	0	0	0	0	0	127
8:00	2	166	5	1	0	1	0	0	0	0	0	0	0	175	20:00	0	109	8	1	0	0	0	0	0	0	0	0	0	118
8:15	1	145	9	0	1	2	0	0	0	0	0	0	0	158	20:15	1	74	5	0	0	0	0	0	0	0	0	0	0	80
8:30	2	159	12	1	1	1	0	0	0	0	0	0	0	176	20:30	2	93	9	0	0	0	0	0	0	0	0	0	0	104
8:45	1	182	11	2	0	0	0	0	0	0	0	0	0	196	20:45	0	86	5	0	0	0	0	0	0	0	0	0	0	91
9:00	1	176	15	1	0	0	0	0	0	0	0	0	0	193	21:00	1	76	4	0	0	0	0	0	0	0	0	0	0	81
9:15	3	148	8	3	0	0	0	0	0	0	0	1	0	163	21:15	1	65	5	0	0	0	0	0	0	0	0	0	0	71
9:30	0	155	9	1	1	0	0	0	0	0	0	0	1	167	21:30	0	62	4	0	0	0	0	0	0	0	0	0	0	66
9:45	1	161	12	2	1	1	0	0	0	0	0	0	0	178	21:45	0	57	2	0	0	0	0	0	0	0	0	0	0	59
10:00	2	147	15	2	0	0	0	0	1	0	0	0	0	167	22:00	1	50	1	0	0	0	0	0	0	0	0	0	0	52
10:15	3	156	12	4	0	0	0	0	0	0	0	0	0	175	22:15	0	46	0	0	0	1	0	0	0	0	0	0	0	47
10:30	5	142	15	2	0	0	0	0	0	0	0	0	0	164	22:30	0	33	1	0	0	0	0	0	0	0	0	0	0	34
10:45	1	147	19	1	0	0	0	0	0	0	0	0	0	168	22:45	1	35	0	0	0	0	0	0	0	0	0	0	0	36
11:00	2	174	11	2	1	1	0	0	0	0	0	0	0	191	23:00	0	26	1	0	0	0	0	0	0	0	0	0	0	27
11:15	2	162	15	4	0	0	0	0	0	0	0	0	0	183	23:15	0	21	0	0	0	0	0	0	0	0	0	0	0	21
11:30	2	166	8	2	0	0	0	0	0	1	0	1	0	180	23:30	0	20	0	0	0	0	0	0	0	0	0	0	0	20
11:45	1	200	9	1	0	0	0	0	0	1	0	1	0	213	23:45	0	17	0	0	0	0	0	0	0	0	0	0	0	17
TOTAL	48	3,600	214	35	6	8	0	0	1	2	1	2	1	3,918	TOTAL	125	6,682	577	58	13	19	1	1	0	6	0	4	0	7,486

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 767PM PEAK HOUR 4:15 PM
PM PEAK VOLUME 982

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	173	10,282	791	93	19	27	1	1	1	8	1	6	1	11,404
% OF TOTAL	1.5%	90.2%	6.9%	0.8%	0.2%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 11/29/16 TUESDAY
JOB #: PTD-16-1202-01

CITY: CLAIREMONT
LOCATION: CLAIREMONT MESA BLVD BTN KLEEFIELD & GENESEE

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	19	1	1	0	0	0	0	0	0	0	0	0	21	12:00	4	182	14	2	6	3	1	1	0	0	0	1	0	214
0:15	0	13	1	0	0	0	0	0	0	0	0	0	0	14	12:15	11	171	16	0	3	4	1	1	0	0	0	0	0	207
0:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12	12:30	7	190	22	2	5	7	2	0	0	0	0	1	0	236
0:45	0	14	0	0	0	0	0	1	0	0	0	0	0	15	12:45	8	200	12	2	5	2	3	0	0	0	0	0	0	232
1:00	0	6	0	0	0	0	0	0	1	0	0	0	0	7	13:00	7	195	20	0	3	5	1	0	2	0	0	0	0	233
1:15	0	8	0	0	1	0	0	0	0	0	0	0	0	9	13:15	6	185	14	2	3	7	1	0	1	0	0	1	0	220
1:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	13:30	9	205	10	2	4	6	0	1	0	0	1	1	0	239
1:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13:45	14	176	18	1	9	5	2	0	0	0	0	2	0	227
2:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11	14:00	10	204	16	1	5	7	2	0	0	0	1	0	0	246
2:15	0	7	0	0	1	0	0	0	0	0	0	0	0	8	14:15	12	182	20	0	3	3	1	0	0	0	0	0	0	221
2:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	14:30	2	196	20	4	3	10	0	1	0	1	0	1	0	238
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:45	9	193	16	1	1	7	1	0	0	0	0	1	0	229
3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:00	8	202	18	1	4	9	1	0	0	0	0	0	0	243
3:15	0	6	1	1	0	0	0	0	0	0	0	0	0	8	15:15	11	193	12	0	3	6	1	1	0	0	0	0	0	227
3:30	0	4	1	0	1	0	0	0	0	0	0	0	0	6	15:30	6	212	12	1	2	5	0	0	0	0	0	1	0	239
3:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9	15:45	3	217	22	5	12	2	0	0	0	0	0	0	0	261
4:00	0	7	2	0	1	0	0	0	0	0	0	0	0	10	16:00	14	206	18	2	8	6	2	0	0	0	0	0	0	256
4:15	0	15	1	1	0	0	0	0	0	0	0	0	0	17	16:15	9	200	15	1	5	5	1	0	0	1	0	0	0	237
4:30	0	11	4	0	0	0	0	0	0	0	0	0	0	15	16:30	3	235	17	4	5	5	0	0	0	2	1	1	1	274
4:45	0	14	1	1	0	0	0	0	0	0	0	0	0	16	16:45	3	209	12	1	2	6	1	1	0	1	0	0	0	236
5:00	0	27	1	0	1	0	0	0	0	0	0	0	0	29	17:00	8	244	12	2	5	2	1	0	0	4	0	0	0	278
5:15	0	22	5	2	2	0	0	0	1	0	0	0	0	32	17:15	11	262	14	1	2	8	1	1	0	0	0	2	1	303
5:30	0	42	4	0	1	1	0	0	0	0	0	0	0	48	17:30	4	244	13	1	5	4	0	0	0	0	0	0	1	272
5:45	0	29	6	2	0	0	0	0	0	0	0	0	0	37	17:45	3	204	12	1	3	6	1	0	0	1	0	1	0	232
6:00	0	36	8	1	3	0	0	0	0	0	0	0	0	48	18:00	5	176	15	5	1	3	1	4	0	0	0	1	0	211
6:15	0	44	6	2	3	0	0	0	0	0	0	0	0	55	18:15	3	172	20	3	1	5	1	0	0	2	0	0	0	207
6:30	0	69	10	1	2	3	0	0	0	0	0	0	1	86	18:30	11	162	10	0	4	2	3	1	0	0	0	0	0	193
6:45	1	90	11	1	1	1	0	0	0	0	0	0	0	105	18:45	2	169	13	2	3	1	0	0	0	0	0	0	1	191
7:00	3	124	9	1	3	4	2	0	0	1	1	1	0	149	19:00	6	155	7	1	3	0	0	0	0	0	1	0	0	173
7:15	3	118	16	2	4	2	3	0	0	0	0	0	0	148	19:15	3	171	11	0	2	2	0	0	0	0	0	0	0	189
7:30	4	161	17	2	11	3	0	0	0	0	1	0	0	199	19:30	0	132	10	0	3	0	0	0	0	0	0	0	0	145
7:45	4	128	17	1	4	3	0	1	1	0	0	0	0	159	19:45	0	124	5	1	1	0	0	0	0	0	0	0	0	131
8:00	0	133	9	3	5	2	0	0	1	0	0	0	0	153	20:00	2	138	5	0	1	1	0	0	0	0	0	0	0	147
8:15	5	134	15	2	5	2	0	0	0	0	1	0	0	164	20:15	0	106	7	2	3	1	0	0	0	0	0	0	0	119
8:30	0	163	11	2	4	5	1	0	0	0	0	0	0	186	20:30	1	110	5	0	2	0	0	0	0	0	0	0	0	118
8:45	2	162	10	5	9	3	0	0	0	0	0	1	0	192	20:45	4	105	4	1	3	0	0	0	0	0	0	0	0	117
9:00	4	148	11	5	14	3	1	1	1	1	0	0	0	189	21:00	0	109	2	0	2	2	0	0	0	0	0	0	0	115
9:15	1	123	12	3	4	5	0	0	1	0	0	0	0	149	21:15	2	103	2	2	2	0	0	0	0	0	0	0	0	111
9:30	2	114	12	2	8	4	0	1	0	0	0	0	0	143	21:30	0	97	1	0	0	2	0	0	0	0	0	0	0	100
9:45	1	139	15	2	3	6	0	1	0	0	0	0	0	167	21:45	0	85	3	0	0	1	0	0	0	0	0	0	0	89
10:00	4	165	7	1	7	0	1	0	0	0	0	0	0	185	22:00	1	74	2	0	2	0	0	0	0	0	0	0	0	79
10:15	6	150	9	1	5	1	0	0	0	0	0	1	0	173	22:15	0	49	3	1	0	0	0	0	0	0	0	0	0	53
10:30	2	146	18	3	5	1	0	1	1	0	0	1	0	178	22:30	0	51	4	2	0	0	0	0	0	0	0	0	0	57
10:45	5	168	17	1	4	2	1	0	1	0	0	0	0	199	22:45	0	46	1	0	0	0	0	0	0	0	0	0	0	47
11:00	10	165	18	1	3	2	0	0	1	0	0	0	0	200	23:00	0	35	0	1	0	1	0	0	0	0	0	0	0	37
11:15	4	179	8	2	5	2	1	1	0	1	0	3	0	206	23:15	0	23	2	0	0	0	0	0	0	0	0	0	0	25
11:30	2	185	23	2	5	4	1	0	0	0	0	0	1	223	23:30	0	16	0	0	0	0	0	0	0	0	0	0	0	16
11:45	5	168	11	2	6	3	3	0	0	0	0	1	0	199	23:45	0	20	2	0	0	0	0	0	0	0	0	0	0	22
TOTAL	68	3,514	330	56	131	62	14	7	9	3	3	8	2	4,207	TOTAL	222	7,335	509	58	139	151	29	12	3	12	4	14	4	8,492

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 828

PM PEAK HOUR 4:30 PM
PM PEAK VOLUME 1,091

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	290	10,849	839	114	270	213	43	19	12	15	7	22	6	12,699
% OF TOTAL	2.3%	85.4%	6.6%	0.9%	2.1%	1.7%	0.3%	0.1%	0.1%	0.1%	0.1%	0.2%	0.0%	100.0%

TOTAL: ALL	514	22,498	1,114	162	503	277	86	40	29	24	11	34	18	25,310
% OF TOTAL	4.0%	177.2%	8.8%	1.3%	4.0%	2.2%	0.7%	0.3%	0.2%	0.2%	0.1%	0.3%	0.1%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 11/29/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAREMONT
LOCATION: CLAREMONT MESA BLVD BTN KLEEFIELD & GENESEE

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	2	24	1	0	1	0	0	0	0	0	0	0	0	28	12:00	8	218	5	2	0	0	1	0	0	0	0	0	0	234
0:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10	12:15	0	226	8	1	3	0	0	0	1	0	0	0	0	239
0:30	0	21	0	0	1	0	0	0	0	0	0	0	0	22	12:30	1	205	6	3	1	1	1	0	0	0	0	0	1	219
0:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10	12:45	3	188	6	0	1	0	0	0	0	0	0	0	0	198
1:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	13:00	3	220	6	2	3	1	0	0	0	0	0	0	0	235
1:15	0	11	0	0	1	0	0	0	0	0	0	0	0	12	13:15	8	188	7	1	1	0	1	0	0	0	0	0	0	206
1:30	0	8	0	0	0	0	0	0	0	0	0	1	0	9	13:30	1	195	5	2	1	0	0	1	0	0	0	1	0	206
1:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11	13:45	9	195	4	1	6	1	0	1	0	1	0	1	0	219
2:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14:00	0	181	13	1	3	1	1	2	0	0	1	0	1	204
2:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14:15	1	249	6	1	4	1	0	0	0	1	0	0	2	265
2:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:30	7	227	3	3	9	3	0	0	0	0	0	0	0	252
2:45	0	8	0	0	1	0	0	0	0	0	0	0	0	9	14:45	7	216	6	0	2	3	0	0	0	0	0	0	2	236
3:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	15:00	3	243	3	2	5	0	0	0	0	0	0	0	0	256
3:15	0	5	1	0	1	0	0	0	0	0	0	0	0	7	15:15	7	229	6	1	3	1	1	0	2	0	0	0	0	250
3:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15:30	5	221	8	2	4	2	0	1	1	0	1	0	1	246
3:45	0	10	1	0	0	0	0	0	0	1	0	0	0	12	15:45	9	209	5	1	4	5	1	2	0	1	0	0	0	237
4:00	0	4	0	0	1	0	0	0	0	0	0	0	0	5	16:00	9	265	12	0	2	2	3	1	0	1	0	2	2	299
4:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16:15	2	275	6	2	2	2	0	1	0	0	0	1	0	291
4:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	16:30	13	242	12	1	2	1	1	0	0	1	0	0	0	273
4:45	0	19	1	0	1	0	0	0	0	0	0	0	0	21	16:45	8	268	5	3	4	2	1	0	0	0	1	0	0	292
5:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14	17:00	6	229	4	1	4	2	1	0	0	1	0	0	0	248
5:15	0	20	0	0	1	1	0	0	0	0	0	0	0	22	17:15	3	288	5	1	1	2	2	1	0	0	0	0	0	303
5:30	0	23	0	0	1	0	0	0	0	0	1	0	0	25	17:30	4	239	8	2	2	3	3	0	0	0	0	0	2	263
5:45	0	35	0	0	3	0	0	0	0	1	0	0	0	39	17:45	3	232	10	0	3	2	0	0	1	0	0	1	0	252
6:00	0	37	1	1	1	0	0	0	0	0	0	0	0	40	18:00	1	202	5	1	0	1	2	0	0	0	0	1	0	213
6:15	0	31	3	0	4	0	0	0	0	0	0	0	0	38	18:15	3	212	1	0	2	2	3	0	0	0	0	0	0	223
6:30	0	67	2	1	2	0	0	0	0	0	0	0	0	72	18:30	2	189	2	2	0	0	0	0	1	0	0	0	0	196
6:45	0	71	3	1	6	1	1	0	1	0	0	0	0	84	18:45	4	175	1	1	3	1	0	1	0	0	0	0	0	186
7:00	0	93	2	0	7	0	1	1	1	1	0	0	0	106	19:00	1	180	2	1	3	0	1	0	1	0	0	0	0	189
7:15	8	103	6	0	5	0	0	0	0	1	0	0	0	123	19:15	2	161	2	1	4	0	0	1	0	0	0	0	0	171
7:30	1	125	2	0	5	1	1	0	0	0	0	0	0	135	19:30	6	155	2	0	3	0	0	0	0	0	0	0	0	166
7:45	0	154	2	0	8	3	0	0	2	0	0	0	0	169	19:45	3	112	2	0	7	0	1	1	0	0	0	0	0	126
8:00	1	140	6	0	7	0	0	0	0	0	0	0	0	154	20:00	3	127	1	0	2	1	0	0	0	0	0	0	0	134
8:15	0	150	5	0	6	1	1	0	0	0	0	0	0	163	20:15	2	104	0	0	3	0	0	0	0	0	0	0	0	109
8:30	1	139	2	0	5	3	2	4	0	0	0	2	0	158	20:30	0	99	1	0	1	0	0	0	0	0	0	0	0	101
8:45	9	183	3	0	11	1	1	0	1	0	0	0	0	209	20:45	0	105	0	0	0	0	1	0	0	0	0	0	0	106
9:00	9	141	2	0	5	0	1	0	0	0	0	0	0	158	21:00	2	91	2	0	0	0	1	0	0	0	0	1	0	97
9:15	3	169	4	0	5	2	0	0	1	0	0	0	0	184	21:15	1	80	0	0	2	0	0	0	0	0	0	0	0	83
9:30	2	156	4	0	6	0	1	1	0	0	0	0	0	170	21:30	0	77	0	0	1	1	0	0	0	0	0	0	0	79
9:45	4	173	2	1	2	1	0	0	0	0	0	1	0	184	21:45	1	66	1	0	2	1	0	0	0	0	0	0	0	71
10:00	3	170	3	0	6	2	2	1	1	0	0	0	0	188	22:00	0	52	0	0	1	0	0	0	0	0	0	0	0	53
10:15	3	175	8	0	4	1	1	0	0	0	0	1	0	193	22:15	0	50	0	0	3	0	0	0	0	0	0	0	0	53
10:30	0	185	7	1	3	1	0	0	0	0	0	0	0	197	22:30	1	43	0	0	1	0	0	0	0	0	0	0	0	45
10:45	5	194	3	1	2	1	0	0	0	1	0	0	0	207	22:45	0	42	0	0	0	0	0	0	0	0	0	0	0	42
11:00	4	217	4	1	4	0	3	0	0	0	0	0	0	233	23:00	0	30	0	0	1	0	0	1	0	0	0	0	0	32
11:15	9	195	3	0	2	0	2	0	1	0	0	0	0	212	23:15	1	31	0	0	0	0	0	0	0	0	0	0	0	32
11:30	0	212	6	1	2	2	0	0	0	0	0	0	0	223	23:30	0	22	0	0	0	0	0	0	0	0	0	0	0	22
11:45	7	212	6	1	4	1	0	0	0	0	0	0	0	231	23:45	0	21	0	0	0	0	0	0	0	0	0	0	0	21
TOTAL	71	3,775	94	9	124	22	17	7	10	3	1	4	1	4,138	TOTAL	153	7,874	181	39	109	42	26	14	7	6	3	8	11	8,473

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 899

PM PEAK HOUR 4:00 PM
PM PEAK VOLUME 1,155

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	224	11,649	275	48	233	64	43	21	17	9	4	12	12	12,611
% OF TOTAL	1.8%	92.4%	2.2%	0.4%	1.8%	0.5%	0.3%	0.2%	0.1%	0.1%	0.0%	0.1%	0.1%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/01/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIRESMONT
LOCATION: CLAIRESMONT MESA BTN GENESEE & LIMERICK

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	19	2	1	0	0	0	0	0	0	0	0	0	22	12:00	0	152	20	1	11	0	1	2	0	0	1	1	0	189
0:15	0	16	0	0	0	0	0	0	0	0	0	0	0	16	12:15	0	162	23	2	10	0	0	0	0	0	0	0	0	197
0:30	0	17	1	0	0	0	0	0	0	0	0	0	0	18	12:30	1	146	16	1	8	0	0	0	1	0	0	0	0	173
0:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6	12:45	1	154	27	2	12	0	0	0	0	0	0	0	0	196
1:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11	13:00	0	185	18	0	11	0	0	1	0	0	0	0	0	215
1:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	13:15	3	157	25	2	12	1	0	0	0	0	0	0	0	200
1:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9	13:30	0	166	17	3	13	1	0	1	0	0	0	0	0	201
1:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5	13:45	1	172	17	2	20	2	0	1	0	0	1	0	0	216
2:00	0	3	1	1	0	0	0	0	0	0	0	0	0	5	14:00	4	168	23	1	11	0	1	0	0	0	0	0	0	208
2:15	0	9	0	0	2	0	0	0	0	0	0	0	0	11	14:15	5	186	31	1	14	2	1	0	0	0	0	0	0	240
2:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9	14:30	0	173	27	0	7	2	2	0	0	0	0	1	2	214
2:45	0	4	0	0	1	0	0	0	0	0	0	0	0	5	14:45	2	173	20	2	6	2	1	0	0	0	0	0	0	206
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:00	4	167	19	0	5	3	1	0	0	1	0	0	1	201
3:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15:15	3	166	20	2	10	2	1	0	0	0	1	3	1	209
3:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	15:30	2	173	22	2	10	5	0	0	0	0	1	0	2	217
3:45	0	8	0	0	1	0	0	0	0	0	0	0	0	9	15:45	5	168	22	4	23	4	1	1	1	0	0	0	1	230
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16:00	7	210	23	1	7	7	1	1	0	0	0	2	0	259
4:15	0	10	1	2	1	0	0	0	0	0	0	0	0	14	16:15	5	184	18	3	8	2	1	0	0	0	1	1	1	224
4:30	0	15	0	0	2	0	0	0	0	0	0	0	0	17	16:30	0	202	21	1	10	3	0	0	0	0	0	0	0	237
4:45	0	10	3	0	1	0	0	0	0	0	0	0	0	14	16:45	4	195	16	2	16	3	1	0	1	1	0	0	0	239
5:00	0	14	3	1	3	0	0	0	1	0	0	0	0	22	17:00	8	180	17	1	15	2	1	0	0	1	0	0	0	225
5:15	0	20	6	1	3	0	0	0	0	0	0	0	0	30	17:15	4	235	30	2	9	2	5	1	1	0	1	0	1	291
5:30	0	34	8	0	3	0	0	0	0	0	0	0	0	45	17:30	7	197	23	2	8	2	1	1	0	1	0	1	1	244
5:45	0	27	2	1	0	0	0	0	0	0	0	0	1	31	17:45	2	202	18	1	6	6	4	0	1	0	0	0	0	240
6:00	0	31	8	0	6	0	0	0	0	0	0	0	0	45	18:00	2	170	12	0	9	4	5	0	0	1	0	1	1	205
6:15	0	48	14	2	7	1	0	0	1	0	0	0	0	73	18:15	4	184	18	1	6	3	0	0	0	0	0	0	0	216
6:30	0	60	11	1	2	0	0	0	1	0	0	0	0	75	18:30	5	158	12	1	9	3	0	0	0	0	0	0	0	188
6:45	0	74	16	1	4	2	0	0	1	0	0	0	0	98	18:45	2	147	10	1	1	2	0	0	0	0	0	0	0	163
7:00	0	151	24	1	12	1	0	0	0	0	0	0	0	189	19:00	2	146	11	0	1	1	0	1	0	0	0	0	0	162
7:15	0	200	19	5	12	0	0	0	1	0	0	0	1	238	19:15	8	150	7	2	2	2	2	0	0	0	0	2	0	175
7:30	0	184	26	2	15	1	0	0	0	0	0	0	0	228	19:30	3	140	7	0	4	1	0	0	0	0	0	0	0	155
7:45	0	169	14	1	12	0	0	0	1	0	0	0	0	197	19:45	0	106	11	1	4	2	0	0	0	0	0	0	0	124
8:00	1	151	17	1	10	0	0	0	1	0	0	0	0	181	20:00	1	117	7	0	1	0	0	0	0	1	0	0	0	127
8:15	0	180	15	3	9	0	0	0	0	0	0	0	0	207	20:15	2	89	5	0	2	0	0	0	0	1	0	0	0	99
8:30	0	170	15	2	10	0	0	0	1	0	0	0	0	198	20:30	0	83	5	1	0	0	0	0	0	0	0	0	0	89
8:45	0	184	22	2	17	0	0	0	0	0	0	0	0	225	20:45	0	68	3	1	2	0	0	0	0	0	0	0	0	74
9:00	0	166	14	12	17	0	0	0	0	0	0	0	0	209	21:00	3	82	11	0	2	1	0	0	0	0	0	0	0	99
9:15	0	135	18	2	12	0	0	1	0	0	0	0	0	168	21:15	2	81	5	1	1	0	0	0	0	0	0	0	1	91
9:30	0	142	13	1	12	0	0	1	0	0	0	0	0	169	21:30	0	81	2	1	1	0	0	0	0	0	0	0	0	85
9:45	0	121	20	1	7	0	0	0	0	0	0	0	0	149	21:45	3	79	5	0	2	0	0	0	0	0	0	1	0	90
10:00	0	132	16	2	14	0	0	0	1	0	1	0	0	166	22:00	0	65	6	0	1	0	0	0	0	0	0	0	0	72
10:15	0	132	19	2	13	0	0	0	0	0	0	0	0	166	22:15	0	44	7	1	2	0	0	1	0	0	0	0	0	55
10:30	1	128	12	3	8	2	0	0	0	0	0	0	0	154	22:30	0	43	5	1	0	0	0	0	0	0	0	0	0	49
10:45	0	127	24	1	13	0	0	0	1	0	0	0	0	166	22:45	0	39	2	0	1	0	0	0	0	0	0	0	0	42
11:00	1	148	25	1	13	1	2	1	0	0	0	0	0	192	23:00	0	35	3	1	0	0	0	0	1	0	0	0	0	40
11:15	0	134	21	1	11	0	0	0	0	0	0	0	1	168	23:15	1	24	1	0	1	0	0	0	0	0	0	0	0	27
11:30	1	153	22	3	14	1	0	0	1	0	0	0	0	195	23:30	1	24	2	0	0	0	0	0	0	0	0	0	0	27
11:45	0	159	23	1	8	1	2	0	0	0	0	0	0	194	23:45	0	24	1	0	0	0	0	0	0	0	0	0	0	25
TOTAL	4	3,545	460	58	275	10	4	3	11	0	1	0	3	4,374	TOTAL	107	6,452	671	51	314	70	30	11	6	7	6	13	12	7,750

AM PEAK HOUR 7:00 AM
AM PEAK VOLUME 852

PM PEAK HOUR 5:00 PM
PM PEAK VOLUME 1,000

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	111	9,997	1,131	109	589	80	34	14	17	7	7	13	15	12,124
% OF TOTAL	0.9%	82.5%	9.3%	0.9%	4.9%	0.7%	0.3%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%	100.0%

TOTAL: ALL	335	21,720	2,433	221	1,316	219	99	35	38	11	17	27	26	26,497
% OF TOTAL	2.8%	179.1%	20.1%	1.8%	10.9%	1.8%	0.8%	0.3%	0.3%	0.1%	0.1%	0.2%	0.2%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/01/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIRESMONT
LOCATION: CLAIRESMONT MESA BTN GENESEE & LIMERICK

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	33	4	0	1	0	0	0	0	0	0	0	0	38	12:00	4	192	21	2	12	2	0	0	0	0	0	0	0	233
0:15	0	19	1	0	0	0	0	0	0	0	0	0	0	20	12:15	3	170	22	2	8	2	0	0	0	0	0	0	0	207
0:30	0	19	3	0	1	0	0	0	0	0	0	0	0	23	12:30	1	185	28	4	9	1	0	0	0	0	0	0	0	228
0:45	0	15	0	0	0	0	0	0	0	0	0	0	0	15	12:45	1	190	20	2	15	2	1	0	1	0	1	0	0	233
1:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16	13:00	3	199	16	0	7	3	0	1	0	0	0	1	0	230
1:15	0	13	0	1	0	0	0	0	0	0	0	0	0	14	13:15	4	205	19	3	8	2	1	0	0	0	0	1	0	243
1:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13	13:30	2	192	20	2	9	5	2	0	1	0	0	0	1	234
1:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	13:45	5	185	25	3	12	2	1	0	0	0	0	0	0	233
2:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	14:00	3	183	28	2	11	3	1	0	1	0	0	0	0	232
2:15	0	13	1	0	1	0	0	0	0	0	0	0	0	15	14:15	4	235	21	1	16	2	2	0	0	0	2	0	0	283
2:30	0	7	0	0	1	0	0	0	0	0	0	0	0	8	14:30	5	222	22	2	19	4	1	0	0	1	0	0	1	277
2:45	0	14	2	0	0	0	0	0	0	0	0	0	0	16	14:45	9	187	26	3	22	2	0	0	0	0	0	0	0	249
3:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8	15:00	6	233	28	1	18	6	2	0	0	0	0	0	1	295
3:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7	15:15	5	236	21	4	23	0	0	0	0	0	1	0	0	290
3:30	0	8	1	0	0	0	0	0	0	1	0	0	0	10	15:30	1	196	22	4	22	1	1	1	0	0	0	0	1	249
3:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	15:45	7	233	24	5	25	2	1	2	0	0	1	0	0	300
4:00	0	6	1	1	1	0	0	0	0	0	0	0	0	9	16:00	8	227	33	0	21	3	4	1	0	0	0	2	0	299
4:15	0	12	0	0	1	0	0	0	0	0	0	0	0	13	16:15	3	238	35	0	28	6	4	0	0	0	1	0	2	317
4:30	0	13	0	0	0	0	0	0	0	2	0	0	0	15	16:30	5	226	22	1	20	6	6	2	1	0	2	0	0	291
4:45	0	20	1	1	1	0	0	0	0	0	0	0	0	23	16:45	2	231	28	0	19	2	1	0	1	0	0	0	0	284
5:00	0	19	3	0	1	0	0	1	0	0	0	0	0	24	17:00	12	219	25	2	15	6	2	2	2	0	0	0	0	285
5:15	0	17	1	0	1	0	0	0	0	0	0	0	0	19	17:15	12	246	19	1	11	5	4	0	0	0	0	1	2	301
5:30	0	36	2	1	0	0	0	0	1	3	0	0	0	43	17:30	6	244	20	1	10	4	3	0	0	0	0	0	0	288
5:45	0	40	8	2	0	0	0	0	0	0	0	0	0	50	17:45	9	230	16	0	21	1	1	1	0	0	0	0	0	279
6:00	0	53	11	2	2	0	0	0	0	0	0	0	0	68	18:00	8	218	18	1	16	2	4	1	0	0	0	1	0	269
6:15	0	66	10	2	4	0	0	0	0	0	0	0	0	82	18:15	4	210	20	1	11	0	1	1	0	0	0	0	0	248
6:30	3	94	13	2	5	1	0	0	0	0	0	0	0	118	18:30	2	185	22	2	8	1	1	0	0	0	0	1	1	223
6:45	1	116	10	2	6	0	1	0	0	0	0	0	0	136	18:45	2	189	19	1	9	2	1	0	0	0	0	0	0	223
7:00	1	151	25	2	7	3	2	1	0	1	0	1	0	194	19:00	1	178	11	1	12	3	0	0	0	0	0	0	0	206
7:15	1	160	24	1	9	1	0	0	0	0	0	0	0	196	19:15	2	169	8	1	8	2	1	0	0	0	0	0	0	191
7:30	6	151	24	0	12	7	1	0	0	0	0	0	0	201	19:30	2	152	9	0	9	2	0	0	0	0	0	0	0	174
7:45	3	142	32	0	18	2	1	0	1	1	0	0	0	200	19:45	4	130	12	1	6	0	2	0	0	0	0	0	0	155
8:00	5	151	26	1	16	4	2	0	0	0	0	0	0	205	20:00	1	117	5	1	5	0	0	0	0	0	0	0	0	129
8:15	3	162	19	3	11	1	1	2	0	1	0	1	0	204	20:15	1	115	4	2	4	2	0	0	0	0	0	0	0	128
8:30	6	145	26	2	18	1	1	0	1	0	0	1	0	201	20:30	0	110	2	0	2	0	0	0	0	0	0	0	0	114
8:45	8	151	27	3	9	4	1	0	1	0	0	0	0	204	20:45	2	103	3	1	3	0	0	0	0	0	0	0	0	112
9:00	11	146	20	2	15	4	1	0	0	0	0	1	0	200	21:00	2	93	4	0	2	1	0	0	0	0	0	0	0	102
9:15	1	170	21	4	8	2	1	1	0	0	0	0	0	208	21:15	0	93	2	0	4	1	0	0	0	0	0	0	0	100
9:30	1	165	22	1	9	1	0	0	1	0	0	1	0	201	21:30	0	88	1	0	2	0	0	0	0	0	0	0	0	91
9:45	0	161	31	1	7	3	0	0	0	0	0	1	1	205	21:45	1	65	0	1	1	0	0	0	0	0	0	0	0	68
10:00	0	166	25	2	5	3	0	0	0	0	1	0	0	202	22:00	1	77	4	0	3	0	0	0	0	0	0	0	0	85
10:15	0	181	21	0	4	2	0	0	0	0	0	0	0	208	22:15	0	70	2	1	1	0	0	0	0	0	0	0	0	74
10:30	2	172	26	4	6	2	0	0	2	0	1	0	0	215	22:30	0	67	1	0	1	0	0	0	0	0	0	0	0	69
10:45	1	171	23	3	12	1	1	1	0	0	0	0	1	214	22:45	0	37	3	0	0	1	0	0	0	0	0	0	0	41
11:00	1	177	25	4	8	3	2	0	1	0	0	0	0	221	23:00	0	46	2	1	1	0	0	0	0	0	0	0	0	50
11:15	5	202	32	1	11	1	0	0	1	0	0	0	0	253	23:15	1	38	1	0	0	0	0	0	0	0	0	0	0	40
11:30	5	198	30	2	15	2	1	1	0	0	0	1	0	255	23:30	0	29	1	0	1	1	0	0	0	0	0	0	0	32
11:45	6	199	28	1	11	1	1	1	0	0	0	0	0	248	23:45	0	23	4	1	0	0	0	0	0	0	0	0	0	28
TOTAL	70	4,017	583	51	237	49	17	9	14	3	2	7	2	5,061	TOTAL	154	7,706	719	61	490	90	48	12	7	1	8	7	9	9,312

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 977

PM PEAK HOUR 3:45 PM
PM PEAK VOLUME 1,207

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	224	11,723	1,302	112	727	139	65	21	21	4	10	14	11	14,373
% OF TOTAL	1.6%	81.6%	9.1%	0.8%	5.1%	1.0%	0.5%	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/01/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIEMONT
LOCATION: CLAIEMONT MESA BTN LIMERICK & I-805 SB RAMPS

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	32	1	0	0	0	0	0	0	0	0	0	0	33	12:00	2	247	18	2	9	0	0	1	0	0	1	1	0	281
0:15	0	22	1	1	0	0	0	0	0	0	0	0	0	24	12:15	2	246	22	2	5	0	0	1	0	0	0	0	0	278
0:30	0	18	1	0	0	0	0	0	0	0	0	0	0	19	12:30	1	236	26	1	8	0	0	0	0	0	0	0	0	272
0:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8	12:45	4	252	21	0	9	0	0	0	0	0	0	0	0	286
1:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21	13:00	2	261	22	1	12	0	1	0	1	0	0	0	0	300
1:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10	13:15	2	264	15	2	11	1	0	0	0	0	0	0	0	295
1:30	0	14	2	0	0	0	0	0	0	0	0	0	0	16	13:30	2	275	19	4	15	2	0	1	0	0	1	0	1	320
1:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8	13:45	1	278	20	2	19	2	1	2	0	0	1	0	0	326
2:00	0	12	1	1	0	0	0	0	0	0	0	0	0	14	14:00	2	265	16	1	20	1	2	0	1	0	0	0	1	309
2:15	0	10	1	1	1	0	0	0	0	0	0	0	0	13	14:15	5	300	28	1	11	2	1	1	0	0	0	0	0	349
2:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12	14:30	4	270	23	1	16	1	2	0	0	0	0	1	1	319
2:45	0	7	0	0	1	0	0	0	0	0	0	0	0	8	14:45	4	251	21	2	8	2	4	0	0	0	0	0	0	292
3:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10	15:00	2	276	24	2	9	3	1	0	0	0	0	0	1	318
3:15	1	11	0	0	1	0	0	0	0	0	0	0	0	13	15:15	4	267	22	4	10	4	2	0	1	0	1	3	0	318
3:30	0	18	1	0	0	0	0	0	0	0	0	0	0	19	15:30	5	261	26	2	15	2	2	1	0	0	2	0	0	316
3:45	0	19	2	0	1	0	0	0	0	0	0	0	0	22	15:45	2	257	21	4	21	4	1	1	2	0	0	0	1	314
4:00	0	14	0	1	0	0	0	0	0	0	0	0	0	15	16:00	2	284	19	2	9	2	1	0	1	0	0	2	2	324
4:15	0	22	4	1	2	0	0	0	0	0	0	0	0	29	16:15	4	221	20	1	12	1	2	0	0	0	0	1	1	263
4:30	0	39	2	0	2	0	0	0	0	0	0	0	0	43	16:30	0	221	15	1	8	4	1	0	0	0	0	0	0	250
4:45	0	40	3	0	1	0	0	0	0	0	0	0	0	44	16:45	6	254	11	1	9	5	1	1	1	2	1	0	1	293
5:00	0	53	1	0	3	0	0	0	0	1	0	0	0	58	17:00	5	243	18	1	10	2	2	0	1	1	0	0	0	283
5:15	0	69	1	1	1	0	0	0	0	1	0	0	0	73	17:15	8	184	28	2	11	2	3	1	1	0	1	0	1	242
5:30	1	103	2	2	4	0	0	0	0	0	0	0	0	112	17:30	8	199	23	2	8	2	2	1	0	1	0	1	0	247
5:45	1	115	4	1	2	0	0	0	0	0	0	0	0	123	17:45	3	182	22	2	7	4	2	0	0	1	0	0	0	223
6:00	2	97	8	1	6	0	0	0	0	0	0	0	0	114	18:00	2	170	15	2	6	5	4	1	1	0	0	0	1	207
6:15	1	151	9	2	2	0	0	0	0	0	0	0	0	165	18:15	4	184	19	4	5	2	0	0	0	0	0	1	0	219
6:30	1	156	12	2	2	1	0	0	0	1	0	0	0	175	18:30	2	161	10	2	4	2	2	0	0	0	0	0	0	183
6:45	2	198	15	1	6	0	0	0	0	1	0	0	0	224	18:45	1	177	16	1	9	1	0	0	0	0	0	1	0	206
7:00	4	247	22	4	8	1	0	0	0	0	0	0	0	286	19:00	0	151	8	0	3	4	1	0	0	0	0	0	0	167
7:15	5	262	28	5	10	2	0	0	0	1	0	0	0	313	19:15	1	168	9	1	2	2	0	0	0	0	0	2	0	185
7:30	2	266	21	2	11	1	0	0	0	1	0	0	0	304	19:30	0	196	9	0	1	1	1	1	0	0	0	0	0	209
7:45	2	298	20	1	15	1	0	0	0	0	0	0	0	337	19:45	1	170	10	1	4	1	0	0	0	0	0	1	0	188
8:00	6	236	16	4	11	1	0	0	0	0	0	0	0	274	20:00	2	136	8	0	2	0	0	0	0	1	0	0	0	149
8:15	3	223	11	2	10	0	0	0	0	1	0	0	0	250	20:15	4	138	4	0	4	1	0	0	0	1	0	0	1	153
8:30	2	209	9	4	8	0	0	0	0	1	0	0	0	233	20:30	2	127	5	1	1	0	0	0	0	0	0	0	0	136
8:45	4	223	12	8	6	0	0	0	0	2	0	0	0	255	20:45	1	120	6	1	2	0	0	0	0	0	0	0	0	130
9:00	5	246	8	4	16	0	0	0	0	1	0	0	0	280	21:00	1	117	10	1	1	0	0	0	0	0	0	0	0	130
9:15	2	231	15	3	10	0	0	0	0	0	0	0	0	261	21:15	1	129	5	1	1	0	0	0	0	0	0	0	0	137
9:30	1	230	18	1	11	0	0	0	0	1	0	0	0	262	21:30	2	96	4	1	2	0	0	0	0	0	0	0	0	105
9:45	4	221	21	0	11	0	0	0	0	0	0	0	0	257	21:45	4	107	2	0	1	0	0	0	0	0	0	1	0	115
10:00	0	195	22	2	8	0	0	0	0	1	0	1	0	229	22:00	0	99	1	1	1	0	0	0	0	0	0	0	0	102
10:15	2	214	17	2	9	1	0	0	0	0	0	1	0	246	22:15	2	64	0	1	0	0	0	1	0	0	0	0	0	68
10:30	1	235	10	1	12	1	0	0	0	0	0	0	0	260	22:30	1	77	4	1	1	0	0	0	0	0	0	0	0	84
10:45	1	225	21	1	11	0	0	0	0	1	0	0	0	261	22:45	0	56	1	0	2	0	0	0	0	0	0	0	0	59
11:00	2	247	22	4	15	1	1	1	0	0	0	0	0	293	23:00	1	48	2	0	0	0	0	0	1	0	0	0	0	52
11:15	1	208	23	2	10	2	1	0	0	0	0	0	0	247	23:15	2	46	0	0	1	0	0	0	0	0	0	0	0	49
11:30	2	239	24	3	16	1	0	0	0	1	0	0	0	286	23:30	1	43	1	0	0	0	0	0	0	0	0	0	0	45
11:45	1	225	22	4	9	0	1	0	0	0	0	0	0	262	23:45	1	34	2	0	1	0	0	0	0	0	0	0	0	38
TOTAL	59	5,961	441	72	252	13	3	2	14	0	2	0	2	6,821	TOTAL	116	8,808	651	62	326	65	39	14	11	7	8	15	12	10,134

AM PEAK HOUR 7:00 AM
AM PEAK VOLUME 1,240

PM PEAK HOUR 1:30 PM
PM PEAK VOLUME 1,304

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	175	14,769	1,092	134	578	78	42	16	25	7	10	15	14	16,955
% OF TOTAL	1.0%	87.1%	6.4%	0.8%	3.4%	0.5%	0.2%	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%	100.0%

TOTAL: ALL	418	30,671	2,449	262	1,313	237	112	43	60	12	20	30	29	35,656
% OF TOTAL	2.5%	180.9%	14.4%	1.5%	7.7%	1.4%	0.7%	0.3%	0.4%	0.1%	0.1%	0.2%	0.2%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/01/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAREMONT
LOCATION: CLAREMONT MESA BTN LIMERICK & I-805 SB RAMP

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	45	2	0	0	0	0	0	0	0	0	0	0	47	12:00	2	244	18	1	9	2	0	0	0	0	0	0	276	
0:15	0	27	2	0	1	0	0	0	0	0	0	0	0	30	12:15	2	271	22	3	10	2	0	0	0	0	0	0	310	
0:30	0	24	1	0	0	0	0	0	0	0	0	0	0	25	12:30	4	276	26	2	8	1	0	0	0	0	0	0	317	
0:45	0	28	0	0	0	0	0	0	0	0	0	0	0	28	12:45	2	273	21	4	12	4	0	0	0	0	1	0	317	
1:00	0	21	1	0	0	0	0	0	0	0	0	0	0	22	13:00	1	279	23	2	15	3	1	0	1	0	0	1	327	
1:15	0	18	0	0	0	0	0	0	0	0	0	0	0	18	13:15	4	270	15	1	11	2	1	0	1	0	1	1	307	
1:30	0	21	1	1	0	0	0	0	0	0	0	0	0	23	13:30	2	264	19	2	9	4	1	1	1	0	0	0	303	
1:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13	13:45	6	251	26	2	10	2	1	0	1	0	0	0	299	
2:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17	14:00	5	263	28	4	12	0	1	0	1	0	0	0	314	
2:15	0	14	1	0	1	0	0	0	0	0	0	0	0	16	14:15	4	339	22	2	16	1	2	0	0	0	0	0	386	
2:30	0	15	0	0	0	0	0	0	0	0	0	0	0	15	14:30	5	275	25	2	11	2	1	0	0	0	1	0	323	
2:45	0	12	2	0	0	0	0	0	0	0	0	0	0	14	14:45	6	303	28	4	15	1	2	2	0	1	0	0	364	
3:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11	15:00	8	326	30	2	22	6	2	0	0	1	1	0	399	
3:15	0	15	1	0	1	0	0	0	0	0	0	0	0	17	15:15	5	287	25	4	26	2	1	1	0	0	1	0	353	
3:30	0	11	2	0	0	0	0	0	0	0	0	0	0	13	15:30	5	347	21	2	23	2	2	1	0	0	0	1	404	
3:45	0	12	0	0	1	0	0	0	0	1	0	0	0	14	15:45	7	340	22	1	32	5	1	2	0	0	0	0	410	
4:00	0	12	1	0	1	0	0	0	0	0	0	0	0	14	16:00	4	280	26	4	28	6	2	2	1	0	0	1	354	
4:15	0	9	0	0	2	0	0	0	0	0	0	0	0	11	16:15	3	313	35	2	21	6	4	0	0	0	1	0	386	
4:30	0	18	1	0	0	0	0	0	0	1	0	0	0	20	16:30	5	305	44	1	26	8	5	2	1	0	1	0	398	
4:45	0	28	2	1	1	0	0	1	1	0	0	0	0	34	16:45	9	288	32	0	22	5	3	1	1	0	0	0	362	
5:00	0	19	2	0	1	0	0	1	0	0	0	0	0	23	17:00	10	313	28	1	15	6	2	1	2	0	0	2	382	
5:15	0	22	4	2	1	0	0	0	0	0	0	0	0	29	17:15	5	350	22	4	19	2	2	0	2	0	0	1	407	
5:30	0	43	5	1	1	0	0	0	2	0	0	0	0	52	17:30	8	332	26	2	10	4	4	2	1	0	0	0	389	
5:45	0	60	8	1	0	0	0	0	2	0	0	0	0	71	17:45	9	309	11	2	8	1	2	1	0	0	0	0	344	
6:00	0	44	6	2	2	0	0	0	0	0	0	0	0	54	18:00	10	300	25	1	16	1	4	0	0	0	0	0	357	
6:15	0	65	5	2	2	0	0	0	0	0	0	0	0	74	18:15	5	318	21	1	14	2	1	1	0	0	0	0	364	
6:30	1	103	9	2	4	0	0	0	0	0	0	0	0	119	18:30	4	285	19	2	12	1	0	0	1	0	0	1	325	
6:45	2	121	12	3	5	1	0	1	0	0	0	0	0	145	18:45	9	280	20	1	8	3	1	0	0	0	0	0	322	
7:00	1	151	18	2	5	3	1	0	0	0	0	0	1	182	19:00	5	248	15	1	9	2	0	0	0	0	0	0	280	
7:15	2	168	22	1	6	2	1	0	0	0	1	0	0	203	19:15	3	222	11	0	10	2	2	0	0	0	0	0	250	
7:30	4	177	25	1	10	1	2	0	1	0	0	1	0	222	19:30	2	215	8	0	5	2	1	0	0	0	0	0	233	
7:45	2	184	21	1	19	1	2	0	0	1	0	0	0	231	19:45	1	205	9	1	11	1	0	0	0	0	0	0	228	
8:00	4	155	22	2	15	4	1	1	0	1	0	0	0	205	20:00	1	189	10	2	5	1	0	0	0	0	0	0	208	
8:15	6	178	25	3	12	5	1	1	1	1	0	0	0	233	20:15	0	189	5	1	6	2	0	0	0	0	0	0	203	
8:30	6	180	21	4	16	2	1	1	1	0	0	2	0	234	20:30	1	161	4	0	3	0	1	0	0	0	0	0	170	
8:45	8	160	28	5	11	4	1	0	1	0	0	0	0	218	20:45	2	137	3	1	4	2	0	0	0	0	0	0	149	
9:00	9	166	33	2	9	2	1	0	2	0	0	1	0	225	21:00	2	161	5	1	2	1	0	0	0	0	0	0	172	
9:15	5	151	25	2	12	4	2	0	0	0	0	0	0	201	21:15	1	173	4	1	2	1	0	0	0	0	0	0	182	
9:30	4	168	20	4	8	5	0	0	1	0	0	0	0	210	21:30	0	128	2	0	4	0	0	0	0	0	0	0	134	
9:45	2	179	33	2	9	3	0	0	1	0	0	1	0	230	21:45	1	115	1	0	2	0	0	0	0	0	0	0	119	
10:00	1	222	28	2	7	4	0	0	2	0	1	0	0	267	22:00	1	117	2	1	1	0	0	0	0	0	0	0	122	
10:15	0	227	28	0	6	4	1	0	0	0	1	0	1	268	22:15	0	110	4	0	0	0	0	0	0	0	0	0	114	
10:30	1	232	20	4	5	2	0	0	0	0	0	0	0	264	22:30	1	119	2	0	1	0	0	0	0	0	0	0	123	
10:45	3	238	29	2	9	2	1	1	0	0	0	0	1	286	22:45	2	78	4	0	2	2	0	0	0	0	0	0	88	
11:00	2	250	22	1	8	1	2	1	1	0	0	0	0	288	23:00	0	85	2	0	1	0	0	0	0	0	0	0	88	
11:15	1	238	28	2	10	2	0	0	2	0	0	0	0	283	23:15	1	80	2	0	0	1	0	0	0	0	0	0	84	
11:30	1	271	33	4	11	4	1	0	1	0	0	1	0	327	23:30	1	59	2	0	0	0	0	0	0	0	0	0	62	
11:45	4	249	32	1	15	2	2	2	0	0	0	1	0	308	23:45	0	39	0	0	0	0	0	0	0	0	0	0	39	
TOTAL	69	4,791	582	60	227	58	20	10	21	3	3	8	2	5,854	TOTAL	174	11,111	775	68	508	101	50	17	14	2	7	7	13	12,847
AM PEAK HOUR														11:00 AM	PM PEAK HOUR														3:00 PM
AM PEAK VOLUME														1,206	PM PEAK VOLUME														1,566

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 1,206

PM PEAK HOUR 3:00 PM
PM PEAK VOLUME 1,566

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	243	15,902	1,357	128	735	159	70	27	35	5	10	15	15	18,701
% OF TOTAL	1.3%	85.0%	7.3%	0.7%	3.9%	0.9%	0.4%	0.1%	0.2%	0.0%	0.1%	0.1%	0.1%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/01/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIEMONT
LOCATION: CLAIEMONT MESA BTN I-805 SB RAMPS & I-805 NB RAMPS

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18	12:00	10	323	28	3	12	2	0	2	0	0	0	1	0	381
0:15	0	20	2	0	0	0	0	0	0	0	0	0	0	22	12:15	8	325	20	2	11	1	0	2	0	0	0	0	0	369
0:30	1	9	1	1	0	0	0	0	0	0	0	0	0	12	12:30	9	326	19	2	9	1	0	0	1	0	0	0	0	367
0:45	0	8	4	0	0	0	0	0	0	0	0	0	0	12	12:45	1	367	22	2	10	2	0	3	1	0	0	0	0	408
1:00	1	10	0	0	0	0	0	0	0	0	0	0	0	11	13:00	5	370	26	4	11	2	0	2	1	0	1	0	0	422
1:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	13:15	4	360	28	2	15	1	0	2	0	0	0	0	0	412
1:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12	13:30	6	364	30	2	19	6	1	1	0	0	1	1	1	432
1:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	13:45	9	325	25	1	20	6	1	1	1	0	0	0	1	390
2:00	0	6	1	0	1	0	0	0	0	0	0	0	0	8	14:00	9	319	22	2	22	6	1	0	1	0	0	2	2	386
2:15	0	8	0	0	2	0	0	0	0	0	0	0	0	10	14:15	12	376	26	4	2	2	2	1	1	0	0	0	0	426
2:30	0	7	0	1	0	0	0	0	0	0	0	0	0	8	14:30	5	338	26	2	6	5	2	0	2	1	0	1	2	390
2:45	1	4	1	0	1	0	0	0	0	0	0	0	0	7	14:45	6	306	30	2	21	5	2	0	2	0	0	1	2	377
3:00	0	6	2	1	1	0	0	0	0	0	0	0	0	10	15:00	11	280	33	2	22	2	2	0	0	0	0	0	0	352
3:15	2	7	1	0	1	0	0	0	0	0	0	0	0	11	15:15	3	302	35	3	19	4	6	0	0	0	1	0	1	374
3:30	0	12	2	0	0	0	0	0	0	0	0	0	0	14	15:30	2	322	15	4	20	3	5	2	0	1	2	0	0	376
3:45	1	14	0	0	1	0	0	0	0	0	0	0	0	16	15:45	11	278	19	6	15	6	4	1	1	0	0	0	1	342
4:00	0	13	0	1	2	0	0	0	0	0	0	0	0	16	16:00	11	321	22	2	18	6	5	0	1	2	0	1	0	389
4:15	1	28	1	0	2	0	0	0	0	0	0	0	0	32	16:15	9	335	26	2	20	6	2	0	2	2	0	0	0	404
4:30	0	33	4	2	3	0	0	0	0	0	0	0	0	42	16:30	10	342	28	1	22	5	2	2	0	0	0	0	0	412
4:45	2	43	2	0	4	0	0	0	0	0	0	0	0	51	16:45	6	368	33	3	16	4	4	1	2	0	0	0	1	438
5:00	2	45	2	1	3	0	0	0	0	0	0	0	0	53	17:00	11	366	32	1	12	2	2	0	2	1	1	0	0	430
5:15	4	59	4	2	2	0	0	0	0	0	0	0	0	71	17:15	8	360	20	5	5	5	2	2	0	1	2	2	2	414
5:30	1	74	2	2	4	0	0	0	1	0	0	0	0	84	17:30	9	345	28	5	9	2	8	1	0	1	1	1	0	410
5:45	6	80	4	1	6	0	0	0	2	0	0	0	0	99	17:45	10	332	21	6	10	4	4	0	1	1	0	1	0	390
6:00	6	95	6	2	5	0	0	0	1	0	0	0	1	116	18:00	5	289	26	2	5	2	5	1	1	0	0	0	1	337
6:15	8	114	9	2	8	0	0	0	2	0	0	0	0	143	18:15	4	249	22	2	8	3	2	2	0	0	1	1	0	294
6:30	9	156	12	4	9	0	0	0	1	0	0	0	0	191	18:30	6	220	30	1	6	2	1	2	0	0	0	2	0	270
6:45	5	166	11	6	6	1	0	0	1	0	0	0	0	196	18:45	4	191	22	1	5	3	4	1	1	0	0	1	1	234
7:00	5	202	15	6	12	1	0	0	1	0	0	0	0	242	19:00	2	200	15	0	4	4	4	0	1	0	1	1	1	233
7:15	9	264	18	5	12	1	0	0	1	0	0	0	0	310	19:15	3	204	19	1	5	2	2	0	0	0	0	0	0	236
7:30	12	274	28	2	18	2	0	0	1	0	0	1	0	338	19:30	4	205	12	0	2	1	1	0	0	0	0	1	0	226
7:45	11	290	22	5	22	2	0	0	2	0	0	0	0	354	19:45	2	183	11	1	2	1	1	2	0	0	0	0	1	204
8:00	18	225	25	4	16	4	0	0	2	0	0	0	0	294	20:00	1	178	8	0	4	1	0	0	0	0	0	0	0	192
8:15	10	284	26	2	19	0	2	0	1	0	1	0	0	345	20:15	4	137	9	0	4	1	1	1	2	0	0	0	0	158
8:30	9	262	22	2	20	0	0	0	1	0	0	0	0	316	20:30	2	129	9	1	2	0	1	1	0	1	0	0	0	146
8:45	5	242	26	5	11	0	1	0	2	0	0	0	0	292	20:45	6	103	3	2	3	0	0	0	0	0	1	0	0	118
9:00	11	235	30	5	15	2	0	0	1	0	0	0	0	299	21:00	2	92	2	1	3	0	0	0	0	0	0	0	0	100
9:15	5	242	22	4	19	0	0	0	2	0	2	0	0	296	21:15	0	88	4	1	3	0	0	0	0	0	0	0	0	96
9:30	4	251	33	3	20	1	0	1	0	0	1	0	0	314	21:30	1	81	6	0	2	0	1	1	0	0	0	0	0	92
9:45	9	242	35	5	16	0	0	0	1	0	1	0	0	309	21:45	2	71	5	1	1	0	0	1	0	0	0	1	0	82
10:00	5	226	40	2	11	1	0	0	0	0	1	0	0	286	22:00	0	69	4	0	0	0	0	0	0	0	0	0	0	73
10:15	9	235	28	1	8	2	1	0	0	0	0	0	1	285	22:15	1	47	2	1	1	0	0	0	0	0	0	0	0	52
10:30	10	242	20	4	9	0	1	1	1	0	0	0	1	289	22:30	2	52	4	1	1	0	0	0	0	0	0	0	0	60
10:45	5	297	22	2	12	1	2	0	2	0	0	0	2	345	22:45	0	31	0	0	0	0	0	0	0	0	0	0	0	31
11:00	4	306	26	2	11	1	1	0	1	1	0	0	0	353	23:00	1	44	1	0	1	0	0	0	1	0	0	0	0	48
11:15	9	313	35	5	15	2	1	0	0	0	0	0	0	380	23:15	0	38	2	1	0	0	0	0	0	0	0	0	0	41
11:30	5	325	33	4	19	1	0	0	1	0	0	0	0	388	23:30	0	24	1	0	0	1	0	0	0	0	0	0	0	26
11:45	9	329	35	2	11	2	0	0	0	0	0	0	0	388	23:45	1	19	0	1	0	0	0	0	0	0	0	0	0	21
TOTAL	214	6,341	615	96	357	24	9	2	28	1	6	1	5	7,699	TOTAL	238	10,994	831	86	408	109	78	36	23	12	11	18	17	12,861

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 1,509

PM PEAK HOUR 4:30 PM
PM PEAK VOLUME 1,694

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	452	17,335	1,446	182	765	133	87	38	51	13	17	19	22	20,560
% OF TOTAL	2.2%	84.3%	7.0%	0.9%	3.7%	0.6%	0.4%	0.2%	0.2%	0.1%	0.1%	0.1%	0.1%	100.0%

TOTAL: ALL	920	41,634	3,048	393	1,670	349	231	102	99	24	35	45	49	48,599
% OF TOTAL	4.5%	202.5%	14.8%	1.9%	8.1%	1.7%	1.1%	0.5%	0.5%	0.1%	0.2%	0.2%	0.2%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/01/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAREMONT
LOCATION: CLAREMONT MESA BTN I-805 SB RAMP & I-805 NB RAMP

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	87	2	0	0	0	0	0	0	0	0	0	0	89	12:00	10	404	33	4	12	3	1	0	1	0	1	1	0	470
0:15	0	56	4	0	0	0	0	0	0	0	0	0	0	60	12:15	8	435	35	2	16	4	0	0	1	0	0	0	1	502
0:30	0	48	2	0	0	0	0	0	0	0	0	0	0	50	12:30	9	445	40	1	11	2	0	0	0	0	0	1	1	510
0:45	0	44	0	0	0	0	0	0	0	0	0	0	0	44	12:45	5	416	25	2	9	2	1	1	0	0	1	0	2	464
1:00	0	36	1	0	0	0	0	0	0	0	0	0	0	37	13:00	4	405	35	3	12	2	0	0	1	0	1	1	1	465
1:15	0	31	0	0	0	0	0	0	0	0	0	0	0	31	13:15	5	465	22	3	15	4	1	1	0	0	1	0	0	517
1:30	0	25	1	0	0	0	0	0	0	0	0	0	0	26	13:30	9	425	26	4	18	2	3	1	2	0	0	0	2	492
1:45	0	25	1	1	0	0	0	0	0	0	0	0	0	27	13:45	10	414	29	2	20	3	2	2	2	0	0	0	2	486
2:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14	14:00	11	389	30	5	11	3	2	0	1	0	0	0	2	454
2:15	0	19	1	0	0	0	0	0	0	0	0	0	0	20	14:15	11	395	34	6	16	2	2	0	0	1	2	1	0	470
2:30	0	15	2	0	0	0	0	0	0	0	0	0	0	17	14:30	12	465	44	9	19	2	4	0	0	0	2	1	2	560
2:45	0	14	0	0	1	0	0	0	0	0	0	0	0	15	14:45	16	404	41	5	20	0	5	0	1	1	0	0	2	495
3:00	0	13	0	0	1	0	0	0	0	0	0	0	0	14	15:00	9	442	35	8	22	1	3	0	0	0	0	0	0	520
3:15	0	16	1	0	1	0	0	0	0	0	0	0	0	18	15:15	12	435	38	6	28	2	5	1	0	0	1	3	0	531
3:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12	15:30	11	452	40	3	30	4	8	1	0	2	0	0	1	552
3:45	0	15	0	0	1	0	0	0	0	1	0	0	0	17	15:45	5	419	28	5	31	6	8	2	0	0	0	2	1	507
4:00	1	18	1	0	1	0	0	0	1	0	0	0	0	22	16:00	9	454	22	4	28	9	5	2	1	1	0	1	1	537
4:15	0	14	0	0	0	0	0	0	1	0	0	0	0	15	16:15	10	462	26	8	22	10	5	4	0	0	1	2	0	550
4:30	1	22	0	0	0	0	0	0	0	1	0	0	0	24	16:30	11	444	35	6	26	11	7	5	1	1	1	0	0	548
4:45	0	37	0	0	2	0	0	1	0	0	0	0	0	40	16:45	15	435	38	2	30	8	6	6	2	0	1	2	1	546
5:00	0	30	1	2	2	0	0	0	2	0	0	0	0	37	17:00	19	505	31	2	22	9	2	2	2	0	1	1	1	597
5:15	1	36	2	2	1	0	0	0	1	0	0	0	0	43	17:15	20	528	28	1	15	5	5	2	2	0	2	1	2	611
5:30	0	64	4	1	4	0	0	0	1	0	0	0	0	74	17:30	11	505	20	0	19	8	4	2	4	0	0	0	0	573
5:45	1	102	6	2	5	0	0	0	2	0	0	0	0	118	17:45	5	416	19	4	11	8	2	4	2	0	0	0	1	472
6:00	0	103	9	2	6	0	0	0	1	0	0	0	0	121	18:00	9	445	20	5	9	7	3	2	0	0	0	0	0	500
6:15	1	135	12	3	5	1	0	0	0	0	0	0	0	157	18:15	9	435	16	2	15	5	0	1	1	0	0	0	0	484
6:30	2	175	11	4	4	1	2	0	0	0	0	0	1	200	18:30	10	441	11	2	18	2	2	0	0	0	0	1	1	488
6:45	3	253	19	6	5	2	1	0	0	0	0	0	0	289	18:45	5	419	19	1	10	2	2	1	0	0	0	0	1	460
7:00	1	221	20	6	9	1	0	1	0	0	0	0	0	259	19:00	4	384	20	4	8	4	1	0	0	0	0	0	0	425
7:15	4	235	22	5	5	2	2	2	0	0	1	0	0	278	19:15	6	395	11	2	9	2	0	0	0	0	0	0	0	425
7:30	6	280	28	4	11	4	1	2	1	0	0	0	0	337	19:30	3	362	6	1	9	0	0	0	0	0	0	0	0	381
7:45	5	307	30	2	15	1	1	0	0	0	0	2	0	363	19:45	6	370	9	1	5	1	0	0	0	0	0	0	0	392
8:00	8	262	33	2	22	5	3	2	0	1	0	0	0	338	20:00	6	323	10	2	8	0	0	0	0	0	0	0	0	349
8:15	6	221	40	4	28	5	2	2	2	2	0	1	0	313	20:15	4	333	5	0	7	0	1	0	0	0	0	0	0	350
8:30	9	205	51	5	21	2	4	1	0	0	0	0	1	299	20:30	2	318	4	1	5	1	1	0	0	0	0	0	0	332
8:45	5	266	55	2	24	11	4	4	1	0	0	0	0	372	20:45	2	271	9	0	4	1	0	0	0	0	0	0	0	287
9:00	5	228	40	2	24	6	3	0	1	0	0	0	0	309	21:00	1	302	5	1	3	2	0	0	0	0	0	0	0	314
9:15	11	235	35	2	16	6	3	2	1	0	0	0	0	311	21:15	2	292	3	1	3	0	0	0	0	0	0	0	0	301
9:30	8	242	28	6	10	4	6	0	0	1	1	0	0	306	21:30	4	234	2	2	4	0	0	0	0	0	0	0	0	246
9:45	9	251	22	2	8	4	2	0	0	0	0	0	1	299	21:45	2	218	1	2	2	0	1	0	0	0	0	0	0	226
10:00	10	262	26	1	9	2	2	0	2	0	1	0	0	315	22:00	0	216	0	0	2	0	0	0	0	0	0	0	0	218
10:15	5	289	30	1	10	4	3	1	0	0	0	0	1	344	22:15	0	171	1	0	0	0	0	0	0	0	0	0	0	172
10:30	4	305	25	2	12	4	3	2	2	1	0	0	0	360	22:30	3	160	2	1	1	0	0	0	0	0	0	0	0	167
10:45	9	313	22	1	15	4	2	0	0	0	0	0	0	367	22:45	1	144	0	2	2	0	0	0	0	0	0	0	0	149
11:00	4	342	28	4	11	2	2	1	1	0	0	0	0	395	23:00	0	151	2	0	0	0	0	0	0	0	0	0	0	153
11:15	5	355	21	5	9	2	2	1	0	0	0	0	0	400	23:15	2	129	1	0	1	1	0	0	0	0	0	0	0	134
11:30	6	356	19	4	10	2	2	0	1	0	0	0	1	401	23:30	1	94	0	0	0	0	0	0	0	0	0	0	0	95
11:45	9	414	33	2	8	3	2	1	2	0	0	0	1	475	23:45	0	86	2	1	1	0	0	0	0	0	0	0	0	90
TOTAL	139	7,047	689	85	316	78	52	24	24	5	3	8	2	8,472	TOTAL	329	17,252	913	126	589	138	92	40	24	6	15	18	25	19,567
AM PEAK HOUR														11:00 AM	PM PEAK HOUR														4:45 PM
AM PEAK VOLUME														1,671	PM PEAK VOLUME														2,327

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 1,671

PM PEAK HOUR 4:45 PM
PM PEAK VOLUME 2,327

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	468	24,299	1,602	211	905	216	144	64	48	11	18	26	27	28,039
% OF TOTAL	1.7%	86.7%	5.7%	0.8%	3.2%	0.8%	0.5%	0.2%	0.2%	0.0%	0.1%	0.1%	0.1%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIREMONT
LOCATION: CLAIREMONT MESA E-O I-805 NB RAMP

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	26	1	0	0	0	0	0	0	0	0	0	0	27	12:00	12	335	33	7	15	3	1	1	0	0	0	0	0	407
0:15	0	28	2	0	0	0	0	0	0	0	0	0	0	30	12:15	10	342	38	8	18	3	0	0	2	3	0	0	0	424
0:30	0	21	0	0	0	0	0	0	0	0	0	0	0	21	12:30	11	313	44	11	19	4	0	0	1	1	0	0	0	404
0:45	0	24	1	0	0	0	0	0	0	0	0	0	0	25	12:45	8	319	41	5	12	4	2	0	1	0	0	0	0	392
1:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	13:00	16	345	55	4	16	0	0	1	0	0	0	0	0	437
1:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	13:15	4	355	42	9	11	2	1	1	0	0	0	0	0	425
1:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10	13:30	10	345	35	5	21	1	1	0	1	0	0	0	0	419
1:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13	13:45	12	362	33	5	16	1	1	0	0	1	0	0	0	431
2:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	14:00	8	355	42	4	22	2	0	0	1	0	0	1	0	435
2:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	14:15	9	358	28	2	23	0	0	0	2	1	1	0	1	425
2:30	0	15	0	0	0	0	0	0	0	0	0	0	0	15	14:30	9	342	21	3	24	4	3	0	0	0	1	1	0	408
2:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12	14:45	12	333	28	5	12	1	0	1	1	0	0	0	0	393
3:00	0	17	0	0	0	0	0	0	0	0	0	0	0	17	15:00	11	319	33	3	5	0	1	0	1	0	0	0	0	373
3:15	0	27	1	0	0	0	0	0	0	0	0	0	0	28	15:15	16	345	32	6	9	3	0	0	0	0	0	0	0	411
3:30	0	31	2	0	0	0	0	0	0	0	0	0	0	33	15:30	9	368	28	8	12	2	2	0	0	0	0	0	0	429
3:45	0	31	0	0	0	0	0	0	0	0	0	0	0	31	15:45	12	388	21	5	11	1	0	0	0	0	0	0	0	438
4:00	0	17	1	0	0	0	0	0	0	0	0	0	0	18	16:00	18	404	26	8	15	4	1	0	0	0	0	0	0	476
4:15	0	47	2	0	0	0	0	0	0	0	0	0	0	49	16:15	22	419	25	4	18	1	1	0	0	0	0	0	0	490
4:30	0	60	1	0	0	0	0	0	0	0	0	0	0	61	16:30	29	493	18	5	19	1	0	0	0	0	0	0	0	565
4:45	1	88	2	0	0	0	0	0	0	0	0	0	0	91	16:45	15	460	28	5	22	2	1	0	0	0	0	0	0	533
5:00	0	105	5	0	1	0	0	0	0	0	0	0	0	111	17:00	8	466	33	3	16	0	0	0	0	0	0	0	0	526
5:15	1	111	6	0	2	0	0	0	0	0	0	0	0	120	17:15	9	505	25	5	11	1	0	0	0	0	0	0	0	556
5:30	1	140	8	0	1	1	0	0	0	0	0	0	0	151	17:30	8	520	35	2	12	0	0	0	0	0	0	0	0	577
5:45	0	151	9	1	1	0	0	0	0	0	0	0	0	162	17:45	12	517	24	3	18	1	0	0	0	0	0	0	0	575
6:00	0	161	12	1	0	0	0	0	0	0	0	0	0	174	18:00	11	447	21	5	20	1	0	0	0	0	0	0	0	505
6:15	1	203	18	0	1	1	0	0	0	0	0	0	0	224	18:15	18	380	22	4	11	0	0	0	0	0	0	0	0	435
6:30	2	218	22	0	2	2	1	0	0	0	0	0	0	247	18:30	5	350	19	2	16	0	0	0	0	0	0	0	0	392
6:45	4	205	35	1	2	2	1	0	0	0	0	0	0	250	18:45	6	392	26	2	9	0	0	0	0	0	0	0	0	435
7:00	6	222	28	2	3	1	0	0	0	0	0	0	0	262	19:00	9	344	20	2	10	0	0	0	0	0	0	0	0	385
7:15	2	205	38	2	4	1	1	0	0	0	0	0	0	254	19:15	12	339	19	1	5	0	0	0	0	0	0	0	0	376
7:30	5	262	28	3	5	0	2	0	0	0	0	0	0	305	19:30	5	284	20	0	4	0	0	0	0	0	0	0	0	313
7:45	4	218	22	4	6	0	0	1	0	0	0	0	0	255	19:45	3	265	11	1	9	0	0	0	0	0	0	0	0	289
8:00	6	229	42	5	8	1	0	2	0	0	0	0	0	293	20:00	2	203	15	2	5	0	0	0	0	0	0	0	0	227
8:15	8	212	35	2	5	1	0	1	0	0	0	0	0	264	20:15	1	197	3	1	4	0	0	0	0	0	0	0	0	206
8:30	9	214	28	2	5	2	2	0	0	0	0	0	0	262	20:30	2	176	6	0	5	0	0	0	0	0	0	0	0	189
8:45	10	235	21	5	8	3	3	1	0	0	0	0	0	286	20:45	0	166	9	1	2	0	0	0	0	0	0	0	0	178
9:00	5	226	19	4	9	4	0	0	0	0	0	0	0	267	21:00	1	198	11	2	1	0	0	0	0	0	0	0	0	213
9:15	4	235	25	6	5	2	4	0	0	0	0	0	0	281	21:15	2	149	5	1	0	0	0	0	0	0	0	0	0	157
9:30	2	251	23	2	6	0	0	1	1	0	0	0	0	286	21:30	1	147	3	0	1	0	0	0	0	0	0	0	0	152
9:45	5	265	33	5	12	2	2	1	0	0	0	0	0	325	21:45	0	139	2	1	2	0	0	0	0	0	0	0	0	144
10:00	8	288	38	4	5	1	2	0	1	0	0	0	0	347	22:00	1	121	1	0	1	0	0	0	0	0	0	0	0	124
10:15	3	218	31	6	4	1	2	1	0	0	0	0	0	266	22:15	2	88	0	0	0	0	0	0	0	0	0	0	0	90
10:30	2	245	28	8	5	2	1	0	0	1	0	0	0	292	22:30	1	103	2	0	0	0	0	0	0	0	0	0	0	106
10:45	5	265	21	9	8	3	0	0	0	0	0	0	0	311	22:45	0	74	2	0	0	0	0	0	0	0	0	0	0	76
11:00	8	295	19	2	9	4	2	0	0	1	0	0	0	340	23:00	0	75	1	0	1	0	0	0	0	0	0	0	0	77
11:15	9	288	28	3	12	2	0	0	1	1	0	0	0	344	23:15	1	75	2	1	0	0	0	0	0	0	0	0	0	79
11:30	9	352	22	3	11	2	1	0	0	0	0	0	1	401	23:30	0	43	3	0	0	0	0	0	0	0	0	0	0	46
11:45	5	305	22	5	10	4	1	0	1	0	0	1	0	354	23:45	0	44	2	0	0	0	0	0	0	0	0	0	0	46
TOTAL	125	6,833	679	85	150	42	25	9	4	3	0	1	1	7,957	TOTAL	373	14,107	993	151	483	42	15	4	10	6	2	2	1	16,189

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 1,439

PM PEAK HOUR 5:00 PM
PM PEAK VOLUME 2,234

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6-OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	498	20,940	1,672	236	633	84	40	13	14	9	2	3	2	24,146
% OF TOTAL	2.1%	86.7%	6.9%	1.0%	2.6%	0.3%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

TOTAL: ALL	863	47,745	3,278	443	1,878	185	81	44	39	20	13	8	3	54,600
% OF TOTAL	3.6%	197.7%	13.6%	1.8%	7.8%	0.8%	0.3%	0.2%	0.2%	0.1%	0.1%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIRESMONT
LOCATION: CLAIRESMONT MESA E-O I-805 NB RAMP

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	1	46	2	0	1	0	0	0	0	0	0	0	0	50	12:00	8	464	37	4	18	2	1	2	0	2	0	0	0	538
0:15	0	40	1	0	0	0	0	0	0	0	0	0	0	41	12:15	9	468	31	6	22	4	2	0	1	0	0	1	1	545
0:30	0	40	0	0	0	0	0	0	0	0	0	0	0	40	12:30	12	471	28	2	26	5	1	0	1	1	0	0	0	547
0:45	0	21	0	0	0	0	0	0	0	0	0	0	0	21	12:45	15	472	22	2	35	2	1	1	1	0	0	1	0	552
1:00	0	20	1	0	0	0	0	0	0	0	0	0	0	21	13:00	11	452	26	2	22	0	2	0	0	0	0	1	0	516
1:15	0	13	2	0	0	0	0	0	0	0	0	0	0	15	13:15	4	465	35	4	28	0	0	1	1	1	1	0	0	540
1:30	0	20	0	0	0	0	0	0	0	0	0	0	0	20	13:30	2	441	25	2	21	1	0	1	1	0	0	0	0	494
1:45	0	16	0	0	0	0	0	0	0	0	0	0	0	16	13:45	5	446	21	5	33	2	4	2	0	1	2	0	0	521
2:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	14:00	9	507	42	4	38	2	1	0	2	2	2	0	0	609
2:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	14:15	12	433	25	6	45	0	0	2	0	0	1	0	0	524
2:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11	14:30	16	515	22	6	51	1	2	0	1	1	0	0	0	615
2:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	14:45	11	555	35	8	44	0	0	4	0	0	1	0	0	658
3:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	15:00	18	568	25	9	35	6	3	0	0	0	0	0	0	664
3:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	15:15	6	600	28	5	28	0	2	2	0	0	0	0	0	671
3:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	15:30	5	548	38	4	41	6	2	0	0	0	0	0	0	644
3:45	0	14	0	0	0	0	0	0	0	0	0	0	0	14	15:45	4	566	42	3	23	5	0	1	0	0	0	0	0	644
4:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9	16:00	9	584	28	5	35	5	0	0	0	0	0	0	0	666
4:15	0	15	0	0	0	0	0	0	0	0	0	0	0	15	16:15	15	616	44	4	41	0	1	1	0	0	0	0	0	722
4:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13	16:30	8	606	21	8	42	8	0	2	0	0	0	0	0	695
4:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13	16:45	9	635	45	8	35	2	1	0	0	0	0	0	0	735
5:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16	17:00	16	645	51	5	44	1	0	1	0	0	0	0	0	763
5:15	0	36	2	0	0	0	0	0	0	0	0	0	0	38	17:15	11	613	44	7	51	3	0	0	0	0	0	0	0	729
5:30	0	53	4	0	0	0	0	0	0	0	0	0	0	57	17:30	8	528	52	5	58	2	0	0	0	0	0	0	0	653
5:45	0	61	6	1	1	0	0	0	0	0	0	0	0	69	17:45	6	535	62	4	35	1	0	0	1	0	0	0	0	644
6:00	1	89	2	2	1	0	0	0	0	0	0	0	0	95	18:00	12	505	35	3	28	0	0	1	2	0	0	0	0	586
6:15	0	123	2	1	2	0	0	0	0	0	0	0	0	128	18:15	3	425	28	2	22	0	0	1	0	0	0	0	0	481
6:30	1	132	1	1	4	0	0	0	0	0	0	0	0	139	18:30	2	435	21	4	19	0	0	2	1	0	0	0	0	484
6:45	2	144	5	2	2	1	0	0	0	0	0	0	0	156	18:45	4	444	19	2	20	0	0	0	0	0	0	0	0	489
7:00	4	222	9	1	2	0	0	0	1	0	0	0	0	239	19:00	2	419	22	1	16	0	0	0	0	0	0	0	0	460
7:15	0	316	12	4	4	0	0	0	0	0	0	0	0	336	19:15	1	384	26	1	11	0	0	0	0	0	0	0	0	423
7:30	5	384	18	2	6	1	0	1	0	0	0	0	0	417	19:30	2	324	30	2	15	1	0	0	0	0	0	0	0	374
7:45	2	368	22	0	5	1	0	1	0	0	0	0	0	399	19:45	1	298	25	1	19	0	0	0	0	0	0	0	0	344
8:00	5	377	16	1	4	2	1	0	0	0	0	0	0	406	20:00	4	311	15	2	20	0	0	0	0	0	0	0	0	352
8:15	3	384	11	2	5	2	0	1	0	0	0	0	0	408	20:15	5	259	18	2	11	1	0	0	0	0	0	0	0	296
8:30	2	419	15	4	8	0	1	0	0	0	0	0	0	449	20:30	1	235	25	1	8	0	0	0	0	0	0	0	0	270
8:45	1	388	9	2	5	1	0	0	1	0	0	0	0	407	20:45	2	221	11	1	6	2	0	0	0	0	0	0	0	243
9:00	4	316	12	2	6	0	2	0	0	0	0	0	0	342	21:00	1	209	8	1	5	1	0	0	0	0	0	0	0	225
9:15	5	342	33	0	6	2	0	0	2	0	0	0	0	390	21:15	0	212	9	2	4	0	0	0	0	0	0	0	0	227
9:30	6	333	35	1	8	1	1	0	1	0	0	0	0	386	21:30	1	188	12	1	8	0	0	0	0	0	0	0	0	210
9:45	6	320	2	2	5	4	0	0	0	0	0	0	0	339	21:45	2	163	16	1	6	1	0	0	0	0	0	0	0	189
10:00	1	307	8	4	8	5	0	2	0	0	0	0	0	335	22:00	1	183	11	0	8	0	0	0	0	0	0	0	0	203
10:15	2	315	22	5	4	2	1	0	1	0	0	0	0	352	22:15	0	114	8	1	2	0	0	0	0	0	0	0	0	125
10:30	4	351	26	6	12	2	1	1	0	0	0	0	0	403	22:30	1	125	4	2	1	0	0	0	0	0	0	0	0	133
10:45	2	356	21	2	11	0	0	0	0	0	0	0	0	392	22:45	2	96	6	1	0	0	0	0	0	0	0	0	0	105
11:00	12	400	32	4	15	2	5	0	2	0	2	0	0	474	23:00	0	95	5	1	1	0	0	0	0	0	0	0	0	102
11:15	9	409	22	2	11	2	4	1	2	1	0	1	0	464	23:15	0	88	4	0	1	0	0	0	0	0	0	0	0	93
11:30	6	452	26	2	15	4	2	0	1	2	1	1	0	512	23:30	0	75	3	0	0	0	0	0	0	0	0	0	0	78
11:45	4	434	35	4	12	5	0	0	2	0	1	0	0	497	23:45	1	77	2	0	0	0	0	0	0	0	0	0	0	80
TOTAL	88	8,187	414	57	163	37	18	7	13	3	4	2	0	8,993	TOTAL	277	18,618	1,192	150	1,082	64	23	24	12	8	7	3	1	21,461

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 1,947

PM PEAK HOUR 4:30 PM
PM PEAK VOLUME 2,922

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	365	26,805	1,606	207	1,245	101	41	31	25	11	11	5	1	30,454
% OF TOTAL	1.2%	88.0%	5.3%	0.7%	4.1%	0.3%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

VOLUME

Garnet Ave W/O Mission Bay Dr

Day: Thursday
Date: 6/9/2016

City: Pacific Beach
Project #: CA16_4185_004

DAILY TOTALS					NB	SB	EB					WB	Total
					0	0						31,342	30,616
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL	
00:00			142	127	269		12:00			450	406	856	
00:15			100	122	222		12:15			509	472	981	
00:30			44	29	73		12:30			516	443	959	
00:45			48	334	49	327	12:45			461	1936	467	1788
					97	661						928	3724
01:00			61	43	104		13:00			514	476	990	
01:15			42	45	87		13:15			481	474	955	
01:30			39	22	61		13:30			519	451	970	
01:45			39	181	25	135	13:45			503	2017	460	1861
					64	316						963	3878
02:00			44	29	73		14:00			545	516	1061	
02:15			36	15	51		14:15			534	490	1024	
02:30			34	15	49		14:30			567	510	1077	
02:45			20	134	28	87	14:45			511	2157	484	2000
					48	221						995	4157
03:00			19	13	32		15:00			544	514	1058	
03:15			20	19	39		15:15			532	514	1046	
03:30			21	15	36		15:30			493	514	1007	
03:45			16	76	19	66	15:45			542	2111	523	2065
					35	142						1065	4176
04:00			26	22	48		16:00			490	528	1018	
04:15			43	23	66		16:15			435	566	1001	
04:30			42	34	76		16:30			460	565	1025	
04:45			47	158	51	130	16:45			420	1805	527	2186
					98	288						947	3991
05:00			67	40	107		17:00			451	552	1003	
05:15			115	51	166		17:15			440	577	1017	
05:30			183	76	259		17:30			438	550	988	
05:45			202	567	110	277	17:45			424	1753	556	2235
					312	844						980	3988
06:00			251	128	379		18:00			465	570	1035	
06:15			271	182	453		18:15			439	522	961	
06:30			410	306	716		18:30			472	558	1030	
06:45			394	1326	356	972	18:45			414	1790	543	2193
					750	2298						957	3983
07:00			468	383	851		19:00			399	504	903	
07:15			524	362	886		19:15			385	444	829	
07:30			545	359	904		19:30			340	437	777	
07:45			560	2097	352	1456	19:45			299	1423	428	1813
					912	3553						727	3236
08:00			481	376	857		20:00			269	374	643	
08:15			498	369	867		20:15			308	384	692	
08:30			526	403	929		20:30			331	352	683	
08:45			507	2012	402	1550	20:45			294	1202	319	1429
					909	3562						613	2631
09:00			490	413	903		21:00			313	319	632	
09:15			404	412	816		21:15			305	371	676	
09:30			461	393	854		21:30			274	316	590	
09:45			484	1839	420	1638	21:45			250	1142	297	1303
					904	3477						547	2445
10:00			479	379	858		22:00			269	319	588	
10:15			410	371	781		22:15			232	310	542	
10:30			433	428	861		22:30			216	231	447	
10:45			462	1784	437	1615	22:45			205	922	229	1089
					899	3399						434	2011
11:00			427	399	826		23:00			183	213	396	
11:15			481	402	883		23:15			187	189	376	
11:30			477	443	920		23:30			175	150	325	
11:45			502	1887	477	1721	23:45			144	689	128	680
					979	3608						272	1369
TOTALS			12395	9974	22369		TOTALS			18947	20642	39589	
SPLIT %			55.4%	44.6%	36.1%		SPLIT %			47.9%	52.1%	63.9%	

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						31,342	30,616						61,958
AM Peak Hour			07:15	11:30	11:45		PM Peak Hour			14:00	17:15	14:30							
AM Pk Volume			2110	1798	3775		PM Pk Volume			2157	2253	4176							
Pk Hr Factor			0.942	0.942	0.962		Pk Hr Factor			0.951	0.976	0.969							
7 - 9 Volume	0	0	4109	3006	7115		4 - 6 Volume	0	0	3558	4421	7979							
7 - 9 Peak Hour			07:15	08:00	07:45		4 - 6 Peak Hour			16:00	17:00	16:30							
7 - 9 Pk Volume	0	0	2110	1550	3565		4 - 6 Pk Volume	0	0	1805	2235	3992							
Pk Hr Factor	0.000	0.000	0.942	0.962	0.959		Pk Hr Factor	0.000	0.000	0.921	0.968	0.974							

VOLUME

Garnet Avenue Bet. Mission Bay Drive & I-5 SB On-Ramp

Day: Tuesday
Date: 5/10/2016

City: San Diego
Project #: CA16_4124_001

DAILY TOTALS					NB	SB	EB					WB	Total				
					0	0	18,751					18,655	37,406				
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL					
00:00			36	39	75		12:00			292	306	598					
00:15			30	30	60		12:15			325	323	648					
00:30			34	21	55		12:30			343	343	686					
00:45			26	126	12	102	12:45			342	1302	313	1285	655	2587		
01:00			25	20	45		13:00			323	340	663					
01:15			18	21	39		13:15			333	304	637					
01:30			28	12	40		13:30			312	280	592					
01:45			21	92	16	69	13:45			321	1289	299	1223	620	2512		
02:00			12	13	25		14:00			313	285	598					
02:15			5	11	16		14:15			389	361	750					
02:30			14	12	26		14:30			342	386	728					
02:45			18	49	17	53	14:45			358	1402	369	1401	727	2803		
03:00			17	6	23		15:00			324	366	690					
03:15			9	8	17		15:15			317	350	667					
03:30			14	4	18		15:30			334	355	689					
03:45			16	56	9	27	15:45			369	1344	371	1442	740	2786		
04:00			16	14	30		16:00			334	352	686					
04:15			24	14	38		16:15			355	371	726					
04:30			22	12	34		16:30			356	326	682					
04:45			25	87	22	62	16:45			340	1385	336	1385	676	2770		
05:00			30	27	57		17:00			343	343	686					
05:15			42	47	89		17:15			348	362	710					
05:30			65	57	122		17:30			342	341	683					
05:45			84	221	90	221	17:45			270	1303	336	1382	606	2685		
06:00			90	74	164		18:00			316	360	676					
06:15			108	143	251		18:15			300	307	607					
06:30			134	202	336		18:30			285	262	547					
06:45			173	505	223	642	18:45			246	1147	304	1233	550	2380		
07:00			191	252	443		19:00			247	219	466					
07:15			297	291	588		19:15			255	184	439					
07:30			331	282	613		19:30			232	222	454					
07:45			333	1152	270	1095	19:45			184	918	190	815	374	1733		
08:00			331	308	639		20:00			177	192	369					
08:15			338	277	615		20:15			152	171	323					
08:30			326	261	587		20:30			167	184	351					
08:45			333	1328	268	1114	20:45			130	626	140	687	270	1313		
09:00			293	294	587		21:00			152	169	321					
09:15			276	269	545		21:15			148	161	309					
09:30			264	252	516		21:30			118	129	247					
09:45			304	1137	277	1092	21:45			118	536	96	555	214	1091		
10:00			264	252	516		22:00			99	83	182					
10:15			243	274	517		22:15			84	97	181					
10:30			272	259	531		22:30			60	70	130					
10:45			273	1052	270	1055	22:45			82	325	65	315	147	640		
11:00			277	274	551		23:00			67	57	124					
11:15			279	297	576		23:15			54	53	107					
11:30			302	307	609		23:30			48	41	89					
11:45			305	1163	332	1210	23:45			37	206	39	190	76	396		
TOTALS			6968	6742	13710		TOTALS			11783	11913	23696					
SPLIT %			50.8%	49.2%	36.7%		SPLIT %			49.7%	50.3%	63.3%					

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						18,751	18,655						37,406
AM Peak Hour			07:30	11:45	11:45		PM Peak Hour			15:45	14:15	14:15							
AM Pk Volume			1333	1304	2569		PM Pk Volume			1414	1482	2895							
Pk Hr Factor			0.986	0.950	0.936		Pk Hr Factor			0.958	0.960	0.965							
7 - 9 Volume	0	0	2480	2209	4689		4 - 6 Volume	0	0	2688	2767	5455							
7 - 9 Peak Hour			07:30	07:15	07:30		4 - 6 Peak Hour			16:15	16:00	16:00							
7 - 9 Pk Volume	0	0	1333	1151	2470		4 - 6 Pk Volume	0	0	1394	1385	2770							
Pk Hr Factor	0.000	0.000	0.986	0.934	0.966		Pk Hr Factor	0.000	0.000	0.979	0.933	0.954							

VOLUME

Garnet Avenue Bet. I-5 SB On-Ramp & I-5 NB Off-Ramp

Day: Tuesday
Date: 5/10/2016

City: San Diego
Project #: CA16_4124_002

DAILY TOTALS					NB	SB	EB					WB	Total				
					0	0						21,485					
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL					
00:00			43	33	76		12:00			353	469	822					
00:15			41	29	70		12:15			388	502	890					
00:30			38	21	59		12:30			390	512	902					
00:45			28	150	20	103	12:45			396	1527	478	1961				
					48	253						874	3488				
01:00			29	15	44		13:00			390	497	887					
01:15			21	22	43		13:15			383	462	845					
01:30			33	19	52		13:30			355	438	793					
01:45			25	108	18	74	13:45			348	1476	439	1836				
					43	182						787	3312				
02:00			13	25	38		14:00			368	440	808					
02:15			5	10	15		14:15			442	482	924					
02:30			16	15	31		14:30			406	513	919					
02:45			22	56	14	64	14:45			409	1625	467	1902				
					36	120						876	3527				
03:00			18	5	23		15:00			355	558	913					
03:15			12	15	27		15:15			367	533	900					
03:30			12	20	32		15:30			375	528	903					
03:45			15	57	18	58	15:45			415	1512	486	2105				
					33	115						901	3617				
04:00			12	17	29		16:00			382	519	901					
04:15			19	27	46		16:15			398	487	885					
04:30			22	34	56		16:30			402	494	896					
04:45			21	74	45	123	16:45			379	1561	478	1978				
					66	197						857	3539				
05:00			25	61	86		17:00			382	590	972					
05:15			46	91	137		17:15			393	492	885					
05:30			57	110	167		17:30			403	480	883					
05:45			81	209	149	411	17:45			317	1495	509	2071				
					230	620						826	3566				
06:00			98	152	250		18:00			355	451	806					
06:15			121	228	349		18:15			337	422	759					
06:30			149	343	492		18:30			338	418	756					
06:45			203	571	351	1074	18:45			274	1304	437	1728				
					554	1645						711	3032				
07:00			210	377	587		19:00			306	339	645					
07:15			328	453	781		19:15			298	259	557					
07:30			376	485	861		19:30			273	293	566					
07:45			393	1307	477	1792	19:45			218	1095	247	1138				
					870	3099						465	2233				
08:00			366	511	877		20:00			218	275	493					
08:15			382	470	852		20:15			188	225	413					
08:30			359	436	795		20:30			197	241	438					
08:45			364	1471	396	1813	20:45			160	763	214	955				
					760	3284						374	1718				
09:00			307	471	778		21:00			194	208	402					
09:15			307	372	679		21:15			171	197	368					
09:30			293	406	699		21:30			144	164	308					
09:45			355	1262	410	1659	21:45			143	652	133	702				
					765	2921						276	1354				
10:00			299	367	666		22:00			117	114	231					
10:15			278	401	679		22:15			103	133	236					
10:30			306	366	672		22:30			77	91	168					
10:45			313	1196	405	1539	22:45			100	397	84	422				
					718	2735						184	819				
11:00			340	413	753		23:00			81	68	149					
11:15			320	386	706		23:15			66	19	85					
11:30			359	394	753		23:30			59	62	121					
11:45			345	1364	471	1664	23:45			47	253	51	200				
					816	3028						98	453				
TOTALS			7825	10374	18199		TOTALS			13660	16998	30658					
SPLIT %			43.0%	57.0%	37.2%		SPLIT %			44.6%	55.4%	62.8%					

DAILY TOTALS					NB	SB						EB	WB						Total
					0	0						21,485	27,372						48,857
AM Peak Hour			07:30	11:45	07:30		PM Peak Hour			14:00	15:00	14:15							
AM Pk Volume			1517	1954	3460		PM Pk Volume			1625	2105	3632							
Pk Hr Factor			0.965	0.954	0.986		Pk Hr Factor			0.919	0.943	0.983							
7 - 9 Volume	0	0	2778	3605	6383		4 - 6 Volume	0	0	3056	4049	7105							
7 - 9 Peak Hour			07:30	07:30	07:30		4 - 6 Peak Hour			16:00	17:00	16:15							
7 - 9 Pk Volume	0	0	1517	1943	3460		4 - 6 Pk Volume	0	0	1561	2071	3610							
Pk Hr Factor	0.990	0.990	0.965	0.951	0.986		Pk Hr Factor	0.990	0.990	0.971	0.878	0.928							

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIREMONT
LOCATION: GENESEE N-O SR-52 WB RAMPS

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	19	3	0	0	0	0	0	0	0	0	0	0	22	12:00	1	175	20	1	10	3	1	0	0	0	0	0	0	211
0:15	0	13	2	0	0	0	0	0	0	0	0	0	0	15	12:15	5	181	23	1	12	3	1	1	0	0	0	0	1	228
0:30	0	19	0	0	0	0	0	0	0	0	0	0	0	19	12:30	1	150	30	2	7	3	1	0	0	0	0	0	0	194
0:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9	12:45	5	167	19	2	14	7	0	0	0	0	0	0	0	214
1:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19	13:00	0	164	18	2	11	0	0	0	0	0	0	0	2	197
1:15	0	7	3	0	0	0	0	0	0	0	0	0	0	10	13:15	2	163	19	2	14	1	0	0	1	0	0	0	0	202
1:30	0	6	0	0	1	0	0	0	0	0	0	0	0	7	13:30	2	199	26	4	13	4	1	0	0	0	0	0	0	249
1:45	1	8	1	0	0	0	0	0	0	0	0	0	0	10	13:45	5	175	29	3	15	6	0	0	0	0	0	0	0	233
2:00	0	8	0	0	1	0	0	0	0	0	0	0	0	9	14:00	1	191	23	4	8	2	0	0	0	0	1	0	0	230
2:15	0	7	1	0	1	0	0	0	0	0	0	0	0	9	14:15	7	202	26	2	7	5	0	0	0	0	0	0	0	249
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:30	3	198	30	2	16	3	1	0	0	0	0	0	0	253
2:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7	14:45	3	192	24	2	8	4	1	0	0	0	0	3	0	237
3:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8	15:00	0	206	34	0	15	3	1	1	0	0	0	0	0	260
3:15	0	5	2	0	0	0	0	0	0	0	0	0	0	7	15:15	1	188	29	1	11	3	0	0	0	0	0	0	0	233
3:30	0	9	0	0	0	0	0	0	0	1	0	0	0	10	15:30	3	163	28	1	10	6	1	0	0	0	0	0	0	212
3:45	1	6	4	0	0	0	0	0	0	0	0	0	0	11	15:45	4	179	31	0	9	3	0	1	0	0	0	0	0	227
4:00	0	7	3	0	0	0	0	0	0	0	0	0	0	10	16:00	2	174	17	4	15	7	0	1	0	0	0	0	0	220
4:15	0	9	3	0	0	0	0	0	0	0	0	0	0	12	16:15	0	176	14	1	12	2	0	0	0	0	0	0	0	205
4:30	0	11	0	0	2	0	0	0	0	0	0	0	0	13	16:30	5	177	37	1	6	7	1	0	0	0	0	0	0	234
4:45	0	19	4	0	1	0	0	0	0	0	0	0	0	24	16:45	6	203	27	2	9	3	1	0	0	0	0	0	1	252
5:00	0	21	9	0	2	0	0	0	0	0	0	0	0	32	17:00	4	189	21	1	10	2	0	0	0	0	0	1	0	228
5:15	0	46	9	1	9	0	0	0	0	0	0	0	0	65	17:15	0	208	16	2	12	1	2	0	0	0	0	0	0	241
5:30	1	61	15	0	11	1	0	0	0	0	0	0	0	89	17:30	0	180	19	1	9	1	1	0	0	0	0	0	0	211
5:45	0	102	24	3	14	0	0	1	0	0	0	0	0	144	17:45	1	174	23	1	11	3	1	0	1	0	0	0	0	215
6:00	1	96	32	1	19	2	1	1	0	0	0	1	0	154	18:00	4	160	18	0	6	7	0	1	0	0	0	1	0	197
6:15	1	154	32	2	28	0	1	1	0	0	0	0	0	219	18:15	1	164	22	3	7	3	1	1	0	0	0	0	0	202
6:30	1	209	31	1	25	4	0	0	1	0	0	1	0	273	18:30	1	142	12	1	4	1	0	0	0	0	0	1	0	162
6:45	6	283	39	5	26	3	1	0	0	0	0	1	0	364	18:45	3	138	19	2	4	0	0	0	0	0	0	0	0	166
7:00	4	425	22	2	10	5	3	0	0	0	1	0	1	473	19:00	1	145	9	1	3	0	0	0	0	0	0	0	0	159
7:15	6	380	10	2	9	8	2	1	0	2	1	0	2	423	19:15	0	125	14	0	3	2	0	0	0	0	0	0	0	144
7:30	10	406	4	3	3	5	2	4	0	1	0	2	5	445	19:30	0	115	11	1	6	1	0	0	0	0	0	0	0	134
7:45	9	435	15	1	8	7	3	1	1	1	3	4	8	496	19:45	0	142	8	0	2	3	0	0	0	0	0	0	0	155
8:00	14	401	32	4	24	9	3	3	0	0	1	1	2	494	20:00	1	121	13	1	5	1	0	0	0	0	0	0	0	142
8:15	11	384	22	4	20	5	4	1	0	1	1	2	0	455	20:15	2	134	19	0	3	1	0	0	0	0	0	0	0	159
8:30	19	435	38	3	27	9	2	0	1	0	0	0	0	534	20:30	0	109	11	1	6	2	0	0	0	0	0	0	0	129
8:45	7	384	30	2	20	4	5	1	2	2	2	0	3	462	20:45	2	115	7	1	3	1	1	0	0	0	0	0	0	130
9:00	6	313	25	3	20	5	3	0	0	1	0	1	3	380	21:00	0	118	7	0	2	1	0	0	0	0	0	0	0	128
9:15	4	245	35	5	20	4	2	0	0	0	0	0	0	315	21:15	1	96	7	0	1	0	0	0	0	0	0	0	0	105
9:30	6	268	33	3	22	6	0	0	1	0	0	0	1	340	21:30	0	88	10	1	2	1	0	0	0	0	0	0	0	102
9:45	5	251	37	0	18	4	1	0	0	0	1	0	0	317	21:45	0	101	5	1	2	0	0	0	0	0	0	0	0	109
10:00	1	240	22	3	15	2	0	0	0	0	0	0	0	283	22:00	1	82	6	0	1	1	1	0	0	0	0	0	0	91
10:15	3	222	26	1	14	6	1	1	0	0	0	0	0	274	22:15	0	69	6	1	0	0	0	0	0	0	0	0	0	76
10:30	0	184	13	2	6	2	1	1	1	0	0	0	0	210	22:30	0	61	4	0	2	0	0	0	0	0	0	0	0	67
10:45	1	161	32	4	9	2	0	0	0	0	0	0	0	209	22:45	0	47	1	1	1	0	0	0	0	0	0	0	0	50
11:00	1	177	21	3	17	1	0	0	0	0	0	0	0	220	23:00	0	30	2	0	0	0	0	0	0	0	0	0	0	32
11:15	0	169	30	1	14	3	0	1	0	0	0	0	1	219	23:15	1	36	5	1	1	1	0	0	0	0	0	0	0	45
11:30	2	149	25	2	12	3	0	0	0	0	1	1	0	195	23:30	0	40	1	0	0	0	0	0	0	0	0	0	0	41
11:45	6	172	32	1	13	1	0	1	0	0	0	1	0	227	23:45	0	38	3	0	2	0	0	0	0	0	0	0	0	43
TOTAL	127	6,968	724	62	441	101	35	18	8	8	11	15	26	8,544	TOTAL	79	6,790	803	58	330	108	16	6	2	0	1	6	4	8,203

AM PEAK HOUR 7:45 AM
AM PEAK VOLUME 1,979

PM PEAK HOUR 2:15 PM
PM PEAK VOLUME 999

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6-OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	206	13,758	1,527	120	771	209	51	24	10	8	12	21	30	16,747
% OF TOTAL	1.2%	82.2%	9.1%	0.7%	4.6%	1.2%	0.3%	0.1%	0.1%	0.0%	0.1%	0.1%	0.2%	100.0%

TOTAL: ALL	439	26,909	2,316	243	977	410	71	31	30	15	16	43	43	31,543
% OF TOTAL	2.6%	160.7%	13.8%	1.5%	5.8%	2.4%	0.4%	0.2%	0.2%	0.1%	0.1%	0.3%	0.3%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAREMONT
LOCATION: GENESEE N-O SR-52 WB RAMP

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL	
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13		
0:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23	12:00	4	186	7	2	3	1	0	0	0	1	1	0	0	205	
0:15	1	16	0	0	1	0	0	0	0	0	0	0	0	18	12:15	7	183	11	1	6	1	0	2	0	0	0	0	1	212	
0:30	0	15	0	0	0	0	0	0	0	0	0	0	0	15	12:30	2	179	9	1	0	2	0	0	0	0	1	0	194		
0:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	12:45	1	165	9	2	6	2	0	0	0	0	0	0	185		
1:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	13:00	1	171	9	2	0	1	1	0	0	0	0	0	185		
1:15	0	8	0	0	1	0	0	0	0	0	0	0	0	9	13:15	1	182	10	1	4	0	0	0	0	0	0	1	0	199	
1:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	13:30	3	165	13	2	2	1	0	0	0	0	0	0	0	186	
1:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	13:45	1	187	8	2	3	0	1	0	0	0	0	0	0	202	
2:00	0	8	1	0	1	0	0	0	1	0	0	0	0	11	14:00	3	187	13	2	8	2	1	0	0	0	0	1	1	218	
2:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10	14:15	8	222	16	1	5	3	0	0	0	0	0	0	0	255	
2:30	0	6	0	0	1	0	0	0	0	0	0	0	0	7	14:30	3	235	26	7	4	4	0	0	0	0	0	0	0	279	
2:45	1	4	0	0	0	0	0	0	0	0	0	0	0	5	14:45	7	245	17	0	0	5	3	0	0	0	0	0	1	278	
3:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15:00	7	285	33	5	7	5	0	0	3	0	1	1	0	347	
3:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	15:15	9	262	23	5	6	5	1	0	0	0	0	0	1	312	
3:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	15:30	10	235	32	2	7	10	0	0	0	0	0	2	1	299	
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:45	9	245	16	1	3	6	0	0	0	0	0	0	1	281	
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16:00	9	284	21	3	9	8	1	1	0	0	0	1	0	337	
4:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	16:15	3	313	28	4	3	6	0	0	0	2	0	2	1	362	
4:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	16:30	7	340	19	4	4	6	0	0	1	1	0	3	1	386	
4:45	0	7	2	0	1	0	0	0	0	0	0	0	0	10	16:45	11	312	22	0	4	6	0	0	0	0	0	0	1	356	
5:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21	17:00	2	289	25	2	3	6	1	0	0	0	0	0	1	0	329
5:15	0	20	1	0	0	0	0	0	0	0	0	0	0	21	17:15	20	295	13	3	1	10	2	0	0	0	0	0	1	345	
5:30	0	27	2	0	0	0	0	0	0	0	0	0	0	29	17:30	8	303	17	1	2	4	1	0	0	0	0	0	1	337	
5:45	0	21	3	1	2	1	0	0	0	0	0	0	0	28	17:45	10	313	8	2	2	12	0	0	1	0	0	1	0	349	
6:00	0	45	2	1	3	1	0	0	0	0	0	0	0	52	18:00	8	289	23	1	5	7	1	0	0	1	0	0	0	335	
6:15	0	51	1	2	0	0	0	0	0	0	0	0	0	54	18:15	4	295	15	1	4	10	1	0	2	1	0	0	0	333	
6:30	1	89	5	1	0	0	1	0	0	0	0	0	0	97	18:30	4	303	12	1	3	4	0	0	0	0	0	1	1	329	
6:45	0	96	6	2	2	2	0	1	0	0	0	0	0	109	18:45	12	284	13	3	5	5	1	0	1	0	0	1	0	325	
7:00	1	197	12	9	3	4	0	0	1	0	0	0	1	228	19:00	3	262	18	0	0	3	0	1	0	0	0	0	2	0	289
7:15	5	220	11	2	5	3	0	0	0	0	0	0	0	246	19:15	3	242	7	0	1	4	0	0	0	0	0	0	1	0	258
7:30	0	236	13	4	3	2	0	0	1	0	0	0	0	259	19:30	3	183	2	1	1	3	0	0	0	0	0	0	0	0	193
7:45	2	280	18	3	3	2	0	0	2	0	1	0	0	311	19:45	1	168	10	0	1	0	1	0	0	0	0	0	0	0	181
8:00	0	255	10	1	2	0	0	0	0	0	1	0	0	269	20:00	1	132	4	1	2	3	0	0	0	0	0	0	0	0	143
8:15	1	162	3	3	3	2	1	0	0	0	0	0	0	175	20:15	2	103	5	2	2	0	0	0	0	0	0	0	0	0	114
8:30	1	150	12	3	8	1	1	0	1	0	0	0	0	177	20:30	0	105	6	1	1	0	0	0	0	0	0	0	0	0	113
8:45	1	183	11	2	1	2	0	0	1	0	0	0	0	201	20:45	0	106	3	0	0	0	0	0	0	0	0	0	0	0	109
9:00	2	150	11	2	2	0	0	0	1	0	0	1	0	169	21:00	0	102	4	2	0	2	0	0	0	0	0	0	0	0	110
9:15	2	159	6	2	1	2	0	0	1	0	0	0	0	173	21:15	2	114	2	0	0	0	0	0	0	0	0	0	0	0	118
9:30	3	152	12	0	2	3	0	0	0	1	0	0	0	173	21:30	0	88	2	1	0	1	0	0	0	0	0	0	0	0	92
9:45	2	164	11	2	3	3	0	0	0	0	0	0	0	185	21:45	2	75	2	0	0	1	0	0	0	0	0	0	0	0	80
10:00	1	149	4	2	7	2	0	0	0	0	0	1	0	166	22:00	1	70	1	0	0	0	1	0	0	0	0	0	0	0	73
10:15	1	160	9	1	3	1	0	0	0	0	0	0	0	175	22:15	2	77	5	0	0	0	0	0	0	0	0	0	0	0	84
10:30	2	143	14	1	9	5	0	0	1	0	0	0	0	175	22:30	1	55	4	1	0	0	0	0	0	0	0	0	0	0	61
10:45	2	156	7	1	0	4	0	1	0	0	0	0	0	171	22:45	0	44	1	0	0	0	0	0	0	0	0	0	0	0	45
11:00	3	176	14	3	3	0	0	1	1	0	0	0	0	201	23:00	2	36	2	1	0	1	0	0	0	0	0	0	0	0	42
11:15	0	206	6	1	6	3	0	0	0	0	0	0	0	222	23:15	0	22	3	0	0	0	0	0	0	0	0	0	0	0	25
11:30	1	167	16	1	2	4	0	0	1	0	0	1	0	193	23:30	0	27	0	0	0	0	0	0	0	0	0	0	0	0	27
11:45	3	176	10	2	10	3	0	0	0	0	0	0	0	204	23:45	0	25	1	0	1	1	0	0	0	0	0	0	0	0	28
TOTAL	36	4,161	239	52	88	50	3	3	12	1	2	3	1	4,651	TOTAL	197	8,990	550	71	118	151	17	4	8	6	2	19	12	10,145	

AM PEAK HOUR 7:15 AM
AM PEAK VOLUME 1,085

PM PEAK HOUR 4:00 PM
PM PEAK VOLUME 1,441

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	233	13,151	789	123	206	201	20	7	20	7	4	22	13	14,796
% OF TOTAL	1.6%	88.9%	5.3%	0.8%	1.4%	1.4%	0.1%	0.0%	0.1%	0.0%	0.0%	0.1%	0.1%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIREMONT
LOCATION: GENESEE BTN SR-52 & LEHRER

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	22	0	0	0	0	0	0	0	0	0	0	0	22	12:00	1	206	13	3	4	1	0	0	0	0	0	0	0	228
0:15	0	17	2	0	0	0	0	0	0	0	0	0	0	19	12:15	3	201	19	3	2	5	0	0	1	0	0	0	0	234
0:30	0	15	2	0	0	0	0	0	0	0	0	0	0	17	12:30	0	196	13	1	10	3	0	0	0	0	0	1	0	224
0:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12	12:45	1	225	17	0	10	4	0	1	0	0	0	0	0	258
1:00	0	12	0	0	0	1	0	0	0	0	0	0	0	13	13:00	1	193	15	1	5	2	0	0	0	0	0	0	0	217
1:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	13:15	0	183	19	3	6	3	1	1	1	0	1	0	0	218
1:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	13:30	0	217	19	3	2	4	0	0	0	0	0	0	0	245
1:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	13:45	3	214	15	0	6	3	1	1	0	0	0	1	0	244
2:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:00	3	211	11	2	9	1	0	0	0	0	0	0	0	237
2:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	14:15	3	221	19	2	4	4	0	0	1	0	1	0	0	255
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:30	2	228	9	2	2	2	0	0	1	0	0	0	0	246
2:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11	14:45	2	224	11	2	2	3	0	0	0	0	0	0	0	244
3:00	0	3	2	0	0	1	0	0	0	0	0	0	0	6	15:00	2	240	17	1	3	3	0	0	0	0	0	0	0	266
3:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	15:15	2	189	12	1	2	2	0	0	0	0	0	0	0	208
3:30	0	9	1	0	0	0	0	0	0	1	0	0	0	11	15:30	1	196	16	2	2	5	0	0	0	0	0	0	0	222
3:45	0	13	1	0	0	0	0	0	0	0	0	0	0	14	15:45	3	175	11	1	7	4	0	1	0	1	0	1	0	204
4:00	0	16	0	0	1	0	0	0	0	0	0	0	0	17	16:00	2	181	8	2	4	0	0	0	0	0	0	0	0	197
4:15	0	22	2	0	1	0	0	0	0	0	0	0	0	25	16:15	1	169	10	1	3	1	0	0	0	0	0	0	0	185
4:30	0	27	3	0	1	0	0	0	0	0	0	0	0	31	16:30	1	166	11	2	2	2	0	0	0	0	0	0	0	184
4:45	0	38	4	0	1	0	0	0	0	0	0	0	0	43	16:45	1	169	6	1	3	2	0	0	0	0	1	0	0	183
5:00	1	56	3	0	3	0	0	0	0	0	0	0	0	63	17:00	2	154	10	2	4	3	1	0	0	0	0	0	0	176
5:15	0	53	11	1	2	0	0	0	0	0	0	0	0	67	17:15	0	152	5	0	2	1	0	1	0	0	0	0	0	161
5:30	2	86	11	0	1	0	0	0	0	1	0	0	0	101	17:30	0	137	7	2	3	1	0	0	0	0	0	0	0	150
5:45	1	112	15	3	4	0	0	0	0	1	0	0	0	136	17:45	1	129	5	1	4	1	0	0	0	0	0	0	0	141
6:00	1	122	16	1	7	1	0	0	0	0	0	0	0	148	18:00	1	138	5	2	0	2	0	1	0	0	0	0	0	149
6:15	0	164	30	1	5	1	0	1	0	0	0	0	0	202	18:15	1	150	6	2	1	0	0	0	0	0	0	0	0	160
6:30	1	268	38	2	7	3	0	0	0	0	1	0	0	320	18:30	1	140	7	2	1	2	1	0	0	0	0	0	0	154
6:45	1	310	30	1	8	6	1	0	1	0	0	0	0	358	18:45	1	136	8	1	2	3	0	0	0	0	0	0	0	151
7:00	7	376	22	3	10	8	1	0	1	0	1	1	1	431	19:00	0	130	2	1	2	2	0	0	0	0	0	0	0	137
7:15	7	387	30	1	8	7	1	0	1	0	1	0	0	443	19:15	0	137	3	1	0	0	0	0	0	0	0	0	0	141
7:30	5	401	38	1	6	11	1	0	0	0	0	0	0	463	19:30	0	129	8	0	3	1	0	0	0	0	0	0	0	141
7:45	8	388	24	2	9	10	0	0	2	0	1	3	1	448	19:45	0	134	2	1	0	1	0	0	0	0	0	0	0	138
8:00	5	372	15	3	5	11	1	0	1	0	0	0	1	414	20:00	0	112	2	0	0	1	0	0	0	0	0	0	0	115
8:15	6	361	20	2	3	8	1	0	1	0	0	1	2	405	20:15	0	137	8	1	0	0	0	0	0	0	0	0	0	146
8:30	5	404	29	2	8	9	1	0	0	0	1	0	0	459	20:30	0	108	5	0	2	0	0	0	0	0	0	0	0	115
8:45	0	360	22	2	12	5	3	0	0	0	1	0	0	405	20:45	0	105	6	1	1	2	0	0	0	0	0	0	0	115
9:00	4	305	24	3	7	3	0	0	0	0	0	0	0	346	21:00	0	96	4	0	2	0	0	0	0	0	0	0	0	102
9:15	3	230	20	3	3	5	0	0	0	0	0	0	0	264	21:15	0	113	2	0	1	0	0	0	0	0	0	0	0	116
9:30	4	262	16	3	12	3	1	0	0	0	0	0	1	302	21:30	0	96	3	1	0	1	0	0	0	0	0	0	0	101
9:45	1	217	17	1	5	6	1	0	0	0	0	0	0	248	21:45	0	74	1	1	1	1	0	0	0	0	0	0	0	78
10:00	1	180	16	2	5	0	0	0	0	0	0	0	0	204	22:00	1	81	2	0	1	0	0	0	0	0	0	0	0	85
10:15	0	181	21	1	4	3	0	0	1	0	0	0	0	211	22:15	0	61	1	1	1	0	0	0	0	0	0	0	0	64
10:30	5	189	20	2	1	1	0	0	0	0	1	0	0	219	22:30	0	59	2	1	0	0	0	0	0	0	0	0	0	62
10:45	5	195	12	0	6	2	0	1	1	0	0	0	0	222	22:45	0	33	0	1	0	0	0	0	0	0	0	0	0	34
11:00	2	171	16	2	9	1	0	0	1	0	0	0	0	202	23:00	0	30	1	0	0	0	0	0	0	0	0	0	0	31
11:15	6	210	20	2	5	6	0	0	0	0	0	0	0	249	23:15	0	43	0	1	0	0	0	0	0	0	0	0	0	44
11:30	1	202	9	1	4	1	0	0	0	0	0	2	0	220	23:30	0	23	0	0	0	0	0	0	0	0	0	0	0	23
11:45	2	197	14	0	5	1	2	0	0	0	0	0	0	221	23:45	0	30	1	0	0	0	0	0	0	0	0	0	0	31
TOTAL	84	7,016	577	45	168	114	14	2	13	0	7	7	6	8,053	TOTAL	40	6,871	377	56	119	76	4	6	4	1	3	3	0	7,560

AM PEAK HOUR 7:00 AM
AM PEAK VOLUME 1,785

PM PEAK HOUR 2:15 PM
PM PEAK VOLUME 1,011

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	124	13,887	954	101	287	190	18	8	17	1	10	10	6	15,613
% OF TOTAL	0.8%	88.9%	6.1%	0.6%	1.8%	1.2%	0.1%	0.1%	0.1%	0.0%	0.1%	0.1%	0.0%	100.0%

TOTAL: ALL	288	24,443	1,795	248	577	352	95	38	66	21	28	42	71	28,064
% OF TOTAL	1.8%	156.6%	11.5%	1.6%	3.7%	2.3%	0.6%	0.2%	0.4%	0.1%	0.2%	0.3%	0.5%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAREMONT
LOCATION: GENESEE BTN SR-52 & LEHRER

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	1	7	0	0	0	1	0	0	0	0	0	0	0	9	12:00	2	246	19	1	4	3	1	0	0	0	0	0	0	276
0:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7	12:15	2	294	25	3	9	3	0	0	1	0	0	1	1	339
0:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	12:30	5	283	24	3	10	5	2	0	1	1	1	0	0	335
0:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10	12:45	3	326	29	3	6	11	4	0	1	0	0	0	0	383
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:00	3	288	24	0	4	2	2	0	0	0	0	0	0	323
1:15	0	3	0	0	0	0	0	0	1	0	0	0	0	4	13:15	3	297	25	2	5	12	2	0	0	0	0	0	0	346
1:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	13:30	15	298	22	3	5	15	4	1	0	1	0	3	0	367
1:45	0	5	0	1	0	0	0	0	0	0	0	0	0	6	13:45	11	75	5	4	8	10	3	4	2	1	0	0	8	131
2:00	0	6	2	0	1	0	0	0	0	0	0	0	0	9	14:00	10	71	5	10	10	3	6	5	7	2	1	4	6	140
2:15	0	3	0	0	1	0	0	0	0	0	0	0	0	4	14:15	11	69	5	8	14	5	3	4	1	1	2	5	8	136
2:30	0	11	1	0	1	0	0	0	0	0	0	0	0	13	14:30	4	81	9	7	3	3	2	2	2	2	2	1	9	127
2:45	0	13	2	0	2	0	0	0	0	0	0	0	0	17	14:45	10	141	7	2	4	5	2	4	2	2	2	2	5	188
3:00	0	17	3	1	2	1	0	0	1	0	0	0	0	25	15:00	11	77	4	8	6	6	5	2	6	3	1	3	8	140
3:15	0	24	5	1	3	1	0	0	0	0	0	0	0	34	15:15	9	69	6	9	2	4	2	0	8	3	3	5	10	130
3:30	0	30	3	2	2	0	0	0	0	0	0	0	0	37	15:30	8	65	2	13	12	4	4	2	6	2	3	1	6	128
3:45	0	35	6	0	3	0	1	0	0	0	0	0	0	45	15:45	5	143	6	0	1	3	5	1	1	2	1	1	4	173
4:00	0	42	10	2	3	0	1	0	0	0	0	0	0	58	16:00	9	283	15	2	5	4	0	0	0	0	0	0	0	318
4:15	0	108	9	3	2	2	0	0	0	0	0	0	0	124	16:15	7	227	15	2	2	5	0	0	1	0	0	2	0	261
4:30	0	124	9	2	6	0	0	0	0	0	0	0	0	141	16:30	1	187	12	0	1	1	0	0	0	0	0	0	0	202
4:45	0	118	14	3	2	1	2	0	0	0	0	0	0	140	16:45	2	165	5	1	1	0	0	0	1	0	0	0	0	175
5:00	1	127	15	1	1	0	1	0	0	0	0	0	0	146	17:00	0	157	5	1	0	0	2	0	0	0	0	0	0	165
5:15	0	133	14	2	4	1	0	0	0	0	0	0	0	154	17:15	0	148	10	0	2	0	1	0	0	0	0	0	0	161
5:30	0	100	10	1	9	2	1	0	0	0	0	0	0	123	17:30	1	122	8	2	1	2	0	0	0	0	0	0	0	136
5:45	0	104	14	2	7	0	1	0	0	0	0	0	0	128	17:45	0	110	10	1	1	1	0	0	0	0	0	0	0	123
6:00	0	129	6	1	5	0	0	0	0	0	0	0	0	141	18:00	0	118	3	0	1	1	0	0	1	0	0	0	0	124
6:15	1	118	15	3	2	1	0	0	2	0	0	0	0	142	18:15	0	106	8	1	2	0	0	0	0	0	0	0	0	117
6:30	1	148	14	2	4	0	1	0	0	0	0	0	0	170	18:30	1	115	5	0	1	3	0	0	0	0	0	0	0	125
6:45	1	135	12	1	3	1	1	0	0	0	0	0	0	154	18:45	0	92	5	1	1	0	1	0	0	0	0	0	0	100
7:00	2	145	16	1	2	1	0	0	1	0	1	0	0	169	19:00	1	91	5	0	0	1	0	0	0	0	0	0	0	98
7:15	2	136	18	2	7	1	0	1	0	0	0	0	0	167	19:15	1	103	3	1	2	2	0	0	0	0	0	0	0	112
7:30	1	136	14	1	3	0	3	0	0	0	1	0	0	159	19:30	0	90	5	0	3	1	0	0	0	0	0	0	0	99
7:45	0	137	15	2	6	1	1	0	0	0	0	0	0	162	19:45	2	67	2	1	0	0	0	0	0	0	0	0	0	72
8:00	2	160	12	1	6	1	1	1	0	0	0	0	0	184	20:00	0	54	4	1	0	0	0	0	0	0	0	0	0	59
8:15	1	176	19	1	3	1	2	0	2	0	0	0	0	205	20:15	0	49	3	1	1	0	0	0	0	0	0	0	0	54
8:30	0	191	20	2	8	4	0	0	1	0	0	1	0	227	20:30	0	48	3	0	0	0	0	0	0	0	0	0	0	51
8:45	1	177	18	0	7	1	2	0	0	0	0	0	0	206	20:45	0	38	1	0	0	0	0	0	0	0	0	0	0	39
9:00	1	188	16	2	7	3	1	0	0	0	0	0	0	218	21:00	0	46	3	0	1	0	0	0	0	0	0	0	0	50
9:15	1	172	11	2	4	1	1	0	0	0	0	1	0	193	21:15	0	40	1	0	0	0	0	0	0	0	0	0	0	41
9:30	4	205	20	1	5	1	1	0	0	0	0	1	0	238	21:30	0	28	1	0	0	1	0	0	0	0	0	0	0	30
9:45	0	185	14	1	7	0	2	0	0	0	0	0	0	209	21:45	0	26	1	0	0	0	0	0	0	0	0	0	0	27
10:00	1	159	13	2	6	3	0	0	0	0	0	0	0	184	22:00	0	24	1	0	1	0	0	1	0	0	0	0	0	27
10:15	1	172	16	1	3	1	1	0	0	0	0	0	0	195	22:15	0	20	1	0	0	0	0	0	0	0	0	0	0	21
10:30	0	180	16	2	4	0	0	0	0	0	0	0	0	202	22:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7
10:45	1	180	13	1	6	2	0	1	0	0	0	0	0	204	22:45	0	15	0	0	0	0	0	0	0	0	0	0	0	15
11:00	2	175	12	3	4	3	0	0	0	0	0	0	0	199	23:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13
11:15	0	199	13	1	3	2	1	0	0	0	0	1	0	220	23:15	0	14	1	0	0	0	0	0	0	0	0	0	0	15
11:30	0	238	22	1	3	7	0	0	0	0	0	0	0	271	23:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:45	2	236	20	1	4	2	1	1	0	0	0	0	0	267	23:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11
TOTAL	27	5,117	485	56	161	46	26	4	8	0	2	4	0	5,936	TOTAL	137	5,439	356	91	129	116	51	26	41	20	16	28	65	6,515

AM PEAK HOUR
AM PEAK VOLUME11:00 AM
957PM PEAK HOUR
PM PEAK VOLUME12:45 PM
1,419

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	164	10,556	841	147	290	162	77	30	49	20	18	32	65	12,451
% OF TOTAL	1.3%	84.8%	6.8%	1.2%	2.3%	1.3%	0.6%	0.2%	0.4%	0.2%	0.1%	0.3%	0.5%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIEMONT
LOCATION: GENESEE BTN MT HERBERT & FORAKER

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13	12:00	2	161	20	1	5	0	0	0	0	0	0	0	0	189
0:15	0	12	1	0	1	0	0	0	0	0	0	0	0	14	12:15	3	183	16	1	4	0	0	0	0	0	0	0	0	207
0:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	12:30	4	142	11	0	4	0	0	0	0	0	0	0	0	161
0:45	0	7	1	0	0	0	0	0	0	0	0	0	0	8	12:45	4	191	15	0	2	0	0	0	0	0	0	0	0	212
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:00	1	146	9	1	3	0	0	0	0	0	0	0	0	160
1:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7	13:15	4	145	12	1	5	1	0	0	0	0	0	0	0	168
1:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	13:30	5	151	11	2	4	0	0	0	0	0	0	0	0	173
1:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13:45	0	160	8	0	2	0	0	0	0	0	0	0	0	170
2:00	0	3	1	0	2	0	0	0	0	0	0	0	0	6	14:00	4	196	9	0	2	1	0	0	0	0	0	0	0	212
2:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5	14:15	4	133	10	1	5	0	0	0	0	0	0	0	0	153
2:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:30	6	141	5	0	4	0	0	0	0	0	0	0	0	156
2:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:45	5	92	9	1	4	1	0	0	0	0	0	0	0	112
3:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	15:00	5	156	15	2	0	2	0	0	0	0	0	0	0	180
3:15	0	6	0	0	1	0	0	0	0	0	0	0	0	7	15:15	5	138	18	4	5	0	0	0	0	0	0	0	0	170
3:30	0	4	0	0	2	0	0	0	0	0	0	0	0	6	15:30	2	151	22	2	6	1	0	0	0	0	0	0	0	184
3:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:45	2	168	26	1	5	0	0	0	0	0	0	0	0	202
4:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8	16:00	2	212	20	2	4	1	0	2	0	0	0	0	0	243
4:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7	16:15	4	284	19	1	2	0	0	0	0	0	0	0	0	310
4:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	16:30	1	262	20	1	2	0	0	1	0	0	0	0	0	287
4:45	0	5	0	1	1	0	0	0	0	0	0	0	0	7	16:45	5	232	22	1	5	0	0	0	0	0	0	0	0	265
5:00	0	17	1	2	0	0	0	0	0	0	0	0	0	20	17:00	4	232	15	2	3	1	0	0	0	0	0	0	0	257
5:15	0	16	2	0	0	0	0	0	0	0	0	0	0	18	17:15	5	181	18	2	4	1	0	0	0	0	0	0	0	211
5:30	0	25	2	1	1	0	0	0	0	0	0	0	0	29	17:30	6	155	20	3	3	0	0	0	0	0	0	0	0	187
5:45	0	34	4	0	0	0	0	0	0	0	0	0	0	38	17:45	2	170	16	2	3	0	0	0	0	0	0	0	0	193
6:00	0	46	2	1	1	0	0	0	0	0	0	0	0	50	18:00	2	151	9	2	2	0	1	0	0	0	0	0	0	167
6:15	0	62	3	1	2	1	0	0	1	0	0	0	0	70	18:15	2	135	12	1	1	1	0	1	0	0	0	0	0	153
6:30	0	87	10	0	3	1	0	0	1	0	0	0	0	102	18:30	1	142	11	1	0	0	0	0	0	0	0	1	0	156
6:45	0	130	11	1	1	1	0	0	1	0	0	0	0	145	18:45	1	128	8	4	0	0	1	0	0	0	0	0	0	142
7:00	0	162	7	0	1	0	0	0	2	0	0	0	0	172	19:00	2	113	9	2	1	0	0	0	0	0	0	0	0	127
7:15	0	177	12	1	0	0	0	0	0	0	0	0	0	190	19:15	1	112	10	1	1	0	0	0	0	0	0	0	0	125
7:30	1	210	4	1	3	0	0	0	1	0	0	0	0	220	19:30	0	70	5	1	1	1	0	0	0	0	0	0	0	78
7:45	1	207	13	3	2	0	0	0	0	0	0	0	0	226	19:45	1	78	4	2	0	1	0	0	0	0	0	0	0	86
8:00	0	235	14	4	4	1	1	0	0	0	0	0	0	259	20:00	0	59	5	0	3	0	1	0	0	0	0	0	0	68
8:15	2	206	11	3	3	2	0	0	1	0	0	0	0	228	20:15	0	103	3	0	3	0	0	0	1	0	0	0	0	110
8:30	3	256	11	2	8	1	0	0	1	0	0	0	0	282	20:30	0	98	3	1	1	0	0	0	0	0	0	0	0	103
8:45	4	246	5	1	4	0	0	0	0	0	0	0	0	260	20:45	1	81	3	1	2	0	0	0	0	0	0	0	0	88
9:00	2	179	12	0	3	2	0	1	0	0	0	0	0	199	21:00	1	59	4	0	2	0	0	0	0	0	0	0	0	66
9:15	2	166	9	4	2	1	0	0	0	0	0	0	0	184	21:15	0	69	2	1	0	0	0	0	0	0	0	0	0	72
9:30	1	181	16	2	1	1	0	0	0	0	0	0	0	202	21:30	0	57	2	0	0	0	0	0	0	0	0	0	0	59
9:45	4	179	6	1	2	1	0	1	0	0	0	0	0	194	21:45	0	42	4	0	0	0	0	0	0	0	0	0	0	46
10:00	0	145	9	0	2	0	0	1	0	0	0	0	0	157	22:00	0	43	2	0	1	0	0	0	0	0	0	0	0	46
10:15	2	149	12	6	3	0	0	2	0	0	0	0	0	174	22:15	0	55	1	0	1	0	0	0	0	0	0	0	0	57
10:30	1	165	11	2	2	1	0	1	0	0	0	0	0	183	22:30	0	42	0	0	0	0	0	0	0	0	0	0	0	42
10:45	1	142	15	1	4	0	0	0	0	0	0	0	0	163	22:45	0	25	1	1	0	0	0	0	0	0	0	0	0	27
11:00	2	167	19	1	3	0	0	1	0	0	0	0	0	193	23:00	1	19	1	0	0	0	0	0	0	0	0	0	0	21
11:15	1	178	20	4	2	0	0	0	0	0	0	0	0	205	23:15	0	22	0	0	0	0	0	0	0	0	0	0	0	22
11:30	1	145	16	2	1	0	0	1	0	0	0	0	0	166	23:30	0	22	1	0	0	0	0	0	0	0	0	0	0	23
11:45	2	177	11	2	2	0	0	0	0	0	0	0	0	194	23:45	0	26	0	0	0	0	0	0	0	0	0	0	0	26
TOTAL	30	4,204	277	47	67	13	1	8	8	0	0	0	0	4,655	TOTAL	98	5,933	466	49	105	12	3	4	1	0	0	1	0	6,672

AM PEAK HOUR 8:00 AM
AM PEAK VOLUME 1,029

PM PEAK HOUR 4:15 PM
PM PEAK VOLUME 1,119

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	128	10,137	743	96	172	25	4	12	9	0	0	1	0	11,327
% OF TOTAL	1.1%	89.5%	6.6%	0.8%	1.5%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

TOTAL: ALL	314	20,417	1,583	172	371	248	22	21	24	6	7	15	5	23,205
% OF TOTAL	2.8%	180.3%	14.0%	1.5%	3.3%	2.2%	0.2%	0.2%	0.2%	0.1%	0.1%	0.1%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIREMONT
LOCATION: GENESEE BTN DERICK & MT ETNA

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	24	1	0	0	0	0	0	0	0	0	0	0	25	12:00	4	238	9	2	8	2	1	1	0	0	0	0	0	265
0:15	0	17	0	0	0	0	0	0	0	0	0	0	0	17	12:15	2	252	12	2	5	0	0	0	1	0	0	0	0	274
0:30	0	18	1	0	0	0	0	0	0	0	0	0	0	19	12:30	1	218	11	2	3	1	0	1	2	0	0	0	0	239
0:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	12:45	1	290	8	4	3	2	1	0	1	0	0	0	0	310
1:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11	13:00	1	249	9	2	5	0	0	1	0	0	0	0	0	267
1:15	0	13	0	0	0	0	0	0	0	0	0	0	0	13	13:15	2	249	10	2	4	2	1	2	0	0	0	0	0	272
1:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	13:30	6	247	5	0	6	2	2	0	1	0	0	0	0	269
1:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12	13:45	2	277	4	1	6	2	0	0	0	0	0	0	0	292
2:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11	14:00	0	278	6	2	2	4	4	0	0	0	0	0	0	296
2:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	14:15	2	251	8	0	2	2	3	0	0	0	0	0	0	268
2:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	14:30	2	249	9	4	2	0	0	3	0	0	1	0	0	270
2:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	14:45	4	251	10	2	1	0	2	0	1	1	2	0	0	274
3:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	15:00	5	273	11	1	2	1	1	1	1	0	0	0	0	296
3:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9	15:15	6	259	5	3	1	2	0	0	0	1	2	1	0	280
3:30	0	13	1	0	0	0	0	0	0	0	0	0	0	14	15:30	6	278	6	4	4	2	1	0	0	0	0	0	0	301
3:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10	15:45	8	273	6	2	2	1	0	2	0	0	1	0	0	295
4:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11	16:00	2	274	8	2	0	4	2	1	2	0	0	0	0	295
4:15	0	16	0	0	0	0	0	0	0	0	0	0	0	16	16:15	9	300	9	1	4	2	2	0	0	0	0	0	0	327
4:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13	16:30	3	271	12	2	1	0	0	0	1	0	0	0	0	290
4:45	0	15	0	0	0	0	0	0	0	0	0	0	0	15	16:45	2	255	11	2	4	1	0	1	1	0	0	0	0	277
5:00	0	24	1	0	0	0	0	0	0	0	0	0	0	25	17:00	1	290	15	1	6	2	2	0	0	0	0	0	0	317
5:15	1	27	0	1	0	0	0	0	0	0	0	0	0	29	17:15	4	295	8	1	6	2	1	1	0	0	0	0	0	318
5:30	0	52	0	1	0	0	0	0	0	0	0	0	0	53	17:30	2	288	9	4	3	1	1	0	1	0	0	0	0	309
5:45	0	55	1	1	0	0	0	0	0	0	0	0	0	57	17:45	1	290	5	5	2	1	0	2	0	0	0	0	0	306
6:00	0	60	1	2	0	0	0	0	0	0	0	0	0	63	18:00	0	288	8	2	4	2	0	1	0	0	0	0	0	305
6:15	1	90	2	2	0	1	0	0	0	0	0	0	0	96	18:15	1	255	12	1	2	0	0	0	1	0	0	0	0	272
6:30	1	112	4	1	0	1	0	0	0	0	0	0	0	119	18:30	4	192	9	1	2	0	0	0	0	0	0	0	0	208
6:45	0	178	2	0	0	0	0	0	0	0	0	0	0	180	18:45	5	216	10	2	1	1	0	0	0	0	0	0	0	235
7:00	1	184	0	0	0	0	0	0	0	0	0	0	0	185	19:00	6	192	5	0	2	2	0	0	0	0	0	0	0	207
7:15	1	202	1	1	1	1	1	0	0	0	0	0	0	208	19:15	2	172	7	0	0	1	0	0	0	0	0	0	0	182
7:30	2	219	2	2	2	0	0	1	0	0	0	0	0	228	19:30	1	146	5	1	1	0	0	0	0	0	0	0	0	154
7:45	4	232	5	4	1	1	1	0	0	0	0	0	0	248	19:45	1	161	3	1	2	0	0	0	0	0	0	0	0	168
8:00	2	221	9	5	4	2	1	0	0	0	0	0	0	244	20:00	0	155	5	0	4	1	0	0	0	0	0	0	0	165
8:15	0	235	8	6	6	0	0	0	0	0	0	0	0	255	20:15	0	150	6	1	2	2	0	0	0	0	0	0	0	161
8:30	3	242	12	2	6	4	0	1	0	0	0	0	0	270	20:30	1	131	1	2	1	0	0	0	0	0	0	0	0	136
8:45	1	288	8	2	5	2	1	0	0	0	0	0	0	307	20:45	1	139	4	1	1	1	0	0	0	0	0	0	0	147
9:00	2	233	9	1	8	0	0	1	0	0	0	0	0	254	21:00	2	117	1	0	0	0	0	0	0	0	0	0	0	120
9:15	1	230	10	1	9	0	2	2	0	1	0	0	0	256	21:15	1	122	0	0	1	0	0	0	0	0	0	0	0	124
9:30	0	250	5	2	5	1	0	0	1	0	1	0	0	265	21:30	0	110	0	0	1	1	0	0	0	0	0	0	0	112
9:45	1	211	4	0	5	1	0	1	1	0	0	0	0	224	21:45	0	87	1	0	0	1	0	0	0	0	0	0	0	89
10:00	1	182	6	2	4	2	3	0	0	0	1	0	0	201	22:00	0	80	2	1	0	1	0	0	0	0	0	0	0	84
10:15	2	209	9	1	5	0	0	2	1	0	1	0	0	230	22:15	0	73	1	0	1	0	0	0	0	0	0	0	0	75
10:30	4	204	12	2	11	4	2	0	0	0	2	0	0	241	22:30	1	60	0	0	0	0	0	0	0	0	0	0	0	61
10:45	5	214	11	3	5	2	0	0	0	0	0	1	0	241	22:45	0	37	1	0	0	0	0	0	0	0	0	0	0	38
11:00	5	221	5	1	4	0	2	1	1	0	0	0	0	240	23:00	1	45	0	0	0	0	0	0	0	0	0	0	0	46
11:15	6	265	8	2	6	2	0	0	0	0	0	0	0	289	23:15	0	29	1	0	1	0	0	0	0	0	0	0	0	31
11:30	2	221	8	2	3	1	1	0	0	0	0	0	0	238	23:30	0	28	0	0	0	0	0	0	0	0	0	0	0	28
11:45	2	238	6	0	2	1	0	0	0	0	0	0	0	249	23:45	1	35	0	0	0	0	1	0	0	0	0	0	0	37
TOTAL	48	5,335	153	47	92	26	14	9	4	1	5	1	0	5,735	TOTAL	104	9,415	288	64	108	49	25	17	12	3	5	2	0	10,092

AM PEAK HOUR 8:30 AM
AM PEAK VOLUME 1,087

PM PEAK HOUR 5:00 PM
PM PEAK VOLUME 1,250

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6-OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	152	14,750	441	111	200	75	39	26	16	4	10	3	0	15,827
% OF TOTAL	1.0%	93.2%	2.8%	0.7%	1.3%	0.5%	0.2%	0.2%	0.1%	0.0%	0.1%	0.0%	0.0%	100.0%

TOTAL: ALL	287	28,639	615	355	352	166	81	53	41	18	20	5	3	30,635
% OF TOTAL	1.8%	181.0%	3.9%	2.2%	2.2%	1.0%	0.5%	0.3%	0.3%	0.1%	0.1%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAREMONT
LOCATION: GENESEE BTN DERICK & MT ETNA

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	22	0	0	0	0	0	0	0	0	0	0	0	22	12:00	3	234	2	4	3	1	1	2	1	0	0	0	0	251
0:15	1	20	0	0	0	0	0	0	0	0	0	0	0	21	12:15	0	225	4	6	4	1	0	0	0	1	1	0	0	242
0:30	0	17	0	0	0	0	0	0	0	0	0	0	0	17	12:30	1	222	2	3	5	2	2	0	1	0	1	0	0	239
0:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11	12:45	2	210	2	2	2	0	2	2	0	0	0	0	0	222
1:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	13:00	2	222	1	2	3	0	2	2	0	0	2	0	0	236
1:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10	13:15	4	219	1	4	2	2	0	0	0	0	0	1	0	233
1:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	13:30	6	213	1	5	2	2	0	1	0	0	0	0	0	230
1:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	13:45	2	237	2	6	4	2	2	1	0	0	0	0	0	256
2:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	14:00	2	208	0	9	5	1	0	0	0	0	0	0	0	225
2:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	14:15	1	238	1	12	6	0	2	1	0	0	0	0	0	261
2:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:30	2	269	1	11	2	0	0	0	0	1	1	0	0	287
2:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	14:45	2	255	2	9	2	2	4	0	0	0	0	0	0	276
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:00	1	280	4	12	2	3	0	0	1	0	0	0	0	303
3:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:15	4	294	5	5	4	0	2	0	1	0	0	0	0	315
3:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	15:30	6	324	2	8	2	0	1	1	0	0	0	0	0	344
3:45	1	5	0	0	0	0	0	0	0	0	0	0	0	6	15:45	5	334	3	9	2	4	0	1	0	2	0	0	1	361
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16:00	3	332	2	12	1	2	1	1	1	0	0	0	0	355
4:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	16:15	9	328	2	15	2	0	2	0	1	1	0	0	1	361
4:30	0	14	0	0	0	0	0	0	0	0	0	0	0	14	16:30	5	346	6	8	4	2	0	2	0	0	0	0	0	373
4:45	0	11	0	0	0	1	0	0	0	0	0	0	0	12	16:45	4	320	2	6	2	2	1	2	2	0	0	0	0	341
5:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16	17:00	3	321	4	3	4	1	0	0	2	0	0	0	0	338
5:15	0	20	0	0	0	0	0	0	0	0	0	0	0	20	17:15	4	269	2	5	2	0	1	1	3	1	0	0	0	288
5:30	0	22	0	0	0	0	0	0	0	0	0	0	0	22	17:30	2	241	2	4	2	4	2	1	0	1	0	0	0	259
5:45	0	44	0	1	0	1	0	0	0	0	0	0	0	46	17:45	2	356	2	8	1	2	0	0	2	0	0	0	0	373
6:00	0	42	0	1	1	0	0	0	0	0	0	0	0	44	18:00	5	305	2	9	2	1	1	0	0	0	0	0	0	325
6:15	0	50	2	1	2	0	0	0	0	0	0	0	0	55	18:15	6	316	4	3	1	1	0	1	0	0	0	0	0	332
6:30	0	60	0	0	2	1	0	0	0	0	0	0	0	63	18:30	1	323	2	2	6	2	1	0	1	0	0	0	0	338
6:45	0	77	2	2	2	1	0	0	0	0	0	0	0	84	18:45	0	282	2	2	2	0	1	0	0	1	0	0	0	290
7:00	1	97	0	1	4	0	0	0	0	0	0	0	0	103	19:00	1	228	2	4	2	3	0	0	1	0	0	0	0	241
7:15	4	163	4	2	2	0	2	0	1	0	0	0	0	178	19:15	2	177	1	2	1	0	0	0	0	0	0	0	0	183
7:30	2	191	6	2	3	2	0	0	0	1	0	0	0	207	19:30	4	159	1	1	6	1	0	0	0	1	0	0	0	173
7:45	2	196	9	1	2	2	1	0	0	1	0	0	0	214	19:45	2	155	0	1	2	1	0	0	1	0	0	0	0	162
8:00	2	193	2	1	2	1	1	0	0	0	0	0	0	202	20:00	1	139	1	0	2	0	1	0	0	0	0	0	0	144
8:15	2	173	8	2	4	2	1	0	0	2	0	0	0	194	20:15	1	111	0	1	1	2	0	0	0	0	0	0	0	116
8:30	1	154	9	0	2	0	1	0	0	0	0	0	0	167	20:30	0	92	1	1	0	2	0	0	0	0	0	0	0	96
8:45	3	184	12	1	2	2	0	0	0	0	0	0	0	204	20:45	0	114	1	2	1	0	0	0	0	0	0	0	0	118
9:00	2	189	5	2	1	3	0	0	0	0	0	0	0	202	21:00	0	96	0	1	1	1	0	0	0	0	0	0	0	99
9:15	3	181	4	2	1	0	0	0	1	0	0	0	0	192	21:15	0	86	1	1	0	0	0	0	0	0	0	0	0	88
9:30	1	197	2	4	2	3	2	1	0	0	2	0	0	214	21:30	0	73	2	0	0	2	0	0	0	0	0	0	0	77
9:45	0	197	0	2	0	2	2	0	0	0	1	1	0	205	21:45	1	79	1	0	0	2	0	0	0	0	0	0	0	83
10:00	1	185	1	1	1	0	1	1	1	0	1	0	0	193	22:00	0	72	1	2	0	1	0	0	0	0	0	0	0	76
10:15	1	213	2	1	2	2	0	2	0	1	0	0	1	225	22:15	0	56	2	1	0	1	0	0	0	0	0	0	0	60
10:30	2	171	4	2	4	2	1	2	1	0	1	0	0	190	22:30	0	47	0	1	0	1	0	0	0	0	0	0	0	49
10:45	1	208	5	4	5	3	0	0	0	0	0	0	0	226	22:45	0	53	0	0	1	0	0	0	0	0	0	0	0	54
11:00	0	221	6	3	2	0	0	0	0	0	0	0	0	232	23:00	1	46	1	0	0	0	0	0	0	0	0	0	0	48
11:15	1	222	4	3	3	2	1	2	0	0	0	0	0	238	23:15	0	28	0	0	0	1	0	0	0	0	0	0	0	29
11:30	2	235	3	1	2	4	0	0	3	0	0	0	0	250	23:30	0	27	0	0	0	0	0	0	0	0	0	0	0	27
11:45	2	212	3	2	5	2	0	0	0	0	0	0	0	226	23:45	0	23	0	0	0	0	0	0	0	0	0	0	0	23
TOTAL	35	4,305	94	42	56	36	13	8	7	5	5	1	1	4,608	TOTAL	100	9,584	80	202	96	55	29	19	18	9	5	1	2	10,200

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 946

PM PEAK HOUR 3:45 PM
PM PEAK VOLUME 1,450

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	135	13,889	174	244	152	91	42	27	25	14	10	2	3	14,808
% OF TOTAL	0.9%	93.8%	1.2%	1.6%	1.0%	0.6%	0.3%	0.2%	0.2%	0.1%	0.1%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIREMONT
LOCATION: GENESEE BTN MT ETNA & BALBOA

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	24	2	0	0	0	0	0	0	0	0	0	0	26	12:00	4	235	11	2	4	1	1	0	0	0	0	0	0	258
0:15	0	16	0	0	0	0	0	0	0	0	0	0	0	16	12:15	5	241	9	2	6	0	1	0	0	0	1	0	0	265
0:30	0	14	1	0	0	0	0	0	0	0	0	0	0	15	12:30	5	202	10	2	8	0	0	1	0	0	0	0	0	228
0:45	0	9	2	0	0	0	0	0	0	0	0	0	0	11	12:45	3	218	5	4	5	1	0	2	0	0	0	0	0	238
1:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9	13:00	9	226	9	2	5	2	0	0	0	0	0	0	0	253
1:15	0	13	0	0	0	0	0	0	0	0	0	0	0	13	13:15	10	235	12	1	3	0	0	0	0	0	1	0	0	262
1:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7	13:30	5	216	16	1	4	0	0	0	1	1	1	0	0	245
1:45	0	16	0	0	0	0	0	0	0	0	0	0	0	16	13:45	4	242	11	1	9	0	0	1	0	2	0	0	0	270
2:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12	14:00	9	292	19	1	5	0	1	1	0	0	0	0	0	328
2:15	0	13	0	0	0	0	0	0	0	0	0	0	0	13	14:15	12	287	19	1	8	1	0	0	0	0	1	0	0	329
2:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	14:30	4	292	11	2	9	0	0	0	0	1	0	1	0	320
2:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:45	5	266	9	4	10	0	1	0	0	0	0	0	0	295
3:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	15:00	9	326	10	2	5	0	0	0	0	0	0	0	0	352
3:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	15:15	12	308	5	2	4	1	1	0	0	1	0	0	0	334
3:30	0	19	0	0	0	0	0	0	0	0	0	0	0	19	15:30	9	281	4	2	8	2	0	0	0	0	0	1	0	307
3:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11	15:45	12	332	6	2	7	0	1	0	0	0	0	0	0	360
4:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	16:00	15	274	11	4	5	1	0	0	0	0	0	0	0	310
4:15	0	15	0	0	0	0	0	0	0	0	0	0	0	15	16:15	18	318	15	2	3	0	0	0	0	1	0	0	0	357
4:30	0	14	0	0	0	0	0	0	0	0	0	0	0	14	16:30	22	283	19	2	4	1	0	1	0	0	0	0	0	332
4:45	0	18	0	0	0	0	0	0	0	0	0	0	0	18	16:45	11	294	20	4	9	0	0	0	0	0	0	0	0	338
5:00	0	27	1	0	1	0	0	0	0	0	0	0	0	29	17:00	9	319	11	2	10	0	0	0	0	0	0	0	0	351
5:15	0	29	2	0	0	0	0	0	0	0	0	0	0	31	17:15	10	312	9	2	5	0	0	0	1	0	0	0	0	339
5:30	0	57	2	0	1	0	0	0	0	0	0	0	0	60	17:30	12	332	10	0	4	1	1	1	1	0	0	0	0	362
5:45	1	62	2	1	2	0	0	0	0	0	0	0	0	68	17:45	8	305	11	1	8	0	1	0	0	0	0	1	0	335
6:00	1	80	4	1	0	0	0	0	0	0	0	0	0	86	18:00	9	288	8	1	3	1	0	0	0	1	0	0	0	311
6:15	1	109	6	1	4	0	0	0	0	0	0	0	0	121	18:15	4	295	9	1	5	0	0	0	0	0	0	0	0	314
6:30	1	155	9	1	4	0	1	0	1	0	0	0	0	172	18:30	3	265	10	1	4	0	0	0	0	0	0	0	0	283
6:45	2	197	9	2	5	0	0	0	0	0	0	0	0	215	18:45	2	222	5	0	5	0	0	0	0	0	0	0	0	234
7:00	2	180	10	4	5	0	0	1	0	0	0	0	0	202	19:00	4	213	4	0	5	0	0	0	0	0	0	0	0	226
7:15	4	226	16	2	6	1	0	0	0	0	0	0	0	255	19:15	2	205	6	1	1	0	0	0	0	0	0	0	0	215
7:30	5	226	11	3	9	2	0	0	0	1	0	0	0	257	19:30	0	184	3	1	2	0	0	0	0	0	0	0	0	190
7:45	6	262	9	2	8	1	0	0	0	0	0	0	0	288	19:45	1	166	1	0	0	0	0	0	0	0	0	0	0	168
8:00	9	292	12	2	10	0	1	0	0	0	0	0	0	326	20:00	4	151	4	0	1	0	0	0	0	0	0	0	0	160
8:15	12	269	15	4	1	0	1	0	0	0	1	0	0	303	20:15	2	153	2	0	0	1	1	0	0	0	0	0	0	159
8:30	8	333	18	2	2	0	2	1	0	0	0	0	0	366	20:30	1	136	1	0	0	0	0	0	0	0	0	0	0	138
8:45	9	354	9	2	2	1	0	0	0	0	0	0	0	377	20:45	2	139	1	0	0	0	0	0	0	0	0	0	0	142
9:00	10	303	22	2	2	2	0	1	1	0	0	0	1	344	21:00	0	118	0	0	1	0	0	0	0	0	0	0	0	119
9:15	11	269	16	3	2	0	0	1	0	0	0	0	0	302	21:15	0	109	1	0	0	0	0	0	0	0	0	0	0	110
9:30	8	291	11	2	4	0	0	0	0	0	0	0	0	316	21:30	1	101	1	0	0	0	0	0	0	0	0	0	0	103
9:45	9	231	19	1	1	1	1	0	1	0	1	0	0	265	21:45	2	91	0	0	0	0	0	0	0	0	0	0	0	93
10:00	8	236	16	2	2	2	0	0	0	0	2	0	0	268	22:00	0	70	2	1	0	0	0	0	0	0	0	0	0	73
10:15	7	214	11	2	1	0	0	1	1	0	0	0	0	237	22:15	0	70	0	0	0	0	0	0	0	0	0	0	0	70
10:30	5	211	15	2	1	0	0	0	2	0	0	0	0	236	22:30	1	55	1	0	0	0	0	0	0	0	0	0	0	57
10:45	6	256	9	4	4	1	0	0	0	0	0	0	0	280	22:45	0	51	0	0	1	0	0	0	0	0	0	0	0	52
11:00	7	222	12	2	6	0	1	0	0	0	1	1	1	253	23:00	0	51	1	0	0	0	0	0	0	0	0	0	0	52
11:15	7	242	11	1	6	0	0	0	0	0	0	0	0	267	23:15	0	28	0	0	0	0	0	0	0	0	0	0	0	28
11:30	7	235	9	1	10	1	0	0	0	0	0	0	0	263	23:30	0	33	0	0	0	0	0	0	0	0	0	0	0	33
11:45	6	219	10	2	4	0	0	0	0	0	0	0	0	241	23:45	0	36	0	0	0	0	0	0	0	0	0	0	0	36
TOTAL	152	6,030	303	51	103	12	7	5	6	1	5	1	2	6,678	TOTAL	260	9,866	332	54	176	13	9	7	3	7	4	3	0	10,734

AM PEAK HOUR 8:15 AM
AM PEAK VOLUME 1,390

PM PEAK HOUR 4:45 PM
PM PEAK VOLUME 1,390

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6-OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	412	15,896	635	105	279	25	16	12	9	8	9	4	2	17,412
% OF TOTAL	2.4%	91.3%	3.6%	0.6%	1.6%	0.1%	0.1%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	100.0%

TOTAL: ALL	912	29,468	1,236	244	670	87	39	32	17	17	12	8	5	32,747
% OF TOTAL	5.2%	169.2%	7.1%	1.4%	3.8%	0.5%	0.2%	0.2%	0.1%	0.1%	0.1%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAREMONT
LOCATION: GENESEE BTN MT ETNA & BALBOA

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	24	1	1	0	0	0	0	0	0	0	0	0	26	12:00	5	206	10	2	4	2	1	0	0	0	0	0	0	230
0:15	0	18	0	0	0	0	0	0	0	0	0	0	0	18	12:15	3	212	9	2	9	1	2	0	0	0	0	0	0	238
0:30	0	15	2	1	0	0	0	0	0	0	0	0	0	18	12:30	2	221	12	2	9	1	0	0	0	1	0	0	0	248
0:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12	12:45	4	202	8	1	5	0	0	0	0	1	0	0	0	221
1:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	13:00	6	235	9	3	4	1	1	1	0	1	0	0	0	261
1:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12	13:15	9	238	10	2	5	2	2	1	0	0	0	1	1	271
1:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12	13:30	10	214	16	3	3	0	0	1	0	0	0	0	0	247
1:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11	13:45	8	221	11	2	4	1	0	0	1	0	0	0	0	248
2:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14	14:00	9	241	9	2	11	2	1	0	0	0	0	1	0	276
2:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10	14:15	12	236	10	5	5	2	2	0	1	0	0	1	0	274
2:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	14:30	11	268	5	4	6	3	0	1	0	0	0	0	0	298
2:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:45	15	272	4	2	12	0	0	2	0	0	0	0	0	307
3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:00	19	283	9	5	9	1	0	0	1	0	0	0	1	328
3:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15:15	20	299	15	6	12	1	1	0	0	0	0	0	0	354
3:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:30	22	343	18	5	16	2	1	0	1	0	0	0	0	408
3:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	15:45	16	352	22	1	12	2	0	1	0	0	0	0	0	406
4:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	16:00	18	314	16	4	8	1	0	0	0	0	0	0	0	361
4:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	16:15	11	289	19	3	9	2	0	0	0	0	0	0	0	333
4:30	0	16	0	0	0	0	0	0	0	0	0	0	0	16	16:30	9	302	21	2	12	3	0	2	0	0	0	0	0	351
4:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9	16:45	12	262	18	2	15	3	0	2	1	1	1	0	0	317
5:00	0	21	1	0	0	0	0	0	0	0	0	0	0	22	17:00	16	311	11	2	18	4	1	1	0	0	0	0	0	364
5:15	0	21	1	0	0	0	0	0	0	0	0	0	0	22	17:15	19	255	15	2	11	5	0	0	2	0	0	0	0	309
5:30	0	26	2	0	0	0	0	0	0	0	0	0	0	28	17:30	22	221	19	1	16	6	0	0	1	0	0	0	0	286
5:45	0	49	0	0	0	0	0	0	0	0	0	0	0	49	17:45	25	242	20	3	8	2	1	1	0	1	0	0	0	303
6:00	0	47	0	1	0	0	0	0	0	0	0	0	0	48	18:00	22	226	16	4	9	1	0	0	0	0	0	0	0	278
6:15	1	59	0	1	0	0	0	0	0	0	0	0	0	61	18:15	19	284	11	5	12	1	0	0	0	0	0	0	0	332
6:30	1	67	1	0	0	0	0	0	0	0	0	0	0	69	18:30	12	226	9	2	8	2	0	0	0	0	0	0	0	259
6:45	0	101	2	0	0	1	0	0	0	0	0	0	0	104	18:45	18	251	5	2	9	0	0	0	0	0	0	0	0	285
7:00	4	114	4	1	1	0	0	0	0	0	0	0	0	124	19:00	11	254	10	2	11	1	0	0	0	0	0	0	0	289
7:15	2	164	6	2	2	0	0	0	0	0	0	0	0	176	19:15	19	206	5	2	5	2	0	0	0	0	0	0	0	239
7:30	3	198	9	1	0	0	0	0	0	0	0	0	0	211	19:30	5	176	4	1	8	0	0	0	0	0	0	0	0	194
7:45	2	205	8	1	1	0	1	0	0	0	0	0	0	218	19:45	8	162	6	1	9	0	0	0	0	0	0	0	0	186
8:00	4	204	9	2	2	1	2	0	0	0	0	0	0	224	20:00	9	138	2	2	5	0	0	0	0	0	0	0	0	156
8:15	6	193	12	1	2	0	0	0	0	0	0	0	0	214	20:15	3	111	5	1	4	0	0	0	0	0	0	0	0	124
8:30	2	171	11	1	0	0	0	0	0	0	0	0	0	185	20:30	2	98	4	1	5	0	0	0	0	0	0	0	0	110
8:45	2	192	8	2	1	0	0	1	0	0	0	1	0	207	20:45	1	130	2	1	3	1	0	0	0	0	0	0	0	138
9:00	4	204	9	1	2	0	0	0	0	0	1	0	0	221	21:00	4	93	4	2	3	0	0	0	0	0	0	0	0	106
9:15	2	178	8	4	2	1	0	1	0	0	0	0	0	196	21:15	2	93	1	1	5	0	0	0	0	0	0	0	0	102
9:30	6	202	7	2	4	0	1	0	0	1	1	0	0	224	21:30	1	89	1	0	4	0	0	0	0	0	0	0	0	95
9:45	2	180	8	2	5	0	1	0	0	0	0	0	0	198	21:45	0	79	2	1	0	0	0	0	0	0	0	0	0	82
10:00	3	186	11	4	6	0	2	1	0	0	0	0	0	213	22:00	1	70	0	2	1	0	0	0	0	0	0	0	0	74
10:15	4	191	6	2	2	1	2	1	0	0	0	0	0	209	22:15	0	48	1	1	2	0	0	0	0	0	0	0	0	52
10:30	2	185	5	1	2	1	0	0	0	0	0	0	0	196	22:30	0	52	2	1	1	0	0	0	0	0	0	0	0	56
10:45	3	215	8	1	4	0	0	2	0	1	0	0	0	234	22:45	0	54	0	1	0	0	0	0	0	0	0	0	0	55
11:00	2	184	9	2	5	0	0	1	0	0	0	0	1	204	23:00	0	52	1	0	0	0	0	0	0	0	0	0	0	53
11:15	1	190	12	1	6	1	0	0	0	1	0	0	0	212	23:15	1	28	2	1	1	0	0	0	0	0	0	0	0	33
11:30	1	212	11	2	9	1	1	0	0	1	0	0	0	238	23:30	0	27	2	0	2	0	0	0	0	0	0	0	0	31
11:45	2	205	15	2	5	0	0	0	0	0	0	0	0	229	23:45	0	23	0	0	0	0	0	0	0	0	0	0	0	23
TOTAL	59	4,363	190	39	61	7	10	7	0	4	2	1	1	4,744	TOTAL	441	9,209	411	100	330	55	13	13	8	5	1	3	2	10,591

AM PEAK HOUR 10:45 AM
AM PEAK VOLUME 888

PM PEAK HOUR 3:15 PM
PM PEAK VOLUME 1,529

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	500	13,572	601	139	391	62	23	20	8	9	3	4	3	15,335
% OF TOTAL	3.3%	88.5%	3.9%	0.9%	2.5%	0.4%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIREMONT
LOCATION: GENESEE BTN GENESEE CT & BOYD

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	12:00	4	149	16	1	12	3	1	0	0	0	0	0	0	186
0:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7	12:15	3	152	23	1	4	2	0	0	0	0	0	0	0	185
0:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	12:30	2	171	22	1	1	3	1	0	0	0	0	0	0	201
0:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	12:45	6	157	18	1	10	4	1	0	0	0	0	0	0	197
1:00	1	6	1	0	0	0	0	0	0	0	0	0	0	8	13:00	2	128	18	1	9	4	0	1	0	0	0	0	0	163
1:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:15	3	126	15	3	7	1	0	0	0	0	1	0	0	156
1:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:30	1	121	16	0	9	3	0	0	0	0	0	0	0	150
1:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9	13:45	1	140	11	2	9	2	0	0	0	0	0	0	0	165
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:00	4	146	19	1	9	1	0	0	0	0	0	0	0	180
2:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	14:15	1	184	25	1	11	4	0	0	0	0	0	0	0	226
2:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	14:30	3	170	14	1	9	4	0	0	0	0	0	0	0	201
2:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:45	3	165	21	1	9	3	0	1	0	0	0	0	0	203
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	2	191	18	1	7	2	0	0	0	0	0	0	0	221
3:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	15:15	2	184	14	1	3	3	1	0	0	0	0	0	0	208
3:30	0	6	1	0	1	0	0	0	0	0	0	0	0	8	15:30	6	212	16	1	5	5	0	0	0	0	0	0	0	245
3:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:45	9	208	24	2	4	5	1	0	0	0	0	0	0	253
4:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6	16:00	2	248	19	0	10	2	0	0	0	0	1	1	0	283
4:15	0	10	1	0	0	0	0	0	0	0	0	0	0	11	16:15	3	262	14	0	7	3	0	0	0	0	0	0	0	289
4:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	16:30	5	292	24	1	8	2	1	0	0	0	0	0	0	333
4:45	0	15	1	0	4	0	1	0	0	0	0	0	0	21	16:45	1	305	13	2	11	2	1	0	0	1	0	0	1	337
5:00	0	8	1	0	3	0	0	0	0	0	0	0	0	12	17:00	8	288	13	0	9	7	0	0	0	0	0	0	0	325
5:15	0	22	2	0	2	1	0	0	0	0	0	0	0	27	17:15	4	290	20	2	7	1	2	0	0	0	0	0	0	326
5:30	0	29	5	1	2	0	0	0	0	0	0	0	0	37	17:30	2	303	18	0	4	4	0	0	0	0	0	0	0	331
5:45	0	36	4	1	3	0	0	0	0	0	0	0	0	44	17:45	6	262	15	1	6	3	0	0	0	0	0	1	0	294
6:00	0	42	5	1	5	0	0	0	0	0	0	0	0	53	18:00	1	212	14	1	9	2	1	0	0	0	0	0	0	240
6:15	0	52	9	1	4	1	0	0	0	0	0	0	0	67	18:15	0	205	13	2	5	3	0	0	0	0	0	0	0	228
6:30	0	108	11	1	13	0	1	0	0	0	0	0	0	134	18:30	0	184	10	1	6	0	0	0	0	0	0	1	0	202
6:45	0	118	18	1	10	1	0	0	0	0	0	0	0	148	18:45	2	191	16	0	4	0	0	0	0	0	0	0	0	213
7:00	0	160	26	1	12	3	1	0	0	0	0	0	0	203	19:00	0	165	16	1	1	1	0	0	0	0	0	0	0	184
7:15	2	189	18	1	7	2	0	0	1	0	0	1	0	221	19:15	0	170	8	1	1	0	0	0	0	0	0	0	0	180
7:30	9	193	24	1	17	2	1	1	0	0	0	1	0	249	19:30	0	151	9	0	2	2	0	0	0	0	0	0	0	164
7:45	5	169	23	1	12	2	1	0	0	0	0	1	1	215	19:45	1	142	10	0	4	0	0	0	0	0	0	0	0	157
8:00	5	173	21	3	7	11	1	0	1	0	0	2	0	224	20:00	0	135	7	0	4	0	0	0	0	0	0	0	0	146
8:15	3	175	17	2	8	6	0	1	0	0	0	0	0	212	20:15	4	108	7	1	1	1	0	0	0	1	0	0	0	123
8:30	4	194	25	2	12	6	1	0	0	0	0	0	0	244	20:30	0	88	9	0	2	1	0	0	0	0	0	0	0	100
8:45	2	176	24	1	10	6	0	0	0	0	0	0	0	219	20:45	0	95	8	1	2	0	0	0	0	0	0	0	0	106
9:00	1	130	15	1	9	1	1	0	0	0	0	0	0	158	21:00	1	103	4	0	3	1	0	0	0	0	0	0	0	112
9:15	5	121	18	1	6	3	1	0	0	0	0	0	0	155	21:15	0	89	7	1	2	0	0	0	0	0	0	0	0	99
9:30	4	140	15	0	9	2	0	0	0	0	0	0	0	170	21:30	0	91	9	0	2	0	0	0	0	0	0	0	0	102
9:45	2	92	15	1	11	0	0	0	1	0	0	1	0	123	21:45	0	70	5	1	1	1	0	0	0	0	0	0	0	78
10:00	0	91	14	1	9	0	0	0	0	0	0	1	1	117	22:00	0	65	2	0	1	0	0	0	0	0	0	0	0	68
10:15	6	94	9	1	7	1	0	0	0	0	1	0	0	119	22:15	1	55	2	0	2	0	0	1	0	0	0	0	0	61
10:30	1	107	11	1	5	2	0	1	0	0	0	0	0	128	22:30	0	40	2	0	0	0	0	0	0	0	0	0	0	42
10:45	0	119	20	1	16	3	0	0	1	0	0	0	0	160	22:45	0	32	3	1	1	0	0	0	0	0	0	0	0	37
11:00	2	146	18	1	5	4	0	0	0	0	0	1	0	177	23:00	0	33	3	0	1	0	0	0	0	0	0	0	0	37
11:15	0	140	17	1	5	3	0	1	1	1	1	1	0	171	23:15	0	22	3	1	0	0	0	0	0	0	0	0	0	26
11:30	5	133	16	1	8	1	0	0	0	1	0	0	0	165	23:30	0	16	1	0	0	0	0	0	0	0	0	0	0	17
11:45	4	120	12	0	8	1	0	2	0	0	0	0	0	147	23:45	0	14	0	0	0	0	0	0	0	0	0	0	0	14
TOTAL	61	3,394	422	28	231	62	9	6	5	2	2	9	2	4,233	TOTAL	93	7,330	594	37	234	85	10	2	1	2	2	3	1	8,394

AM PEAK HOUR 7:15 AM
AM PEAK VOLUME 909

PM PEAK HOUR 4:30 PM
PM PEAK VOLUME 1,321

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6-OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	154	10,724	1,016	65	465	147	19	8	6	4	4	12	3	12,627
% OF TOTAL	1.2%	84.9%	8.0%	0.5%	3.7%	1.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	100.0%

TOTAL: ALL	293	19,501	2,256	137	1,056	300	29	17	14	6	10	21	7	23,647
% OF TOTAL	2.3%	154.4%	17.9%	1.1%	8.4%	2.4%	0.2%	0.1%	0.1%	0.0%	0.1%	0.2%	0.1%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAREMONT
LOCATION: GENESEE BTN GENESEE CT & BOYD

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16	12:00	3	139	22	2	11	1	0	0	0	0	0	0	0	178
0:15	1	17	0	0	1	0	0	0	0	0	0	0	0	19	12:15	2	128	18	0	11	5	0	0	0	0	0	0	0	164
0:30	0	12	1	0	1	0	0	0	0	0	0	0	0	14	12:30	1	140	17	2	7	0	0	1	0	0	1	1	0	170
0:45	0	7	3	0	1	0	0	0	0	0	0	0	0	11	12:45	1	122	23	2	7	3	0	0	0	0	0	0	0	158
1:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	13:00	0	95	14	1	5	3	0	0	0	0	0	0	0	118
1:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	13:15	2	107	21	2	7	1	0	1	0	0	0	0	0	141
1:30	0	8	0	0	1	0	0	0	0	0	0	0	0	9	13:30	0	112	8	0	6	4	0	1	0	0	0	0	0	131
1:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10	13:45	0	129	16	1	9	3	0	0	0	0	0	0	0	158
2:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11	14:00	5	154	21	2	9	2	0	0	0	0	0	0	0	193
2:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	14:15	1	170	31	1	14	0	0	0	0	0	0	0	0	217
2:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	14:30	2	134	24	1	12	4	0	0	0	0	0	1	0	178
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:45	3	145	23	0	18	0	0	1	1	0	0	0	0	191
3:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15:00	4	165	26	1	13	1	1	0	0	0	0	0	0	211
3:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:15	3	186	33	1	12	3	0	0	0	0	0	0	1	239
3:30	0	4	0	0	1	0	0	0	0	0	0	0	0	5	15:30	5	188	31	1	16	5	2	1	0	0	0	1	0	250
3:45	0	2	0	0	1	0	0	0	0	0	0	0	0	3	15:45	4	214	30	2	5	6	1	0	1	0	0	1	0	264
4:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16:00	9	185	29	0	18	6	0	0	0	0	1	1	0	249
4:15	0	1	0	0	2	0	0	0	0	0	0	0	0	3	16:15	3	209	38	4	19	8	0	0	0	0	0	0	1	282
4:30	0	5	1	0	2	0	0	0	0	0	0	0	0	8	16:30	8	223	32	1	15	9	2	0	0	0	0	0	0	290
4:45	0	4	2	0	1	0	0	0	0	0	0	0	0	7	16:45	2	233	34	3	15	3	1	1	1	1	2	1	1	298
5:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	17:00	4	236	33	0	12	5	0	1	0	0	0	1	0	292
5:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11	17:15	2	246	30	0	13	6	0	0	0	0	0	0	0	297
5:30	0	10	4	0	0	0	0	0	0	0	0	0	0	14	17:30	9	250	29	3	12	2	0	0	0	0	0	0	0	305
5:45	0	19	4	0	0	0	0	0	0	0	0	0	0	23	17:45	4	233	26	1	11	6	1	0	0	0	0	1	0	283
6:00	0	17	0	2	8	0	0	0	0	0	0	0	0	27	18:00	2	240	18	1	12	3	0	0	0	0	0	0	0	276
6:15	0	30	6	0	3	2	0	0	0	0	0	0	0	41	18:15	12	222	20	1	11	5	0	0	0	0	0	0	0	271
6:30	0	49	4	2	5	1	0	0	0	0	0	0	0	61	18:30	0	195	32	1	7	0	0	0	0	0	0	0	0	235
6:45	0	58	11	1	7	0	0	0	0	0	0	0	0	77	18:45	3	183	21	2	10	8	1	0	0	0	1	0	0	229
7:00	0	88	14	0	9	2	0	0	0	0	0	0	0	113	19:00	3	130	19	2	8	1	0	0	0	0	0	0	0	163
7:15	0	120	12	1	14	3	0	0	0	0	0	0	0	150	19:15	4	96	16	1	7	3	0	0	0	1	0	0	0	128
7:30	4	150	24	2	12	0	0	0	0	0	0	0	0	192	19:30	0	88	16	0	4	2	0	0	0	0	0	0	0	110
7:45	4	149	25	2	9	1	1	0	0	0	0	0	0	191	19:45	0	90	13	1	5	2	0	0	0	0	0	0	0	111
8:00	2	113	20	0	12	4	0	1	0	0	0	0	0	152	20:00	0	86	10	1	5	1	0	0	1	0	0	0	0	104
8:15	0	124	20	2	8	1	0	0	0	0	1	0	0	156	20:15	0	83	10	0	4	2	0	0	0	0	0	0	0	99
8:30	0	100	9	1	11	1	0	0	0	0	0	0	0	122	20:30	1	71	10	0	5	0	0	0	0	0	0	0	0	87
8:45	1	123	21	1	10	1	0	0	0	0	0	0	0	157	20:45	2	82	8	1	4	1	0	0	0	0	0	0	0	98
9:00	0	117	10	0	7	2	0	0	1	0	0	0	0	137	21:00	0	77	7	0	7	0	0	0	0	0	0	0	0	91
9:15	4	121	21	2	7	2	0	0	0	0	0	0	0	157	21:15	1	68	11	1	2	0	0	0	0	0	0	0	0	83
9:30	3	97	13	1	8	2	0	0	0	0	0	0	0	124	21:30	0	69	9	0	3	1	0	0	0	0	0	0	0	82
9:45	0	105	12	1	4	3	0	1	0	0	0	0	0	126	21:45	0	52	7	1	6	0	0	0	0	0	0	0	0	66
10:00	0	72	10	0	6	0	0	0	0	0	0	0	0	88	22:00	0	60	3	0	1	0	0	0	0	0	0	0	0	64
10:15	0	109	17	2	7	3	0	0	0	0	0	0	0	138	22:15	0	43	2	1	2	0	0	0	0	0	0	0	0	48
10:30	4	115	16	0	8	0	0	0	0	0	0	0	0	143	22:30	0	28	4	0	2	0	0	0	0	0	0	0	0	34
10:45	3	114	17	1	11	2	0	0	1	0	0	0	0	149	22:45	0	27	3	1	1	0	0	0	0	0	0	0	0	32
11:00	1	128	16	1	5	2	0	0	1	0	0	0	1	155	23:00	1	26	3	0	3	0	0	0	0	0	0	0	0	33
11:15	0	90	14	2	4	2	0	0	1	0	0	0	0	113	23:15	0	26	2	1	2	0	0	0	0	0	0	0	0	31
11:30	4	115	22	0	3	1	0	0	0	0	0	1	0	146	23:30	0	20	4	0	1	0	0	0	0	0	0	0	0	25
11:45	2	93	21	1	13	3	0	0	0	0	0	0	0	133	23:45	0	9	6	0	0	0	0	0	0	0	0	0	0	15
TOTAL	33	2,563	377	25	202	38	1	2	4	0	1	1	1	3,248	TOTAL	106	6,214	863	47	389	115	9	7	4	2	5	8	3	7,772

AM PEAK HOUR 7:30 AM
AM PEAK VOLUME 691

PM PEAK HOUR 4:45 PM
PM PEAK VOLUME 1,192

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	139	8,777	1,240	72	591	153	10	9	8	2	6	9	4	11,020
% OF TOTAL	1.3%	79.6%	11.3%	0.7%	5.4%	1.4%	0.1%	0.1%	0.1%	0.0%	0.1%	0.1%	0.0%	100.0%

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

THURSDAY

CLAIREMONT
GENESEE BTN PARK MESA & OSLER

PM PEAK HOUR	4:30 PM
PM PEAK VOLUME	826

[illegible]

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

CITY: CLAIREMONT
LOCATION: GENESEE BTN PARK MESA & OSLER

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	20	1	0	0	0	0	0	0	0	0	0	0	21	12:00	0	191	9	1	4	0	0	0	0	0	0	0	205	
0:15	0	14	1	0	0	0	0	0	0	0	0	0	0	15	12:15	0	198	5	1	1	1	0	0	0	0	0	0	206	
0:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11	12:30	0	155	5	2	2	0	0	0	0	0	0	0	164	
0:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9	12:45	0	161	10	1	0	1	0	0	0	0	0	0	173	
1:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	13:00	0	195	9	3	3	0	0	0	0	0	0	0	210	
1:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13:15	0	189	8	0	1	0	0	0	0	0	0	0	198	
1:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8	13:30	0	218	11	1	2	0	0	0	0	0	0	0	232	
1:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	13:45	0	205	12	1	0	0	0	0	0	0	0	0	218	
2:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	14:00	0	226	7	1	1	0	0	0	0	0	0	0	235	
2:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:15	0	204	12	1	2	0	0	0	0	0	0	0	219	
2:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:30	0	196	8	2	3	0	0	0	0	0	0	0	209	
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:45	1	191	14	2	2	0	0	0	0	0	0	0	210	
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:00	0	194	12	2	2	0	0	0	0	0	0	0	210	
3:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:15	0	229	17	2	0	0	0	0	0	0	0	0	248	
3:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	15:30	1	208	12	2	9	0	0	0	0	0	0	0	232	
3:45	0	7	0	0	0	1	0	0	0	0	0	0	0	8	15:45	2	267	13	1	3	0	0	0	0	0	0	0	286	
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16:00	0	274	26	0	3	0	0	0	0	0	0	0	303	
4:15	0	8	1	0	0	0	0	0	0	0	0	0	0	9	16:15	0	291	17	2	1	0	0	0	0	0	0	0	311	
4:30	0	11	3	0	0	0	0	0	0	0	0	0	0	14	16:30	0	265	21	5	2	0	0	0	0	0	0	0	293	
4:45	0	14	1	0	0	0	0	0	0	0	0	0	0	15	16:45	0	255	11	2	1	0	0	0	0	0	0	0	269	
5:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	17:00	0	279	16	1	2	0	0	0	0	0	0	0	298	
5:15	0	18	1	0	1	0	0	0	0	0	0	0	0	20	17:15	1	225	13	1	1	0	0	1	0	0	0	0	242	
5:30	0	22	3	0	0	0	0	0	0	0	0	0	0	25	17:30	1	259	11	1	0	0	0	0	0	0	0	0	272	
5:45	1	34	1	0	0	0	0	0	0	0	0	0	0	36	17:45	0	290	15	2	0	1	0	0	0	0	0	0	308	
6:00	0	42	6	0	2	0	0	0	0	0	0	0	0	50	18:00	0	214	12	1	0	0	0	0	0	0	0	0	227	
6:15	0	47	2	1	1	0	0	0	0	0	0	0	0	51	18:15	0	217	10	1	4	0	0	0	0	0	0	0	232	
6:30	0	69	3	1	0	0	0	0	0	0	0	0	0	73	18:30	0	235	6	2	0	0	0	0	0	0	0	0	243	
6:45	1	91	6	1	2	0	0	0	0	0	0	0	0	101	18:45	1	189	4	0	2	0	0	0	0	0	0	0	196	
7:00	2	93	10	1	1	0	0	0	0	0	0	0	0	107	19:00	0	163	10	2	0	0	0	0	0	0	0	0	175	
7:15	4	141	11	1	1	0	0	0	0	0	0	0	0	158	19:15	0	131	6	1	0	0	0	0	0	0	0	0	138	
7:30	0	185	13	1	3	0	0	0	0	0	0	0	0	202	19:30	1	111	9	0	0	0	0	0	0	0	0	0	121	
7:45	1	154	7	3	1	0	0	0	0	0	0	0	0	166	19:45	0	109	4	1	1	0	0	0	0	0	0	0	115	
8:00	2	141	8	1	0	0	0	0	0	0	0	0	0	152	20:00	0	96	5	0	0	0	0	0	0	0	0	0	101	
8:15	3	161	11	0	3	0	0	0	0	0	0	0	0	178	20:15	0	103	6	1	1	0	0	0	0	0	0	0	111	
8:30	2	134	8	2	2	0	0	0	0	0	0	0	0	148	20:30	0	76	5	0	0	0	0	0	0	0	0	0	81	
8:45	0	117	9	1	2	0	0	0	0	0	0	0	0	129	20:45	0	85	5	1	0	0	0	0	0	0	0	0	91	
9:00	1	120	4	0	2	0	0	0	0	0	0	0	0	127	21:00	0	94	5	0	0	0	0	0	0	0	0	0	99	
9:15	0	121	8	1	1	0	0	0	0	0	0	0	0	131	21:15	1	75	1	1	2	0	0	0	0	0	0	0	80	
9:30	0	118	8	1	1	0	0	0	0	0	0	0	0	128	21:30	0	82	4	0	1	0	0	0	0	0	0	0	87	
9:45	1	135	9	1	1	0	0	0	0	0	0	0	0	147	21:45	0	62	1	1	1	0	0	0	0	0	0	0	65	
10:00	2	141	12	2	0	0	0	0	0	0	0	0	0	157	22:00	0	64	3	0	0	0	0	0	0	0	0	0	67	
10:15	1	116	5	1	0	0	0	0	0	0	0	0	0	123	22:15	0	39	3	1	0	0	0	0	0	0	0	0	43	
10:30	0	141	9	0	1	0	0	0	0	0	0	0	0	151	22:30	0	32	3	0	0	0	0	0	0	0	0	0	35	
10:45	1	135	5	0	2	0	0	0	0	0	0	0	0	143	22:45	0	37	1	1	0	0	0	0	0	0	0	0	39	
11:00	2	145	5	1	1	0	0	0	0	0	0	0	0	154	23:00	0	31	2	0	0	0	0	0	0	0	0	0	33	
11:15	1	168	9	2	0	0	0	0	0	0	0	0	0	180	23:15	0	19	1	1	0	0	0	0	0	0	0	0	21	
11:30	2	177	5	1	0	0	0	0	0	0	0	0	0	185	23:30	0	20	0	0	1	0	0	0	0	0	0	0	21	
11:45	1	198	9	0	1	0	0	0	0	0	0	0	0	209	23:45	0	16	1	0	0	0	0	0	0	0	0	0	17	
TOTAL	28	3,330	197	23	29	1	0	0	0	0	0	0	0	3,608	TOTAL	9	7,665	401	52	58	3	0	1	0	0	0	0	8,189	
AM PEAK HOUR														11:00 AM	PM PEAK HOUR														3:45 PM
AM PEAK VOLUME														728	PM PEAK VOLUME														1,193

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

[illegible]

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIROMONT
LOCATION: GENESEE BTN LINDA VISTA & I-163 SB RAMP

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18	12:00	2	135	3	2	2	1	0	0	0	1	0	0	0	146
0:15	0	17	1	0	0	0	0	0	0	0	0	0	0	18	12:15	4	138	2	4	4	2	1	1	1	0	0	0	0	157
0:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13	12:30	2	140	2	2	2	1	0	0	0	1	0	0	0	150
0:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	12:45	1	129	4	1	1	0	1	2	2	0	0	0	0	141
1:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13:00	1	140	5	1	1	0	1	0	0	0	0	0	0	149
1:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13:15	0	143	6	0	0	1	0	0	0	1	0	0	0	151
1:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	13:30	1	159	2	1	1	1	0	1	1	1	0	0	0	168
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:45	2	136	1	2	1	2	1	0	0	1	0	0	0	146
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:00	4	163	6	1	2	2	1	0	0	0	0	0	0	179
2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:15	2	161	8	0	1	0	0	0	1	0	0	0	0	173
2:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:30	1	168	9	1	1	2	2	0	0	0	0	0	1	185
2:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:45	1	154	12	2	0	1	0	0	0	0	0	0	0	170
3:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15:00	0	176	8	1	1	0	1	0	0	0	0	1	0	188
3:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	15:15	1	211	2	2	2	4	0	1	1	1	0	0	0	225
3:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10	15:30	1	198	5	1	1	1	1	1	0	0	1	0	0	210
3:45	0	18	1	0	0	0	0	0	0	0	0	0	0	19	15:45	2	213	1	1	1	1	0	0	1	0	0	0	0	220
4:00	0	15	2	0	0	0	0	0	0	0	0	0	0	17	16:00	2	262	1	2	2	1	0	0	0	0	0	0	0	270
4:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	16:15	0	265	2	0	6	2	1	1	2	0	0	0	0	279
4:30	0	22	0	0	0	0	0	0	0	0	0	0	0	22	16:30	1	242	6	4	2	2	0	0	0	0	0	0	0	257
4:45	0	32	0	0	0	0	0	0	0	0	0	0	0	32	16:45	0	251	9	2	1	1	0	0	1	0	0	0	1	266
5:00	0	40	0	0	0	0	0	0	0	0	0	0	0	40	17:00	1	262	12	1	1	0	0	0	0	0	0	0	0	277
5:15	0	65	0	0	0	0	0	0	0	0	0	0	0	65	17:15	4	244	11	1	2	0	2	0	0	0	0	0	0	264
5:30	0	70	1	0	0	0	0	0	0	0	0	0	0	71	17:30	2	252	5	1	4	1	1	0	0	0	0	0	0	266
5:45	1	88	2	1	0	0	0	0	0	0	0	0	0	92	17:45	2	218	4	1	5	2	0	0	0	0	0	0	0	232
6:00	0	116	6	1	0	0	0	0	0	0	0	0	0	123	18:00	1	205	3	2	1	1	1	0	0	0	0	0	0	214
6:15	1	105	9	1	2	0	0	0	0	0	0	0	0	118	18:15	1	184	2	1	1	0	0	0	0	0	0	0	0	189
6:30	2	121	5	2	1	0	0	0	0	0	0	0	0	131	18:30	2	161	1	1	2	1	0	0	0	0	0	0	0	168
6:45	1	140	8	0	1	1	0	0	0	0	0	0	0	151	18:45	0	122	0	1	1	0	0	0	0	0	0	0	0	124
7:00	2	218	4	1	2	1	0	0	0	0	0	0	0	228	19:00	0	116	1	1	1	0	0	0	0	0	0	0	0	119
7:15	3	251	9	2	0	0	2	0	0	0	0	0	0	267	19:15	2	101	2	2	1	0	0	0	0	0	0	0	0	108
7:30	0	244	10	0	2	0	1	1	0	0	0	0	0	258	19:30	1	112	1	1	0	0	0	0	0	0	0	0	0	115
7:45	1	251	5	2	1	1	0	0	0	0	0	0	0	261	19:45	0	99	0	2	0	1	0	0	0	0	0	0	0	102
8:00	5	222	4	0	1	0	1	1	0	0	0	0	0	234	20:00	1	89	0	1	1	0	0	0	0	0	0	0	0	92
8:15	6	219	8	1	6	1	0	0	0	0	0	0	0	241	20:15	1	80	1	1	0	0	0	0	0	0	0	0	0	83
8:30	1	284	6	2	5	2	0	1	0	0	0	0	0	301	20:30	1	69	1	0	1	0	0	0	0	0	0	0	0	72
8:45	0	262	12	4	9	0	1	2	0	0	0	0	0	290	20:45	2	67	0	0	1	0	0	0	0	0	0	0	0	70
9:00	0	205	15	2	5	3	0	0	0	0	0	0	0	230	21:00	0	78	0	1	1	0	0	0	0	0	0	0	0	80
9:15	1	218	11	1	5	2	0	1	0	0	0	0	1	240	21:15	0	70	0	0	1	0	0	0	0	0	0	0	0	71
9:30	2	222	8	0	4	0	1	2	1	1	0	0	0	241	21:30	0	49	0	1	2	0	0	0	0	0	0	0	0	52
9:45	1	184	9	1	6	1	0	0	0	0	1	0	0	203	21:45	1	61	0	0	1	0	0	0	0	0	0	0	0	63
10:00	2	161	5	2	2	1	2	0	0	1	0	0	0	176	22:00	1	55	0	0	0	0	0	0	0	0	0	0	0	56
10:15	4	151	5	2	3	2	0	0	0	1	0	0	0	168	22:15	0	42	1	1	0	0	0	0	0	0	0	0	0	44
10:30	2	155	4	2	4	2	1	3	0	1	1	0	0	175	22:30	1	36	0	0	0	0	0	0	0	0	0	0	0	37
10:45	1	162	6	1	2	0	1	0	2	0	0	0	0	175	22:45	0	30	0	0	0	0	0	0	0	0	0	0	0	30
11:00	1	135	9	2	1	2	0	0	0	0	0	0	0	150	23:00	0	29	0	0	0	0	0	0	0	0	0	0	0	29
11:15	0	144	6	1	2	1	0	1	0	0	0	0	0	155	23:15	0	21	0	0	0	0	0	0	0	0	0	0	0	21
11:30	1	184	5	2	2	0	2	0	0	0	0	0	0	196	23:30	0	22	1	0	0	0	0	0	0	0	0	0	0	23
11:45	2	178	3	1	0	1	0	0	0	0	0	0	0	185	23:45	0	16	2	0	0	0	0	0	0	0	0	0	0	18
TOTAL	40	4,996	180	34	66	21	12	12	3	4	2	1	0	5,371	TOTAL	52	6,474	142	50	59	31	14	7	10	6	1	1	2	6,849

AM PEAK HOUR 8:00 AM
AM PEAK VOLUME 1,066

PM PEAK HOUR 4:15 PM
PM PEAK VOLUME 1,079

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	92	11,470	322	84	125	52	26	19	13	10	3	2	2	12,220
% OF TOTAL	0.8%	93.9%	2.6%	0.7%	1.0%	0.4%	0.2%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	100.0%

TOTAL: ALL	181	25,773	695	178	323	76	37	31	21	11	6	4	2	27,338
% OF TOTAL	1.5%	210.9%	5.7%	1.5%	2.6%	0.6%	0.3%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAREMONT
LOCATION: GENESEE BTN LINDA VISTA & I-163 SB RAMP

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	35	2	0	0	0	0	0	0	0	0	0	0	37	12:00	2	224	8	2	6	0	0	0	0	0	0	0	0	242
0:15	1	43	0	0	0	0	0	0	0	0	0	0	0	44	12:15	4	235	5	1	2	0	0	0	0	0	0	0	0	247
0:30	0	23	0	0	0	0	0	0	0	0	0	0	0	23	12:30	2	230	2	1	2	0	0	0	0	0	0	0	0	237
0:45	0	34	0	0	0	0	0	0	0	0	0	0	0	34	12:45	1	229	9	0	4	0	0	0	0	0	0	0	0	243
1:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13	13:00	0	209	12	1	5	0	0	0	0	0	0	0	0	227
1:15	0	26	0	0	0	0	0	0	0	0	0	0	0	26	13:15	1	184	11	2	6	0	0	0	0	0	0	0	0	204
1:30	0	25	0	0	0	0	0	0	0	0	0	0	0	25	13:30	2	200	11	1	6	0	0	0	0	0	0	0	0	220
1:45	0	14	0	0	0	0	0	0	0	0	0	0	0	14	13:45	2	219	8	4	5	0	0	0	0	0	0	0	0	238
2:00	0	20	0	0	0	0	0	0	0	0	0	0	0	20	14:00	1	222	9	5	4	0	0	0	0	0	0	0	0	241
2:15	0	15	0	0	0	0	0	0	0	0	0	0	0	15	14:15	0	242	5	1	5	0	0	0	0	0	0	0	0	253
2:30	0	18	0	0	0	0	0	0	0	0	0	0	0	18	14:30	1	235	9	1	2	0	0	0	0	0	0	0	0	248
2:45	0	17	0	0	0	0	0	0	0	0	0	0	0	17	14:45	2	222	10	1	2	0	0	0	0	0	0	0	0	237
3:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	15:00	0	242	5	2	5	0	0	0	0	0	0	0	0	254
3:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10	15:15	0	254	4	4	4	0	0	0	0	0	0	0	0	266
3:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12	15:30	1	255	6	2	6	0	0	0	0	0	0	0	0	270
3:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11	15:45	2	262	9	2	8	0	0	0	0	0	0	0	0	283
4:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	16:00	6	252	12	1	9	0	0	0	0	0	0	0	0	280
4:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	16:15	2	312	11	1	10	0	0	0	0	0	0	0	0	336
4:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13	16:30	2	305	15	2	5	0	0	0	0	0	0	0	0	329
4:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12	16:45	5	316	8	2	4	0	0	0	0	0	0	0	0	335
5:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18	17:00	2	284	9	2	8	0	0	0	0	0	0	0	0	305
5:15	0	29	0	0	0	0	0	0	0	0	0	0	0	29	17:15	2	255	12	2	9	0	0	0	0	0	0	0	0	280
5:30	0	33	0	0	0	0	0	0	0	0	0	0	0	33	17:30	3	222	11	1	4	0	0	0	0	0	0	0	0	241
5:45	0	46	0	2	0	0	0	0	0	0	0	0	0	48	17:45	1	232	5	0	5	0	0	0	0	0	0	0	0	243
6:00	1	64	0	1	0	0	0	0	0	0	0	0	0	66	18:00	0	202	6	4	4	0	0	0	0	0	0	0	0	216
6:15	2	96	0	1	1	0	0	0	0	0	0	0	0	100	18:15	2	219	4	2	2	0	0	0	0	0	0	0	0	229
6:30	0	117	2	1	1	1	0	0	0	0	0	0	0	122	18:30	1	205	5	1	2	0	0	0	0	0	0	0	0	214
6:45	0	167	0	2	0	0	0	0	0	0	0	0	0	169	18:45	1	181	5	1	4	0	0	0	0	0	0	0	0	192
7:00	1	194	2	1	1	0	0	0	0	0	0	0	0	199	19:00	0	161	3	0	2	0	0	0	0	0	0	0	0	166
7:15	2	277	3	0	2	1	0	0	0	0	0	0	0	285	19:15	0	151	3	0	2	0	0	0	0	0	0	0	0	156
7:30	1	291	5	1	1	0	0	0	0	0	0	0	0	299	19:30	0	142	5	0	1	0	0	0	0	0	0	0	0	148
7:45	0	307	6	1	0	1	1	0	0	0	0	0	0	316	19:45	0	152	4	0	0	0	0	0	0	0	0	0	0	156
8:00	4	283	9	2	2	2	2	0	0	0	0	0	0	304	20:00	0	152	2	0	1	0	0	0	0	0	0	0	0	155
8:15	2	269	10	4	1	0	0	0	0	0	0	1	1	288	20:15	1	156	1	1	1	0	0	0	0	0	0	0	0	160
8:30	1	242	5	2	4	3	1	0	0	0	0	0	0	258	20:30	2	154	0	0	1	0	0	0	0	0	0	0	0	157
8:45	2	220	5	1	5	2	0	1	0	0	1	1	0	238	20:45	1	112	1	0	0	0	0	0	0	0	0	0	0	114
9:00	1	207	8	2	2	2	0	1	0	0	0	0	0	223	21:00	0	141	1	0	1	0	0	0	0	0	0	0	0	143
9:15	6	235	9	4	2	1	1	0	0	0	0	0	0	258	21:15	0	154	0	0	2	0	0	0	0	0	0	0	0	156
9:30	1	198	10	2	1	0	0	2	0	1	0	0	0	215	21:30	1	114	0	0	1	0	0	0	0	0	0	0	0	116
9:45	0	192	5	0	4	0	2	0	1	0	1	0	0	205	21:45	0	120	1	0	0	0	0	0	0	0	0	0	0	121
10:00	1	145	4	1	5	2	0	1	1	0	0	0	0	160	22:00	0	114	1	0	0	0	0	0	0	0	0	0	0	115
10:15	0	177	6	2	2	2	2	0	1	0	0	0	0	192	22:15	1	106	0	0	1	0	0	0	0	0	0	0	0	108
10:30	1	169	12	4	1	0	0	2	0	0	0	0	0	189	22:30	0	81	0	0	1	0	0	0	0	0	0	0	0	82
10:45	2	182	5	2	1	1	1	0	2	0	0	0	0	196	22:45	0	80	1	0	0	0	0	0	0	0	0	0	0	81
11:00	2	208	4	1	1	2	1	2	0	0	0	0	0	221	23:00	0	79	0	0	0	0	0	0	0	0	0	0	0	79
11:15	0	192	3	1	2	3	0	3	3	0	0	0	0	207	23:15	0	69	0	0	0	0	0	0	0	0	0	0	0	69
11:30	2	179	2	2	5	1	0	0	0	0	0	0	0	191	23:30	0	62	1	0	0	0	0	0	0	0	0	0	0	63
11:45	1	200	4	4	2	0	0	0	0	0	0	0	0	211	23:45	1	55	1	0	0	0	0	0	0	0	0	0	0	57
TOTAL	34	5,299	122	44	46	24	11	12	8	1	3	2	0	5,606	TOTAL	55	9,004	251	50	152	0	0	0	0	0	0	0	0	9,512

AM PEAK HOUR 7:30 AM
AM PEAK VOLUME 1,207

PM PEAK HOUR 4:15 PM
PM PEAK VOLUME 1,305

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	89	14,303	373	94	198	24	11	12	8	1	3	2	0	15,118
% OF TOTAL	0.6%	94.6%	2.5%	0.6%	1.3%	0.2%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIREMONT
LOCATION: GENESEE BTN I-163 SB RAMPS & I-163 NB RAMPS

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	1	41	1	0	0	0	0	0	0	0	0	0	0	43	12:00	4	208	12	2	3	2	0	0	1	0	0	0	0	232
0:15	0	42	0	0	0	0	0	0	0	0	0	0	0	42	12:15	6	224	11	0	4	0	0	0	0	0	1	0	0	246
0:30	1	27	2	0	0	0	0	0	0	0	0	0	0	30	12:30	2	214	8	3	5	1	0	0	2	0	0	1	0	236
0:45	0	27	0	0	0	0	0	0	0	0	0	0	0	27	12:45	2	210	6	0	8	0	1	1	0	0	0	1	0	229
1:00	2	22	2	0	0	0	0	0	0	0	0	0	0	26	13:00	2	235	8	2	9	0	2	0	1	0	1	0	0	260
1:15	0	21	1	0	0	0	0	0	0	0	0	0	0	22	13:15	0	265	9	1	5	1	0	0	0	0	0	0	0	281
1:30	1	18	0	0	0	0	0	0	0	0	0	0	0	19	13:30	2	261	12	0	5	1	0	1	0	0	1	0	0	283
1:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10	13:45	1	233	11	2	5	0	1	0	0	0	0	0	0	253
2:00	0	19	0	0	0	0	0	0	0	0	0	0	0	19	14:00	0	248	15	0	3	3	0	1	0	0	0	0	0	270
2:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	14:15	1	267	8	2	5	3	0	0	0	0	0	0	0	286
2:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10	14:30	1	289	9	0	4	0	0	0	0	0	0	0	0	303
2:45	1	15	0	0	0	0	0	0	0	0	0	0	0	16	14:45	8	307	10	4	2	2	2	0	0	0	0	0	0	335
3:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	15:00	0	257	5	2	2	0	0	0	0	0	0	0	0	266
3:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	15:15	6	300	4	0	2	2	2	0	0	0	0	1	0	317
3:30	0	16	0	0	0	0	0	0	0	0	0	0	0	16	15:30	1	293	9	1	0	0	0	0	1	0	0	0	0	305
3:45	0	12	0	0	0	0	0	0	0	0	0	0	0	12	15:45	9	290	13	2	4	1	0	0	1	0	0	0	0	320
4:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	16:00	2	221	18	0	0	4	0	0	0	0	0	0	0	245
4:15	1	10	0	0	0	0	0	0	0	0	0	0	0	11	16:15	5	242	6	2	2	0	0	0	0	0	0	0	0	257
4:30	0	19	0	0	0	0	0	0	0	0	0	0	0	19	16:30	2	205	11	1	2	2	1	0	0	0	2	0	0	226
4:45	0	23	0	0	0	0	0	0	0	0	0	0	0	23	16:45	1	218	5	4	4	1	1	1	0	0	0	0	0	235
5:00	1	23	2	0	0	0	0	0	0	0	0	0	0	26	17:00	8	202	9	2	5	0	1	1	0	0	1	0	0	229
5:15	0	53	0	1	0	0	0	0	0	0	0	0	0	54	17:15	1	221	10	0	0	1	0	0	0	0	0	0	0	233
5:30	0	69	0	0	0	0	0	0	0	0	0	0	0	69	17:30	2	235	5	1	2	0	1	0	0	0	1	0	0	247
5:45	0	76	0	1	0	0	0	0	0	0	0	0	0	77	17:45	3	165	4	2	2	2	0	0	0	0	0	0	0	178
6:00	0	76	1	0	0	0	0	0	0	0	0	0	0	77	18:00	4	161	6	2	0	1	0	0	0	0	0	0	0	174
6:15	1	115	0	1	0	0	0	0	0	0	0	0	0	117	18:15	1	151	8	1	3	0	2	0	0	0	0	0	0	166
6:30	3	178	1	2	0	1	0	0	0	0	0	0	0	185	18:30	0	168	6	0	0	1	0	0	0	0	0	0	0	175
6:45	2	180	3	0	1	2	0	0	0	0	0	0	0	188	18:45	0	174	5	1	0	1	3	0	0	0	0	0	0	184
7:00	1	265	5	1	2	0	0	0	0	0	0	0	0	274	19:00	1	181	4	2	2	0	0	0	0	0	0	0	0	190
7:15	6	315	4	1	1	2	1	1	0	0	0	0	0	331	19:15	1	161	1	1	0	0	2	0	0	0	0	0	0	166
7:30	0	305	22	3	4	2	0	0	0	0	0	0	0	336	19:30	0	141	0	2	4	0	0	0	0	0	0	0	0	147
7:45	8	318	16	0	6	2	1	2	0	0	0	0	0	353	19:45	0	151	2	0	2	0	0	0	0	0	0	0	0	155
8:00	9	325	18	1	5	4	2	2	0	0	0	0	0	366	20:00	0	135	0	1	0	0	0	0	0	0	0	0	0	136
8:15	12	322	22	1	8	5	0	1	1	1	0	0	0	373	20:15	0	135	1	1	1	0	0	0	0	0	0	0	0	138
8:30	11	368	23	4	9	0	0	0	0	1	0	1	0	417	20:30	2	135	0	0	1	0	0	0	0	0	0	0	0	138
8:45	5	303	12	5	10	5	0	0	1	0	0	0	0	341	20:45	0	149	2	2	0	0	0	0	0	0	0	0	0	153
9:00	6	313	15	6	11	1	2	0	0	2	1	0	0	357	21:00	1	139	1	2	2	0	0	0	0	0	0	0	0	145
9:15	10	305	19	2	5	2	1	1	2	0	1	1	0	349	21:15	0	130	0	0	0	0	0	0	0	0	0	0	0	130
9:30	5	319	20	0	4	0	0	1	0	1	0	0	1	351	21:30	0	111	2	1	1	0	0	0	0	0	0	0	0	115
9:45	4	333	16	2	9	4	1	0	3	2	2	0	0	376	21:45	0	104	1	0	0	0	0	0	0	0	0	0	0	105
10:00	5	294	11	5	12	2	2	0	0	0	2	0	1	334	22:00	1	109	0	1	1	0	0	0	0	0	0	0	0	112
10:15	3	288	15	4	4	2	0	1	0	0	0	0	0	317	22:15	0	103	1	0	0	0	0	0	0	0	0	0	0	104
10:30	5	305	8	5	4	3	3	0	0	1	2	0	0	336	22:30	1	80	0	1	0	0	0	0	0	0	0	0	0	82
10:45	4	279	6	6	5	0	2	1	2	0	0	0	0	305	22:45	0	79	0	0	0	0	0	0	0	0	0	0	0	79
11:00	8	267	12	0	6	5	0	2	1	0	0	0	0	301	23:00	1	74	1	1	0	0	0	0	0	0	0	0	0	77
11:15	5	239	11	2	8	4	1	0	0	0	1	0	0	271	23:15	0	80	1	1	0	0	0	0	0	0	0	0	0	82
11:30	4	257	5	2	8	2	0	0	0	0	0	0	0	278	23:30	0	66	0	0	0	0	0	0	0	0	0	0	0	66
11:45	2	273	4	4	5	1	2	0	0	0	0	0	0	291	23:45	1	61	0	1	0	0	0	0	0	0	0	0	0	63
TOTAL	127	7,135	277	59	127	49	18	12	10	8	9	2	2	7,835	TOTAL	83	8,788	260	54	100	29	19	5	6	0	7	3	0	9,354

AM PEAK HOUR 7:45 AM
AM PEAK VOLUME 1,509

PM PEAK HOUR 2:45 PM
PM PEAK VOLUME 1,223

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	210	15,923	537	113	227	78	37	17	16	8	16	5	2	17,189
% OF TOTAL	1.2%	92.6%	3.1%	0.7%	1.3%	0.5%	0.2%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	100.0%

TOTAL: ALL	349	29,077	967	195	403	120	60	29	27	18	26	12	4	31,287
% OF TOTAL	2.0%	169.2%	5.6%	1.1%	2.3%	0.7%	0.3%	0.2%	0.2%	0.1%	0.2%	0.1%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAREMONT
LOCATION: GENESEE BTN I-163 SB RAMPS & I-163 NB RAMPS

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	2	45	2	0	0	0	0	0	0	0	0	0	0	49	12:00	1	177	8	1	4	0	0	0	0	0	0	0	0	191
0:15	0	44	0	0	0	0	0	0	0	0	0	0	0	44	12:15	0	192	5	2	2	2	1	0	0	0	0	1	1	206
0:30	0	45	0	0	0	0	0	0	0	0	0	0	0	45	12:30	1	197	4	0	2	1	0	1	0	1	1	2	0	210
0:45	1	22	2	0	0	0	0	0	0	0	0	0	0	25	12:45	0	206	6	2	4	0	2	2	0	0	1	0	0	223
1:00	0	19	0	0	0	0	0	0	0	0	0	0	0	19	13:00	1	210	0	2	2	2	0	0	0	0	0	1	0	218
1:15	0	25	0	0	0	0	0	0	0	0	0	0	0	25	13:15	2	207	9	2	2	0	0	0	0	1	0	0	0	223
1:30	0	15	1	0	0	0	0	0	0	0	0	0	0	16	13:30	0	210	12	2	2	3	1	0	0	0	0	0	0	230
1:45	0	19	0	0	0	0	0	0	0	0	0	0	0	19	13:45	3	177	0	4	2	2	0	3	0	0	0	0	0	191
2:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:00	2	205	4	2	5	1	1	0	0	0	0	0	0	220
2:15	0	21	0	0	0	0	0	0	0	0	0	0	0	21	14:15	4	178	5	2	4	0	2	0	0	0	0	0	0	195
2:30	0	21	0	0	0	0	0	0	0	0	0	0	0	21	14:30	5	179	5	0	5	1	0	0	0	2	0	0	0	197
2:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	14:45	0	206	8	0	6	1	2	0	0	0	0	0	0	223
3:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13	15:00	5	202	5	2	4	0	0	1	0	1	0	0	0	220
3:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	15:15	2	227	4	1	5	3	0	0	0	0	0	0	0	242
3:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	15:30	1	280	11	2	10	2	3	1	0	0	0	0	0	310
3:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10	15:45	0	298	11	0	9	1	0	0	0	0	1	0	0	320
4:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16:00	2	247	16	3	4	0	1	0	0	0	1	0	0	274
4:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16:15	2	295	15	0	5	4	0	0	0	0	2	2	1	326
4:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13	16:30	0	294	18	2	10	2	0	0	3	0	0	1	0	330
4:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10	16:45	2	294	22	1	6	1	0	1	0	0	0	0	0	327
5:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	17:00	3	286	12	0	3	1	0	0	1	0	0	0	0	306
5:15	1	5	0	0	0	0	0	0	0	0	0	0	0	6	17:15	2	301	13	4	8	0	0	0	0	0	0	0	0	328
5:30	0	17	0	1	0	0	0	0	0	0	0	0	0	18	17:30	2	262	15	2	0	2	3	0	1	1	1	0	0	289
5:45	0	15	0	1	0	0	0	0	0	0	0	0	0	16	17:45	1	284	15	0	2	1	1	0	1	0	0	0	0	305
6:00	0	24	0	0	0	0	0	0	0	0	0	0	0	24	18:00	4	288	11	1	2	1	0	0	2	2	0	0	0	311
6:15	0	16	1	0	0	0	0	0	0	0	0	0	0	17	18:15	0	295	5	2	2	1	1	1	0	0	0	0	0	307
6:30	1	35	0	0	0	0	0	0	0	0	0	0	0	36	18:30	2	303	8	1	1	0	0	0	0	0	1	0	0	316
6:45	0	51	0	1	0	0	0	0	0	0	0	0	0	52	18:45	2	271	12	4	5	0	0	0	0	0	0	0	0	294
7:00	0	151	3	2	2	0	0	0	0	0	0	0	0	158	19:00	2	219	5	2	0	0	0	0	0	0	0	1	0	229
7:15	1	184	5	0	2	0	0	0	0	0	0	0	0	192	19:15	0	192	6	1	1	0	0	0	0	0	0	0	0	200
7:30	0	266	4	1	4	1	0	0	0	0	0	0	0	276	19:30	1	136	3	0	1	0	0	0	0	0	0	0	0	141
7:45	2	235	9	0	3	0	0	0	0	0	0	0	0	249	19:45	0	174	3	1	2	0	0	0	0	0	0	0	0	180
8:00	3	242	12	2	6	0	0	0	0	0	0	0	0	265	20:00	3	126	4	0	1	0	1	0	0	0	0	0	0	135
8:15	4	205	10	0	5	2	0	0	0	0	0	0	0	226	20:15	2	119	5	1	2	0	0	0	0	0	0	0	0	129
8:30	5	218	8	0	4	0	0	0	0	0	0	0	0	235	20:30	1	159	6	1	3	0	0	0	0	0	0	0	0	170
8:45	6	161	9	2	3	0	0	0	0	0	0	0	0	181	20:45	0	131	3	1	2	1	0	0	0	0	0	0	0	138
9:00	0	141	9	0	0	0	0	1	0	0	0	0	0	151	21:00	0	140	2	1	0	0	0	0	0	0	0	0	0	143
9:15	8	135	10	1	2	1	0	0	1	0	0	0	0	158	21:15	1	110	1	2	1	0	0	0	0	0	0	0	0	115
9:30	9	144	2	0	0	0	0	1	0	0	0	0	0	156	21:30	0	110	0	0	1	0	0	0	0	0	0	0	0	111
9:45	5	151	5	2	2	0	0	0	0	0	0	0	0	165	21:45	0	88	1	1	0	0	0	0	0	0	0	0	0	90
10:00	2	168	2	0	0	0	1	0	1	0	1	0	0	175	22:00	1	94	1	1	0	0	0	0	0	0	0	0	0	97
10:15	2	167	6	2	1	1	0	0	0	1	0	0	0	180	22:15	0	111	2	1	1	0	0	0	0	0	0	0	0	115
10:30	4	169	5	0	3	0	1	0	1	0	0	0	0	183	22:30	0	68	0	0	1	0	0	0	0	0	0	0	0	69
10:45	5	171	4	1	0	1	0	0	0	1	0	0	0	183	22:45	0	79	1	1	0	0	0	0	0	0	0	0	0	81
11:00	5	143	3	3	4	2	0	0	0	0	0	0	0	160	23:00	0	68	0	1	0	0	0	0	0	0	0	0	0	69
11:15	0	185	8	0	2	0	2	0	0	0	0	0	0	197	23:15	0	62	1	1	0	0	0	0	0	0	0	0	0	64
11:30	8	146	4	1	0	1	0	0	0	0	0	0	0	160	23:30	0	61	2	1	0	0	0	0	0	0	0	0	0	64
11:45	5	190	1	1	1	0	0	0	0	0	0	0	0	198	23:45	0	40	0	0	0	0	0	0	0	0	0	0	0	40
TOTAL	79	4,096	125	21	44	9	4	2	3	2	1	0	0	4,386	TOTAL	60	9,058	305	61	132	33	19	10	8	8	9	7	2	9,712

AM PEAK HOUR 7:30 AM
AM PEAK VOLUME 1,016PM PEAK HOUR 4:30 PM
PM PEAK VOLUME 1,291

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	139	13,154	430	82	176	42	23	12	11	10	10	7	2	14,098
% OF TOTAL	1.0%	93.3%	3.1%	0.6%	1.2%	0.3%	0.2%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIRESMONT
LOCATION: GENESEE BTN I-163 NB RAMPS & HEALTH CENTER

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	21	2	0	0	0	0	0	0	0	0	0	0	23	12:00	2	180	7	2	12	0	2	0	0	0	0	0	205	
0:15	0	9	0	0	0	0	0	0	0	0	0	0	0	9	12:15	4	182	9	4	8	2	1	1	0	0	0	0	211	
0:30	0	9	1	0	0	0	0	0	0	0	0	0	0	10	12:30	2	186	12	2	9	1	0	0	0	0	0	0	212	
0:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11	12:45	0	206	11	1	10	0	1	2	0	0	0	0	231	
1:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	13:00	1	173	5	0	5	1	2	1	0	0	0	0	188	
1:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:15	4	203	9	4	4	2	0	1	0	0	0	0	227	
1:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	13:30	5	204	12	2	6	0	0	0	0	0	0	0	229	
1:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	13:45	1	214	15	1	8	0	0	0	0	0	0	0	239	
2:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:00	1	150	8	1	9	0	1	0	1	1	0	1	173	
2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:15	2	192	9	0	5	1	0	0	0	0	0	0	209	
2:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14:30	1	226	5	1	7	2	0	0	0	0	0	0	242	
2:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14:45	1	201	4	2	5	0	0	0	1	0	0	1	215	
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:00	2	149	5	1	2	0	0	0	1	0	0	0	160	
3:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	15:15	1	139	8	2	3	0	0	0	0	0	0	0	153	
3:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	15:30	4	112	8	1	5	0	0	0	0	0	0	0	130	
3:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13	15:45	2	123	5	2	1	0	0	1	0	0	0	0	134	
4:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15	16:00	0	100	7	2	2	1	0	0	0	0	0	0	112	
4:15	0	26	1	0	0	0	0	0	0	0	0	0	0	27	16:15	1	121	4	1	4	1	0	1	0	0	0	0	133	
4:30	0	27	2	0	0	0	0	0	0	0	0	0	0	29	16:30	1	168	5	1	5	0	1	1	0	0	0	0	182	
4:45	0	33	2	0	0	0	0	0	0	0	0	0	0	35	16:45	4	128	3	0	1	0	0	0	0	0	0	0	136	
5:00	0	45	2	0	0	0	0	0	0	0	0	0	0	47	17:00	2	80	5	1	0	0	0	0	0	0	0	0	88	
5:15	0	63	0	1	1	0	0	0	0	0	0	0	0	65	17:15	1	98	4	1	1	0	1	0	0	0	0	0	106	
5:30	0	92	1	0	2	0	0	0	0	0	0	0	0	95	17:30	2	102	2	0	0	0	0	0	0	0	0	0	106	
5:45	1	120	6	0	5	0	0	0	0	0	0	0	0	132	17:45	6	100	6	1	1	1	0	0	0	0	0	0	115	
6:00	1	148	9	1	8	0	0	1	0	0	0	0	0	168	18:00	2	94	2	2	2	0	0	0	0	0	0	0	102	
6:15	2	260	12	2	11	4	1	2	0	0	0	0	0	294	18:15	2	124	3	0	0	0	0	0	0	0	0	0	129	
6:30	0	370	11	0	22	5	2	0	0	0	0	0	0	410	18:30	1	201	9	2	0	0	0	0	0	0	0	0	213	
6:45	4	394	18	0	15	1	0	1	0	0	0	0	0	433	18:45	0	181	2	2	1	0	0	0	0	0	0	0	186	
7:00	6	351	25	1	18	6	0	2	0	0	0	0	0	409	19:00	0	81	1	1	1	1	0	0	0	0	0	0	85	
7:15	8	357	22	2	22	4	0	2	0	1	1	0	0	419	19:15	1	71	1	0	0	0	0	0	0	0	0	0	73	
7:30	9	360	26	4	29	5	1	4	1	0	0	0	0	439	19:30	2	69	0	0	0	0	0	0	0	0	0	0	71	
7:45	12	373	35	2	30	4	1	2	2	1	0	0	1	463	19:45	0	63	0	0	1	0	0	0	0	0	0	0	64	
8:00	5	362	31	4	28	5	4	2	0	0	0	0	0	441	20:00	0	72	1	1	0	0	0	0	0	0	0	0	74	
8:15	9	340	32	2	22	9	5	1	0	0	0	0	0	420	20:15	0	63	0	0	0	0	0	0	0	0	0	0	63	
8:30	10	275	22	6	35	6	5	0	1	0	0	0	0	360	20:30	0	57	0	0	1	0	0	0	0	0	0	0	58	
8:45	5	291	32	2	31	6	5	4	0	0	0	0	0	376	20:45	1	53	0	0	0	0	0	0	0	0	0	0	54	
9:00	4	260	20	2	28	1	6	5	0	0	0	0	0	326	21:00	0	30	0	1	0	0	0	0	0	0	0	0	31	
9:15	9	233	28	4	21	2	2	2	0	0	0	0	0	301	21:15	0	31	1	0	0	0	0	0	0	0	0	0	32	
9:30	5	238	15	5	22	4	2	1	0	0	0	0	0	292	21:30	0	34	0	0	0	0	0	0	0	0	0	0	34	
9:45	8	221	19	6	19	5	4	0	0	0	0	0	0	282	21:45	0	38	0	0	0	0	0	0	0	0	0	0	38	
10:00	9	211	20	2	20	2	2	1	0	0	0	0	0	267	22:00	0	38	0	0	1	0	0	0	0	0	0	0	39	
10:15	3	194	16	2	15	1	1	2	1	0	0	0	0	235	22:15	0	36	0	0	0	1	0	0	0	0	0	0	37	
10:30	4	204	11	1	19	0	1	0	1	0	0	0	0	241	22:30	0	33	0	0	0	0	0	0	0	0	0	0	33	
10:45	5	195	19	4	12	1	4	1	0	0	0	0	0	241	22:45	1	52	0	0	0	0	0	0	0	0	0	0	53	
11:00	6	138	9	2	8	2	2	1	0	0	0	0	0	168	23:00	0	36	1	0	1	0	0	0	0	0	0	0	38	
11:15	2	176	12	2	9	2	1	4	1	0	0	0	0	209	23:15	0	25	0	0	0	0	0	0	0	0	0	0	25	
11:30	2	179	5	2	7	4	0	2	0	0	0	0	0	201	23:30	0	16	0	0	0	0	0	0	0	0	0	0	16	
11:45	4	183	9	1	5	2	0	0	1	0	0	0	0	205	23:45	0	20	0	0	0	0	0	0	0	0	0	0	20	
TOTAL	133	6,857	476	60	464	81	49	40	8	2	1	0	1	8,172	TOTAL	60	5,255	189	42	121	14	9	8	3	1	0	2	0	5,704

AM PEAK HOUR 7:30 AM
AM PEAK VOLUME 1,763

PM PEAK HOUR 1:00 PM
PM PEAK VOLUME 883

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	193	12,112	665	102	585	95	58	48	11	3	1	2	1	13,876
% OF TOTAL	1.4%	87.3%	4.8%	0.7%	4.2%	0.7%	0.4%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

TOTAL: ALL	350	23,747	1,292	204	727	133	86	56	15	6	4	4	4	26,628
% OF TOTAL	2.5%	171.1%	9.3%	1.5%	5.2%	1.0%	0.6%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAREMONT
LOCATION: GENESEE BTN I-163 NB RAMPS & HEALTH CENTER

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	22	2	0	0	0	0	0	0	0	0	0	0	24	12:00	2	219	9	2	2	1	0	0	0	0	0	0	0	235
0:15	0	27	0	0	0	0	0	0	0	0	0	0	0	27	12:15	4	200	12	4	1	0	0	1	0	0	0	0	0	222
0:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12	12:30	6	195	8	2	0	0	0	0	1	0	0	0	0	212
0:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10	12:45	2	150	9	1	1	1	0	0	0	0	0	0	0	164
1:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	13:00	2	189	10	0	2	1	0	1	0	0	0	0	0	205
1:15	0	13	0	0	0	0	0	0	0	0	0	0	0	13	13:15	2	157	5	1	0	0	1	0	0	0	0	0	1	167
1:30	0	15	0	0	0	0	0	0	0	0	0	0	0	15	13:30	4	172	9	2	1	2	0	0	0	0	0	1	0	191
1:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:45	5	205	15	1	2	0	0	0	0	0	0	0	1	229
2:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	14:00	1	257	8	2	0	0	1	0	0	0	0	1	1	271
2:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	14:15	0	222	9	1	1	0	0	0	0	0	0	0	0	233
2:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:30	1	239	12	2	1	1	0	0	0	0	0	0	0	256
2:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14:45	5	248	18	6	4	1	1	0	0	0	1	0	0	284
3:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15:00	6	239	11	2	0	0	1	0	0	0	0	0	0	259
3:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	15:15	5	280	9	2	1	2	1	0	0	0	1	0	0	301
3:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	15:30	6	298	12	2	4	0	0	1	0	0	0	0	0	323
3:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	15:45	8	321	15	4	5	2	2	0	0	1	1	0	0	359
4:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	16:00	9	310	22	5	6	3	0	0	0	1	0	0	0	356
4:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16:15	12	296	35	2	5	2	0	0	0	0	0	0	0	352
4:30	0	11	1	0	0	0	0	0	0	0	0	0	0	12	16:30	5	338	33	5	9	0	4	1	0	1	0	0	0	396
4:45	0	15	0	0	0	0	0	0	0	0	0	0	0	15	16:45	5	317	35	2	12	4	2	2	1	0	0	0	0	380
5:00	0	16	0	0	0	0	0	0	0	0	0	0	0	16	17:00	12	320	42	6	5	2	0	0	0	0	0	0	0	387
5:15	0	22	0	1	0	0	0	0	0	0	0	0	0	23	17:15	8	327	28	2	4	1	3	2	0	0	0	0	0	375
5:30	0	32	1	0	0	0	0	0	0	0	0	0	0	33	17:30	6	222	32	5	9	0	2	0	2	0	0	0	0	278
5:45	0	50	1	0	0	0	0	0	0	0	0	0	0	51	17:45	5	151	22	4	10	2	0	0	0	0	0	0	0	194
6:00	0	47	0	0	0	0	0	0	0	0	0	0	0	47	18:00	1	184	19	4	5	0	1	0	0	0	0	0	0	214
6:15	1	59	4	1	1	0	0	0	0	0	0	0	0	66	18:15	3	137	11	2	2	1	1	0	0	0	0	0	0	157
6:30	0	64	2	0	0	0	0	0	0	0	0	0	0	66	18:30	2	147	19	1	1	0	0	0	0	0	0	0	0	170
6:45	1	89	0	0	0	0	0	0	0	0	0	0	0	90	18:45	1	133	8	0	0	1	0	0	0	0	0	0	0	143
7:00	2	92	1	0	0	0	0	0	0	0	0	0	0	95	19:00	0	111	9	1	1	0	0	0	0	0	0	0	0	122
7:15	0	110	2	1	0	0	0	0	0	0	0	0	0	113	19:15	1	119	5	1	0	1	0	0	0	0	0	0	0	127
7:30	1	179	5	0	1	0	0	0	0	0	0	0	0	186	19:30	2	175	4	0	0	0	0	0	0	0	0	0	0	181
7:45	2	174	6	0	1	0	0	0	0	0	0	0	0	183	19:45	0	155	3	1	1	0	1	0	0	0	0	0	0	161
8:00	2	115	4	1	2	1	0	0	0	0	0	0	0	125	20:00	1	116	2	0	0	1	0	0	0	0	0	0	0	120
8:15	0	113	5	0	2	0	0	0	0	0	0	0	0	120	20:15	1	82	2	1	0	0	0	0	0	0	0	0	0	86
8:30	0	109	4	1	1	0	1	0	0	0	0	0	0	116	20:30	0	79	4	0	0	0	0	0	0	0	0	0	0	83
8:45	1	107	6	1	0	0	0	0	0	0	0	0	0	115	20:45	0	76	2	0	0	0	0	0	0	0	0	0	0	78
9:00	4	128	3	2	1	1	2	0	0	0	0	0	0	141	21:00	0	57	1	1	0	0	0	0	0	0	0	0	0	59
9:15	1	133	2	0	1	0	1	0	0	0	0	0	0	138	21:15	1	67	2	0	0	0	0	0	0	0	0	0	0	70
9:30	1	157	1	0	2	0	0	0	0	0	0	0	0	161	21:30	0	61	1	0	0	0	0	0	0	0	0	0	0	62
9:45	1	167	0	1	1	0	0	0	0	0	0	0	0	170	21:45	0	54	3	1	0	0	0	0	0	0	0	0	0	58
10:00	2	159	1	2	0	0	2	0	0	0	0	0	0	166	22:00	0	41	1	0	0	0	0	0	0	0	0	0	0	42
10:15	0	154	4	0	4	1	1	0	0	0	0	0	0	164	22:15	0	39	0	0	1	0	0	0	0	0	0	0	0	40
10:30	0	171	5	0	5	1	0	0	0	0	0	0	0	182	22:30	0	59	1	1	0	0	0	0	0	0	0	0	0	61
10:45	1	186	9	1	1	2	0	0	0	0	0	0	0	200	22:45	0	38	2	1	0	0	0	0	0	0	0	0	0	41
11:00	0	165	8	2	4	0	0	0	0	0	0	0	0	179	23:00	0	58	0	0	0	0	0	0	0	0	0	0	0	58
11:15	0	198	9	2	5	0	0	0	0	0	0	0	0	214	23:15	0	40	1	0	0	0	0	0	0	0	0	0	0	41
11:30	1	207	11	2	6	1	0	0	0	0	0	0	0	228	23:30	0	91	1	0	0	0	0	0	0	0	0	0	0	92
11:45	2	212	5	4	8	2	0	0	0	0	0	0	0	233	23:45	0	27	2	0	0	0	0	0	0	0	0	0	0	29
TOTAL	23	3,617	104	22	46	9	7	0	0	0	0	0	0	3,828	TOTAL	134	8,018	523	80	96	29	21	8	4	3	3	2	3	8,924
AM PEAK HOUR														11:00 AM	PM PEAK HOUR														4:30 PM
AM PEAK VOLUME														854	PM PEAK VOLUME														1,538

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	157	11,635	627	102	142	38	28	8	4	3	3	2	3	12,752
% OF TOTAL	1.2%	91.2%	4.9%	0.8%	1.1%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 11/29/16 TUESDAY
JOB #: PTD-16-1202-01

CITY: CLAIROMONT
LOCATION: JUTLAND BTN GUILTOY & AMBER

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12:00	0	25	2	0	0	0	0	0	0	0	0	0	27	
0:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8	12:15	0	26	1	0	1	0	0	0	0	0	0	0	28	
0:30	0	4	0	0	2	0	0	0	0	0	0	0	0	6	12:30	0	33	0	1	0	0	0	0	0	0	0	0	34	
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:45	0	14	0	0	0	0	0	0	0	0	0	0	14	
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:00	0	31	1	0	1	0	0	0	0	0	0	0	33	
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:15	1	18	1	0	0	1	0	0	0	0	0	0	21	
1:30	1	2	0	0	0	0	0	0	0	0	0	0	0	3	13:30	2	29	0	0	1	1	0	0	0	0	0	0	33	
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:45	0	23	1	0	0	1	0	1	0	0	0	1	27	
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:00	1	29	0	0	0	0	0	0	0	0	2	0	32	
2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:15	1	41	3	0	4	0	0	0	0	0	0	0	49	
2:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:30	1	51	2	0	0	0	0	0	0	0	0	0	54	
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	3	70	5	0	0	0	0	0	0	0	0	0	78	
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:00	2	66	0	0	1	0	0	0	0	0	0	1	70	
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:15	0	54	1	0	3	0	0	0	0	0	0	0	58	
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:30	0	77	1	0	0	0	0	0	0	0	2	0	80	
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:45	0	80	3	0	1	0	0	0	0	0	0	0	84	
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:00	0	88	2	0	0	0	0	0	0	0	0	0	90	
4:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1	16:15	0	94	2	0	0	0	0	0	0	0	0	0	96	
4:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4	16:30	0	88	1	0	3	1	0	0	0	0	0	0	93	
4:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4	16:45	1	90	3	0	0	0	0	0	0	0	0	0	94	
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17:00	0	89	4	0	0	0	0	0	0	0	0	0	93	
5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	17:15	0	77	3	0	0	1	0	0	0	0	0	1	82	
5:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	17:30	1	84	7	0	0	0	0	0	0	0	0	1	93	
5:45	0	11	2	0	0	0	0	0	0	0	0	0	0	13	17:45	2	91	0	0	2	0	0	0	0	0	0	0	95	
6:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	18:00	0	88	4	0	0	0	0	0	0	0	0	0	92	
6:15	0	13	3	0	0	0	0	0	0	0	0	0	0	16	18:15	0	81	5	0	2	0	0	0	0	0	0	0	88	
6:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13	18:30	1	90	3	0	0	1	0	0	0	0	0	0	95	
6:45	0	25	5	0	0	0	0	0	0	0	0	0	0	30	18:45	2	70	3	0	0	0	0	0	0	0	0	0	75	
7:00	0	44	3	0	0	0	0	0	0	0	0	0	0	47	19:00	0	66	5	0	1	1	0	0	0	0	0	0	73	
7:15	1	80	3	0	0	0	0	0	0	0	0	0	0	84	19:15	0	70	5	0	0	1	0	0	0	0	0	0	76	
7:30	2	95	0	0	0	1	0	0	0	0	0	0	0	98	19:30	0	65	2	0	0	0	0	0	0	0	0	0	67	
7:45	0	91	4	0	0	1	0	0	0	0	0	0	0	96	19:45	0	55	4	0	0	0	0	0	0	0	0	0	59	
8:00	0	101	5	0	1	0	0	0	0	0	0	0	0	107	20:00	1	40	1	0	0	0	1	0	0	0	0	0	0	43
8:15	1	111	7	0	0	0	0	0	0	0	0	0	0	119	20:15	5	35	2	0	0	0	0	0	0	0	0	0	0	42
8:30	0	70	2	0	0	0	0	0	0	0	0	0	0	72	20:30	2	44	2	0	0	0	0	0	0	0	0	0	0	48
8:45	1	88	3	0	0	0	0	0	0	0	0	0	0	92	20:45	2	41	0	0	2	0	0	0	0	0	0	0	0	45
9:00	2	91	4	0	2	0	0	0	0	0	0	0	0	99	21:00	1	36	0	0	0	0	0	0	0	0	0	0	0	37
9:15	1	84	1	0	3	0	0	0	0	0	0	0	0	89	21:15	0	35	1	0	0	0	0	0	0	0	0	0	0	36
9:30	2	60	1	0	0	0	0	0	0	0	0	0	0	63	21:30	0	19	0	0	0	0	0	0	0	0	0	0	0	19
9:45	0	65	5	0	0	0	0	0	0	0	0	0	0	70	21:45	0	19	1	0	0	0	0	0	0	0	0	0	0	20
10:00	0	48	5	0	0	1	0	0	0	0	0	0	0	54	22:00	0	16	1	0	0	0	0	0	0	0	0	0	0	17
10:15	1	37	1	0	2	0	1	0	0	0	0	0	0	42	22:15	0	22	0	0	0	0	0	0	0	0	0	0	0	22
10:30	0	64	4	0	0	0	0	0	0	0	0	0	0	68	22:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
10:45	0	46	3	0	0	0	0	0	0	0	0	0	0	49	22:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11
11:00	0	45	2	1	0	1	0	0	0	0	0	0	0	49	23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	11
11:15	1	34	4	0	0	1	0	0	0	0	0	0	0	40	23:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:30	2	31	4	0	2	0	0	0	0	0	0	0	0	39	23:30	0	9	0	0	1	0	0	0	0	0	0	0	0	10
11:45	1	28	1	1	1	1	0	0	0	0	0	0	0	33	23:45	1	7	0	0	0	0	0	0	0	0	0	0	0	8
TOTAL	16	1,428	77	2	13	6	1	0	0	0	0	0	0	1,543	TOTAL	30	2,308	85	1	23	8	1	1	0	0	0	8	0	2,465

AM PEAK HOUR 7:30 AM
AM PEAK VOLUME 420

PM PEAK HOUR 4:15 PM
PM PEAK VOLUME 376

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	46	3,736	162	3	36	14	2	1	0	0	0	8	0	4,008
% OF TOTAL	1.1%	93.2%	4.0%	0.1%	0.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	100.0%

TOTAL: ALL	97	8,034	744	8	296	19	2	3	0	0	0	8	0	9,211
% OF TOTAL	2.4%	200.4%	18.6%	0.2%	7.4%	0.5%	0.0%	0.1%	0.0%	0.0%	0.0%	0.2%	0.0%	100.0%

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

CITY: CLAIREMONT
LOCATION: JUTLAND BTN GUILTOY & AMBER

[illegible]

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

[illegible]

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIRESMONT
LOCATION: LINDA VISTA S-O MESA COLLEGE

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	12:00	4	125	7	3	1	1	0	0	0	0	0	0	0	141
0:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	12:15	5	149	9	4	2	0	1	0	1	0	0	1	0	172
0:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	12:30	2	136	12	2	3	1	1	0	0	0	0	0	0	157
0:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	12:45	2	132	15	2	2	1	1	0	2	0	0	0	0	157
1:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:00	2	95	6	1	4	2	0	0	1	0	0	0	0	111
1:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:15	4	116	8	0	2	2	1	0	1	0	0	0	0	134
1:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:30	2	116	9	4	5	2	0	0	0	0	0	1	0	139
1:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	13:45	0	120	9	2	5	4	1	0	0	0	0	0	0	141
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:00	2	147	12	1	8	2	0	0	0	0	0	0	0	172
2:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14:15	1	99	8	1	5	2	0	0	0	0	0	0	0	116
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:30	1	138	9	1	6	4	0	0	0	0	0	0	0	159
2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:45	0	123	5	12	6	0	2	0	1	0	0	0	0	149
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:00	1	146	4	5	5	2	1	0	1	0	0	0	0	165
3:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:15	2	155	9	8	3	4	1	0	0	0	0	0	1	183
3:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	15:30	0	201	12	5	5	2	0	0	0	0	0	0	0	225
3:45	0	9	0	0	1	0	0	0	0	0	0	0	0	10	15:45	4	157	15	4	4	4	0	0	0	0	0	0	0	188
4:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	16:00	5	140	11	6	4	4	0	0	1	0	0	0	0	171
4:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	16:15	4	153	8	6	5	5	1	0	0	0	0	0	0	182
4:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9	16:30	2	162	9	5	6	2	1	0	1	0	0	0	0	188
4:45	0	14	1	0	0	0	0	0	0	0	0	0	0	15	16:45	2	170	10	4	5	6	0	0	2	0	0	0	0	199
5:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19	17:00	4	145	12	8	2	5	2	0	1	0	0	0	0	179
5:15	0	20	2	0	0	0	0	0	0	0	0	0	0	22	17:15	6	141	12	5	4	4	1	0	0	0	0	0	0	173
5:30	1	30	2	0	0	0	0	0	0	0	0	0	0	33	17:30	5	174	11	4	2	2	0	0	0	0	0	0	0	198
5:45	1	37	1	0	1	0	0	0	0	0	0	0	0	40	17:45	2	170	8	4	2	2	0	0	1	0	0	0	0	189
6:00	2	49	4	1	1	0	0	0	0	0	0	0	0	57	18:00	2	143	9	3	4	1	0	1	0	0	0	0	0	163
6:15	0	59	5	2	2	0	1	0	0	0	0	0	0	69	18:15	4	117	10	2	3	0	0	0	0	0	0	0	0	136
6:30	1	89	6	1	1	0	0	0	0	0	0	0	0	98	18:30	0	97	5	1	3	1	1	0	0	0	0	0	0	108
6:45	1	100	8	2	2	0	0	0	1	0	1	0	0	115	18:45	2	103	4	1	1	1	0	0	0	0	0	0	0	112
7:00	2	103	9	1	1	1	0	1	1	0	0	0	0	119	19:00	1	94	6	2	2	1	1	0	0	0	0	0	0	107
7:15	2	140	11	0	4	1	0	0	0	0	0	1	0	159	19:15	0	71	4	1	1	0	1	0	0	0	0	0	0	78
7:30	3	210	15	1	4	2	1	0	0	0	0	0	0	236	19:30	1	74	6	1	1	0	0	0	0	0	0	0	0	83
7:45	2	213	18	2	5	2	1	1	0	1	0	0	0	245	19:45	2	97	3	0	0	1	1	0	0	0	0	0	0	104
8:00	1	212	20	1	6	3	0	0	0	0	0	1	0	244	20:00	1	57	2	1	0	0	0	0	0	0	0	0	0	61
8:15	2	166	11	4	4	4	1	1	1	0	0	2	0	196	20:15	0	50	4	1	0	1	0	0	0	0	0	0	0	56
8:30	3	201	15	3	6	5	0	0	1	1	0	2	0	237	20:30	1	75	2	1	0	1	0	0	0	0	0	0	0	80
8:45	4	159	9	5	9	6	0	1	0	0	0	0	0	193	20:45	0	60	1	0	0	0	0	0	0	0	0	0	0	61
9:00	5	132	12	1	5	2	0	0	0	1	1	0	0	159	21:00	0	55	2	1	2	1	0	0	0	0	0	0	0	61
9:15	2	144	8	1	5	5	0	0	1	0	0	1	0	167	21:15	0	43	1	1	1	0	0	0	0	0	0	0	0	46
9:30	1	125	9	5	8	2	1	0	0	1	1	0	0	153	21:30	1	46	4	0	1	0	0	0	0	0	0	0	0	52
9:45	1	127	12	2	8	2	2	0	0	0	0	0	0	154	21:45	0	33	1	1	0	1	0	0	0	0	0	0	0	36
10:00	2	81	5	2	2	0	1	1	0	0	0	0	0	94	22:00	0	32	0	1	0	0	0	0	0	0	0	0	0	33
10:15	0	107	4	1	3	2	0	2	1	0	0	0	0	120	22:15	0	29	1	0	0	0	0	0	0	0	0	0	0	30
10:30	1	114	9	4	1	1	0	0	0	0	0	0	0	130	22:30	1	42	1	1	0	0	0	0	0	0	0	0	0	45
10:45	4	138	10	2	1	1	1	0	0	0	0	0	0	157	22:45	0	19	0	0	0	0	0	0	0	0	0	0	0	19
11:00	0	126	9	1	2	0	0	0	0	0	0	0	0	138	23:00	1	24	1	0	0	0	0	0	0	0	0	0	0	26
11:15	1	108	12	1	3	1	1	0	0	0	0	0	0	127	23:15	0	23	1	0	0	0	0	0	0	0	0	0	0	24
11:30	1	115	5	2	3	1	0	0	0	0	0	0	0	127	23:30	0	14	0	1	0	0	0	0	0	0	0	0	0	15
11:45	1	106	9	1	2	0	0	0	0	0	0	0	0	119	23:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11
TOTAL	44	3,334	244	46	90	41	10	7	6	4	3	7	0	3,836	TOTAL	79	4,819	298	117	115	72	18	1	13	0	0	2	1	5,535

AM PEAK HOUR 7:45 AM
AM PEAK VOLUME 922

PM PEAK HOUR 3:15 PM
PM PEAK VOLUME 767

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	123	8,153	542	163	205	113	28	8	19	4	3	9	1	9,371
% OF TOTAL	1.3%	87.0%	5.8%	1.7%	2.2%	1.2%	0.3%	0.1%	0.2%	0.0%	0.0%	0.1%	0.0%	100.0%

TOTAL: ALL	335	16,527	880	295	333	179	65	16	24	7	3	10	5	18,679
% OF TOTAL	3.6%	176.4%	9.4%	3.1%	3.6%	1.9%	0.7%	0.2%	0.3%	0.1%	0.0%	0.1%	0.1%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIREMONT
LOCATION: LINDA VISTA S-O MESA COLLEGE

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	13	0	0	0	0	0	0	0	0	0	0	0	13	12:00	2	105	5	2	2	2	0	0	0	0	0	0	0	118
0:15	1	12	0	0	0	0	0	0	0	0	0	0	0	13	12:15	0	139	6	1	1	1	0	0	0	0	0	0	0	148
0:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11	12:30	4	100	4	2	2	0	1	1	0	0	0	0	0	114
0:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	12:45	2	136	2	1	2	2	1	2	0	0	0	0	1	149
1:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	13:00	4	109	2	4	2	0	1	0	0	0	0	0	0	122
1:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:15	1	95	4	2	4	0	2	0	0	0	0	0	0	108
1:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13:30	2	137	5	2	2	1	1	0	0	0	0	0	0	150
1:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9	13:45	2	114	3	2	0	0	2	1	0	0	0	0	0	124
2:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:00	2	151	4	4	0	2	1	0	0	0	0	0	1	165
2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:15	4	113	4	2	1	1	1	0	0	0	0	0	0	126
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:30	5	129	5	8	2	1	0	0	0	0	0	0	0	150
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:45	2	123	6	1	4	1	0	0	0	0	0	0	0	137
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	2	152	8	5	2	1	1	0	0	0	0	0	0	171
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:15	4	167	9	4	2	2	1	0	0	0	0	0	0	189
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:30	2	162	12	5	4	2	0	1	0	0	0	0	0	188
3:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:45	6	197	11	3	2	4	2	0	0	0	0	0	0	225
4:00	0	4	1	0	1	0	0	0	0	0	0	0	0	6	16:00	5	197	18	2	4	2	1	0	0	0	0	0	0	229
4:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3	16:15	8	227	8	4	5	2	2	0	1	0	0	0	0	257
4:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16:30	5	228	9	5	5	2	1	0	0	0	0	0	1	256
4:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16:45	9	266	12	2	6	4	2	0	1	0	0	0	1	303
5:00	0	4	0	1	1	0	0	0	0	0	0	0	0	6	17:00	12	275	18	5	2	2	1	0	0	1	0	0	0	316
5:15	0	9	0	1	0	0	0	0	0	0	0	0	0	10	17:15	11	237	11	2	2	4	1	0	1	0	0	0	1	270
5:30	0	8	1	2	0	0	0	0	0	0	0	0	0	11	17:30	8	293	8	2	4	5	1	0	0	0	0	0	0	321
5:45	0	11	1	1	1	0	0	0	0	0	0	0	0	14	17:45	9	224	9	1	5	2	0	0	0	0	0	0	0	250
6:00	1	13	1	1	1	0	0	0	0	0	0	0	0	17	18:00	15	259	10	4	6	4	0	0	0	0	0	0	0	298
6:15	0	22	2	1	0	0	0	0	0	0	0	0	0	25	18:15	11	230	5	4	2	2	1	0	0	1	0	0	0	256
6:30	1	32	4	0	0	0	0	0	0	0	0	0	0	37	18:30	8	152	4	5	1	1	2	0	0	0	0	0	0	173
6:45	0	27	5	0	1	0	0	0	0	2	0	0	0	35	18:45	9	117	9	2	2	1	1	0	0	0	0	0	0	141
7:00	1	37	2	0	2	0	0	1	0	0	0	0	0	43	19:00	4	113	10	2	1	1	0	0	0	0	0	0	0	131
7:15	2	53	3	2	2	0	0	1	0	0	0	0	0	63	19:15	5	105	5	2	0	0	0	0	0	0	0	0	0	117
7:30	0	83	3	2	0	0	0	1	0	0	0	0	0	89	19:30	3	82	4	1	1	0	0	0	0	0	0	0	0	91
7:45	1	109	4	4	3	0	0	0	0	0	0	0	0	121	19:45	2	77	5	2	0	1	0	0	0	0	0	0	0	87
8:00	2	129	5	2	5	0	0	0	0	0	0	0	0	143	20:00	1	65	2	0	1	0	0	0	0	0	0	0	0	69
8:15	4	199	6	2	5	0	0	1	0	0	0	0	0	217	20:15	0	68	2	1	0	0	0	0	0	0	0	0	0	71
8:30	2	207	2	4	6	2	1	0	0	0	0	0	0	224	20:30	1	77	1	0	0	1	0	0	0	0	0	0	0	80
8:45	3	108	3	2	4	1	1	0	0	0	0	0	0	122	20:45	2	62	4	0	0	0	0	0	0	0	0	0	0	68
9:00	1	100	4	2	2	1	2	0	0	0	0	0	0	112	21:00	1	77	1	1	1	0	0	0	0	0	0	0	0	81
9:15	2	109	2	1	2	0	0	0	0	0	0	0	0	116	21:15	1	59	2	0	0	0	0	0	0	0	0	0	0	62
9:30	1	95	2	0	3	0	1	0	0	0	0	0	0	102	21:30	2	59	0	1	0	0	0	0	0	0	0	0	0	62
9:45	0	92	5	1	2	1	0	0	0	0	0	0	0	101	21:45	0	50	1	0	1	0	0	0	0	0	0	0	0	52
10:00	1	90	6	1	1	0	0	0	0	1	0	0	0	100	22:00	0	61	1	1	0	0	0	0	0	0	0	0	0	63
10:15	2	110	8	0	0	2	1	0	0	0	0	0	0	123	22:15	1	52	0	0	0	0	0	0	0	0	0	0	0	53
10:30	1	90	5	0	0	0	1	0	0	0	0	0	0	97	22:30	1	40	0	0	0	0	0	0	0	0	0	0	0	41
10:45	1	106	4	1	0	0	0	0	0	0	0	0	0	113	22:45	0	37	1	1	0	0	0	0	0	0	0	0	0	39
11:00	0	85	1	1	0	1	1	0	0	0	0	0	0	89	23:00	0	31	2	0	0	0	0	0	0	0	0	0	0	33
11:15	1	104	2	0	2	1	0	0	0	0	0	0	0	110	23:15	0	27	1	0	0	0	0	0	0	0	0	0	0	28
11:30	3	107	1	1	1	2	1	0	0	0	0	0	0	116	23:30	1	18	0	0	0	0	0	0	0	0	0	0	0	19
11:45	2	122	1	1	1	1	0	0	0	0	0	0	0	128	23:45	0	24	0	0	0	0	0	0	0	0	0	0	0	24
TOTAL	33	2,356	85	34	47	12	10	3	2	1	0	0	0	2,583	TOTAL	179	6,018	253	98	81	54	27	5	3	2	0	1	4	6,725

AM PEAK HOUR 8:00 AM
AM PEAK VOLUME 706

PM PEAK HOUR 4:45 PM
PM PEAK VOLUME 1,210

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	212	8,374	338	132	128	66	37	8	5	3	0	1	4	9,308
% OF TOTAL	2.3%	90.0%	3.6%	1.4%	1.4%	0.7%	0.4%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIREMONT
LOCATION: LINDA VISTA BTN DANIEL & WHEATLY

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	12:00	3	94	10	2	0	2	0	0	0	0	0	0	0	111
0:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12:15	3	109	12	2	1	1	0	0	1	0	0	1	0	130
0:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	12:30	2	103	10	1	1	1	0	0	0	0	0	0	0	118
0:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	12:45	0	93	8	2	4	3	2	0	1	0	0	0	0	113
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:00	1	78	5	2	1	0	0	0	0	0	0	0	0	87
1:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:15	0	93	8	0	3	2	0	0	0	0	0	0	0	106
1:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:30	1	89	9	2	2	2	0	0	0	0	0	1	0	106
1:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13:45	0	86	6	0	5	2	0	0	0	0	0	0	0	99
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:00	2	116	4	1	4	1	0	0	0	0	0	0	0	128
2:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:15	1	71	3	0	1	1	1	0	0	0	0	0	0	78
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:30	1	97	5	1	3	3	0	0	0	0	0	0	0	110
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:45	2	101	6	1	5	0	1	0	0	0	0	0	0	116
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:00	2	105	7	1	1	1	1	0	2	0	0	0	0	120
3:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:15	2	153	16	2	4	2	0	0	0	0	0	0	1	180
3:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:30	0	137	7	2	3	2	0	0	0	0	0	0	0	151
3:45	0	4	1	0	1	0	0	0	0	0	0	0	0	6	15:45	4	142	10	2	4	2	0	0	0	0	0	0	0	164
4:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	16:00	0	184	10	0	1	3	1	0	0	0	0	0	0	199
4:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	16:15	4	223	7	1	2	5	0	0	0	0	0	0	0	242
4:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	16:30	5	222	6	2	3	5	0	1	0	0	0	0	0	244
4:45	0	8	1	0	0	0	0	0	0	0	0	0	0	9	16:45	2	232	10	1	3	4	0	1	0	0	0	0	0	253
5:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	17:00	1	213	7	2	2	4	1	0	0	0	0	0	0	230
5:15	1	16	1	0	0	0	0	0	0	0	0	0	0	18	17:15	0	252	14	0	1	2	1	0	0	0	0	0	0	270
5:30	0	15	4	0	1	0	0	0	0	0	0	0	0	20	17:30	4	230	8	1	3	2	0	0	0	0	0	0	0	248
5:45	0	28	3	1	0	0	0	0	0	0	0	0	0	32	17:45	2	184	9	1	2	1	0	0	0	0	0	0	0	199
6:00	0	24	3	1	1	0	0	0	1	0	0	0	0	30	18:00	2	151	8	0	2	1	0	1	0	0	0	0	0	165
6:15	0	50	10	1	1	0	0	1	0	0	0	0	0	63	18:15	1	162	7	1	0	0	0	0	0	0	0	0	0	171
6:30	1	55	6	1	2	0	1	0	0	0	0	0	0	66	18:30	0	135	4	0	2	2	0	0	0	0	0	0	0	143
6:45	1	65	9	1	1	0	0	0	0	0	1	0	0	78	18:45	2	105	4	1	1	1	0	0	0	0	0	0	0	114
7:00	3	70	9	1	4	2	0	0	0	0	0	0	0	89	19:00	0	111	6	0	2	1	0	0	0	0	0	0	0	120
7:15	1	121	9	1	1	0	1	0	0	0	0	0	0	134	19:15	3	98	4	1	1	0	0	0	0	0	0	0	0	107
7:30	3	169	10	2	3	0	1	0	1	0	0	1	0	190	19:30	0	88	3	0	0	0	0	0	0	0	0	0	0	91
7:45	1	174	12	1	3	3	0	0	0	0	0	2	0	196	19:45	0	70	5	0	0	0	1	0	0	0	0	0	0	76
8:00	0	178	11	2	2	3	0	0	0	0	0	0	0	196	20:00	0	65	4	0	0	2	0	0	0	0	0	0	0	71
8:15	3	153	13	1	6	1	0	0	1	0	0	2	0	180	20:15	0	44	2	1	0	1	0	0	0	0	0	0	0	48
8:30	3	186	21	3	6	2	0	0	0	1	0	0	0	222	20:30	0	51	5	0	0	0	0	0	0	0	0	0	0	56
8:45	1	112	10	1	6	1	0	0	0	0	0	0	0	131	20:45	0	54	2	1	0	0	0	0	0	0	0	0	0	57
9:00	1	111	5	2	3	2	0	0	0	0	0	0	0	124	21:00	1	42	1	0	0	0	0	0	0	0	0	0	0	44
9:15	0	115	6	1	1	1	0	0	0	0	0	1	0	125	21:15	0	39	3	1	0	0	0	0	0	0	0	0	0	43
9:30	3	86	6	1	2	3	0	0	1	0	0	0	0	102	21:30	1	37	2	0	0	1	0	0	0	0	0	0	0	41
9:45	6	100	7	1	0	3	1	0	0	0	0	0	0	118	21:45	0	34	1	0	1	0	0	0	0	0	0	0	0	36
10:00	1	71	8	1	3	0	0	0	0	0	0	0	0	84	22:00	1	23	2	1	0	0	0	0	0	0	0	0	0	27
10:15	2	90	10	1	3	0	0	1	0	0	0	0	0	107	22:15	0	26	1	0	0	0	0	0	0	0	0	0	0	27
10:30	1	93	6	1	4	0	0	0	0	0	0	0	0	105	22:30	0	31	0	1	0	0	0	0	0	0	0	0	0	32
10:45	2	102	11	1	2	0	1	0	0	0	0	0	0	119	22:45	0	15	2	0	0	0	0	0	0	0	0	0	0	17
11:00	0	95	14	2	2	0	0	0	0	0	0	0	0	113	23:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20
11:15	0	89	4	0	3	1	0	0	0	0	0	0	0	97	23:15	0	21	1	0	0	0	0	0	0	0	0	0	0	22
11:30	0	95	6	2	1	0	0	0	0	0	0	0	0	104	23:30	0	7	0	1	0	0	0	0	0	0	0	0	0	8
11:45	1	87	8	0	1	2	0	0	0	0	0	0	0	99	23:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12
TOTAL	35	2,634	225	30	63	24	5	2	4	1	1	6	0	3,030	TOTAL	53	4,846	266	38	68	60	9	1	6	0	0	2	1	5,350

AM PEAK HOUR 7:45 AM
AM PEAK VOLUME 794

PM PEAK HOUR 4:45 PM
PM PEAK VOLUME 1,001

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	88	7,480	491	68	131	84	14	3	10	1	1	8	1	8,380
% OF TOTAL	1.1%	89.3%	5.9%	0.8%	1.6%	1.0%	0.2%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	100.0%

TOTAL: ALL	260	17,593	749	151	208	128	33	5	14	4	2	10	4	19,161
% OF TOTAL	3.1%	209.9%	8.9%	1.8%	2.5%	1.5%	0.4%	0.1%	0.2%	0.0%	0.0%	0.1%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16 TUESDAY
JOB #: PTD-16-1202-01

CITY: CLAIROMONT
LOCATION: MESA COLLEGE BTN LINDA VISTA & I-805 SB RAMP

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	12:00	7	216	18	0	4	3	0	0	0	0	0	0	0	248
0:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12:15	1	167	11	1	2	0	1	0	0	0	0	0	1	184
0:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	12:30	6	186	9	0	6	2	0	0	0	0	0	0	0	209
0:45	0	3	1	0	1	0	0	0	0	0	0	0	0	5	12:45	8	248	9	1	7	3	0	0	0	1	0	2	1	280
1:00	0	8	1	0	1	0	0	0	0	0	0	0	0	10	13:00	7	258	10	1	5	2	2	0	2	1	0	0	4	292
1:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:15	7	236	13	0	4	3	0	0	0	0	0	1	0	264
1:30	0	13	1	0	1	0	0	0	0	0	0	0	0	15	13:30	4	198	6	0	2	1	1	0	1	1	0	0	0	214
1:45	0	9	0	1	0	0	0	0	0	0	0	0	0	10	13:45	6	204	3	0	3	4	0	0	0	0	0	0	0	220
2:00	0	20	5	0	0	0	0	0	0	0	0	0	0	25	14:00	4	187	7	0	2	1	0	0	0	1	0	1	0	203
2:15	0	21	5	0	1	0	0	0	0	0	0	0	0	27	14:15	5	187	11	0	7	1	1	0	0	0	0	1	0	213
2:30	1	23	1	0	2	1	0	0	0	0	0	0	0	28	14:30	2	153	5	0	3	2	2	2	0	0	1	0	0	170
2:45	0	37	5	0	2	0	0	0	0	0	0	0	0	44	14:45	4	119	3	0	0	2	2	2	0	0	0	0	1	133
3:00	1	48	1	0	3	1	0	0	0	0	0	0	0	54	15:00	1	75	3	0	0	3	1	0	2	0	0	2	0	87
3:15	0	50	5	0	1	0	0	0	0	0	0	0	0	56	15:15	5	147	6	0	4	0	1	3	1	0	1	0	1	169
3:30	0	60	8	1	0	0	0	0	0	0	0	0	0	69	15:30	5	164	6	0	2	2	0	0	0	0	0	1	0	180
3:45	2	92	7	0	1	2	0	0	0	0	0	0	0	104	15:45	4	215	8	0	1	4	0	0	0	0	1	0	0	233
4:00	4	93	11	0	1	0	0	0	0	0	0	0	0	109	16:00	4	173	5	0	0	0	0	0	0	1	0	0	0	183
4:15	1	95	10	0	6	1	0	0	1	0	0	0	0	114	16:15	4	238	7	1	2	3	0	0	0	0	0	1	2	258
4:30	3	139	14	2	2	0	1	1	0	0	0	0	0	162	16:30	2	196	6	0	2	3	0	0	0	0	0	0	0	209
4:45	2	142	8	1	3	3	1	0	0	0	0	0	0	160	16:45	1	205	5	0	1	2	1	0	1	0	0	0	0	216
5:00	5	177	11	1	3	6	1	0	1	2	1	2	0	210	17:00	9	226	5	0	2	5	0	0	0	0	0	0	0	247
5:15	4	176	8	2	4	0	0	0	1	0	0	0	1	196	17:15	3	268	5	0	3	3	0	0	0	0	0	0	0	282
5:30	1	155	13	1	4	2	0	1	0	0	1	0	0	178	17:30	4	223	7	0	0	0	0	0	0	0	0	0	1	235
5:45	0	180	14	1	2	1	3	1	0	0	0	1	1	204	17:45	2	184	6	0	3	0	1	1	0	0	0	0	1	198
6:00	1	171	8	0	5	3	2	0	0	0	0	1	0	191	18:00	2	167	3	0	1	2	0	0	0	0	0	0	1	176
6:15	4	135	9	1	4	4	0	0	0	0	0	0	0	157	18:15	8	228	7	0	1	0	1	0	0	0	0	0	0	245
6:30	1	146	9	2	4	3	0	0	0	0	0	0	0	165	18:30	0	152	1	0	0	0	0	0	0	0	0	2	2	157
6:45	0	208	8	1	0	4	0	0	0	0	0	0	0	221	18:45	3	123	2	0	1	2	0	0	0	0	0	0	0	131
7:00	2	131	8	0	1	2	1	0	1	0	0	0	0	146	19:00	0	97	6	0	1	1	0	0	0	0	0	0	0	105
7:15	0	132	6	0	3	2	1	0	0	0	0	0	0	144	19:15	0	99	5	0	1	2	0	0	0	0	0	0	0	107
7:30	2	122	5	0	3	2	0	0	0	0	0	0	0	134	19:30	3	79	3	0	0	1	0	0	0	0	0	0	0	86
7:45	4	173	5	0	0	2	0	0	0	0	1	0	0	185	19:45	0	45	3	0	0	0	0	0	0	0	0	0	0	48
8:00	5	175	8	0	4	3	0	0	0	1	0	0	0	196	20:00	0	46	2	0	0	0	0	0	0	0	0	0	0	48
8:15	0	258	8	0	2	3	0	0	1	1	0	0	2	275	20:15	0	39	0	0	0	0	0	0	0	0	0	0	0	39
8:30	2	222	9	0	4	3	1	0	1	0	0	0	2	244	20:30	0	33	2	0	2	0	0	0	0	0	0	0	0	37
8:45	3	170	6	0	2	0	0	0	0	0	0	1	1	183	20:45	0	28	0	0	0	0	0	0	0	0	0	0	0	28
9:00	2	179	10	0	7	4	1	0	0	0	0	0	0	203	21:00	0	23	0	0	0	0	0	0	0	0	0	0	0	23
9:15	3	165	9	0	3	1	0	0	1	0	0	0	1	183	21:15	0	18	3	0	0	0	0	0	0	0	0	0	0	21
9:30	6	199	9	0	6	5	0	2	1	0	0	0	0	228	21:30	0	11	0	0	0	0	0	0	0	0	0	0	0	11
9:45	2	268	14	0	3	3	0	0	0	2	0	0	0	292	21:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:00	6	328	8	0	6	6	1	0	0	2	0	1	3	361	22:00	0	13	0	0	1	0	0	0	0	0	0	0	0	14
10:15	2	201	12	0	1	2	0	0	0	0	0	0	1	219	22:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
10:30	2	170	13	0	7	1	0	0	1	0	0	1	0	195	22:30	0	14	1	0	0	0	0	0	0	0	0	0	0	15
10:45	1	192	6	0	4	2	1	0	0	0	1	0	1	208	22:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
11:00	9	199	11	1	5	1	0	0	0	0	0	0	1	227	23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:15	8	230	7	0	3	3	0	0	1	1	0	0	0	253	23:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:30	8	256	6	2	4	5	2	0	2	2	0	0	2	289	23:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45	10	257	12	0	6	6	2	1	1	1	0	1	1	298	23:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
TOTAL	107	6,243	335	17	125	87	18	8	12	12	3	10	15	6,992	TOTAL	121	5,916	215	4	73	57	14	8	7	5	3	11	15	6,449

AM PEAK HOUR 9:30 AM
AM PEAK VOLUME 1,100

PM PEAK HOUR 12:45 PM
PM PEAK VOLUME 1,050

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6-OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	228	12,159	550	21	198	144	32	16	19	17	6	21	30	13,441
% OF TOTAL	1.7%	90.5%	4.1%	0.2%	1.5%	1.1%	0.2%	0.1%	0.1%	0.1%	0.0%	0.2%	0.2%	100.0%

TOTAL: ALL	488	23,813	1,035	64	371	310	104	42	52	44	15	62	92	26,492
% OF TOTAL	3.6%	177.2%	7.7%	0.5%	2.8%	2.3%	0.8%	0.3%	0.4%	0.3%	0.1%	0.5%	0.7%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAREMONT
LOCATION: MESA COLLEGE BTN LINDA VISTA & I-805 SB RAMPS

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL	
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13		
0:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20	12:00	5	184	11	2	5	0	2	0	2	1	1	2	1	216	
0:15	0	21	0	0	0	0	0	0	0	0	0	0	0	21	12:15	12	195	8	1	4	5	0	0	3	1	0	0	3	232	
0:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12	12:30	2	166	4	0	2	3	4	1	1	0	0	1	3	187	
0:45	1	10	0	0	0	0	0	0	0	1	0	0	0	12	12:45	0	212	3	0	2	1	0	0	0	0	0	0	2	220	
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:00	3	205	14	1	2	3	1	2	0	0	0	1	0	232	
1:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	13:15	4	184	7	0	7	1	0	0	1	1	0	0	0	205	
1:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:30	7	191	8	0	4	3	1	0	1	0	0	0	1	216	
1:45	0	13	0	0	0	0	0	0	0	0	0	0	0	13	13:45	4	168	4	0	3	3	1	0	1	1	2	1	1	189	
2:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	14:00	3	148	6	0	1	1	3	1	1	0	0	2	3	169	
2:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14:15	8	158	9	3	4	4	3	1	1	0	0	0	1	192	
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:30	0	137	15	1	7	1	0	0	1	0	0	1	0	163	
2:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:45	6	147	10	0	3	2	0	0	0	0	0	0	0	168	
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:00	2	144	6	0	2	2	4	0	1	0	0	0	1	162	
3:15	0	4	0	0	1	0	0	0	0	0	0	0	0	5	15:15	2	143	12	3	6	3	0	0	1	0	0	1	0	171	
3:30	0	4	3	0	1	0	0	0	0	0	0	0	0	8	15:30	6	137	9	2	3	6	4	1	2	1	0	3	0	174	
3:45	0	7	0	0	1	0	0	0	0	0	0	0	0	8	15:45	2	128	3	1	5	2	1	0	0	1	0	3	2	148	
4:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8	16:00	3	154	12	1	3	5	0	0	0	2	0	0	1	181	
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	5	184	12	0	7	1	1	0	2	1	0	0	2	215	
4:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11	16:30	10	191	11	1	3	2	3	0	0	0	0	0	0	221	
4:45	0	12	0	1	0	0	0	0	0	0	0	0	0	13	16:45	4	168	10	0	5	7	0	2	1	1	0	1	2	201	
5:00	0	22	3	0	1	0	0	0	0	0	0	0	0	26	17:00	6	235	12	1	2	2	0	0	0	1	0	2	1	262	
5:15	2	21	6	0	1	0	0	0	0	0	0	0	0	30	17:15	10	295	8	1	6	4	2	0	0	0	0	0	0	326	
5:30	0	35	5	0	0	0	0	0	0	0	0	0	0	40	17:30	5	289	5	2	0	5	4	0	0	2	0	2	4	318	
5:45	0	54	5	0	1	0	0	0	0	0	0	0	0	60	17:45	7	262	10	0	1	5	5	0	0	0	0	0	0	290	
6:00	1	66	8	0	1	0	0	0	0	0	0	0	0	76	18:00	5	252	5	2	1	5	1	2	0	0	0	0	3	276	
6:15	0	87	7	0	2	0	0	0	0	0	0	0	0	96	18:15	3	242	5	0	1	4	0	1	3	0	0	0	1	260	
6:30	2	118	9	0	3	2	0	0	0	1	0	0	0	135	18:30	7	235	5	0	4	0	1	1	0	0	0	0	0	253	
6:45	3	155	4	0	2	1	1	0	0	0	0	2	0	168	18:45	7	222	1	0	0	1	1	0	0	0	0	1	1	234	
7:00	2	226	9	0	3	2	1	0	0	0	1	0	0	244	19:00	2	184	4	0	0	4	0	0	0	0	0	0	0	0	194
7:15	2	251	8	0	3	5	0	0	1	0	0	0	1	271	19:15	2	161	6	0	0	1	0	0	0	0	0	0	0	170	
7:30	8	288	8	3	1	5	2	1	0	1	0	1	3	321	19:30	0	151	4	0	3	1	0	0	0	0	0	0	0	159	
7:45	12	333	12	1	1	4	1	0	1	1	0	1	3	370	19:45	2	141	7	0	2	1	0	0	0	0	0	0	0	153	
8:00	3	305	9	0	4	5	3	0	0	3	0	1	1	334	20:00	2	108	2	0	0	0	0	0	0	0	0	0	0	0	112
8:15	2	262	8	2	2	3	2	2	1	0	1	1	2	288	20:15	0	88	4	0	1	0	0	0	0	0	0	0	0	93	
8:30	4	288	8	4	5	4	2	1	2	1	0	1	1	321	20:30	0	95	5	0	0	0	0	0	0	0	0	0	0	100	
8:45	2	205	8	2	3	9	1	2	2	0	0	1	0	235	20:45	0	84	3	0	1	0	1	0	0	0	0	0	0	89	
9:00	5	184	7	0	0	6	2	2	0	1	0	1	3	211	21:00	0	72	4	0	1	0	0	0	0	0	0	0	0	77	
9:15	4	161	3	2	2	6	2	2	1	2	0	0	3	188	21:15	1	68	5	0	1	0	0	0	0	0	0	0	0	75	
9:30	7	142	5	1	3	3	1	0	0	1	0	2	2	167	21:30	0	69	1	0	1	0	0	0	0	0	0	0	0	71	
9:45	8	135	11	3	5	3	3	1	0	0	0	2	2	173	21:45	3	36	2	0	0	0	0	0	0	0	0	0	0	41	
10:00	3	144	5	0	2	2	3	0	0	1	0	0	2	162	22:00	1	55	0	0	0	0	0	0	0	0	0	0	0	56	
10:15	5	134	7	0	2	2	2	1	1	0	0	1	1	156	22:15	0	45	2	0	1	0	0	0	0	0	0	0	0	48	
10:30	3	166	7	2	2	8	0	0	0	0	1	1	1	191	22:30	0	46	1	0	0	0	0	0	0	0	0	0	0	47	
10:45	7	142	5	0	3	2	2	1	0	1	1	0	1	165	22:45	1	35	4	0	0	0	0	0	0	0	0	0	0	40	
11:00	7	178	8	0	0	2	0	0	0	0	1	3	1	200	23:00	0	36	0	0	2	0	0	0	0	0	0	0	0	38	
11:15	2	132	9	0	4	1	1	0	1	1	1	0	0	152	23:15	0	23	1	0	0	0	0	0	0	0	0	0	0	24	
11:30	7	162	5	0	4	2	0	0	0	0	0	0	0	180	23:30	0	28	2	0	0	0	0	0	0	0	0	0	0	30	
11:45	4	170	7	0	2	1	0	1	0	0	0	2	2	189	23:45	2	30	1	0	1	0	0	0	0	0	0	0	0	34	
TOTAL	106	4,723	202	21	66	78	29	14	11	14	6	20	29	5,319	TOTAL	154	6,931	283	22	107	88	43	12	22	13	3	21	33	7,732	

AM PEAK HOUR 7:45 AM
AM PEAK VOLUME 1,313

PM PEAK HOUR 5:15 PM
PM PEAK VOLUME 1,210

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	260	11,654	485	43	173	166	72	26	33	27	9	41	62	13,051
% OF TOTAL	2.0%	89.3%	3.7%	0.3%	1.3%	1.3%	0.6%	0.2%	0.3%	0.2%	0.1%	0.3%	0.5%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16 TUESDAY
JOB #: PTD-16-1202-01

CITY: CLAIROMONT
LOCATION: MESA COLLEGE BTN I-163 SB RAMPS & I-163 NB RAMPS

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18	12:00	1	124	4	1	3	0	0	0	0	0	0	0	0	133
0:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	12:15	0	114	6	2	0	1	0	0	0	1	0	0	0	124
0:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	12:30	1	105	12	2	2	2	1	0	0	0	0	0	0	125
0:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	12:45	1	141	8	0	2	0	1	0	0	0	0	0	0	153
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:00	2	180	6	0	0	1	2	0	0	1	0	0	0	192
1:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	13:15	3	201	12	2	4	1	0	0	1	0	0	0	0	224
1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:30	0	128	4	2	0	0	0	0	0	0	0	1	0	135
1:45	0	15	0	0	0	0	0	0	0	0	0	0	0	15	13:45	0	102	5	4	2	0	0	0	0	0	0	0	0	113
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:00	2	124	9	0	2	3	0	0	0	0	0	0	0	140
2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:15	2	138	10	2	4	0	0	1	1	0	0	1	0	159
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:30	2	156	5	2	0	0	0	0	0	0	2	0	0	167
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:45	0	149	4	6	5	0	1	0	0	0	0	0	0	165
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:00	4	156	6	4	0	1	0	2	0	0	0	0	0	173
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:15	0	127	9	3	0	0	0	0	0	0	1	0	0	140
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:30	2	113	5	0	2	1	0	1	0	0	0	0	0	124
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:45	2	117	3	2	0	0	0	0	0	0	0	0	0	124
4:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16:00	2	101	8	0	1	0	0	0	0	0	0	0	0	112
4:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	16:15	0	166	9	0	2	0	0	0	0	0	0	0	0	177
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:30	4	111	10	2	0	0	0	0	0	0	0	0	0	127
4:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16:45	0	103	5	3	0	2	0	0	0	0	0	0	0	113
5:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	17:00	0	141	4	0	2	0	1	0	0	1	1	0	0	150
5:15	0	11	0	1	0	0	0	0	0	0	0	0	0	12	17:15	2	107	9	2	0	1	1	0	0	0	0	0	0	122
5:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	17:30	0	103	6	1	0	0	2	0	0	0	0	0	0	112
5:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	17:45	1	82	5	0	3	2	0	0	0	0	0	0	0	93
6:00	0	20	1	0	0	0	0	0	0	0	0	0	0	21	18:00	0	92	4	4	2	0	1	0	0	0	0	0	0	103
6:15	0	26	2	1	1	0	0	0	0	0	0	0	0	30	18:15	4	115	5	1	0	1	0	1	0	0	0	0	0	127
6:30	0	25	1	1	0	0	0	0	0	0	0	0	0	27	18:30	2	131	6	2	0	0	0	0	0	0	0	0	0	141
6:45	0	35	1	0	0	0	0	0	0	0	0	0	0	36	18:45	0	105	5	1	4	0	0	0	0	0	0	0	0	115
7:00	0	77	5	2	0	0	0	0	0	0	0	0	0	84	19:00	2	152	4	2	2	0	1	1	0	0	0	0	0	164
7:15	1	68	9	0	2	0	0	0	0	0	0	0	0	80	19:15	0	114	4	3	2	0	0	0	0	0	0	0	0	123
7:30	0	101	12	1	3	0	0	0	0	0	0	0	0	117	19:30	1	184	2	2	1	0	0	0	0	0	0	0	0	190
7:45	1	121	8	0	2	0	0	0	0	0	0	0	0	132	19:45	0	122	1	2	2	0	0	0	0	0	0	0	0	127
8:00	0	109	9	1	4	0	0	0	0	0	0	0	0	123	20:00	1	116	1	0	0	0	0	0	0	0	0	0	0	118
8:15	1	150	15	2	6	1	0	0	1	1	0	0	0	177	20:15	2	133	2	0	0	0	0	0	0	0	0	0	0	137
8:30	2	114	11	2	5	0	0	0	0	1	1	0	0	136	20:30	1	146	2	1	1	0	0	0	0	0	0	0	0	151
8:45	0	127	9	1	5	0	0	0	2	0	1	0	0	145	20:45	0	113	1	0	0	0	0	0	0	0	0	0	0	114
9:00	3	132	10	2	2	2	0	0	1	0	0	0	0	152	21:00	1	105	1	1	0	0	0	0	0	0	0	0	0	108
9:15	0	107	5	0	0	1	0	0	0	0	0	0	0	113	21:15	0	105	0	1	0	0	0	0	0	0	0	0	0	106
9:30	2	100	4	0	4	0	0	0	0	0	0	0	0	110	21:30	0	161	0	0	0	0	0	0	0	0	0	0	0	161
9:45	0	104	9	1	6	0	0	0	1	0	0	0	0	121	21:45	0	102	0	2	0	0	0	0	0	0	0	0	0	104
10:00	1	126	12	0	5	0	1	1	0	0	0	0	0	146	22:00	0	80	0	1	0	0	0	0	0	0	0	0	0	81
10:15	0	91	3	1	5	0	0	0	0	0	0	0	0	100	22:15	0	63	1	0	0	0	0	0	0	0	0	0	0	64
10:30	0	75	2	2	4	1	2	1	0	0	0	0	0	87	22:30	1	74	0	1	0	0	0	0	0	0	0	0	0	76
10:45	1	76	2	2	4	1	0	2	0	0	0	0	0	88	22:45	0	44	1	1	0	0	0	0	0	0	0	0	0	46
11:00	1	104	0	1	2	0	1	0	1	0	0	0	0	110	23:00	0	33	2	0	0	0	0	0	0	0	0	0	0	35
11:15	0	106	4	0	2	2	0	0	0	0	0	0	0	114	23:15	0	29	0	1	0	0	0	0	0	0	0	0	0	30
11:30	2	166	8	1	2	0	1	0	0	0	0	0	0	180	23:30	0	32	1	0	0	0	0	0	0	0	0	0	0	33
11:45	1	136	4	0	3	1	0	0	0	0	0	0	0	145	23:45	0	21	0	0	0	0	0	0	0	0	0	0	0	21
TOTAL	16	2,423	146	22	67	9	5	4	6	2	2	0	0	2,702	TOTAL	46	5,461	207	66	48	16	11	6	2	3	4	2	0	5,872

AM PEAK HOUR 8:15 AM
AM PEAK VOLUME 610

PM PEAK HOUR 12:45 PM
PM PEAK VOLUME 704

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	62	7,884	353	88	115	25	16	10	8	5	6	2	0	8,574
% OF TOTAL	0.7%	92.0%	4.1%	1.0%	1.3%	0.3%	0.2%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	100.0%

TOTAL: ALL	210	24,267	851	193	284	119	56	39	31	24	16	8	2	26,100
% OF TOTAL	2.4%	283.0%	9.9%	2.3%	3.3%	1.4%	0.7%	0.5%	0.4%	0.3%	0.2%	0.1%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIREMONT
LOCATION: MESA COLLEGE BTN I-163 SB RAMPS & I-163 NB RAMPS

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	33	2	0	0	0	0	0	0	0	0	0	0	35	12:00	2	246	12	1	3	1	1	0	0	0	0	0	0	266
0:15	0	18	0	0	0	0	0	0	0	0	0	0	0	18	12:15	0	264	9	2	4	1	0	1	1	0	0	0	0	282
0:30	0	26	0	0	0	0	0	0	0	0	0	0	0	26	12:30	1	273	2	4	1	0	0	0	0	0	0	0	0	281
0:45	0	22	1	0	0	0	0	0	0	0	0	0	0	23	12:45	0	301	2	0	4	0	1	0	0	0	1	0	0	309
1:00	0	18	0	0	0	0	0	0	0	0	0	0	0	18	13:00	2	284	3	4	0	2	0	2	0	1	0	0	0	298
1:15	0	18	0	0	0	0	0	0	0	0	0	0	0	18	13:15	1	238	2	0	8	0	2	0	1	0	0	0	0	252
1:30	0	10	0	0	0	0	0	0	0	0	0	0	0	10	13:30	4	237	11	2	4	3	0	1	0	0	0	0	0	262
1:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10	13:45	0	202	4	2	5	2	1	0	1	2	0	0	0	219
2:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14:00	6	233	4	1	2	0	0	0	0	0	0	0	0	246
2:15	0	22	0	0	0	0	0	0	0	0	0	0	0	22	14:15	2	264	5	0	2	1	1	0	0	0	0	0	0	275
2:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	14:30	0	302	9	4	0	3	1	1	0	1	0	0	0	321
2:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9	14:45	3	297	12	2	2	0	0	1	0	0	0	0	0	317
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:00	0	208	11	0	4	1	0	1	0	0	0	0	0	225
3:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	15:15	5	229	8	2	0	0	2	0	0	0	0	0	0	246
3:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	15:30	4	243	6	3	2	2	0	0	0	0	0	0	0	260
3:45	0	10	0	0	0	0	0	0	0	0	0	0	0	10	15:45	6	280	8	0	1	0	0	2	0	0	0	0	0	297
4:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11	16:00	8	252	9	2	2	2	1	0	0	0	0	0	0	276
4:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	16:15	9	261	5	2	0	2	0	0	0	0	0	0	0	279
4:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9	16:30	0	255	4	0	3	0	0	1	0	0	0	0	0	263
4:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16:45	5	284	9	1	0	0	1	0	2	1	0	1	1	305
5:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20	17:00	5	299	12	1	2	3	1	0	0	0	1	0	0	324
5:15	2	19	0	1	0	0	0	0	0	0	0	0	0	22	17:15	3	302	11	2	0	0	2	0	1	1	0	0	0	322
5:30	0	39	1	1	0	0	0	0	0	0	0	0	0	41	17:30	0	327	5	0	1	2	0	2	0	0	2	1	1	341
5:45	0	46	0	0	0	1	0	0	0	0	0	0	0	47	17:45	2	295	4	2	2	2	1	2	1	1	0	0	0	313
6:00	1	58	0	1	0	0	0	0	1	0	0	0	0	61	18:00	0	355	5	0	0	2	0	0	0	0	0	0	0	362
6:15	1	82	0	2	0	0	0	0	0	0	0	0	0	85	18:15	4	356	12	2	1	0	0	0	0	1	1	0	0	377
6:30	0	93	1	0	0	4	0	0	0	0	0	0	0	98	18:30	5	240	16	4	0	2	1	1	0	0	0	0	0	269
6:45	2	112	0	0	1	0	0	0	0	0	0	0	0	115	18:45	0	253	11	2	2	0	0	0	0	0	0	0	0	268
7:00	4	221	4	1	0	4	0	0	0	0	0	0	0	234	19:00	2	187	8	1	3	1	0	0	0	0	0	0	0	202
7:15	6	284	4	1	2	0	0	0	0	0	0	0	0	297	19:15	0	185	6	1	0	0	0	0	0	0	0	0	0	192
7:30	0	316	3	2	4	4	1	2	1	0	0	0	0	333	19:30	1	147	4	2	1	0	0	0	0	0	0	0	0	155
7:45	8	366	20	0	0	0	0	0	0	0	0	0	0	394	19:45	0	136	2	0	0	0	0	0	0	0	0	0	0	138
8:00	0	355	22	4	2	6	0	2	1	0	1	0	0	393	20:00	1	143	2	1	0	0	0	0	0	0	0	0	0	147
8:15	5	345	33	5	12	5	2	0	2	0	0	0	0	409	20:15	0	151	1	1	1	0	0	0	0	0	0	0	0	154
8:30	0	303	19	4	11	4	1	1	1	0	1	0	0	345	20:30	1	113	1	0	1	0	0	0	0	0	0	0	0	116
8:45	6	330	20	2	5	2	0	0	1	1	0	0	0	367	20:45	0	102	0	0	0	1	0	0	0	0	0	0	0	103
9:00	0	324	16	0	4	4	1	0	2	0	0	0	0	351	21:00	0	114	0	1	0	0	0	0	0	0	0	0	0	115
9:15	4	363	1	4	6	2	0	1	0	0	0	0	0	381	21:15	1	101	0	1	0	0	0	0	0	0	0	0	0	103
9:30	5	383	15	3	9	5	1	1	2	1	0	1	0	426	21:30	0	87	1	0	0	0	0	0	0	0	0	0	0	88
9:45	0	407	9	2	10	1	5	0	0	0	0	0	0	434	21:45	2	97	0	2	0	0	0	0	0	0	0	0	0	101
10:00	0	267	12	2	5	0	1	0	0	0	1	0	0	288	22:00	0	86	1	1	0	0	0	0	0	0	0	0	0	88
10:15	1	231	9	1	4	8	4	2	0	3	0	0	0	263	22:15	0	55	2	1	0	0	0	0	0	0	0	0	0	58
10:30	2	229	12	2	6	3	1	3	2	0	0	2	0	262	22:30	1	71	0	0	0	0	0	0	0	0	0	0	0	72
10:45	0	201	11	1	3	2	0	0	0	0	1	0	0	219	22:45	0	59	1	0	0	0	0	0	0	0	0	0	0	60
11:00	4	300	8	2	5	1	1	1	1	2	0	1	0	326	23:00	0	56	0	0	0	0	0	0	0	0	0	0	0	56
11:15	0	345	9	3	9	2	2	0	0	2	0	0	0	372	23:15	0	45	1	0	0	0	0	0	0	0	0	0	0	46
11:30	5	292	12	2	5	2	0	2	0	0	0	0	0	320	23:30	0	41	0	0	0	0	0	0	0	0	0	0	0	41
11:45	6	210	11	2	5	1	4	0	1	2	0	0	0	242	23:45	0	30	0	0	0	0	0	0	0	0	0	0	0	30
TOTAL	62	6,797	257	48	108	61	24	15	15	11	4	4	0	7,406	TOTAL	86	9,586	241	57	61	33	16	14	8	8	6	2	2	10,120

AM PEAK HOUR 9:00 AM
AM PEAK VOLUME 1,592

PM PEAK HOUR 5:30 PM
PM PEAK VOLUME 1,393

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	148	16,383	498	105	169	94	40	29	23	19	10	6	2	17,526
% OF TOTAL	0.8%	93.5%	2.8%	0.6%	1.0%	0.5%	0.2%	0.2%	0.1%	0.1%	0.1%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIROMONT
LOCATION: MESA COLLEGE BTN I-805 NB RAMP & HEALTH CENTER

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	2	32	0	0	0	0	0	0	0	0	0	0	0	34	12:00	4	171	11	1	2	0	1	0	0	0	0	0	0	190
0:15	0	21	0	0	0	0	0	0	0	0	0	0	0	21	12:15	5	168	18	2	4	2	0	1	1	1	0	0	0	203
0:30	0	12	0	0	0	0	0	0	0	0	0	0	0	12	12:30	0	161	10	0	5	0	2	0	1	0	0	0	0	179
0:45	0	15	0	0	0	0	0	0	0	0	0	0	0	15	12:45	5	198	5	2	0	1	0	0	2	1	1	0	0	215
1:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12	13:00	4	209	1	0	4	0	0	1	0	0	0	0	0	219
1:15	0	14	0	0	0	0	0	0	0	0	0	0	0	14	13:15	0	253	2	2	5	1	0	1	0	0	0	0	0	264
1:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13:30	2	200	3	2	0	0	1	0	0	1	0	0	0	209
1:45	0	21	0	0	0	0	0	0	0	0	0	0	0	21	13:45	1	174	2	2	5	2	1	1	1	0	0	0	0	189
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:00	6	193	2	1	6	0	0	1	0	2	0	0	0	211
2:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	14:15	0	214	12	1	3	0	0	0	1	0	0	0	0	231
2:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14:30	5	196	11	0	0	3	0	1	0	0	0	0	0	216
2:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:45	8	198	5	1	0	0	1	0	0	1	0	0	0	214
3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:00	0	216	5	0	4	1	1	2	0	0	0	0	0	229
3:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:15	5	210	5	2	5	0	0	2	0	0	0	0	0	229
3:30	1	3	0	0	0	0	0	0	0	0	0	0	0	4	15:30	0	161	6	1	2	0	2	0	1	1	0	0	0	174
3:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15:45	3	189	9	4	2	0	0	1	0	1	0	0	0	209
4:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10	16:00	0	189	10	1	4	3	0	0	0	0	0	0	0	207
4:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	16:15	3	237	1	2	0	2	0	0	0	0	0	0	0	245
4:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	16:30	2	135	5	1	2	0	0	0	0	2	0	0	0	147
4:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	16:45	4	200	4	1	1	0	1	0	1	1	0	0	0	213
5:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11	17:00	5	187	0	0	0	0	0	0	0	0	0	0	0	192
5:15	0	19	0	0	0	0	0	0	0	0	0	0	0	19	17:15	6	139	2	1	4	0	0	0	0	0	0	0	0	152
5:30	0	16	0	0	0	0	0	0	0	0	0	0	0	16	17:30	5	136	2	1	2	2	1	0	0	0	0	0	0	149
5:45	0	23	0	1	0	0	0	0	0	0	0	0	0	24	17:45	5	117	4	0	1	2	1	0	0	0	0	0	0	130
6:00	0	46	1	0	2	0	0	0	0	0	0	0	0	49	18:00	2	136	5	2	0	2	2	0	0	0	1	0	0	150
6:15	0	53	0	1	0	0	0	0	0	0	0	0	0	54	18:15	1	171	6	2	2	0	1	0	0	0	0	0	0	183
6:30	1	49	1	0	0	1	0	0	0	0	0	0	0	52	18:30	2	173	5	1	0	0	0	0	0	0	0	1	0	182
6:45	0	59	0	1	1	0	0	0	0	0	0	0	0	61	18:45	0	170	4	1	1	0	0	1	0	0	0	0	0	177
7:00	0	141	2	1	0	0	0	0	0	0	0	0	0	144	19:00	1	221	4	0	0	0	0	0	0	0	0	0	0	226
7:15	1	166	0	2	0	1	0	0	0	0	0	0	0	170	19:15	0	161	5	1	1	0	0	1	0	0	0	0	0	169
7:30	2	160	4	1	0	1	0	0	0	0	0	0	0	168	19:30	1	207	1	0	0	2	0	0	0	0	0	0	0	211
7:45	3	214	5	1	1	0	0	0	0	0	0	0	0	224	19:45	0	168	6	0	2	0	0	0	0	0	0	0	0	176
8:00	0	167	6	0	0	0	2	0	0	0	0	0	0	175	20:00	2	149	1	1	0	0	0	0	0	0	0	0	0	153
8:15	4	307	15	1	1	0	0	3	1	1	0	0	0	333	20:15	0	162	0	1	1	0	0	0	0	0	0	0	0	164
8:30	5	232	10	1	0	0	2	0	1	0	0	0	0	251	20:30	1	184	6	0	1	2	0	0	0	0	0	0	0	194
8:45	6	219	8	2	3	0	1	1	0	1	1	0	0	242	20:45	1	147	3	2	0	0	0	0	0	0	0	0	0	153
9:00	0	221	9	0	2	1	0	1	0	0	0	0	0	234	21:00	2	133	2	0	1	0	0	0	0	0	0	0	0	138
9:15	5	208	4	1	2	2	0	0	0	2	0	0	0	224	21:15	0	128	1	0	0	0	0	0	0	0	0	0	0	129
9:30	2	165	5	1	0	0	1	0	0	0	0	0	0	174	21:30	1	167	1	1	0	0	0	0	0	0	0	0	0	170
9:45	0	153	4	2	4	1	0	0	0	1	0	0	0	165	21:45	0	132	2	1	0	0	0	0	0	0	0	0	0	135
10:00	4	209	6	2	0	1	0	0	0	0	0	0	0	222	22:00	1	99	0	1	0	0	0	0	0	0	0	0	0	101
10:15	0	144	8	0	2	0	0	0	0	0	1	0	0	155	22:15	1	91	3	2	0	0	0	0	0	0	0	0	0	97
10:30	5	138	0	1	0	2	1	0	0	0	1	0	0	148	22:30	0	107	2	1	0	0	0	0	0	0	0	0	0	110
10:45	5	120	5	1	1	2	0	0	0	0	0	0	0	134	22:45	2	65	1	0	0	0	0	0	0	0	0	0	0	68
11:00	6	158	4	2	1	0	0	0	1	0	0	0	0	172	23:00	1	48	1	1	0	0	0	0	0	0	0	0	0	51
11:15	2	161	2	0	1	1	1	0	1	0	0	0	0	169	23:15	0	44	1	0	0	0	0	0	0	0	0	0	0	45
11:30	0	215	10	3	4	1	1	1	0	0	0	0	0	235	23:30	0	47	1	0	0	0	0	0	0	0	0	0	0	48
11:45	1	191	5	0	2	2	0	0	0	0	0	0	0	201	23:45	0	32	1	0	0	0	0	0	0	0	0	0	0	33
TOTAL	55	4,152	116	25	27	16	9	6	4	5	3	0	0	4,418	TOTAL	97	7,593	197	46	70	25	15	13	8	11	3	1	0	8,079

AM PEAK HOUR 8:15 AM
AM PEAK VOLUME 1,060

PM PEAK HOUR 12:45 PM
PM PEAK VOLUME 907

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6-OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	152	11,745	313	71	97	41	24	19	12	16	6	1	0	12,497
% OF TOTAL	1.2%	94.0%	2.5%	0.6%	0.8%	0.3%	0.2%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	100.0%

TOTAL: ALL	238	22,918	608	144	208	77	49	35	27	22	15	3	0	24,344
% OF TOTAL	1.9%	183.4%	4.9%	1.2%	1.7%	0.6%	0.4%	0.3%	0.2%	0.2%	0.1%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAREMONT
LOCATION: MESA COLLEGE BTN I-805 NB RAMPS & HEALTH CENTER

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	15	0	0	0	0	0	0	0	0	0	0	0	15	12:00	1	175	6	0	3	3	0	0	0	1	1	0	0	190
0:15	1	15	0	0	0	0	0	0	0	0	0	0	0	16	12:15	0	179	8	1	2	0	0	0	0	1	0	0	0	191
0:30	0	15	0	0	0	0	0	0	0	0	0	0	0	15	12:30	1	189	6	0	0	2	0	1	0	1	0	0	0	200
0:45	0	11	0	0	0	0	0	0	0	0	0	0	0	11	12:45	1	197	5	1	4	0	2	0	0	1	0	0	0	211
1:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	13:00	0	205	3	1	5	2	2	1	0	0	0	0	0	219
1:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	13:15	2	165	5	2	0	0	1	1	0	0	0	0	0	176
1:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8	13:30	0	163	4	2	6	2	0	2	1	1	0	0	0	181
1:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	13:45	3	128	9	0	5	0	0	0	0	0	0	0	0	145
2:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:00	2	160	12	4	4	0	0	0	1	0	0	0	0	183
2:15	0	18	0	0	0	0	0	0	0	0	0	0	0	18	14:15	0	167	11	0	0	1	0	0	0	0	1	0	0	180
2:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	14:30	0	213	5	2	5	0	1	0	1	0	0	0	0	227
2:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9	14:45	2	197	4	0	4	1	1	0	0	2	0	0	0	211
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:00	2	140	6	2	0	0	0	0	0	0	0	0	0	150
3:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	15:15	0	154	8	0	5	1	0	0	1	0	0	0	0	169
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:30	1	165	9	1	5	1	0	0	0	0	0	0	0	182
3:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	15:45	4	189	10	1	5	0	0	0	3	0	0	0	0	212
4:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8	16:00	0	188	5	1	0	1	1	1	0	0	1	0	0	198
4:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	16:15	2	177	4	0	4	0	1	1	0	0	0	0	0	189
4:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	16:30	1	205	6	2	5	2	0	0	0	0	0	0	0	221
4:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16:45	5	182	0	4	0	2	2	2	0	0	0	0	0	197
5:00	0	14	0	0	0	0	0	0	0	0	0	0	0	14	17:00	0	242	8	0	0	0	0	1	0	0	0	1	0	252
5:15	0	19	1	0	0	0	0	0	0	0	0	0	0	20	17:15	6	218	6	2	2	2	3	0	2	0	2	0	0	243
5:30	0	34	0	0	0	0	0	0	0	0	0	0	0	34	17:30	2	223	8	0	2	0	2	1	2	0	0	0	0	240
5:45	0	33	0	1	0	0	0	0	0	0	0	0	0	34	17:45	2	277	5	1	3	1	0	0	0	0	1	0	0	290
6:00	0	47	0	0	0	0	0	0	0	0	0	0	0	47	18:00	1	220	5	0	4	0	1	1	1	0	0	0	0	233
6:15	0	64	1	1	0	0	0	0	0	0	0	0	0	66	18:15	4	233	4	1	0	0	1	0	0	0	0	0	0	243
6:30	1	64	1	1	0	0	0	0	0	0	0	0	0	67	18:30	0	160	1	1	2	1	0	0	0	0	1	0	0	166
6:45	1	89	0	0	1	0	0	0	0	0	0	0	0	91	18:45	2	175	8	2	0	0	0	0	0	0	0	0	0	187
7:00	0	165	0	2	0	0	0	0	0	0	0	0	0	167	19:00	0	130	2	1	2	0	0	0	0	0	0	0	0	135
7:15	0	184	1	1	1	1	0	0	0	0	0	0	0	188	19:15	1	134	0	1	4	1	0	0	0	0	0	0	0	141
7:30	1	163	1	0	0	2	1	0	0	0	0	0	0	168	19:30	0	94	5	2	0	0	0	0	0	0	0	0	0	101
7:45	2	190	0	1	1	0	0	0	0	0	0	0	0	194	19:45	1	104	3	1	1	1	0	0	0	0	0	0	0	111
8:00	0	243	3	0	0	2	0	0	0	0	0	0	0	248	20:00	0	82	3	0	1	0	0	0	0	0	0	0	0	86
8:15	4	216	2	1	3	0	0	0	0	0	0	0	0	226	20:15	2	103	2	1	0	0	0	0	0	0	0	0	0	108
8:30	5	244	4	2	0	0	0	0	1	0	0	0	0	256	20:30	0	69	1	1	1	0	0	0	0	0	0	0	0	72
8:45	0	232	0	0	2	0	0	2	1	0	0	0	0	237	20:45	1	71	0	1	1	0	0	0	0	0	0	0	0	74
9:00	1	214	6	3	0	1	0	0	0	1	0	0	0	226	21:00	0	72	1	1	0	0	0	0	0	0	0	0	0	74
9:15	2	236	8	0	4	1	1	1	1	1	0	0	0	255	21:15	1	57	0	2	0	0	0	0	0	0	0	0	0	60
9:30	0	277	9	2	0	0	0	0	0	0	0	0	0	288	21:30	0	61	1	0	1	0	0	0	0	0	0	0	0	63
9:45	4	255	12	2	2	0	1	0	0	0	0	0	0	276	21:45	1	57	1	1	0	0	0	0	0	0	0	0	0	60
10:00	0	179	11	0	0	0	2	0	0	0	0	0	0	192	22:00	0	61	2	1	0	0	0	0	0	0	0	0	0	64
10:15	2	150	8	1	2	1	1	0	0	0	0	0	0	165	22:15	0	34	0	1	0	0	0	0	0	0	0	0	0	35
10:30	1	142	6	2	0	0	0	0	0	0	0	0	0	151	22:30	1	38	0	1	0	0	0	0	0	0	0	0	0	40
10:45	4	139	5	1	1	2	0	0	0	0	0	0	0	152	22:45	0	43	1	1	0	0	0	0	0	0	0	0	0	45
11:00	0	226	4	0	1	1	1	0	0	0	0	0	0	233	23:00	0	40	1	0	0	0	0	0	0	0	0	0	0	41
11:15	2	237	9	2	2	0	0	1	0	0	0	0	0	253	23:15	0	28	0	0	0	0	0	0	0	0	0	0	0	28
11:30	1	203	5	1	4	1	0	0	0	0	0	0	0	215	23:30	0	22	1	1	0	0	0	0	0	0	0	0	0	24
11:45	2	137	3	1	1	0	0	0	0	0	0	0	0	144	23:45	0	17	0	0	0	0	0	0	0	0	0	0	0	17
TOTAL	34	4,570	100	25	25	12	7	4	3	2	0	0	0	4,782	TOTAL	52	6,603	195	48	86	24	18	12	12	4	9	2	0	7,065

AM PEAK HOUR 9:00 AM
AM PEAK VOLUME 1,045

PM PEAK HOUR 5:00 PM
PM PEAK VOLUME 1,025

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	86	11,173	295	73	111	36	25	16	15	6	9	2	0	11,847
% OF TOTAL	0.7%	94.3%	2.5%	0.6%	0.9%	0.3%	0.2%	0.1%	0.1%	0.1%	0.1%	0.0%	0.0%	100.0%

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

CITY: CLAIREMONT
LOCATION: MORAGA BTN TACOMA & W. FOX

[illegible]

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

[illegible]

VOLUME

Morena Blvd N/O Balboa Ave

Day: Thursday
Date: 6/9/2016

City: Pacific Beach
Project #: CA16_4185_001

DAILY TOTALS					NB	SB	EB					WB	Total	
					11,271	12,663						0		
AM Period	NB	SB	EB	WB	TOTAL		PM Period	NB	SB	EB	WB	TOTAL		
00:00	5	5			10		12:00	204	256			460		
00:15	6	10			16		12:15	235	259			494		
00:30	6	7			13		12:30	202	250			452		
00:45	9	26	9	31	18	57	12:45	218	859	263	1028	481	1887	
01:00	6	12			18		13:00	236	211			447		
01:15	8	11			19		13:15	217	220			437		
01:30	5	4			9		13:30	238	225			463		
01:45	5	24	8	35	13	59	13:45	203	894	248	904	451	1798	
02:00	6	5			11		14:00	201	288			489		
02:15	6	5			11		14:15	202	221			423		
02:30	7	8			15		14:30	218	291			509		
02:45	5	24	11	29	16	53	14:45	206	827	227	1027	433	1854	
03:00	5	1			6		15:00	177	255			432		
03:15	2	4			6		15:15	189	268			457		
03:30	3	3			6		15:30	187	273			460		
03:45	21	31	4	12	25	43	15:45	225	778	260	1056	485	1834	
04:00	9	6			15		16:00	200	285			485		
04:15	10	5			15		16:15	215	253			468		
04:30	12	23			35		16:30	192	312			504		
04:45	19	50	15	49	34	99	16:45	198	805	313	1163	511	1968	
05:00	19	19			38		17:00	203	406			609		
05:15	40	20			60		17:15	222	298			520		
05:30	66	26			92		17:30	199	354			553		
05:45	100	225	54	119	154	344	17:45	202	826	301	1359	503	2185	
06:00	64	58			122		18:00	173	267			440		
06:15	100	75			175		18:15	169	228			397		
06:30	121	117			238		18:30	150	205			355		
06:45	126	411	104	354	230	765	18:45	128	620	219	919	347	1539	
07:00	108	119			227		19:00	113	204			317		
07:15	176	120			296		19:15	142	144			286		
07:30	176	143			319		19:30	109	147			256		
07:45	250	710	167	549	417	1259	19:45	101	465	146	641	247	1106	
08:00	198	148			346		20:00	82	120			202		
08:15	196	129			325		20:15	57	139			196		
08:30	207	143			350		20:30	51	108			159		
08:45	220	821	132	552	352	1373	20:45	52	242	114	481	166	723	
09:00	176	123			299		21:00	51	90			141		
09:15	177	112			289		21:15	34	63			97		
09:30	193	118			311		21:30	25	23			48		
09:45	240	786	126	479	366	1265	21:45	25	135	37	213	62	348	
10:00	177	141			318		22:00	24	37			61		
10:15	183	154			337		22:15	32	26			58		
10:30	182	191			373		22:30	20	15			35		
10:45	215	757	193	679	408	1436	22:45	24	100	13	91	37	191	
11:00	192	190			382		23:00	10	30			40		
11:15	186	202			388		23:15	13	14			27		
11:30	215	226			441		23:30	8	15			23		
11:45	228	821	209	827	437	1648	23:45	3	34	7	66	10	100	
TOTALS	4686	3715			8401		TOTALS	6585	8948			15533		
SPLIT %	55.8%	44.2%			35.1%		SPLIT %	42.4%	57.6%			64.9%		

DAILY TOTALS					NB	SB						EB	WB	Total	
					11,271	12,663						0	0	23,934	
AM Peak Hour	11:30	11:45			11:45	PM Peak Hour	12:45	16:45			16:45				
AM Pk Volume	882	974			1843	PM Pk Volume	909	1371			2193				
Pk Hr Factor	0.938	0.940			0.933	Pk Hr Factor	0.955	0.844			0.900				
7 - 9 Volume	1531	1101	0	0	2632	4 - 6 Volume	1631	2522	0	0	4153				
7 - 9 Peak Hour	07:45	07:30			07:45	4 - 6 Peak Hour	17:00	16:45			16:45				
7 - 9 Pk Volume	851	587	0	0	1438	4 - 6 Pk Volume	826	1371	0	0	2193				
Pk Hr Factor	0.851	0.879	0.000	0.000	0.862	Pk Hr Factor	0.930	0.844	0.000	0.000	0.900				

VOLUME

Morena Blvd S/O Balboa Ave

Day: Thursday
Date: 6/9/2016

City: Pacific Beach
Project #: CA16_4185_002

DAILY TOTALS					NB	SB					EB	WB	Total
					8,194	8,051					0	0	16,245
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL		
00:00	17	16			33	12:00	119	109			228		
00:15	20	5			25	12:15	142	102			244		
00:30	16	6			22	12:30	118	117			235		
00:45	10	63	7	34	17	12:45	115	494	131	459	246	953	
01:00	15	1			16	13:00	116	94			210		
01:15	11	8			19	13:15	111	87			198		
01:30	6	1			7	13:30	120	104			224		
01:45	4	36	8	18	12	13:45	130	477	123	408	253	885	
02:00	11	2			13	14:00	129	117			246		
02:15	6	1			7	14:15	149	127			276		
02:30	3	2			5	14:30	131	97			228		
02:45	5	25	2	7	7	14:45	111	520	134	475	245	995	
03:00	4	3			7	15:00	108	129			237		
03:15	2	2			4	15:15	124	159			283		
03:30	3	1			4	15:30	152	199			351		
03:45	3	12	2	8	5	15:45	145	529	191	678	336	1207	
04:00	3	1			4	16:00	125	253			378		
04:15	8	5			13	16:15	137	224			361		
04:30	8	8			16	16:30	121	237			358		
04:45	5	24	8	22	13	16:45	132	515	256	970	388	1485	
05:00	10	9			19	17:00	118	320			438		
05:15	21	7			28	17:15	152	293			445		
05:30	17	10			27	17:30	109	253			362		
05:45	24	72	17	43	41	17:45	143	522	265	1131	408	1653	
06:00	41	27			68	18:00	104	192			296		
06:15	44	30			74	18:15	113	175			288		
06:30	80	43			123	18:30	98	140			238		
06:45	129	294	57	157	186	18:45	93	408	130	637	223	1045	
07:00	138	43			181	19:00	102	123			225		
07:15	218	65			283	19:15	108	102			210		
07:30	210	93			303	19:30	100	104			204		
07:45	282	848	107	308	389	19:45	79	389	115	444	194	833	
08:00	270	78			348	20:00	68	75			143		
08:15	226	98			324	20:15	65	80			145		
08:30	230	99			329	20:30	52	62			114		
08:45	243	969	122	397	365	20:45	51	236	69	286	120	522	
09:00	190	82			272	21:00	66	71			137		
09:15	129	83			212	21:15	38	51			89		
09:30	108	75			183	21:30	36	33			69		
09:45	123	550	83	323	206	21:45	44	184	27	182	71	366	
10:00	94	87			181	22:00	39	47			86		
10:15	111	104			215	22:15	35	51			86		
10:30	105	92			197	22:30	27	38			65		
10:45	106	416	88	371	194	22:45	27	128	31	167	58	295	
11:00	92	76			168	23:00	19	38			57		
11:15	98	107			205	23:15	20	21			41		
11:30	119	134			253	23:30	8	13			21		
11:45	120	429	127	444	247	23:45	7	54	10	82	17	136	
TOTALS	3738	2132			5870	TOTALS	4456	5919			10375		
SPLIT %	63.7%	36.3%			36.1%	SPLIT %	42.9%	57.1%			63.9%		

DAILY TOTALS					NB	SB					EB	WB	Total
					8,194	8,051					0	0	16,245
AM Peak Hour	07:45	11:15			07:45	PM Peak Hour	15:30	17:00			17:00		
AM Pk Volume	1008	477			1390	PM Pk Volume	559	1131			1653		
PK Hr Factor	0.894	0.890			0.893	PK Hr Factor	0.919	0.884			0.929		
7 - 9 Volume	1817	705	0	0	2522	4 - 6 Volume	1037	2101	0	0	3138		
7 - 9 Peak Hour	07:45	08:00			07:45	4 - 6 Peak Hour	16:30	17:00			17:00		
7 - 9 Pk Volume	1008	397	0	0	1390	4 - 6 Pk Volume	523	1131	0	0	1653		
PK Hr Factor	0.894	0.814	0.000	0.000	0.893	PK Hr Factor	0.860	0.884	0.000	0.000	0.929		

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIRESMONT
LOCATION: MORENA N-O WEST MORENA

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8	12:00	2	115	19	0	3	1	0	0	0	0	0	0	0	140
0:15	0	5	0	0	1	0	0	0	0	0	0	0	0	6	12:15	1	110	13	1	4	1	0	0	1	0	0	0	0	131
0:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	12:30	0	113	7	0	4	1	0	1	0	0	0	0	0	126
0:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	12:45	0	115	12	1	4	1	1	0	0	0	0	0	0	134
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:00	0	87	19	0	5	2	0	0	0	0	0	0	0	113
1:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:15	0	108	17	2	4	0	0	0	1	0	0	0	0	132
1:30	0	5	0	0	1	0	0	0	0	0	0	0	0	6	13:30	3	104	18	1	2	1	1	0	0	0	0	0	0	130
1:45	0	2	1	0	2	0	0	0	0	0	0	0	0	5	13:45	5	113	11	1	5	0	1	0	0	0	0	0	0	136
2:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:00	0	102	15	1	5	1	0	0	0	0	0	0	0	124
2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:15	3	110	12	2	5	1	2	1	0	0	0	0	0	136
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:30	6	107	14	0	2	1	0	3	0	0	0	0	0	133
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:45	3	96	9	1	2	0	0	0	0	0	0	0	0	111
3:00	0	1	0	0	1	0	0	0	0	0	0	0	0	2	15:00	4	125	10	0	4	0	0	1	0	0	0	0	0	144
3:15	0	1	0	0	1	0	0	0	0	0	0	0	0	2	15:15	1	134	30	2	3	2	0	0	0	0	0	0	0	172
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	3	118	9	0	6	2	0	0	0	0	0	0	0	138
3:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5	15:45	8	111	15	0	5	3	1	0	0	0	0	0	0	143
4:00	0	0	1	0	1	0	0	0	0	0	0	0	0	2	16:00	1	127	15	0	1	1	1	0	0	0	0	0	0	146
4:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16:15	0	128	10	1	1	2	0	0	0	0	0	0	0	142
4:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	16:30	7	120	16	2	5	1	0	1	0	1	0	0	0	153
4:45	0	9	2	0	0	0	0	0	0	0	0	0	0	11	16:45	1	133	15	2	5	0	0	1	0	0	0	0	0	157
5:00	0	7	0	0	1	0	0	0	0	0	0	0	0	8	17:00	2	138	12	0	4	2	0	0	0	0	0	0	0	158
5:15	1	7	1	1	1	0	0	1	0	0	0	0	0	12	17:15	2	136	5	1	4	3	0	0	0	0	0	0	0	151
5:30	0	12	2	0	3	0	0	0	0	0	0	0	0	17	17:30	3	188	15	0	1	0	0	0	0	0	0	0	0	207
5:45	1	19	2	1	0	0	0	0	0	0	0	0	0	23	17:45	3	131	7	1	2	1	0	0	0	0	0	0	0	145
6:00	0	19	2	1	2	0	0	0	0	0	0	0	0	24	18:00	2	109	16	0	2	1	2	0	0	0	0	0	0	132
6:15	0	37	7	1	1	1	0	0	0	0	0	0	0	47	18:15	3	101	7	1	1	1	0	0	0	0	0	0	0	114
6:30	1	43	11	0	3	2	0	0	0	0	0	0	0	60	18:30	0	80	8	0	1	0	0	0	0	0	0	0	0	89
6:45	3	81	11	1	7	2	0	0	1	0	0	0	0	106	18:45	2	70	6	1	1	0	0	0	0	0	0	0	0	80
7:00	0	104	11	0	2	2	0	1	0	0	0	0	0	120	19:00	2	77	5	0	2	0	0	0	0	0	0	0	0	86
7:15	1	115	13	1	5	5	0	0	0	0	0	0	0	140	19:15	2	61	8	1	2	0	0	0	0	0	0	0	0	74
7:30	4	171	25	0	4	3	1	0	1	0	0	0	0	209	19:30	0	50	6	0	0	0	0	0	0	0	0	0	0	56
7:45	9	214	21	2	10	6	2	0	0	0	0	0	0	264	19:45	0	50	6	0	0	0	0	0	0	0	0	0	0	56
8:00	10	204	20	0	9	2	1	0	1	0	0	0	0	247	20:00	0	60	6	0	0	0	0	0	0	0	0	0	0	66
8:15	2	210	18	2	4	2	0	0	2	1	0	0	0	241	20:15	0	61	6	1	1	0	0	0	0	0	0	0	0	69
8:30	5	226	19	5	10	1	2	0	0	1	0	0	0	269	20:30	0	59	4	1	1	1	0	0	0	0	0	0	0	66
8:45	4	191	20	2	6	5	1	0	0	0	0	0	0	229	20:45	0	60	4	0	0	0	0	0	0	0	0	0	0	64
9:00	1	133	14	2	9	0	0	1	0	0	0	1	1	162	21:00	0	38	4	0	2	0	0	0	0	0	0	0	0	44
9:15	2	103	11	3	6	2	0	1	0	0	0	0	0	128	21:15	0	39	2	1	1	0	1	0	0	0	0	0	0	44
9:30	0	77	13	1	6	1	2	1	0	0	0	0	0	101	21:30	0	28	4	0	0	0	0	0	0	0	0	0	0	32
9:45	0	73	15	3	9	0	1	2	0	0	0	1	0	104	21:45	2	31	5	0	0	0	0	0	0	0	0	0	0	38
10:00	0	87	23	1	9	0	2	0	0	0	0	0	0	122	22:00	1	27	1	0	1	0	0	0	0	0	0	0	0	30
10:15	5	79	11	1	5	0	0	1	0	0	0	0	0	102	22:15	1	19	2	1	0	0	0	0	0	0	0	0	0	23
10:30	0	85	13	0	5	0	0	0	0	0	0	0	0	103	22:30	1	22	1	0	0	0	0	0	0	0	0	0	0	24
10:45	1	93	12	2	2	2	0	0	0	0	0	0	0	112	22:45	0	17	3	0	0	0	0	0	0	0	0	0	0	20
11:00	1	94	15	0	4	1	1	2	0	0	0	0	0	118	23:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11
11:15	2	105	16	1	6	0	0	0	0	0	0	0	0	130	23:15	0	14	0	0	0	0	0	0	0	0	0	0	0	14
11:30	2	98	13	0	5	0	2	1	0	0	0	0	0	121	23:30	0	12	1	0	1	0	0	0	0	0	0	0	0	14
11:45	3	108	13	2	2	0	1	0	0	0	0	0	0	129	23:45	2	10	3	0	0	0	0	0	0	0	0	0	0	15
TOTAL	58	2,863	360	33	143	37	16	11	5	2	0	2	1	3,531	TOTAL	76	3,975	433	26	102	30	10	8	2	1	0	0	0	4,663

AM PEAK HOUR 7:45 AM
AM PEAK VOLUME 1,021

PM PEAK HOUR 4:45 PM
PM PEAK VOLUME 673

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	134	6,838	793	59	245	67	26	19	7	3	0	2	1	8,194
% OF TOTAL	1.6%	83.5%	9.7%	0.7%	3.0%	0.8%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

TOTAL: ALL	217	13,988	1,658	110	528	192	39	24	18	5	2	5	6	16,792
% OF TOTAL	2.6%	170.7%	20.2%	1.3%	6.4%	2.3%	0.5%	0.3%	0.2%	0.1%	0.0%	0.1%	0.1%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIREMONT
LOCATION: MORENA N-O WEST MORENA

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	12:00	2	93	9	0	2	3	0	0	1	0	0	0	0	110
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:15	2	104	12	1	2	0	0	0	0	0	0	0	0	121
0:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8	12:30	1	97	21	1	3	1	0	0	2	0	0	0	0	126
0:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12:45	1	100	14	1	7	1	0	0	0	0	0	0	0	124
1:00	0	4	2	0	1	0	0	0	0	0	0	0	0	7	13:00	1	95	18	0	6	1	0	0	0	0	0	0	0	121
1:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13:15	0	99	17	1	8	2	0	0	0	0	0	0	0	127
1:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2	13:30	0	101	20	0	5	0	0	0	0	0	0	0	0	126
1:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:45	0	80	22	2	1	5	0	1	1	0	0	0	0	112
2:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3	14:00	2	101	13	1	5	2	1	0	2	0	0	0	0	127
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:15	0	119	16	1	4	0	0	0	0	0	0	0	0	140
2:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	14:30	2	106	14	1	4	2	0	0	0	0	0	0	0	129
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:45	0	116	14	1	4	2	1	1	0	0	0	0	0	139
3:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3	15:00	1	115	18	0	5	2	0	0	0	0	0	0	0	141
3:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:15	0	121	21	1	9	3	1	0	0	1	0	0	0	157
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:30	4	158	21	0	9	5	0	0	0	0	0	0	1	198
3:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1	15:45	0	174	36	4	6	6	0	0	0	0	0	0	0	226
4:00	0	2	1	0	2	1	0	0	0	0	0	0	0	6	16:00	1	183	19	0	6	5	0	0	0	0	0	1	0	215
4:15	0	6	1	0	1	0	0	0	0	0	0	0	0	8	16:15	3	190	15	2	4	1	0	0	0	0	0	0	0	215
4:30	0	5	1	0	1	0	0	0	0	0	0	0	0	7	16:30	5	207	11	1	6	3	2	0	0	0	0	0	0	235
4:45	1	10	1	0	0	0	0	0	0	0	0	0	0	12	16:45	2	208	24	1	5	4	1	0	0	0	0	0	0	245
5:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	17:00	4	266	28	0	7	9	0	0	0	0	0	0	0	314
5:15	0	17	1	1	0	0	0	0	0	0	0	0	0	19	17:15	3	250	14	0	3	9	0	0	0	1	0	1	1	282
5:30	0	14	4	0	0	0	0	0	1	0	0	0	0	19	17:30	7	289	13	1	8	12	5	0	0	0	0	0	2	337
5:45	0	14	4	2	1	1	0	0	0	0	0	0	0	22	17:45	9	315	23	2	3	15	0	1	0	0	0	0	0	368
6:00	0	21	9	0	0	3	0	0	0	0	0	0	0	33	18:00	5	254	17	0	8	1	0	0	0	0	0	0	0	285
6:15	0	41	10	1	2	1	0	0	0	0	0	0	0	55	18:15	6	177	17	1	4	3	0	0	0	0	0	0	0	208
6:30	0	34	6	0	5	0	0	0	0	1	0	0	0	46	18:30	0	122	8	1	3	1	0	0	0	0	0	0	0	135
6:45	1	50	13	1	2	1	0	0	0	0	0	1	0	69	18:45	2	99	10	1	2	2	0	0	0	0	0	0	0	116
7:00	0	73	10	0	5	0	0	0	0	0	0	0	0	88	19:00	1	94	11	0	1	1	0	0	0	0	0	0	0	108
7:15	1	85	11	1	3	1	0	0	0	0	0	0	0	102	19:15	1	67	2	1	1	1	0	0	0	0	0	0	0	73
7:30	2	79	11	0	2	0	0	0	0	1	0	0	0	95	19:30	0	48	1	0	1	0	0	0	0	0	0	0	0	50
7:45	0	120	11	1	7	1	0	0	0	0	0	0	0	140	19:45	0	42	4	1	0	1	0	0	0	0	0	0	0	48
8:00	2	100	12	0	10	0	0	0	0	0	0	0	0	124	20:00	0	59	2	0	1	0	0	0	0	0	0	1	0	63
8:15	0	90	15	0	7	0	0	0	0	0	0	0	0	112	20:15	1	56	4	0	0	0	0	0	0	0	0	0	0	61
8:30	0	105	15	0	7	1	0	0	0	0	0	0	0	128	20:30	0	64	5	0	2	0	0	0	1	0	0	0	0	72
8:45	0	124	17	1	7	3	0	0	1	0	0	0	1	154	20:45	0	49	8	2	1	0	0	0	0	0	0	0	0	60
9:00	0	105	15	0	4	2	0	0	0	0	0	0	0	126	21:00	0	33	4	1	0	0	0	0	0	0	0	0	0	38
9:15	1	89	14	1	7	0	0	0	0	0	0	0	0	112	21:15	0	34	5	0	2	0	0	0	0	0	0	0	0	41
9:30	0	84	6	2	5	0	0	0	0	1	0	0	0	98	21:30	0	42	1	0	3	1	0	0	0	0	0	0	0	47
9:45	0	78	15	3	4	1	0	0	0	0	0	0	0	101	21:45	3	34	2	1	0	0	0	0	0	0	0	0	0	40
10:00	2	83	17	0	7	1	0	0	0	0	0	0	0	110	22:00	0	24	1	0	0	0	0	0	0	0	0	0	0	25
10:15	0	80	20	1	7	2	0	0	0	0	0	0	0	110	22:15	0	16	2	0	0	0	0	0	0	0	0	0	0	18
10:30	0	97	12	1	6	0	1	1	0	0	0	0	1	119	22:30	0	19	1	0	0	0	0	0	0	0	0	0	0	20
10:45	3	86	6	1	5	1	0	0	0	0	0	0	0	102	22:45	0	16	1	0	0	0	0	0	0	0	0	0	0	17
11:00	0	70	13	0	4	0	0	0	0	0	0	0	0	87	23:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19
11:15	0	86	13	2	5	0	0	0	0	0	0	0	0	106	23:15	0	10	1	0	0	0	0	0	0	0	0	0	0	11
11:30	0	88	14	0	7	1	0	0	0	0	0	0	0	110	23:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11
11:45	1	92	18	1	4	0	1	0	0	0	0	0	0	117	23:45	0	3	1	0	1	0	0	0	0	0	0	0	0	5
TOTAL	14	2,074	321	20	131	21	2	2	4	0	1	1	1	2,592	TOTAL	69	5,076	544	31	152	104	11	3	7	2	1	2	4	6,006

AM PEAK HOUR 8:30 AM
AM PEAK VOLUME 520

PM PEAK HOUR 5:00 PM
PM PEAK VOLUME 1,301

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	83	7,150	865	51	283	125	13	5	11	2	2	3	5	8,598
% OF TOTAL	1.0%	83.2%	10.1%	0.6%	3.3%	1.5%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16 TUESDAY
JOB #: PTD-16-1202-01

CITY: CLAIROMONT
LOCATION: MORENA BTN WEST MORENA & KNOXVILLE

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	12:00	0	41	7	0	1	0	0	0	0	0	0	0	0	49
0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12:15	2	52	7	1	1	0	0	0	0	0	0	0	0	63
0:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	12:30	0	41	5	1	1	1	0	0	0	0	0	0	0	49
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	12:45	0	37	6	1	5	0	0	0	0	0	0	0	0	49
1:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	13:00	2	34	6	0	4	0	0	0	1	0	0	0	0	47
1:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	13:15	0	53	6	1	6	0	0	0	0	0	0	0	0	66
1:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	13:30	0	48	8	0	2	0	0	0	0	0	0	0	0	58
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:45	0	43	8	1	1	1	0	0	0	0	0	0	0	54
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:00	1	50	6	1	3	0	0	0	0	0	0	0	0	61
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	48	5	1	2	0	0	0	0	0	0	0	0	56
2:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	14:30	1	45	8	0	1	0	0	0	0	0	0	0	0	55
2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:45	0	49	3	1	3	0	0	0	0	0	0	0	0	56
3:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2	15:00	1	44	5	0	3	0	0	0	0	0	0	0	0	53
3:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:15	2	56	5	0	1	1	0	0	0	0	0	0	0	65
3:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3	15:30	0	47	5	1	1	0	0	0	0	0	0	0	0	54
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:45	0	52	9	1	4	0	0	0	0	0	0	0	0	66
4:00	0	6	1	0	1	1	0	0	0	0	0	0	0	9	16:00	1	61	4	2	1	1	0	0	0	0	0	0	0	70
4:15	0	1	0	0	1	0	0	0	0	0	0	0	0	2	16:15	2	56	7	1	2	1	0	0	0	0	0	0	0	69
4:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16:30	1	48	2	0	2	0	0	0	0	0	0	0	0	53
4:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5	16:45	0	54	12	1	1	0	0	0	0	0	0	0	0	68
5:00	0	3	0	0	1	0	0	0	0	0	0	0	0	4	17:00	0	82	7	0	1	0	0	0	0	0	0	0	0	90
5:15	0	4	1	1	0	0	0	0	0	0	0	0	0	6	17:15	1	64	3	0	1	1	0	0	0	0	0	0	0	69
5:30	0	9	3	0	2	0	0	0	0	0	0	0	0	14	17:30	2	85	4	1	2	0	0	0	0	0	0	0	0	94
5:45	1	14	2	2	2	2	0	0	0	0	0	0	0	23	17:45	0	81	7	0	1	0	0	0	0	0	0	0	0	89
6:00	0	15	2	0	2	2	0	0	0	0	0	0	0	21	18:00	3	64	3	1	1	0	0	0	0	0	0	0	0	72
6:15	2	20	6	1	2	0	0	1	0	0	0	0	0	32	18:15	0	47	1	1	2	1	0	0	0	0	0	0	0	52
6:30	0	21	6	0	2	0	0	0	0	0	0	0	0	29	18:30	0	51	3	1	0	0	0	0	0	0	0	1	0	56
6:45	0	16	6	3	1	0	0	0	0	0	0	0	0	26	18:45	2	48	0	1	0	0	0	0	0	0	0	0	0	51
7:00	0	27	8	0	4	0	0	0	0	0	0	0	0	39	19:00	0	34	3	0	0	0	0	0	0	0	0	0	0	37
7:15	0	35	3	1	1	0	0	0	0	0	0	0	0	40	19:15	1	31	4	1	0	0	0	0	0	0	0	0	0	37
7:30	0	20	4	0	1	0	0	0	0	0	0	0	0	25	19:30	1	26	3	0	0	0	0	0	0	0	0	0	0	30
7:45	0	29	5	2	0	0	0	0	0	0	0	0	0	36	19:45	0	23	4	1	0	0	0	0	0	0	0	0	0	28
8:00	0	37	12	1	3	0	0	0	0	0	0	0	0	53	20:00	0	24	3	0	1	0	0	0	0	0	0	0	0	28
8:15	0	28	9	1	3	0	0	0	0	0	0	0	0	41	20:15	0	23	3	0	0	0	0	0	0	0	0	0	0	26
8:30	0	35	2	1	3	0	0	0	0	0	0	0	0	41	20:30	0	31	5	0	1	0	0	0	0	0	0	0	0	37
8:45	0	33	9	2	3	0	0	0	0	0	0	0	0	47	20:45	1	19	4	1	0	0	0	0	0	0	0	0	0	25
9:00	0	47	10	0	2	0	0	0	0	0	0	0	0	59	21:00	0	15	3	0	0	0	0	0	0	0	0	0	0	18
9:15	0	45	1	2	3	1	0	0	0	0	0	0	0	52	21:15	0	16	1	1	0	0	0	0	0	0	0	0	0	18
9:30	0	24	5	0	4	0	0	0	0	0	0	0	0	33	21:30	0	29	3	0	1	0	0	0	0	0	0	0	0	33
9:45	1	33	10	2	3	0	0	0	1	0	0	0	0	50	21:45	2	11	3	1	0	0	0	0	0	0	0	0	0	17
10:00	0	25	10	0	5	0	0	0	0	0	0	0	0	40	22:00	0	19	2	0	0	0	0	0	0	0	0	0	0	21
10:15	0	32	7	1	2	0	0	0	0	0	0	0	0	42	22:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
10:30	1	39	5	1	1	0	0	1	0	0	0	0	0	48	22:30	0	15	1	0	0	0	0	0	0	0	0	0	0	16
10:45	1	47	6	1	4	1	0	0	0	0	0	0	0	60	22:45	1	9	0	0	0	0	0	0	0	0	0	0	0	10
11:00	0	43	2	0	2	1	0	0	0	0	0	0	0	48	23:00	0	8	0	0	0	0	0	0	0	0	0	0	0	8
11:15	0	39	4	2	3	0	0	0	0	0	0	0	0	48	23:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:30	0	41	7	0	3	0	0	0	0	0	0	0	0	51	23:30	0	9	0	0	0	0	0	0	0	0	0	0	0	9
11:45	0	40	8	1	2	0	0	0	0	0	0	0	0	51	23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL	6	857	164	25	66	8	0	2	1	0	0	0	0	1,129	TOTAL	27	1,836	196	24	56	6	0	0	1	0	0	1	0	2,147

AM PEAK HOUR 10:45 AM
AM PEAK VOLUME 207

PM PEAK HOUR 5:00 PM
PM PEAK VOLUME 342

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	33	2,693	360	49	122	14	0	2	2	0	0	1	0	3,276
% OF TOTAL	1.0%	82.2%	11.0%	1.5%	3.7%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

TOTAL: ALL	75	6,481	882	90	285	32	5	9	9	0	0	2	1	7,871
% OF TOTAL	2.3%	197.8%	26.9%	2.7%	8.7%	1.0%	0.2%	0.3%	0.3%	0.0%	0.0%	0.1%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIRESMONT
LOCATION: MORENA BTN WEST MORENA & KNOXVILLE

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8	12:00	0	65	8	0	1	0	0	0	0	0	0	0	74	
0:15	0	5	0	0	2	0	0	0	0	0	0	0	0	7	12:15	1	64	9	1	3	0	0	0	1	0	0	0	79	
0:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7	12:30	1	51	4	0	4	1	1	0	0	0	0	0	62	
0:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12:45	0	52	13	1	4	0	0	0	0	0	0	0	70	
1:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	13:00	0	56	13	0	3	0	0	0	1	0	0	0	73	
1:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:15	0	67	11	1	2	0	0	0	1	0	0	0	82	
1:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13:30	0	70	16	1	4	0	0	0	0	0	0	0	91	
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:45	2	65	8	1	4	1	1	0	0	0	0	0	82	
2:00	1	3	0	0	0	0	0	0	0	0	0	0	0	4	14:00	0	56	8	0	4	1	0	0	0	0	0	0	69	
2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:15	1	52	15	1	7	0	0	0	0	0	0	0	76	
2:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4	14:30	2	65	1	0	2	0	0	1	0	0	0	0	71	
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:45	0	63	11	1	2	0	0	0	0	0	0	0	77	
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	1	68	8	0	4	0	0	2	0	0	0	0	83	
3:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	15:15	0	77	18	2	4	1	0	0	0	0	0	0	102	
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	15:30	1	73	8	0	4	3	0	0	0	0	0	0	89	
3:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3	15:45	2	59	11	1	1	0	0	0	0	0	0	0	74	
4:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3	16:00	1	70	17	0	1	0	0	0	0	0	0	0	89	
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16:15	1	77	7	1	1	2	0	0	0	0	0	1	90	
4:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16:30	2	70	14	0	7	0	0	0	0	0	0	0	93	
4:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7	16:45	1	75	7	2	2	0	2	0	0	0	0	0	89	
5:00	0	3	1	0	1	0	0	1	0	0	0	0	0	6	17:00	0	77	9	0	4	1	0	0	0	0	0	0	91	
5:15	1	4	0	1	0	0	0	1	0	0	0	0	0	7	17:15	0	85	4	1	3	0	0	0	0	0	0	0	93	
5:30	1	9	0	0	1	0	0	0	0	0	0	0	0	11	17:30	1	64	9	0	2	0	0	0	0	0	0	0	76	
5:45	2	10	0	1	2	0	0	0	0	0	0	0	0	15	17:45	1	64	6	1	2	0	0	0	0	0	0	0	74	
6:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13	18:00	0	72	8	0	0	0	0	0	0	0	0	0	80	
6:15	0	23	4	1	1	0	1	0	0	0	0	0	0	30	18:15	0	63	5	1	0	0	0	0	0	0	0	0	69	
6:30	1	18	4	0	3	0	0	0	1	0	0	0	0	27	18:30	1	49	6	1	1	0	0	0	0	0	0	0	58	
6:45	3	26	7	1	1	0	0	0	0	0	0	0	0	38	18:45	1	40	3	1	0	0	0	0	0	0	0	0	45	
7:00	0	43	5	0	3	1	0	0	0	0	0	0	0	52	19:00	0	42	4	0	1	0	0	0	0	0	0	0	47	
7:15	0	58	10	1	3	0	0	0	0	0	0	0	0	72	19:15	0	43	4	1	0	0	0	0	0	0	0	0	48	
7:30	0	78	13	0	3	0	0	0	0	0	0	0	0	94	19:30	0	27	6	0	1	0	0	0	0	0	0	0	34	
7:45	1	74	9	2	6	0	0	0	0	0	0	0	0	92	19:45	0	31	5	0	0	1	0	0	0	0	0	0	37	
8:00	0	86	12	0	5	0	0	1	0	0	0	0	0	104	20:00	0	40	7	0	0	0	0	0	0	0	0	0	47	
8:15	1	110	9	1	0	0	0	1	0	0	0	0	0	122	20:15	0	42	2	1	1	0	0	0	0	0	0	0	46	
8:30	1	91	8	3	3	0	0	0	0	0	0	0	0	106	20:30	0	38	1	0	0	0	0	0	0	0	0	0	39	
8:45	0	108	9	1	3	1	0	0	0	0	0	0	0	122	20:45	0	30	2	0	0	0	0	0	0	0	0	0	32	
9:00	0	60	11	0	5	0	0	0	0	0	0	0	0	76	21:00	1	26	3	0	1	0	0	0	0	0	0	0	31	
9:15	1	60	10	2	1	0	0	0	0	0	0	0	0	74	21:15	0	23	0	1	1	0	0	0	0	0	0	0	25	
9:30	0	43	14	0	1	1	0	0	0	0	0	0	0	59	21:30	1	23	4	0	0	0	0	0	0	0	0	0	28	
9:45	0	58	8	1	6	0	0	0	0	0	0	0	0	73	21:45	1	18	3	0	1	0	0	0	0	0	0	0	23	
10:00	1	57	14	0	3	0	0	0	1	0	0	0	0	76	22:00	0	17	1	0	1	0	0	0	0	0	0	0	19	
10:15	0	46	12	1	1	0	0	0	0	0	0	0	0	60	22:15	0	19	2	1	1	1	0	0	0	0	0	0	24	
10:30	1	61	7	0	4	1	0	0	0	0	0	0	0	74	22:30	1	19	2	0	0	0	0	0	0	0	0	0	22	
10:45	0	53	6	1	3	0	0	0	0	0	0	0	0	63	22:45	0	16	0	0	0	0	0	0	0	0	0	0	16	
11:00	0	42	9	0	3	0	0	0	1	0	0	0	0	55	23:00	1	13	1	0	0	0	0	0	0	0	0	0	15	
11:15	0	64	8	1	6	1	0	0	0	0	0	1	0	81	23:15	0	9	0	0	0	1	0	0	0	0	0	0	10	
11:30	1	60	9	0	3	0	0	0	1	0	0	0	0	74	23:30	0	9	0	0	0	0	0	0	0	0	0	0	9	
11:45	1	66	9	1	4	0	0	0	0	0	0	0	0	81	23:45	0	7	0	0	1	0	0	0	0	0	0	0	8	
TOTAL	17	1,487	218	19	78	5	1	4	4	0	0	1	0	1,834	TOTAL	25	2,301	304	22	85	13	4	3	3	0	0	0	1	2,761

AM PEAK HOUR 8:00 AM
AM PEAK VOLUME 454

PM PEAK HOUR 4:30 PM
PM PEAK VOLUME 366

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	42	3,788	522	41	163	18	5	7	7	0	0	1	1	4,595
% OF TOTAL	0.9%	82.4%	11.4%	0.9%	3.5%	0.4%	0.1%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIROMONT
LOCATION: MORENA BTN KNOXVILLE & TECOLOTE

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9	12:00	1	78	9	1	2	1	0	0	0	0	0	0	92	
0:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12:15	1	75	12	1	1	0	0	0	0	0	0	0	90	
0:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8	12:30	2	89	5	1	1	1	0	0	0	0	0	0	99	
0:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1	12:45	0	94	5	2	0	1	0	0	0	0	0	0	102	
1:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6	13:00	2	85	5	2	2	1	0	0	1	0	0	0	98	
1:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	13:15	1	95	4	1	4	1	0	0	0	0	0	0	106	
1:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	13:30	0	94	9	1	2	0	0	0	0	0	0	0	106	
1:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5	13:45	1	91	9	2	2	0	0	0	0	0	0	0	105	
2:00	0	1	2	0	0	0	0	0	0	0	0	0	0	3	14:00	1	93	10	2	2	0	0	0	0	0	0	0	108	
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:15	0	65	5	2	2	1	0	0	0	0	0	0	75	
2:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	14:30	1	78	4	0	4	1	0	0	0	0	0	0	88	
2:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:45	2	152	8	4	3	0	0	0	0	0	0	0	169	
3:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:00	1	111	9	2	2	0	0	0	0	0	0	0	125	
3:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:15	1	102	12	1	2	0	0	0	0	0	0	0	118	
3:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15:30	1	105	11	1	2	1	0	0	0	0	0	0	121	
3:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	15:45	2	132	8	1	2	0	0	0	0	0	0	0	145	
4:00	0	7	1	0	0	1	0	0	0	0	0	0	0	9	16:00	2	116	9	2	4	0	0	0	0	1	0	0	134	
4:15	0	10	2	0	0	1	0	0	0	0	0	0	0	13	16:15	2	108	12	2	2	1	0	0	0	0	0	0	127	
4:30	0	7	1	0	1	0	0	0	0	0	0	0	0	9	16:30	3	121	8	0	4	1	0	0	0	0	0	0	137	
4:45	0	8	1	0	1	1	0	0	0	0	0	0	0	11	16:45	2	120	12	4	1	0	0	0	0	1	0	0	140	
5:00	0	14	2	0	2	0	0	0	0	0	0	0	0	18	17:00	0	142	6	1	2	0	0	0	0	0	0	0	151	
5:15	0	20	2	0	1	0	0	0	0	0	0	0	0	23	17:15	2	118	8	1	1	0	0	0	0	0	0	0	130	
5:30	0	34	2	1	1	1	0	0	0	0	0	0	0	39	17:30	1	101	7	2	2	1	0	0	0	0	1	0	115	
5:45	2	40	4	2	2	2	0	0	0	0	0	0	0	52	17:45	4	107	9	0	5	0	0	0	0	0	0	1	126	
6:00	0	43	6	1	2	2	0	0	0	0	0	0	0	54	18:00	2	91	5	4	2	0	0	0	0	0	0	0	104	
6:15	2	41	3	2	3	0	0	1	0	0	0	0	0	52	18:15	1	74	4	2	1	0	0	0	0	0	0	0	82	
6:30	2	56	5	2	1	1	0	0	0	0	0	0	0	67	18:30	4	92	5	1	0	0	0	0	0	0	0	0	102	
6:45	4	85	4	4	2	2	0	0	0	0	0	0	0	101	18:45	2	87	3	1	1	1	0	0	0	0	0	0	95	
7:00	2	91	9	2	3	1	0	0	0	0	0	0	0	108	19:00	1	46	2	1	2	0	0	0	0	0	0	0	52	
7:15	2	93	8	2	2	0	0	0	0	0	0	0	0	107	19:15	1	50	1	2	0	0	0	0	0	0	0	0	54	
7:30	4	73	9	1	1	0	0	0	0	0	0	0	0	88	19:30	2	54	1	0	0	0	0	0	0	0	0	0	57	
7:45	6	93	12	0	4	0	0	0	0	0	0	0	0	115	19:45	1	44	1	1	1	0	0	0	0	0	0	0	48	
8:00	9	146	11	1	4	1	0	0	0	0	0	0	0	172	20:00	1	44	2	1	1	0	0	0	0	0	0	0	49	
8:15	5	121	10	2	4	0	0	0	0	0	0	0	0	142	20:15	0	39	0	1	0	0	0	0	0	0	0	0	40	
8:30	4	118	8	1	5	1	0	0	0	0	0	0	0	137	20:30	0	57	1	0	0	0	0	0	0	0	0	0	58	
8:45	3	115	9	0	6	2	1	0	0	0	0	0	0	136	20:45	0	30	2	1	0	0	0	0	0	0	0	0	33	
9:00	2	122	18	1	5	0	0	0	0	0	0	0	0	148	21:00	1	27	4	0	1	0	0	0	0	0	0	0	33	
9:15	1	95	11	2	2	4	0	0	0	1	0	0	0	116	21:15	1	26	1	0	0	0	0	0	0	0	0	0	28	
9:30	0	85	8	0	4	0	1	1	0	0	0	0	0	99	21:30	2	56	0	1	0	0	0	0	0	0	0	0	59	
9:45	1	87	9	1	4	2	0	0	1	0	0	0	0	105	21:45	1	41	0	0	1	0	0	0	0	0	0	0	43	
10:00	0	72	5	1	5	2	0	2	0	0	0	0	0	87	22:00	1	29	1	1	0	0	0	0	0	0	0	0	32	
10:15	1	89	7	2	5	1	0	0	0	0	0	0	0	105	22:15	1	22	1	0	0	0	0	0	0	0	0	0	24	
10:30	2	97	9	0	6	0	0	0	1	0	0	0	0	115	22:30	0	20	2	0	0	0	0	0	0	0	0	0	22	
10:45	1	81	10	0	2	1	0	0	0	0	0	0	0	95	22:45	0	12	1	0	0	0	0	0	0	0	0	0	13	
11:00	1	92	5	1	2	0	0	0	0	0	0	0	0	101	23:00	1	13	0	0	0	0	0	0	0	0	0	0	14	
11:15	0	87	4	1	3	1	0	0	0	0	0	0	0	96	23:15	0	5	0	0	0	0	0	0	0	0	0	0	5	
11:30	0	84	9	2	6	0	0	0	0	0	0	0	0	101	23:30	0	15	0	0	0	0	0	0	0	0	0	0	15	
11:45	1	100	10	1	5	0	0	0	0	0	0	0	0	117	23:45	0	7	0	0	0	0	0	0	0	0	0	0	7	
TOTAL	55	2,375	221	33	94	27	2	4	2	1	0	0	0	2,814	TOTAL	56	3,453	233	53	64	12	0	0	1	2	1	1	0	3,876

AM PEAK HOUR 8:00 AM
AM PEAK VOLUME 587

PM PEAK HOUR 4:30 PM
PM PEAK VOLUME 558

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6-OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	111	5,828	454	86	158	39	2	4	3	3	1	1	0	6,690
% OF TOTAL	1.7%	87.1%	6.8%	1.3%	2.4%	0.6%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

TOTAL: ALL	237	14,674	993	180	365	71	12	17	13	4	1	3	1	16,571
% OF TOTAL	3.5%	219.3%	14.8%	2.7%	5.5%	1.1%	0.2%	0.3%	0.2%	0.1%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAREMONT
LOCATION: MORENA BTN KNOXVILLE & TECOLOTE

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	18	0	0	1	0	0	0	0	0	0	0	0	19	12:00	2	159	5	1	2	1	0	0	0	0	0	0	0	170
0:15	0	14	1	0	1	0	0	0	0	0	0	0	0	16	12:15	2	166	7	1	4	1	1	0	0	0	0	0	0	182
0:30	0	16	0	0	0	0	0	0	0	0	0	0	0	16	12:30	2	144	5	2	4	0	1	0	1	0	0	0	0	159
0:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	12:45	1	147	9	1	4	1	0	0	0	0	0	0	0	163
1:00	0	8	1	0	0	0	0	0	0	0	0	0	0	9	13:00	2	121	12	1	5	0	0	0	1	0	0	0	0	142
1:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	13:15	2	135	18	1	6	1	0	0	0	0	0	0	0	163
1:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9	13:30	4	162	11	2	5	0	1	0	0	0	0	0	0	185
1:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:45	5	151	16	1	2	1	0	0	0	0	0	0	0	176
2:00	1	5	0	0	0	0	0	0	0	0	0	0	0	6	14:00	1	142	9	2	6	2	0	1	1	0	0	0	0	164
2:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10	14:15	0	135	12	2	5	2	0	1	0	0	0	0	0	157
2:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14:30	1	177	15	2	2	0	0	2	0	0	0	0	0	199
2:45	1	5	1	0	0	0	0	0	0	0	0	0	0	7	14:45	1	184	11	1	4	0	0	0	1	0	0	0	0	202
3:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1	15:00	4	199	16	2	4	1	1	1	0	0	0	0	0	228
3:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	15:15	5	184	8	2	4	1	0	0	0	0	0	0	0	204
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:30	6	151	9	4	5	1	0	1	0	0	0	0	0	177
3:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15:45	2	161	10	2	5	2	2	0	0	0	0	0	0	184
4:00	0	11	0	0	0	0	0	0	0	0	0	0	0	11	16:00	2	182	5	2	6	2	0	0	0	0	0	0	0	199
4:15	0	2	0	0	1	0	0	0	0	0	0	0	0	3	16:15	5	159	4	2	2	1	1	0	0	0	0	0	1	175
4:30	0	7	0	1	0	0	0	0	0	0	0	0	0	8	16:30	4	161	9	0	2	0	1	0	0	0	0	0	0	177
4:45	0	13	1	0	0	0	0	0	0	0	0	0	0	14	16:45	5	141	12	1	4	1	1	1	0	0	0	0	0	166
5:00	0	8	1	1	1	0	0	0	0	0	0	0	0	11	17:00	2	135	11	1	4	1	0	0	0	0	0	0	0	154
5:15	1	11	2	1	2	0	0	1	0	0	0	0	0	18	17:15	2	180	8	2	4	1	0	0	0	0	0	0	0	197
5:30	0	18	1	0	1	0	0	1	0	0	0	0	0	21	17:30	1	188	9	1	5	0	0	0	0	0	0	0	0	204
5:45	1	30	0	1	1	0	0	1	0	0	0	0	0	34	17:45	0	161	12	2	5	1	0	0	0	0	0	0	0	181
6:00	1	20	1	1	2	0	0	1	0	0	0	0	0	26	18:00	1	151	11	2	5	0	0	0	0	0	0	0	0	170
6:15	0	42	2	1	2	0	0	0	0	0	0	0	0	47	18:15	2	142	15	1	2	0	0	0	0	0	0	0	0	162
6:30	2	61	4	1	2	0	0	0	0	0	0	0	0	70	18:30	1	111	8	0	2	0	0	0	0	0	0	0	0	122
6:45	3	77	5	1	1	0	0	0	1	0	0	0	0	88	18:45	0	112	8	1	1	0	0	0	0	0	0	0	0	122
7:00	1	70	5	2	2	1	0	0	0	0	0	0	0	81	19:00	0	118	9	2	4	1	0	0	0	0	0	0	0	134
7:15	0	88	5	2	4	0	1	0	0	0	0	0	0	100	19:15	1	100	7	1	1	0	0	0	0	0	0	0	0	110
7:30	2	168	6	4	5	0	0	0	1	0	0	0	0	186	19:30	2	76	8	1	1	0	0	0	0	0	0	0	0	88
7:45	2	235	9	2	5	1	0	0	0	0	0	0	0	254	19:45	0	99	5	2	0	0	0	0	0	0	0	0	0	106
8:00	4	121	12	0	2	0	0	1	0	0	0	0	0	140	20:00	0	102	3	0	1	1	0	0	0	0	0	0	0	107
8:15	5	144	11	2	5	0	0	1	0	0	0	0	0	168	20:15	1	90	5	0	1	0	0	0	0	0	0	0	0	97
8:30	5	166	15	1	3	0	0	0	0	0	0	0	0	190	20:30	1	77	4	1	0	0	0	0	0	0	0	0	0	83
8:45	6	180	8	4	5	1	0	0	1	0	0	0	0	205	20:45	1	72	2	1	1	0	0	0	0	0	0	0	0	77
9:00	0	162	9	4	4	0	0	0	0	0	0	0	0	179	21:00	1	65	2	0	0	0	0	0	0	0	0	0	0	68
9:15	5	160	12	2	2	0	0	0	0	0	0	0	0	181	21:15	1	56	2	1	0	0	0	0	0	0	0	0	0	60
9:30	0	120	11	0	2	0	0	0	0	0	0	0	0	133	21:30	0	53	1	0	0	0	0	0	0	0	0	0	0	54
9:45	0	120	15	1	4	0	0	0	0	0	0	0	0	140	21:45	1	56	1	1	1	0	0	0	0	0	0	0	0	60
10:00	2	156	8	1	2	0	0	0	0	0	0	0	0	169	22:00	0	44	2	1	2	0	0	0	0	0	0	0	0	49
10:15	2	118	9	2	2	0	0	0	1	0	0	0	0	134	22:15	1	39	2	0	1	1	0	0	0	0	0	0	0	44
10:30	1	143	10	1	4	1	0	0	0	0	0	0	0	160	22:30	1	43	1	0	0	0	0	0	0	0	0	0	0	45
10:45	0	146	5	1	3	0	0	0	0	0	0	0	0	155	22:45	0	26	0	0	2	0	0	0	0	0	0	0	0	28
11:00	1	137	4	1	2	1	0	0	0	0	0	0	0	146	23:00	0	30	1	0	0	0	0	0	0	0	0	0	0	31
11:15	0	147	9	2	2	1	0	0	2	0	0	0	0	163	23:15	1	19	1	0	0	1	0	0	0	0	0	0	0	22
11:30	1	155	5	1	4	0	0	0	1	0	0	2	0	169	23:30	0	15	0	0	0	0	0	0	0	0	0	0	0	15
11:45	2	146	8	0	5	1	0	0	0	0	0	0	0	162	23:45	0	19	0	0	1	0	0	0	0	0	0	0	0	20
TOTAL	49	3,306	198	41	82	7	1	6	7	0	0	2	0	3,699	TOTAL	77	5,540	341	53	125	25	9	7	3	1	0	0	1	6,182

AM PEAK HOUR 8:30 AM
AM PEAK VOLUME 755

PM PEAK HOUR 2:30 PM
PM PEAK VOLUME 833

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	126	8,846	539	94	207	32	10	13	10	1	0	2	1	9,881
% OF TOTAL	1.3%	89.5%	5.5%	1.0%	2.1%	0.3%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAIREMONT
LOCATION: MT ALIFAN BTN GENESEE & MT AGUILAR

AM TIME	EASTBOUND													TOTAL	PM Time	EASTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	12	3	0	0	0	0	0	0	0	0	0	0	15	12:00	1	72	4	0	2	0	1	0	0	0	0	0	0	80
0:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8	12:15	1	80	3	0	1	0	0	0	0	0	0	0	0	85
0:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	12:30	1	82	4	0	0	0	0	0	0	0	0	0	0	87
0:45	0	11	1	0	0	0	0	0	0	0	0	0	0	12	12:45	0	72	2	0	1	0	0	1	0	0	0	0	0	76
1:00	0	18	1	0	0	0	0	0	0	0	0	0	0	19	13:00	0	77	1	0	2	0	0	0	0	0	0	0	0	80
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:15	1	84	2	0	1	0	0	0	0	0	0	0	0	88
1:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	13:30	0	85	4	0	0	0	0	0	0	0	0	0	0	89
1:45	0	9	0	0	0	0	0	0	0	0	0	0	0	9	13:45	1	83	2	0	1	0	0	0	0	0	0	0	0	87
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:00	2	89	0	0	1	0	0	0	0	0	0	0	0	92
2:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:15	0	89	1	1	2	0	0	0	0	0	0	0	0	93
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14:30	0	87	1	0	0	0	0	0	0	0	0	0	0	88
2:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3	14:45	1	92	1	0	0	0	0	0	0	0	0	0	0	94
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:00	2	82	2	1	0	0	0	0	0	0	0	0	0	87
3:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6	15:15	2	109	3	0	1	0	0	0	0	0	0	0	0	115
3:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15:30	0	97	2	0	1	0	0	0	0	0	0	0	0	100
3:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:45	0	103	2	0	2	0	0	0	0	0	0	0	0	107
4:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16:00	0	125	2	0	2	0	0	0	0	0	0	0	0	129
4:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3	16:15	0	127	4	0	2	0	0	2	0	0	0	0	0	135
4:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	16:30	3	110	2	0	3	0	0	0	0	0	0	0	0	118
4:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5	16:45	0	118	1	0	1	0	0	0	0	0	0	0	0	120
5:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	17:00	0	120	9	1	0	0	0	2	0	0	0	0	0	132
5:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	17:15	0	101	8	0	0	0	0	0	0	0	0	0	0	109
5:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7	17:30	0	128	3	0	1	0	0	0	0	0	0	0	0	132
5:45	0	16	2	0	0	0	0	0	0	0	0	0	0	18	17:45	0	114	4	0	2	0	0	1	0	0	0	0	0	121
6:00	0	12	0	0	2	0	0	0	0	0	0	0	0	14	18:00	0	118	2	0	0	0	0	1	0	0	0	0	0	121
6:15	0	19	2	0	1	0	0	0	0	0	0	0	0	22	18:15	0	133	1	1	1	1	0	1	1	0	1	0	0	140
6:30	1	28	3	0	1	1	0	0	0	0	0	0	0	34	18:30	0	101	2	0	0	0	0	1	0	0	0	0	0	104
6:45	0	30	2	0	0	0	0	0	0	0	0	0	0	32	18:45	1	120	0	0	0	0	0	0	0	0	0	0	0	121
7:00	2	41	0	0	1	0	0	0	0	0	0	0	0	44	19:00	0	100	1	1	0	0	0	1	0	0	0	0	0	103
7:15	1	51	1	0	1	0	0	0	0	0	0	0	0	54	19:15	0	77	2	1	0	0	0	0	0	0	0	0	0	80
7:30	0	64	2	0	2	0	0	0	0	0	0	0	0	68	19:30	0	96	7	0	0	0	1	0	0	0	0	0	0	104
7:45	0	85	4	0	0	0	0	0	1	0	0	0	0	90	19:45	0	103	0	0	0	0	0	1	0	0	0	0	0	104
8:00	0	77	6	0	0	0	0	1	0	0	0	0	0	84	20:00	0	77	1	0	1	0	0	0	0	0	0	0	0	79
8:15	0	54	2	0	1	0	0	1	0	0	0	1	0	59	20:15	1	61	1	0	0	0	0	1	0	0	0	0	0	64
8:30	0	50	6	0	1	1	0	0	0	0	0	0	0	58	20:30	0	69	2	0	0	0	0	0	0	0	0	0	0	71
8:45	0	40	5	0	2	0	0	0	0	0	0	0	0	47	20:45	1	49	0	0	0	0	0	0	0	0	0	0	0	50
9:00	0	55	4	0	1	0	0	0	0	0	0	0	0	60	21:00	1	65	0	0	0	0	0	0	0	0	0	0	0	66
9:15	1	68	2	0	0	0	0	0	0	0	0	0	0	71	21:15	0	57	1	0	0	0	0	0	0	0	0	0	0	58
9:30	0	70	1	0	3	0	0	2	0	0	1	0	0	77	21:30	0	56	1	0	0	0	0	0	0	0	0	0	0	57
9:45	1	54	1	0	1	0	0	0	0	0	0	0	0	57	21:45	0	57	0	0	0	0	0	0	0	0	0	0	0	57
10:00	2	77	0	0	2	0	0	0	0	0	0	0	0	81	22:00	0	76	1	0	0	0	0	0	0	0	0	0	0	77
10:15	1	54	1	0	2	0	0	1	0	0	0	0	0	59	22:15	2	79	3	0	1	0	0	0	0	0	0	0	0	85
10:30	1	88	2	1	1	0	0	0	0	0	0	0	0	93	22:30	0	63	1	0	0	0	0	0	0	0	0	0	0	64
10:45	0	83	1	0	2	0	0	0	0	0	0	0	0	86	22:45	0	46	0	0	1	0	0	0	0	0	0	0	0	47
11:00	0	70	4	0	2	0	0	0	0	0	0	0	0	76	23:00	1	33	0	0	0	0	0	0	0	0	0	0	0	34
11:15	0	78	1	0	0	0	0	1	0	0	0	0	0	80	23:15	0	37	0	0	0	0	0	1	0	0	0	0	0	38
11:30	1	74	2	0	2	0	0	0	0	0	0	0	0	79	23:30	0	26	1	0	0	0	0	0	0	0	0	0	0	27
11:45	0	83	5	1	1	0	0	0	0	0	0	0	0	90	23:45	0	19	0	0	0	0	0	0	0	0	0	0	0	19
TOTAL	11	1,554	69	2	29	2	0	6	1	0	2	0	0	1,676	TOTAL	22	4,044	94	6	30	1	2	13	1	0	1	0	0	4,214

AM PEAK HOUR 10:30 AM
AM PEAK VOLUME 335

PM PEAK HOUR 5:30 PM
PM PEAK VOLUME 514

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	33	5,598	163	8	59	3	2	19	2	0	3	0	0	5,890
% OF TOTAL	0.6%	95.0%	2.8%	0.1%	1.0%	0.1%	0.0%	0.3%	0.0%	0.0%	0.1%	0.0%	0.0%	100.0%

TOTAL: ALL	86	12,006	573	13	171	45	15	26	5	2	5	3	1	12,951
% OF TOTAL	1.5%	203.8%	9.7%	0.2%	2.9%	0.8%	0.3%	0.4%	0.1%	0.0%	0.1%	0.1%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/08/16
JOB #: PTD-16-1202-01

THURSDAY

CITY: CLAREMONT
LOCATION: MT ALIFAN BTN GENESEE & MT AGUILAR

AM TIME	WESTBOUND													TOTAL	PM Time	WESTBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	12:00	0	77	4	0	4	2	0	2	0	0	0	0	0	89
0:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6	12:15	0	73	9	0	1	2	0	0	0	0	0	0	0	85
0:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9	12:30	0	108	7	0	3	0	0	0	0	0	0	0	0	118
0:45	0	4	1	0	0	0	0	0	0	1	0	0	0	6	12:45	0	96	5	0	1	3	0	0	0	0	0	0	0	105
1:00	0	7	0	0	0	0	0	0	0	0	0	0	0	7	13:00	0	92	8	0	0	0	1	0	0	0	0	0	0	101
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:15	0	79	1	0	1	0	1	0	0	0	0	0	0	82
1:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	13:30	1	89	6	0	0	0	0	0	0	0	0	0	0	96
1:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:45	2	80	6	0	1	0	0	0	0	0	0	0	0	89
2:00	0	6	1	0	0	0	0	0	0	0	0	0	0	7	14:00	1	97	8	0	1	0	0	0	0	0	0	0	0	107
2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:15	2	108	10	0	4	2	0	0	0	0	0	1	0	127
2:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14:30	1	147	10	0	3	3	0	0	0	0	0	0	0	164
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:45	2	115	9	0	2	0	1	0	0	0	0	0	0	129
3:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6	15:00	1	136	8	0	4	0	1	0	0	0	0	0	0	150
3:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:15	0	107	11	0	5	2	0	0	0	0	0	0	0	125
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:30	0	118	11	0	1	0	0	0	0	0	0	0	0	130
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	15:45	0	117	8	0	1	1	0	1	0	0	0	0	0	128
4:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3	16:00	2	123	10	1	2	1	0	0	0	0	0	0	0	139
4:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2	16:15	1	155	14	1	5	2	0	0	0	0	0	0	0	178
4:30	0	7	0	0	0	0	0	0	0	0	0	0	0	7	16:30	2	118	16	1	0	1	1	0	0	0	0	0	0	139
4:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	16:45	2	160	3	0	1	0	1	0	0	0	1	0	0	168
5:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	17:00	2	158	9	0	1	1	0	1	0	0	0	0	0	172
5:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	17:15	0	155	9	0	3	0	0	0	0	1	0	0	1	169
5:30	0	9	1	0	0	0	0	0	0	0	0	0	0	10	17:30	2	168	10	0	1	1	1	1	0	0	0	0	0	184
5:45	0	11	3	0	0	0	0	0	0	0	0	0	0	14	17:45	0	155	11	0	1	0	0	0	0	0	0	0	0	167
6:00	1	17	2	0	1	0	0	0	0	0	0	0	0	21	18:00	2	158	10	0	0	3	0	0	0	0	0	0	0	173
6:15	0	37	2	0	1	0	0	0	0	0	0	0	0	40	18:15	2	142	8	0	2	0	1	0	0	0	0	0	0	155
6:30	0	31	5	0	2	0	0	0	0	0	0	0	0	38	18:30	1	118	8	0	1	0	0	0	0	0	0	1	0	129
6:45	1	56	6	0	2	0	0	0	0	0	0	0	0	65	18:45	2	113	7	0	5	1	1	0	0	0	0	0	0	129
7:00	0	99	2	0	2	0	0	0	0	0	0	0	0	103	19:00	0	120	4	0	0	1	0	0	0	0	0	0	0	125
7:15	0	89	5	0	0	4	0	0	0	0	0	0	0	98	19:15	2	86	3	0	1	0	0	0	0	0	0	0	0	92
7:30	2	93	8	0	5	2	0	0	0	0	0	0	0	110	19:30	2	89	2	0	0	1	0	0	0	0	0	0	0	94
7:45	0	112	8	0	4	0	0	0	0	0	0	0	0	124	19:45	0	94	5	0	0	0	0	0	0	0	0	0	0	99
8:00	0	109	3	0	1	0	0	0	0	0	0	1	0	114	20:00	0	117	5	0	1	0	1	0	0	0	0	0	0	124
8:15	3	83	5	1	6	0	0	1	0	0	0	0	1	100	20:15	0	75	3	0	1	0	0	0	0	0	0	0	0	79
8:30	4	90	15	0	2	0	1	0	0	0	0	0	0	112	20:30	2	63	2	0	0	0	0	0	0	0	0	0	0	67
8:45	0	107	4	0	6	4	0	0	0	0	0	0	0	121	20:45	0	55	4	0	0	0	0	0	0	0	0	0	0	59
9:00	0	75	7	0	1	1	0	0	1	0	0	0	0	85	21:00	0	54	2	0	1	0	0	0	0	0	0	0	0	57
9:15	2	64	5	0	2	0	0	0	1	0	0	0	0	74	21:15	0	69	1	0	0	0	0	0	0	0	0	0	0	70
9:30	2	64	6	0	3	1	0	0	0	0	0	0	0	76	21:30	1	57	2	0	0	0	0	0	0	0	0	0	0	60
9:45	0	75	4	0	2	0	0	0	0	0	0	0	0	81	21:45	0	45	2	0	1	0	0	0	0	0	0	0	0	48
10:00	0	68	4	0	2	0	0	0	0	0	0	0	0	74	22:00	0	60	1	0	0	0	0	0	0	0	0	0	0	61
10:15	0	78	2	0	1	2	0	0	0	0	0	0	0	83	22:15	0	29	1	0	0	0	0	0	0	0	0	0	0	30
10:30	1	62	1	0	4	1	1	0	0	0	0	0	0	70	22:30	0	31	1	0	0	0	0	0	0	0	0	0	0	32
10:45	1	72	8	0	2	0	0	1	0	1	0	0	0	85	22:45	0	17	2	0	0	0	0	0	0	0	0	0	0	19
11:00	1	81	5	0	2	0	0	0	0	0	0	0	0	89	23:00	0	21	2	0	1	0	0	0	0	0	0	0	0	24
11:15	0	78	3	0	0	0	0	0	0	0	0	0	0	81	23:15	0	22	1	1	0	0	0	0	0	0	0	0	0	24
11:30	0	76	6	0	0	0	1	0	0	0	0	0	0	83	23:30	0	13	0	0	0	0	0	0	0	0	0	0	0	13
11:45	0	84	4	0	1	0	0	0	0	0	0	0	0	89	23:45	0	17	1	0	0	0	0	0	0	0	0	0	0	18
TOTAL	18	1,912	130	1	52	15	3	2	3	1	1	1	0	2,139	TOTAL	35	4,496	280	4	60	27	10	5	0	1	1	2	1	4,922

AM PEAK HOUR 7:45 AM
AM PEAK VOLUME 450

PM PEAK HOUR 5:15 PM
PM PEAK VOLUME 693

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	53	6,408	410	5	112	42	13	7	3	2	2	3	1	7,061
% OF TOTAL	0.8%	90.8%	5.8%	0.1%	1.6%	0.6%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 11/29/16 TUESDAY
JOB #: PTD-16-1202-01

CITY: CLAIREMONT
LOCATION: REGENTS N-O SR-52 WB RAMP

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	6	0	0	3	0	0	0	0	0	0	0	0	9	12:00	0	94	12	0	4	0	0	0	0	0	0	0	0	110
0:15	0	10	0	0	0	0	0	0	0	0	0	0	0	10	12:15	0	95	16	1	2	3	0	0	0	0	0	0	0	117
0:30	0	9	0	0	1	0	0	0	0	0	0	0	0	10	12:30	1	103	11	0	1	0	0	0	1	0	0	0	0	117
0:45	1	6	0	0	1	0	0	0	0	0	0	0	0	8	12:45	0	110	9	3	2	2	0	0	0	0	0	0	0	126
1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:00	1	104	22	1	2	0	0	0	0	0	0	0	0	130
1:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:15	0	104	16	1	0	1	1	0	0	0	0	0	0	123
1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:30	0	98	11	0	1	1	1	0	0	0	0	0	0	112
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:45	0	103	15	2	2	0	0	1	0	0	0	0	0	123
2:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6	14:00	2	113	19	0	4	2	0	0	1	0	0	0	0	141
2:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5	14:15	0	118	20	1	6	4	0	0	0	0	0	0	1	150
2:30	0	3	0	0	1	0	0	0	0	0	0	0	0	4	14:30	0	138	22	0	2	2	1	0	0	0	0	0	0	165
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:45	4	171	23	2	5	0	0	0	0	0	0	1	0	206
3:00	0	2	1	0	1	0	0	0	0	0	0	0	0	4	15:00	2	163	15	1	6	2	0	0	0	0	0	0	0	189
3:15	0	2	0	0	1	0	0	0	0	0	0	0	0	3	15:15	5	183	11	1	8	4	0	0	0	0	0	0	0	212
3:30	0	2	1	0	2	0	0	0	0	0	0	0	0	5	15:30	0	164	22	1	9	2	0	0	0	0	0	0	1	199
3:45	0	3	2	0	1	0	0	0	0	0	0	0	0	6	15:45	0	161	26	1	2	0	0	0	0	0	0	0	0	190
4:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	16:00	2	145	23	0	3	0	0	0	0	1	0	0	0	174
4:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	16:15	1	157	22	0	2	1	0	1	0	0	0	0	1	185
4:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4	16:30	1	167	19	0	4	2	0	0	0	0	0	0	0	193
4:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4	16:45	0	156	20	1	6	2	0	0	0	0	0	0	0	185
5:00	0	6	2	1	0	0	0	0	0	0	0	0	0	9	17:00	2	136	22	0	5	1	1	0	0	0	0	0	0	167
5:15	0	10	1	0	1	0	0	0	0	0	0	0	0	12	17:15	0	140	25	1	8	3	0	0	0	0	0	0	0	177
5:30	0	11	0	1	3	0	0	0	0	0	0	0	0	15	17:30	3	166	15	0	3	1	0	0	0	0	0	0	0	188
5:45	0	27	1	0	0	0	0	0	0	0	0	0	0	28	17:45	0	140	19	1	2	1	0	0	0	0	1	0	0	164
6:00	0	17	2	1	0	0	0	0	1	0	0	0	0	21	18:00	0	123	11	0	4	2	0	2	0	0	0	0	0	142
6:15	0	25	3	0	0	0	0	0	0	0	0	0	0	28	18:15	2	132	16	2	2	1	0	0	0	0	0	0	0	155
6:30	0	41	4	1	0	0	0	0	0	0	0	0	0	46	18:30	0	109	8	1	2	0	0	0	0	0	0	0	0	120
6:45	1	81	6	0	1	1	0	0	0	0	0	0	0	90	18:45	0	129	5	0	2	3	0	0	0	0	0	0	0	139
7:00	0	113	9	1	2	1	0	0	0	0	0	0	0	126	19:00	0	117	4	1	4	0	0	0	0	0	0	0	0	126
7:15	0	114	12	1	4	1	0	0	0	0	0	0	0	132	19:15	0	101	5	0	1	0	0	0	0	0	0	0	0	107
7:30	0	115	18	0	5	0	0	0	0	0	0	0	0	138	19:30	0	81	6	0	0	0	0	0	0	0	0	0	0	87
7:45	0	167	22	1	9	1	0	0	0	0	0	0	0	200	19:45	2	61	4	0	1	0	0	1	0	0	0	0	0	69
8:00	0	155	23	1	3	0	0	0	0	0	0	0	0	182	20:00	0	70	4	0	2	0	0	0	0	0	0	0	0	76
8:15	1	152	15	0	2	1	0	0	0	0	0	0	0	171	20:15	0	69	2	0	0	0	0	0	0	0	0	0	0	71
8:30	1	165	26	3	2	2	0	0	0	0	0	0	0	199	20:30	0	56	3	0	1	0	0	0	0	0	0	0	0	60
8:45	2	154	15	2	8	1	0	0	0	0	0	0	0	182	20:45	0	69	2	0	2	0	0	0	0	0	0	0	0	73
9:00	1	106	22	0	5	0	0	0	0	0	0	0	0	134	21:00	0	55	0	0	0	0	0	0	0	0	0	0	0	55
9:15	0	97	16	2	6	0	0	0	0	1	0	0	0	122	21:15	0	44	1	0	0	0	0	0	0	0	0	0	0	45
9:30	0	88	15	0	5	0	0	0	0	0	0	0	0	108	21:30	0	58	1	0	0	0	0	0	0	0	0	0	0	59
9:45	0	80	11	1	1	0	0	1	0	0	0	0	0	94	21:45	0	34	1	0	0	0	0	0	0	0	0	0	0	35
10:00	0	86	9	1	2	0	0	0	0	0	0	0	0	98	22:00	0	37	0	0	1	0	0	0	0	0	0	0	0	38
10:15	1	82	12	1	1	0	0	0	0	0	0	0	0	97	22:15	0	36	1	0	2	0	0	0	0	0	0	0	0	39
10:30	0	87	16	0	0	0	0	1	0	0	0	0	0	104	22:30	0	19	2	0	0	0	0	0	0	0	0	0	0	21
10:45	2	108	8	1	1	2	0	1	0	0	0	0	0	123	22:45	0	22	0	0	0	0	0	0	0	0	0	0	0	22
11:00	0	99	9	3	1	0	0	0	0	0	0	0	0	112	23:00	0	21	1	0	0	0	0	0	0	0	0	0	0	22
11:15	0	87	10	0	0	0	0	0	0	0	0	0	0	97	23:15	0	16	1	0	1	0	0	0	0	0	0	0	0	18
11:30	1	115	4	2	1	3	0	0	0	0	0	0	0	126	23:30	0	10	2	0	0	0	0	0	0	0	0	0	0	12
11:45	0	103	8	0	2	0	0	1	0	0	0	0	0	114	23:45	0	8	3	0	0	0	0	0	0	0	0	0	0	11
TOTAL	11	2,565	310	24	76	13	0	4	2	0	0	0	0	3,005	TOTAL	28	4,706	518	22	114	40	4	5	2	1	1	1	3	5,445

AM PEAK HOUR 7:45 AM
AM PEAK VOLUME 752

PM PEAK HOUR 2:45 PM
PM PEAK VOLUME 806

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	39	7,271	828	46	190	53	4	9	4	1	1	1	3	8,450
% OF TOTAL	0.5%	86.0%	9.8%	0.5%	2.2%	0.6%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

TOTAL: ALL	59	13,554	1,789	90	525	79	9	13	10	1	2	2	4	16,137
% OF TOTAL	0.7%	160.4%	21.2%	1.1%	6.2%	0.9%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 11/29/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAREMONT
LOCATION: REGENTS N-O SR-52 WB RAMPS

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4	12:00	0	108	20	1	6	0	0	0	0	0	0	0	0	135
0:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5	12:15	0	93	17	2	4	1	0	0	0	0	0	0	0	117
0:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3	12:30	0	97	17	1	9	0	0	0	0	0	0	0	0	124
0:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3	12:45	0	92	17	1	6	1	0	0	0	0	0	0	0	117
1:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13:00	0	100	12	0	4	1	0	1	1	0	0	0	0	119
1:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:15	0	84	5	1	6	0	0	0	0	0	0	0	0	96
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1	13:30	0	94	15	0	6	0	0	1	0	0	0	0	0	116
1:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1	13:45	1	86	10	1	4	2	0	0	1	0	0	0	0	105
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:00	0	92	20	0	8	0	0	0	0	0	0	0	0	120
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:15	0	86	22	1	2	0	0	1	1	0	0	0	0	113
2:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:30	0	101	12	0	5	1	0	0	0	0	0	0	0	119
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1	14:45	0	107	12	1	6	0	1	0	0	0	0	0	0	127
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15:00	2	121	23	0	11	1	0	0	0	0	0	0	0	158
3:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:15	0	97	26	2	9	1	0	0	0	0	0	0	0	135
3:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15:30	1	146	50	4	11	2	1	0	0	0	0	0	0	215
3:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1	15:45	1	143	15	1	6	0	0	0	0	0	0	0	0	166
4:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	16:00	0	114	21	0	5	1	0	0	0	0	0	0	0	141
4:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2	16:15	1	119	23	0	7	1	0	0	0	0	0	0	0	151
4:30	0	8	3	0	1	0	0	0	0	0	0	0	0	12	16:30	0	122	21	1	6	0	0	0	0	0	0	0	0	150
4:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	16:45	0	155	16	1	6	1	0	0	0	0	0	0	0	179
5:00	1	15	0	0	2	0	0	0	0	0	0	0	0	18	17:00	0	140	19	1	9	0	0	0	0	0	0	0	0	169
5:15	1	13	0	0	2	0	0	0	0	0	0	0	0	16	17:15	0	127	20	0	5	0	1	0	0	0	0	0	0	153
5:30	1	14	5	1	2	0	0	0	0	0	0	0	0	23	17:30	1	130	17	1	3	0	0	0	0	0	0	0	0	152
5:45	0	25	1	0	3	0	0	0	0	0	0	0	0	29	17:45	0	151	11	0	4	4	0	0	0	0	0	0	0	170
6:00	0	25	3	1	2	0	0	0	0	0	0	0	0	31	18:00	0	133	16	1	2	0	1	0	0	0	0	0	0	153
6:15	0	36	5	1	1	1	0	0	0	0	0	0	0	44	18:15	0	106	11	0	6	0	0	0	0	0	1	0	0	124
6:30	0	54	10	1	5	0	0	0	0	0	0	0	0	70	18:30	0	88	13	2	2	0	0	0	0	0	0	0	0	105
6:45	0	86	12	1	2	0	0	0	0	0	0	0	0	101	18:45	0	78	11	0	5	0	0	0	0	0	0	0	0	94
7:00	0	97	12	0	5	0	0	0	0	0	0	0	0	114	19:00	1	74	4	1	0	1	0	1	0	0	0	0	0	82
7:15	0	121	8	1	7	0	0	0	0	0	0	1	0	138	19:15	0	63	10	0	1	0	0	0	0	0	0	0	0	74
7:30	0	134	24	0	3	0	0	0	0	0	0	0	0	161	19:30	0	36	4	0	2	0	0	0	0	0	0	0	0	42
7:45	1	152	24	2	7	1	0	0	0	0	0	0	0	187	19:45	0	46	10	0	1	0	0	0	0	0	0	0	0	57
8:00	0	149	15	0	5	1	0	0	0	0	0	0	0	170	20:00	0	56	4	0	1	0	0	0	0	0	0	0	0	61
8:15	0	170	23	1	6	0	0	0	0	0	0	0	0	200	20:15	0	35	10	0	3	0	0	0	0	0	0	0	0	48
8:30	0	157	19	0	11	0	0	0	0	0	0	0	0	187	20:30	0	43	16	0	4	0	0	0	0	0	0	0	0	63
8:45	1	161	30	2	6	1	0	0	0	0	0	0	0	201	20:45	0	31	4	0	1	0	0	0	0	0	0	0	0	36
9:00	0	138	20	1	2	0	0	0	0	0	0	0	0	161	21:00	0	55	8	0	0	0	0	0	0	0	0	0	0	63
9:15	0	106	20	1	8	0	0	0	1	0	0	0	0	136	21:15	0	27	0	0	0	0	1	0	0	0	0	0	0	28
9:30	2	93	18	1	7	2	0	0	1	0	0	0	0	124	21:30	1	19	1	0	0	0	0	0	0	0	0	0	0	21
9:45	1	88	13	1	8	0	0	0	0	0	0	0	0	111	21:45	0	17	2	0	0	0	0	0	0	0	0	0	0	19
10:00	0	91	16	0	13	1	0	0	0	0	0	0	1	122	22:00	0	16	4	0	2	0	0	0	0	0	0	0	0	22
10:15	0	97	17	2	5	0	0	0	0	0	0	0	0	121	22:15	0	19	1	0	0	0	0	0	0	0	0	0	0	20
10:30	0	99	11	0	3	0	0	0	1	0	0	0	0	114	22:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
10:45	1	83	13	1	11	0	0	0	0	0	0	0	0	109	22:45	0	17	1	0	0	0	0	0	0	0	0	0	0	18
11:00	1	81	16	0	9	0	0	0	0	0	0	0	0	107	23:00	0	7	1	0	0	0	0	0	0	0	0	0	0	8
11:15	0	87	14	0	5	0	0	0	0	0	0	0	0	106	23:15	0	6	2	0	1	0	0	0	0	0	0	0	0	9
11:30	0	82	16	1	4	1	0	0	0	0	0	0	0	104	23:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
11:45	1	90	12	1	9	0	0	0	0	0	0	0	0	113	23:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL	11	2,592	385	20	156	8	0	0	3	0	0	1	1	3,177	TOTAL	9	3,691	576	24	179	18	5	4	3	0	1	0	0	4,510

AM PEAK HOUR 8:00 AM
AM PEAK VOLUME 758

PM PEAK HOUR 3:00 PM
PM PEAK VOLUME 674

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	20	6,283	961	44	335	26	5	4	6	0	1	1	1	7,687
% OF TOTAL	0.3%	81.7%	12.5%	0.6%	4.4%	0.3%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 11/29/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIROMONT
LOCATION: REGENTS S-O SR-52 EB RAMP

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12:00	2	145	12	1	2	3	0	0	0	0	0	0	0	165
0:15	0	11	0	0	0	0	0	0	0	0	0	0	0	11	12:15	0	157	15	2	3	1	0	0	1	0	0	0	0	179
0:30	0	7	0	0	1	0	0	0	0	0	0	0	0	8	12:30	0	150	18	0	3	0	0	0	2	0	0	0	0	173
0:45	1	1	2	0	0	0	0	0	0	0	0	0	0	4	12:45	3	148	6	1	4	1	0	0	0	0	0	0	0	163
1:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	13:00	1	158	5	0	6	1	0	0	1	0	0	0	0	172
1:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13:15	2	146	17	0	2	2	0	1	0	0	0	0	0	170
1:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:30	2	153	7	0	4	0	0	0	0	0	0	0	0	166
1:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2	13:45	0	140	9	1	3	3	0	1	0	0	0	0	0	157
2:00	0	4	1	0	0	0	0	0	0	0	0	1	0	6	14:00	1	155	8	0	3	0	0	0	0	0	0	0	0	167
2:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:15	1	147	13	0	3	2	0	0	0	0	0	0	0	166
2:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	14:30	2	188	11	0	3	1	0	0	0	0	0	0	0	205
2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3	14:45	2	174	16	1	3	1	0	0	0	0	0	0	0	197
3:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4	15:00	0	152	10	1	3	2	0	0	0	0	0	0	0	168
3:15	0	3	1	0	1	0	0	0	0	0	0	0	0	5	15:15	0	179	6	0	0	1	0	0	0	0	0	1	0	187
3:30	1	5	2	0	1	0	0	0	0	0	0	0	0	9	15:30	1	184	10	0	1	1	1	0	1	0	0	0	1	200
3:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9	15:45	0	162	9	1	3	1	0	0	0	0	0	0	0	176
4:00	0	9	2	0	1	0	0	0	0	0	0	0	0	12	16:00	0	152	15	2	2	1	0	0	0	0	0	0	0	172
4:15	0	11	3	0	0	0	0	0	0	0	0	0	0	14	16:15	1	139	9	0	0	0	0	0	1	0	0	0	0	150
4:30	0	14	5	0	0	0	0	0	0	0	0	0	0	19	16:30	0	140	11	0	3	1	0	0	0	0	0	0	0	155
4:45	0	32	4	0	0	0	0	0	0	0	0	0	0	36	16:45	3	155	13	1	2	1	0	0	0	0	0	0	0	175
5:00	0	33	5	0	3	0	0	0	0	0	0	0	0	41	17:00	4	137	8	0	3	0	0	0	0	0	0	0	0	152
5:15	0	40	10	0	3	0	0	0	0	0	0	0	0	53	17:15	0	140	8	0	2	0	0	0	0	0	0	0	0	150
5:30	0	63	10	1	3	1	0	0	0	0	0	0	0	78	17:30	0	145	5	0	0	2	0	0	0	0	0	0	0	152
5:45	1	72	6	0	3	0	0	0	0	0	0	0	0	82	17:45	1	128	3	1	3	1	0	0	0	0	0	0	0	137
6:00	0	89	8	1	2	0	0	0	0	0	0	0	0	100	18:00	0	137	5	0	2	2	0	0	0	0	0	0	0	146
6:15	0	103	13	0	2	0	0	0	0	0	0	0	0	118	18:15	3	139	3	1	1	0	0	0	0	0	0	0	0	147
6:30	1	178	14	0	5	2	0	0	1	0	0	0	0	201	18:30	0	91	9	1	1	0	0	0	0	0	0	0	0	102
6:45	1	244	12	0	2	5	0	0	0	0	0	0	0	264	18:45	0	169	4	0	0	1	0	0	0	0	0	0	0	174
7:00	2	262	17	1	8	0	1	0	1	0	0	0	0	292	19:00	1	183	12	1	3	3	0	0	0	0	0	0	0	203
7:15	0	278	28	0	1	8	0	1	0	0	0	0	0	316	19:15	0	123	6	0	2	0	0	0	0	0	0	0	0	131
7:30	3	368	13	1	4	5	0	1	2	0	1	0	0	398	19:30	0	90	4	0	0	0	0	0	1	0	0	0	0	95
7:45	2	367	25	1	5	2	0	1	0	0	1	0	0	404	19:45	0	95	0	0	0	1	0	0	0	0	0	0	0	96
8:00	1	313	14	1	1	3	0	1	0	0	0	0	0	334	20:00	2	90	3	0	2	1	0	0	0	0	0	0	0	98
8:15	3	289	11	0	3	1	1	0	0	0	0	0	0	308	20:15	0	83	3	0	1	1	0	0	0	0	0	0	0	88
8:30	1	335	14	0	5	1	0	0	0	0	0	0	0	356	20:30	0	86	1	0	0	0	0	0	0	0	0	0	0	87
8:45	3	287	13	1	1	4	0	0	2	0	0	0	0	311	20:45	0	73	1	0	1	0	0	0	0	0	0	0	0	75
9:00	3	230	7	0	1	0	0	0	1	0	0	0	0	242	21:00	0	60	2	0	0	0	0	0	0	0	0	0	0	62
9:15	1	181	10	1	3	2	0	0	1	0	0	0	0	199	21:15	0	60	1	0	0	1	0	0	0	0	0	0	0	62
9:30	1	165	13	0	2	0	0	0	1	0	0	0	0	182	21:30	0	75	1	0	1	0	0	0	0	0	0	0	0	77
9:45	0	132	9	1	2	2	0	0	0	0	0	0	0	146	21:45	0	95	2	0	0	0	0	0	1	0	0	0	0	98
10:00	2	126	13	1	2	3	0	1	0	0	0	0	0	148	22:00	1	58	3	0	0	0	0	0	0	0	0	0	0	62
10:15	0	135	13	0	2	0	0	0	0	0	0	0	0	150	22:15	0	37	0	0	0	1	0	0	0	0	0	0	0	38
10:30	1	146	7	1	3	1	0	0	0	0	0	0	0	159	22:30	0	35	0	0	0	0	0	0	0	0	0	0	0	35
10:45	1	124	8	1	6	0	0	0	1	0	0	0	0	141	22:45	0	13	1	0	0	0	0	0	0	0	0	0	0	14
11:00	1	123	14	0	2	0	0	0	0	0	0	0	0	140	23:00	0	19	1	0	0	0	0	0	0	0	0	0	0	20
11:15	1	149	6	0	4	0	0	0	0	0	0	1	0	161	23:15	0	16	0	0	0	0	0	0	0	0	0	0	0	16
11:30	0	146	9	0	0	1	0	0	0	0	0	0	0	156	23:30	0	9	1	0	0	0	0	0	0	0	0	0	0	10
11:45	2	141	17	0	3	3	0	0	0	0	0	0	0	166	23:45	0	10	2	0	0	1	0	0	0	0	0	0	0	13
TOTAL	33	5,253	363	12	85	44	2	5	10	0	3	1	0	5,811	TOTAL	33	5,520	309	15	75	38	1	2	8	0	0	1	1	6,003

AM PEAK HOUR 7:15 AM
AM PEAK VOLUME 1,452

PM PEAK HOUR 2:30 PM
PM PEAK VOLUME 757

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	66	10,773	672	27	160	82	3	7	18	0	3	2	1	11,814
% OF TOTAL	0.6%	91.2%	5.7%	0.2%	1.4%	0.7%	0.0%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%

TOTAL: ALL	84	21,842	1,973	137	208	130	6	43	19	0	5	3	2	24,452
% OF TOTAL	0.7%	184.9%	16.7%	1.2%	1.8%	1.1%	0.1%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 11/29/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIREMONT
LOCATION: REGENTS S-O SR-52 EB RAMP

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	10	3	0	0	0	0	0	0	0	0	0	0	13	12:00	0	143	22	3	0	0	0	0	0	0	0	0	0	168
0:15	0	12	3	0	0	0	0	0	0	0	0	0	0	15	12:15	1	108	18	5	1	1	0	0	0	0	0	0	0	134
0:30	0	10	1	0	0	0	0	0	0	0	0	0	0	11	12:30	0	130	20	2	1	1	0	1	0	0	0	0	0	155
0:45	0	7	2	0	0	0	0	0	0	0	0	0	0	9	12:45	0	106	26	0	0	0	0	0	0	0	0	0	0	132
1:00	0	8	2	1	0	0	0	0	0	0	0	0	0	11	13:00	0	120	22	2	0	0	0	0	0	0	0	0	0	144
1:15	0	11	1	0	0	0	0	0	0	0	0	0	0	12	13:15	0	134	28	0	2	2	0	1	1	0	0	1	0	169
1:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13:30	0	146	19	2	0	0	0	0	0	0	0	0	0	167
1:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7	13:45	0	127	25	3	1	1	0	0	0	0	0	0	0	157
2:00	0	4	1	1	0	0	0	1	0	0	0	0	0	7	14:00	0	140	22	1	0	0	0	0	0	0	0	0	0	163
2:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7	14:15	0	146	15	3	0	0	0	2	0	0	1	0	0	167
2:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5	14:30	0	169	18	2	0	0	0	1	0	0	0	0	0	190
2:45	0	2	3	0	0	0	0	0	0	0	0	0	0	5	14:45	0	164	26	2	0	0	0	0	0	0	0	0	0	192
3:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4	15:00	3	189	23	1	0	0	0	0	0	0	0	0	0	216
3:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3	15:15	0	208	33	2	1	1	0	0	0	0	0	0	0	245
3:30	1	4	2	1	0	0	0	0	0	0	0	0	0	8	15:30	1	226	32	1	2	2	0	0	0	0	0	0	0	264
3:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7	15:45	0	277	28	1	2	2	1	1	0	0	0	0	0	312
4:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5	16:00	0	313	23	3	1	1	0	1	0	0	0	0	0	342
4:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6	16:15	0	389	35	0	4	4	0	2	0	0	0	0	1	435
4:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8	16:30	1	339	40	4	4	4	0	2	0	0	0	0	0	394
4:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10	16:45	0	362	55	1	0	0	0	1	0	0	0	0	0	419
5:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9	17:00	0	389	33	3	1	1	0	3	0	0	0	0	0	430
5:15	0	15	1	1	0	0	0	0	0	0	0	0	0	17	17:15	1	418	22	0	3	3	1	2	0	0	0	0	0	450
5:30	0	16	0	2	0	0	0	0	0	0	0	0	0	18	17:30	0	456	42	4	7	7	0	1	0	0	0	0	0	517
5:45	0	30	4	0	0	0	0	0	0	0	0	0	0	34	17:45	0	404	35	0	6	6	0	0	0	0	0	0	0	451
6:00	0	27	3	1	0	0	0	1	0	0	0	0	0	32	18:00	0	336	40	0	1	1	0	2	0	0	0	0	0	380
6:15	0	41	6	2	0	0	0	0	0	0	0	0	0	49	18:15	2	342	28	2	1	1	1	1	0	0	0	0	0	378
6:30	0	49	3	1	0	0	0	0	0	0	0	0	0	53	18:30	0	328	16	2	2	2	0	1	0	0	0	0	0	351
6:45	0	60	3	3	0	0	0	2	0	0	0	0	0	68	18:45	0	284	11	0	1	1	0	2	0	0	0	0	0	299
7:00	0	74	5	2	0	0	0	0	0	0	0	0	0	81	19:00	0	221	18	2	1	1	0	0	0	0	0	0	0	243
7:15	0	90	11	5	0	0	0	0	0	0	0	0	0	106	19:15	0	158	19	0	1	1	0	0	0	0	0	0	0	179
7:30	0	100	6	1	0	0	0	0	0	0	0	0	0	107	19:30	0	137	20	0	0	0	0	0	0	0	0	0	0	157
7:45	0	97	12	1	0	0	0	0	0	0	0	0	0	110	19:45	0	135	15	1	0	0	0	0	0	0	0	0	0	151
8:00	0	109	10	1	0	0	0	1	0	0	0	0	0	121	20:00	0	116	11	0	0	0	0	0	0	0	0	0	0	127
8:15	0	98	13	3	1	1	0	0	0	0	0	0	0	116	20:15	0	107	8	1	0	0	0	0	0	0	0	0	0	116
8:30	0	107	19	1	0	0	0	0	0	0	0	0	0	127	20:30	0	100	9	0	0	0	0	0	0	0	0	0	0	109
8:45	0	139	19	1	0	0	0	0	0	0	0	0	0	159	20:45	0	83	8	0	0	0	0	0	0	0	0	0	0	91
9:00	0	116	15	3	0	0	0	0	0	0	0	0	0	134	21:00	0	79	7	1	0	0	0	0	0	0	0	0	0	87
9:15	0	97	27	3	0	0	0	1	0	0	0	0	0	128	21:15	0	75	5	0	0	0	0	0	0	0	0	0	0	80
9:30	0	110	17	0	0	0	0	1	0	0	0	0	0	128	21:30	0	64	4	0	0	0	0	1	0	0	0	0	0	69
9:45	1	121	17	1	2	2	0	0	0	0	0	0	0	144	21:45	0	70	3	0	0	0	0	0	0	0	0	0	0	73
10:00	7	113	16	3	0	0	0	0	0	0	0	0	0	139	22:00	0	60	2	0	0	0	0	0	0	0	0	0	0	62
10:15	0	116	22	2	1	1	0	1	0	0	0	0	0	143	22:15	0	55	4	0	0	0	0	0	0	0	0	0	0	59
10:30	0	96	20	2	0	0	0	0	0	0	0	0	0	118	22:30	0	41	2	0	0	0	0	0	0	0	0	0	0	43
10:45	0	98	16	4	0	0	0	1	0	0	0	0	0	119	22:45	0	34	0	0	0	0	0	0	0	0	0	0	0	34
11:00	0	117	20	4	0	0	0	1	0	0	0	0	0	142	23:00	0	25	1	0	0	0	0	0	0	0	0	0	0	26
11:15	0	137	15	2	1	1	0	0	0	0	0	0	0	156	23:15	0	28	2	0	0	0	0	0	0	0	0	0	0	30
11:30	0	116	41	1	0	0	0	1	0	0	0	0	0	159	23:30	0	27	0	0	0	0	0	0	0	0	0	0	0	27
11:45	0	120	36	2	0	0	0	0	0	0	0	1	0	159	23:45	0	19	1	1	0	0	0	0	0	0	0	0	0	21
TOTAL	9	2,542	405	55	5	5	0	11	0	0	1	0	0	3,033	TOTAL	9	8,527	896	55	43	43	3	25	1	0	1	1	1	9,605

AM PEAK HOUR 11:00 AM
AM PEAK VOLUME 616

PM PEAK HOUR 5:00 PM
PM PEAK VOLUME 1,848

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	18	11,069	1,301	110	48	48	3	36	1	0	2	1	1	12,638
% OF TOTAL	0.1%	87.6%	10.3%	0.9%	0.4%	0.4%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16 TUESDAY
JOB #: PTD-16-1202-01

CITY: CLAIEMONT
LOCATION: TECOLOTE S-O MORENA

AM TIME	NORTHBOUND													TOTAL	PM Time	NORTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	17	2	0	0	0	0	0	0	0	0	0	0	19	12:00	1	148	26	0	4	0	1	0	0	0	0	0	0	180
0:15	0	11	1	0	0	0	0	0	0	0	0	0	0	12	12:15	1	138	25	0	8	2	0	0	0	0	1	0	0	175
0:30	0	12	1	0	0	0	0	0	0	0	0	0	0	13	12:30	2	131	20	1	4	1	0	0	0	0	0	0	0	159
0:45	0	9	2	0	0	0	0	0	0	0	0	0	0	11	12:45	0	155	14	1	2	1	0	0	0	0	0	0	0	173
1:00	0	12	1	0	0	0	0	0	0	0	0	0	0	13	13:00	3	124	27	3	7	1	0	1	1	0	0	0	0	167
1:15	0	12	0	0	0	0	0	0	0	0	0	0	0	12	13:15	1	133	23	2	4	2	0	0	0	0	0	0	1	166
1:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8	13:30	2	141	31	1	5	2	0	0	0	0	0	0	0	182
1:45	0	8	0	0	0	0	0	0	0	0	0	0	0	8	13:45	3	163	27	1	9	1	0	0	1	0	0	0	0	205
2:00	1	3	2	0	0	0	0	0	0	0	0	0	0	6	14:00	0	126	27	0	8	0	0	0	0	0	0	0	0	161
2:15	0	8	0	0	0	0	0	0	0	0	0	0	0	8	14:15	6	144	28	1	11	0	0	1	1	0	0	0	0	192
2:30	0	4	2	0	0	0	0	0	0	0	0	0	0	6	14:30	2	191	21	2	4	2	0	0	0	1	0	0	0	223
2:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7	14:45	5	182	29	2	3	3	1	0	0	0	0	0	0	225
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:00	4	174	22	0	9	0	1	0	0	0	0	0	0	210
3:15	0	4	2	0	1	0	0	0	0	0	0	0	0	7	15:15	1	182	27	2	8	2	0	0	0	0	1	0	0	223
3:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15:30	1	197	25	0	8	2	2	0	1	1	0	0	0	237
3:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7	15:45	2	200	24	0	8	0	0	0	0	0	0	0	1	235
4:00	0	3	2	0	1	0	0	0	1	0	0	0	0	7	16:00	1	194	28	0	5	1	0	1	0	0	0	0	0	230
4:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5	16:15	3	185	26	1	7	3	1	0	1	0	0	1	1	229
4:30	0	7	3	0	0	0	0	1	0	0	0	0	0	11	16:30	1	177	19	1	8	2	2	1	0	0	0	0	0	211
4:45	0	5	2	0	0	1	0	0	0	0	0	0	0	8	16:45	0	194	14	3	6	3	1	1	1	0	0	0	0	223
5:00	0	8	2	0	3	0	0	0	0	0	0	0	0	13	17:00	0	191	27	0	6	1	0	0	0	0	0	0	0	225
5:15	1	13	2	0	0	0	0	0	1	1	0	0	0	18	17:15	1	208	23	1	7	0	0	0	0	0	0	0	0	240
5:30	0	22	5	0	0	0	0	0	0	0	0	0	0	27	17:30	2	169	21	0	3	2	0	0	0	0	0	0	0	197
5:45	1	21	4	1	2	0	0	0	0	0	0	0	0	29	17:45	7	200	29	0	4	1	0	0	0	0	0	0	0	241
6:00	0	26	5	0	2	0	0	0	0	0	0	0	0	33	18:00	6	147	17	1	2	0	0	0	0	0	0	0	0	173
6:15	0	37	5	0	4	0	0	0	0	0	0	0	0	46	18:15	3	153	14	0	1	2	2	0	0	0	0	0	0	175
6:30	0	52	8	0	5	0	1	0	2	0	0	0	0	68	18:30	3	146	9	0	0	2	0	0	0	0	0	1	0	161
6:45	2	73	12	0	1	1	0	0	0	0	0	0	0	89	18:45	2	120	11	0	1	1	1	0	0	0	0	0	0	136
7:00	1	103	13	1	8	1	1	0	0	0	0	0	0	128	19:00	4	116	9	0	3	0	0	0	0	0	0	0	0	132
7:15	2	118	22	0	5	0	0	1	0	0	0	0	0	148	19:15	2	90	7	0	1	0	0	0	0	0	0	0	0	100
7:30	0	172	17	2	5	1	0	0	0	0	0	0	0	197	19:30	0	70	9	0	1	0	0	0	0	0	0	0	0	80
7:45	1	148	16	3	8	0	2	0	0	0	0	1	0	179	19:45	0	96	11	0	1	0	0	0	0	0	0	0	0	108
8:00	1	140	15	1	5	3	0	0	0	0	0	0	0	165	20:00	2	89	11	0	2	0	0	0	0	0	0	0	0	104
8:15	2	194	21	0	7	1	1	0	0	0	1	0	0	227	20:15	2	83	7	0	3	0	0	1	0	0	0	0	0	96
8:30	0	180	22	3	4	0	1	0	1	0	0	0	0	211	20:30	0	76	6	1	1	0	0	0	0	0	0	0	0	84
8:45	1	233	22	1	5	1	1	0	0	0	0	0	0	264	20:45	1	66	8	0	2	0	0	0	0	0	0	0	0	77
9:00	0	156	26	0	4	1	0	1	0	0	0	0	0	188	21:00	0	68	4	0	2	0	0	0	0	0	0	0	0	74
9:15	1	125	19	1	9	1	0	0	0	0	0	0	0	156	21:15	0	59	1	0	1	0	0	0	0	0	0	0	0	61
9:30	5	123	28	0	6	1	0	0	0	0	0	0	0	163	21:30	2	58	4	0	1	0	0	0	0	0	0	0	0	65
9:45	1	125	28	0	13	2	1	0	0	0	0	0	0	170	21:45	0	60	5	0	0	0	0	0	0	0	0	0	0	65
10:00	0	137	24	0	7	0	0	0	1	0	0	0	0	169	22:00	0	36	6	0	1	0	0	0	0	0	0	0	0	43
10:15	0	136	27	1	5	2	0	1	0	0	0	0	1	173	22:15	1	41	4	0	1	0	0	0	0	0	0	0	0	47
10:30	0	124	21	0	12	1	0	1	0	0	0	0	0	159	22:30	1	43	4	0	0	0	0	0	0	0	0	0	0	48
10:45	1	123	24	0	10	0	0	0	0	0	0	0	0	158	22:45	1	29	1	0	0	0	0	0	0	0	0	0	0	31
11:00	3	132	19	2	6	2	0	1	0	0	0	0	1	166	23:00	1	25	0	0	1	0	0	0	0	0	0	0	0	27
11:15	3	137	18	1	9	2	2	1	0	0	0	0	0	173	23:15	0	27	0	0	0	0	0	0	0	0	0	0	0	27
11:30	0	142	17	1	12	0	1	1	0	0	0	0	0	174	23:30	1	15	0	0	0	0	0	0	0	0	0	0	0	16
11:45	4	140	15	1	8	0	0	0	1	0	0	0	0	169	23:45	0	18	0	0	0	0	0	0	0	0	0	0	0	18
TOTAL	31	3,282	483	19	167	21	11	9	7	0	1	1	2	4,034	TOTAL	81	5,778	731	24	173	37	12	6	6	2	2	2	3	6,857

AM PEAK HOUR 8:15 AM
AM PEAK VOLUME 890

PM PEAK HOUR 3:30 PM
PM PEAK VOLUME 931

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6-OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	112	9,060	1,214	43	340	58	23	15	13	2	3	3	5	10,891
% OF TOTAL	1.0%	83.2%	11.1%	0.4%	3.1%	0.5%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%

TOTAL: ALL	249	18,729	2,128	80	639	130	45	24	30	6	5	6	6	22,077
% OF TOTAL	2.3%	172.0%	19.5%	0.7%	5.9%	1.2%	0.4%	0.2%	0.3%	0.1%	0.0%	0.1%	0.1%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH CLASSIFICATION)

PREPARED BY: PACIFIC TECHNICAL DATA, LLC

DATE: 12/06/16
JOB #: PTD-16-1202-01

TUESDAY

CITY: CLAIRESMONT
LOCATION: TECOLOTE S-O MORENA

AM TIME	SOUTHBOUND													TOTAL	PM Time	SOUTHBOUND													TOTAL
	1	2	3	4	5	6	7	8	9	10	11	12	13			1	2	3	4	5	6	7	8	9	10	11	12	13	
0:00	0	26	0	0	0	0	0	0	0	0	0	0	0	26	12:00	2	141	14	0	12	1	0	0	3	1	0	0	0	174
0:15	0	23	0	0	0	0	0	0	0	0	0	0	0	23	12:15	1	128	14	0	6	1	0	0	0	0	0	0	0	150
0:30	0	25	1	0	0	0	0	0	0	0	0	0	0	26	12:30	3	127	17	2	6	1	0	0	0	0	0	0	0	156
0:45	0	19	1	0	0	0	0	0	0	0	0	0	0	20	12:45	3	133	21	1	5	1	0	0	0	0	0	0	1	165
1:00	0	10	0	0	0	0	0	0	0	0	0	0	0	10	13:00	3	133	24	1	10	2	0	1	0	0	0	0	0	174
1:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7	13:15	2	157	17	0	1	1	0	0	1	0	0	1	0	180
1:30	0	11	3	0	0	0	0	0	0	0	0	0	0	14	13:30	1	150	18	2	4	1	0	0	0	0	0	0	0	176
1:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	13:45	2	142	13	2	6	0	0	0	0	0	0	0	0	165
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2	14:00	2	132	11	0	6	1	2	0	1	0	0	0	0	155
2:15	0	6	0	0	2	0	0	0	0	0	0	0	0	8	14:15	1	142	14	0	8	2	1	0	0	0	0	0	0	168
2:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6	14:30	1	132	19	1	5	0	0	1	0	0	0	0	0	159
2:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7	14:45	6	133	19	1	5	3	1	1	0	0	0	0	0	169
3:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5	15:00	1	163	16	2	7	0	1	0	0	0	0	0	0	190
3:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4	15:15	3	140	17	0	4	1	1	1	0	0	0	0	0	167
3:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6	15:30	1	142	14	2	6	1	0	0	1	0	1	0	0	168
3:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6	15:45	1	205	23	0	11	2	1	0	0	0	0	0	0	243
4:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7	16:00	2	161	14	0	4	1	0	0	0	0	0	0	0	182
4:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7	16:15	3	175	16	0	7	0	1	0	1	1	0	0	0	204
4:30	0	4	2	0	1	0	0	0	0	0	0	0	0	7	16:30	0	163	12	0	1	4	0	0	0	0	0	0	0	180
4:45	0	12	1	0	1	0	0	1	0	0	0	0	0	15	16:45	2	167	10	0	6	2	0	0	1	0	0	0	0	188
5:00	0	8	0	0	2	0	0	0	0	0	0	0	0	10	17:00	1	179	10	2	6	4	1	0	0	1	0	1	0	205
5:15	0	9	1	0	2	0	0	0	0	0	0	0	0	12	17:15	3	181	19	0	3	1	0	0	0	0	0	0	0	207
5:30	0	10	2	0	3	0	0	0	0	0	0	0	0	15	17:30	6	141	12	0	2	0	0	0	0	0	0	0	0	161
5:45	0	18	4	0	1	0	0	0	0	0	0	0	0	23	17:45	0	138	14	0	2	0	1	0	1	0	1	0	0	157
6:00	0	17	1	0	3	0	0	0	0	0	0	0	0	21	18:00	0	204	11	0	2	2	0	0	0	0	0	0	0	219
6:15	0	40	10	0	0	0	0	0	1	0	0	0	0	51	18:15	5	172	12	1	4	0	1	0	0	0	0	0	0	195
6:30	0	88	11	0	3	0	0	0	1	0	0	0	0	103	18:30	4	166	11	0	3	2	0	0	0	0	0	0	0	186
6:45	1	121	7	0	2	3	0	0	0	0	0	0	0	134	18:45	5	148	14	0	4	1	1	0	0	0	0	0	0	173
7:00	0	151	11	2	3	1	0	0	0	0	0	0	0	168	19:00	2	150	14	0	7	1	1	0	0	0	0	0	0	175
7:15	2	160	11	0	4	1	0	1	1	0	0	0	0	180	19:15	0	126	6	1	1	1	1	0	1	0	0	0	0	137
7:30	1	184	14	0	8	1	0	0	0	0	0	0	0	208	19:30	0	135	10	0	0	1	0	0	0	0	0	0	0	146
7:45	5	191	17	1	3	1	0	0	0	0	0	0	0	218	19:45	6	158	5	0	1	0	0	0	0	0	0	0	0	170
8:00	1	205	21	0	11	2	0	0	0	0	0	0	0	240	20:00	4	117	8	0	0	0	1	0	0	0	0	0	0	130
8:15	6	145	15	0	1	1	0	0	0	0	0	0	0	168	20:15	1	107	6	0	2	2	0	0	0	0	0	0	0	118
8:30	2	163	17	0	5	1	0	0	0	0	0	0	0	188	20:30	1	92	4	0	1	0	0	0	0	0	0	0	0	98
8:45	3	195	15	2	6	0	0	0	0	1	0	1	0	223	20:45	0	93	4	0	2	1	0	0	0	0	0	0	0	100
9:00	2	212	26	3	5	1	3	1	1	0	0	0	0	254	21:00	2	90	4	0	1	0	0	0	0	0	0	0	0	97
9:15	2	131	24	5	6	4	0	1	0	0	0	0	0	173	21:15	2	94	4	0	3	0	0	0	0	0	0	0	0	103
9:30	3	143	11	1	7	1	0	0	0	0	0	0	0	166	21:30	0	77	6	0	1	0	0	0	0	0	0	0	0	84
9:45	1	160	20	2	4	2	0	0	1	0	0	0	0	190	21:45	0	75	4	0	0	1	0	0	0	0	0	0	0	80
10:00	4	156	22	0	7	0	1	0	0	0	0	0	0	190	22:00	0	76	4	0	0	0	0	0	0	0	0	0	0	80
10:15	3	141	18	1	5	0	1	0	0	0	0	0	0	169	22:15	2	53	2	0	0	0	0	0	0	0	0	0	0	57
10:30	1	140	14	0	6	1	0	0	0	0	0	0	0	162	22:30	0	75	4	0	0	0	0	0	0	0	0	0	0	79
10:45	4	127	16	1	8	3	0	0	0	0	0	0	0	159	22:45	1	67	1	0	1	0	0	0	0	0	0	0	0	70
11:00	2	125	15	1	8	2	0	0	0	0	0	0	0	153	23:00	0	66	3	0	0	0	0	0	0	0	0	0	0	69
11:15	2	121	19	0	7	2	1	0	0	0	0	0	0	152	23:15	0	47	1	0	0	0	0	0	0	0	0	0	0	48
11:30	5	117	17	0	5	1	0	1	1	0	0	0	0	147	23:30	0	52	3	0	0	0	0	0	0	0	0	0	0	55
11:45	1	125	22	0	4	2	1	0	0	0	0	0	0	155	23:45	1	28	0	0	0	0	0	0	1	0	0	0	0	30
TOTAL	51	3,596	395	19	133	30	7	5	6	1	0	1	0	4,244	TOTAL	86	6,073	519	18	166	42	15	4	11	3	2	2	1	6,942

AM PEAK HOUR 7:15 AM
AM PEAK VOLUME 846

PM PEAK HOUR 3:45 PM
PM PEAK VOLUME 809

CLASS 1	MOTORCYCLES	CLASS 8	FOUR OR LESS AXLE TRAILER
CLASS 2	PASSENGER VEHICLES	CLASS 9	5-AXLE TRACTOR SEMITRAILER
CLASS 3	FOUR TIRE SINGLE UNIT	CLASS 10	6 OR MORE AXLE SINGLE TRAILER
CLASS 4	BUSES	CLASS 11	5-OR MORE AXLE MULTI TRAILER
CLASS 5	TWO AXLE SIX TIRE	CLASS 12	6-AXLE MULTI TRAILER
CLASS 6	THREE AXLE SINGLE UNIT	CLASS 13	7-OR MORE AXLE MULTI TRAILER
CLASS 7	FOR OR MORE AXLE SINGLE UNIT		

TOTAL: AM+PM	137	9,669	914	37	299	72	22	9	17	4	2	3	1	11,186
% OF TOTAL	1.2%	86.4%	8.2%	0.3%	2.7%	0.6%	0.2%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%

Peak Hour AM / PM Intersection Turning Movement Counts

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
11/30/16
WEDNESDAY

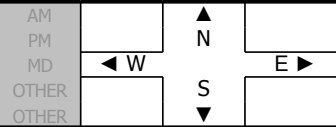
LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
REGENTS
SR-52 WB RAMPS

PROJECT #:
LOCATION #:
CONTROL:

PTD16-1202-01
1
SIGNAL

NOTES:

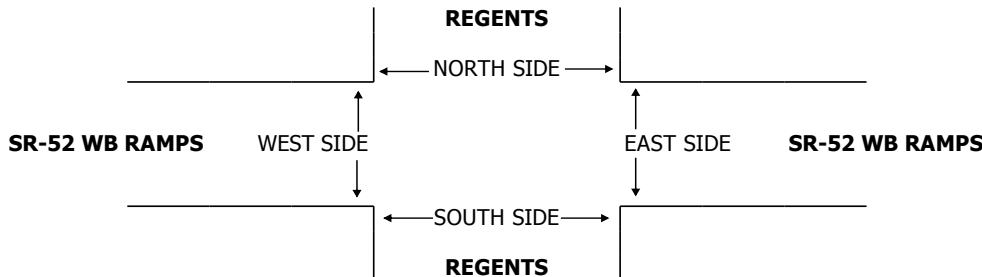


	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	REGENTS			REGENTS			SR-52 WB RAMPS			SR-52 WB RAMPS			
LANES:	NL 1	NT 2	NR X	SL X	ST 2	SR 1	EL X	ET X	ER X	WL 0.5	WT 0.5	WR 1	TOTAL

U-TURNS					
NB X	SB X	EB X	WB X	TTL	

AM	7:00 AM	100	88			56	72				50	1	24	391
	7:15 AM	141	111			70	62				49	0	36	469
	7:30 AM	135	112			80	85				48	0	35	495
	7:45 AM	137	149			67	89				44	1	41	528
	8:00 AM	127	122			109	71				49	0	33	511
	8:15 AM	107	138			115	70				48	0	36	514
	8:30 AM	106	152			111	75				44	3	43	534
	8:45 AM	121	143			112	88				70	0	30	564
	VOLUMES	974	1,015	0	0	720	612	0	0	0	402	5	278	4,006
	APPROACH %	49%	51%	0%	0%	54%	46%	0%	0%	0%	59%	1%	41%	
PM	APP/DEPART	1,989	/	1,293	1,332	/	1,122	0	/	0	685	/	1,591	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	461	555	0	0	447	304	0	0	0	211	3	142	2,123
	APPROACH %	45%	55%	0%	0%	60%	40%	0%	0%	0%	59%	1%	40%	
	PEAK HR FACTOR	0.962				0.939		0.000			0.890			0.941
	APP/DEPART	1,016	/	697	751	/	658	0	/	0	356	/	768	0
	4:00 PM	69	115			107	26				143	1	50	511
	4:15 PM	80	129			104	43				160	1	51	568
	4:30 PM	66	128			93	47				182	0	45	561
	4:45 PM	64	130			94	44				197	1	34	564
PM	5:00 PM	64	130			132	38				189	0	45	598
	5:15 PM	66	127			125	43				200	0	56	617
	5:30 PM	61	105			111	39				195	0	52	563
	5:45 PM	61	105			124	50				186	1	44	571
	VOLUMES	531	969	0	0	890	330	0	0	0	1,452	4	377	4,553
	APPROACH %	35%	65%	0%	0%	73%	27%	0%	0%	0%	79%	0%	21%	
	APP/DEPART	1,500	/	1,346	1,220	/	2,342	0	/	0	1,833	/	865	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	252	467	0	0	492	170	0	0	0	770	1	197	2,349
	APPROACH %	35%	65%	0%	0%	74%	26%	0%	0%	0%	80%	0%	20%	
	PEAK HR FACTOR	0.927				0.951		0.000			0.945			0.952
	APP/DEPART	719	/	664	662	/	1,262	0	/	0	968	/	423	0

					0
					0
					0
					0
					0
					0
1	1				2
					0
1	1	0	0		2
1					1
1					1
					0
1					1
					0
1					1
					0
4	0	0	0		4



AM	7:00 AM				0
	7:15 AM				0
	7:30 AM				0
	7:45 AM				0
	8:00 AM				0
	8:15 AM				0
	8:30 AM				0
	8:45 AM				0
	TOTAL	0	0	3	3
PM	4:00 PM				0
	4:15 PM				0
	4:30 PM				0
	4:45 PM				0
	5:00 PM				0
	5:15 PM				0
	5:30 PM				0
	5:45 PM				0
	TOTAL	0	0	0	0

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
		1		1
				0
				0
		2		2
				0
				0
0	0	3	0	3
0	0	0	0	0

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
				0
		1		1
				0
				0
				0
				0
				0
0	0	0	1	1
0	0	1	0	1

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 11/30/16
WEDNESDAY

LOCATION: CLAIEMONT
NORTH & SOUTH: REGENTS
EAST & WEST: SR-52 EB RAMPS

PROJECT #: PTD16-1202-01
LOCATION #: 2
CONTROL: SIGNAL

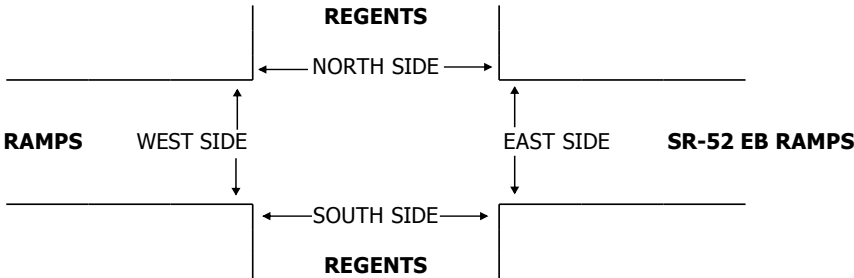
NOTES:	AM		▲ N	
	PM			
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	REGENTS			REGENTS			SR-52 EB RAMPS			SR-52 EB RAMPS			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	2	1	1	2	X	1.5	0.5	1	X	X	X	

U-TURNS					
NB	SB	EB	WB	TTL	
X	X	X	X		

AM	7:00 AM		161	129	35	75		28	0	16				444
	7:15 AM		197	148	52	69		54	0	37				557
	7:30 AM		206	200	51	78		52	0	30				617
	7:45 AM		214	192	41	78		65	1	44				635
	8:00 AM		171	140	51	81		71	0	44				558
	8:15 AM		210	163	81	88		54	0	41				637
	8:30 AM		189	184	80	89		68	0	62				672
	8:45 AM		196	160	74	106		69	0	62				667
	VOLUMES	0	1,544	1,316	465	664	0	461	1	336	0	0	0	4,787
	APPROACH %	0%	54%	46%	41%	59%	0%	58%	0%	42%	0%	0%	0%	
PM	APP/DEPART	2,860	/	2,005	1,129	/	1,000	798	/	1,782	0	/	0	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	0	766	647	286	364	0	262	0	209	0	0	0	2,534
	APPROACH %	0%	54%	46%	44%	56%	0%	56%	0%	44%	0%	0%	0%	
	PEAK HR FACTOR	0.947												
	APP/DEPART	1,413	/	1,028	650	/	573	471	/	933	0	/	0	0
	4:00 PM		102	83	21	204		94	1	175				680
	4:15 PM		109	52	36	247		100	0	187				731
	4:30 PM		103	61	35	250		83	1	185				718
	4:45 PM		120	70	24	271		78	1	207				771
PM	5:00 PM		116	52	35	295		94	1	202				795
	5:15 PM		94	78	19	287		93	0	208				779
	5:30 PM		93	63	24	289		95	3	207				774
	5:45 PM		81	51	21	286		72	1	190				702
	VOLUMES	0	818	510	215	2,129	0	709	8	1,561	0	0	0	5,950
	APPROACH %	0%	62%	38%	9%	91%	0%	31%	0%	69%	0%	0%	0%	
	APP/DEPART	1,328	/	1,527	2,344	/	3,690	2,278	/	733	0	/	0	0
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	0	423	263	102	1,142	0	360	5	824	0	0	0	3,119
	APPROACH %	0%	62%	38%	8%	92%	0%	30%	0%	69%	0%	0%	0%	
	PEAK HR FACTOR	0.903												
	APP/DEPART	686	/	783	1,244	/	1,966	1,189	/	370	0	/	0	0

					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0



AM	7:00 AM					0
	7:15 AM					0
	7:30 AM					0
	7:45 AM					0
	8:00 AM					0
	8:15 AM					0
	8:30 AM					0
	8:45 AM					0
	TOTAL	0	0	0	0	0
PM	4:00 PM					0
	4:15 PM					0
	4:30 PM					0
	4:45 PM					0
	5:00 PM					0
	5:15 PM					0
	5:30 PM					0
	5:45 PM					0
	TOTAL	0	0	0	0	0

PEDESTRIAN CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0
0	0	0	0	0	0

PEDESTRIAN ACTIVATIONS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0
0	0	0	0	0	0

BICYCLE CROSSINGS					
NS	SS	ES	WS	TOTAL	
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0
0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
11/29/16
TUESDAY

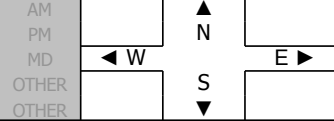
LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
GENESEE
SR-52 WB RAMPS

PROJECT #:
LOCATION #:
CONTROL:

PTD16-1202-01
3
SIGNAL

NOTES:

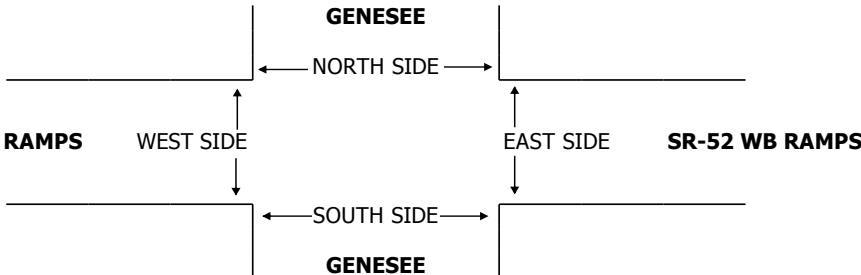


	NORTHBOUND GENESEE			SOUTHBOUND GENESEE			EASTBOUND SR-52 WB RAMPS			WESTBOUND SR-52 WB RAMPS			
LANES:	NL 1	NT 2	NR X	SL X	ST 2	SR 1	EL X	ET X	ER 1	WL X	WT X	WR 1	TOTAL

U-TURNS					
NB X	SB X	EB X	WB X	TTL	

AM	7:00 AM	104	284			160	60			22			199	829
	7:15 AM	94	242			184	81			29			169	799
	7:30 AM	111	268			191	88			33			184	875
	7:45 AM	103	339			212	95			25			165	939
	8:00 AM	88	284			184	80			38			187	861
	8:15 AM	81	266			144	62			36			195	784
	8:30 AM	91	332			151	77			33			191	875
	8:45 AM	75	305			152	58			28			170	788
	VOLUMES	747	2,320	0	0	1,378	601	0	0	244	0	0	1,460	6,750
	APPROACH %	24%	76%	0%	0%	70%	30%	0%	0%	100%	0%	0%	100%	
PM	4:00 PM	44	161			339	56			86			84	770
	4:15 PM	44	168			348	42			94			68	764
	4:30 PM	51	155			305	68			90			88	757
	4:45 PM	50	163			319	60			103			81	776
	5:00 PM	40	151			262	54			84			95	686
	5:15 PM	54	135			261	68			88			65	671
	5:30 PM	51	121			284	70			81			75	682
	5:45 PM	42	146			295	54			78			65	680
	VOLUMES	376	1,200	0	0	2,413	472	0	0	704	0	0	621	5,786
	APPROACH %	24%	76%	0%	0%	84%	16%	0%	0%	100%	0%	0%	100%	
	4:00 PM	189	647	0	0	1,311	226	0	0	373	0	0	321	3,067
	APPROACH %	23%	77%	0%	0%	85%	15%	0%	0%	100%	0%	0%	100%	
	PEAK HR FACTOR	0.865	0.865			0.908		0.822		0.943				0.925
	APP/DEPART	1,529	/	1,838	1,115	/	896	125	/	0	705	/	740	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	396	1,133	0	0	771	344	0	0	125	0	0	705	3,474
	APPROACH %	26%	74%	0%	0%	69%	31%	0%	0%	100%	0%	0%	100%	
	PEAK HR FACTOR	0.865	0.865			0.908		0.822		0.943				0.925
	APP/DEPART	1,529	/	1,838	1,115	/	896	125	/	0	705	/	740	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	189	647	0	0	1,311	226	0	0	373	0	0	321	3,067
	APPROACH %	23%	77%	0%	0%	85%	15%	0%	0%	100%	0%	0%	100%	
	PEAK HR FACTOR	0.981	0.981			0.973		0.905		0.912				0.988
	APP/DEPART	836	/	968	1,537	/	1,684	373	/	0	321	/	415	0

					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0



AM	7:00 AM					0
	7:15 AM					0
	7:30 AM					0
	7:45 AM					0
	8:00 AM					1
	8:15 AM					2
	8:30 AM					1
	8:45 AM					0
	TOTAL	0	0	3	1	4
PM	4:00 PM					0
	4:15 PM					0
	4:30 PM					1
	4:45 PM					0
	5:00 PM					1
	5:15 PM					1
	5:30 PM					2
	5:45 PM					0
	TOTAL	0	0	4	1	5

PEDESTRIAN CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
					0
					0
					0
					0
		1			1
		2			2
			1		1
					0
0	0	3	1	4	

PEDESTRIAN ACTIVATIONS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	

BICYCLE CROSSINGS					
NS	SS	ES	WS	TOTAL	
					0
		1			1
		2			2
			2		2
					0
		1	1		2
		1			1
		1	1		2
		3	2		5
		2			2
		1	1		2
0	0	9	5	14	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
11/29/16
TUESDAY

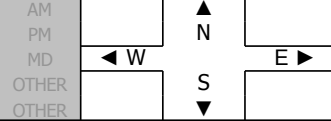
LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
GENESEE
SR-52 EB RAMP

PROJECT #:
LOCATION #:
CONTROL:

PTD16-1202-01
4
SIGNAL

NOTES:

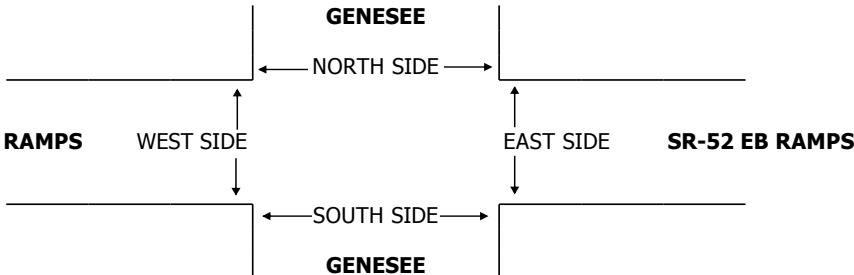


	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	GENESEE			GENESEE			SR-52 EB RAMP			SR-52 EB RAMP			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	2	1	1	2	X	X	X	X	1	X	1	

U-TURNS					
NB	SB	EB	WB	TTL	
X	X	X	X		

AM	7:00 AM		356	131	79	103				14		46	729
	7:15 AM		281	170	75	132				8		37	703
	7:30 AM		310	200	106	120				19		54	809
	7:45 AM		412	173	84	134				17		47	867
	8:00 AM		308	132	92	112				23		44	711
	8:15 AM		313	133	65	112				25		65	713
	8:30 AM		349	156	67	118				36		58	784
	8:45 AM		324	140	57	134				31		45	731
	VOLUMES	0	2,653	1,235	625	965	0	0	0	173	0	396	6,047
	APPROACH %	0%	68%	32%	39%	61%	0%	0%	0%	30%	0%	70%	
PM	APP/DEPART	3,888	/	3,049	1,590	/	1,138	0	/	1,860	569	/	0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	1,359	674	344	489	0	0	0	58	0	184	3,108
	APPROACH %	0%	67%	33%	41%	59%	0%	0%	0%	24%	0%	76%	
	PEAK HR FACTOR	0.869											
	APP/DEPART	2,033	/	1,543	833	/	547	0	/	1,018	242	/	0
	4:00 PM		163	53	134	319				89		52	810
	4:15 PM		144	43	121	302				71		49	730
	4:30 PM		145	58	145	235				47		53	683
	4:45 PM		128	54	128	277				55		65	707
PM	5:00 PM		127	49	106	235				44		77	638
	5:15 PM		98	43	96	261				64		75	637
	5:30 PM		122	45	77	278				64		66	652
	5:45 PM		132	48	90	303				49		76	698
	VOLUMES	0	1,059	393	897	2,210	0	0	0	483	0	513	5,555
	APPROACH %	0%	73%	27%	29%	71%	0%	0%	0%	48%	0%	52%	
	APP/DEPART	1,452	/	1,572	3,107	/	2,693	0	/	1,290	996	/	0
	BEGIN PEAK HR	4:00 PM											
	VOLUMES	0	580	208	528	1,133	0	0	0	262	0	219	2,930
	APPROACH %	0%	74%	26%	32%	68%	0%	0%	0%	54%	0%	46%	
PM	PEAK HR FACTOR	0.912											
	APP/DEPART	788	/	799	1,661	/	1,395	0	/	736	481	/	0

					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0



AM	7:00 AM					0
	7:15 AM					0
	7:30 AM					0
	7:45 AM					0
	8:00 AM					0
	8:15 AM					0
	8:30 AM					0
	8:45 AM					0
	TOTAL	0	0	0	1	1
PM	4:00 PM					0
	4:15 PM					0
	4:30 PM					0
	4:45 PM					0
	5:00 PM					0
	5:15 PM					0
	5:30 PM					0
	5:45 PM					0
	TOTAL	0	0	0	0	0

PEDESTRIAN CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
					0
					0
					0
			1		1
					0
					0
					0
					0
0	0	0	1	1	

PEDESTRIAN ACTIVATIONS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	

BICYCLE CROSSINGS					
NS	SS	ES	WS	TOTAL	
			1		1
			1		1
					0
					0
					0
					0
					0
					0
0	0	0	2	2	

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
11/29/16
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

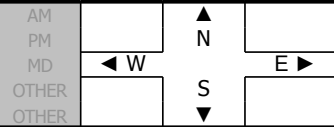
CLAIREMONT
CLAIREMONT MESA
LUNA

PROJECT #:
LOCATION #:
CONTROL:

PTD16-1202-01
5
SIGNAL

NOTES:

ALSO NEED PEDS & BIKES

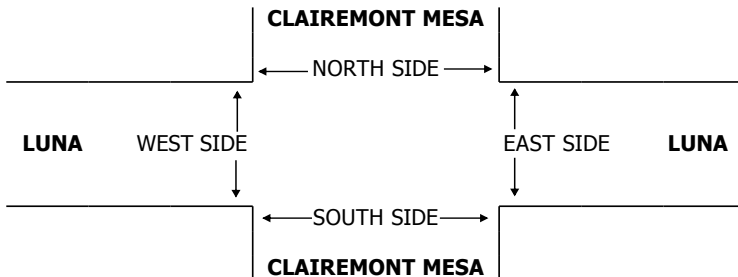


	NORTHBOUND CLAIREMONT MESA			SOUTHBOUND CLAIREMONT MESA			EASTBOUND LUNA			WESTBOUND LUNA			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0.5	ET 0.5	ER 1	WL 0	WT 1	WR 0	TOTAL

U-TURNS				
NB X	SB X	EB X	WB X	TTL

AM	7:00 AM	21	158	0	1	43	43	104	2	25	0	1	31	429
	7:15 AM	21	200	0	1	52	56	122	1	25	2	1	21	502
	7:30 AM	20	241	2	3	39	59	153	5	28	3	3	22	578
	7:45 AM	38	211	0	1	55	62	147	1	34	2	3	14	568
	8:00 AM	37	196	1	3	56	62	127	3	28	1	7	15	536
	8:15 AM	24	201	0	2	70	53	130	5	47	1	2	13	548
	8:30 AM	29	201	1	3	72	75	145	3	34	4	3	24	594
	8:45 AM	29	195	1	4	70	96	114	1	23	1	0	17	551
	VOLUMES	219	1,603	5	18	457	506	1,042	21	244	14	20	157	4,306
	APPROACH %	12%	88%	0%	2%	47%	52%	80%	2%	19%	7%	10%	82%	
	APP/DEPART	1,827	/	2,802	981	/	715	1,307	/	44	191	/	745	0
PM	4:00 PM	41	85	2	13	232	130	93	2	34	2	6	5	645
	4:15 PM	57	75	1	10	269	164	62	3	37	3	1	2	684
	4:30 PM	38	71	0	3	263	160	92	4	44	1	2	4	682
	4:45 PM	38	79	2	12	312	155	87	7	34	1	4	12	743
	5:00 PM	48	86	3	12	310	169	69	3	37	1	6	2	746
	5:15 PM	38	74	0	18	291	138	84	8	46	0	6	5	708
	5:30 PM	46	79	5	11	327	185	73	6	44	1	4	6	787
	5:45 PM	41	61	2	19	306	159	67	2	49	2	4	4	716
	VOLUMES	347	610	15	98	2,310	1,260	627	35	325	11	33	40	5,711
	APPROACH %	36%	63%	2%	3%	63%	34%	64%	4%	33%	13%	39%	48%	
	APP/DEPART	972	/	1,277	3,668	/	2,646	987	/	148	84	/	1,640	0
	4:00 PM	170	318	10	53	1,240	647	313	24	161	3	20	25	2,984
	4:15 PM	34%	64%	2%	3%	64%	33%	63%	5%	32%	6%	42%	52%	
	4:30 PM	0.909			0.927			0.902			0.706			0.948
	APP/DEPART	498	/	656	1,940	/	1,404	498	/	87	48	/	837	0

				0
				0
1				1
				0
				0
				0
				0
1				1
				0
0	2	0	0	2



AM	7:00 AM				0
	7:15 AM				0
	7:30 AM		1		1
	7:45 AM		1		1
	8:00 AM		6		6
	8:15 AM		2	1	3
	8:30 AM		3	2	5
	8:45 AM				0
	TOTAL	0	13	3	16
PM	4:00 PM		2	4	6
	4:15 PM				0
	4:30 PM		1	1	2
	4:45 PM		2		2
	5:00 PM		1	2	3
	5:15 PM		1		1
	5:30 PM				0
	5:45 PM		1		1
	TOTAL	0	8	7	15

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
	1			1
	1			1
	6			6
	2	1		3
	3	2		5
				0
0	13	3	0	16
	2	4		6
				0
	1	1		2
	2			2
	1	2		3
	1			1
				0
	1			1
0	8	7	0	15

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
	1			1
1	2			3
				0
	1			1
		1	1	2
	2			2
				0
1	6	1	1	9
1				1
				0
	1		1	1
		1		1
				0
				0
				0
1	1	1	1	4

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
11/29/16
TUESDAY

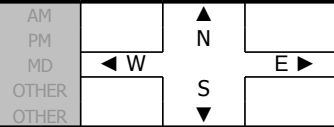
LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
JUTLAND
LUNA

PROJECT #:
LOCATION #:
CONTROL:

PTD16-1202-01
6
3-WAY STOP (N&S&E)

NOTES:

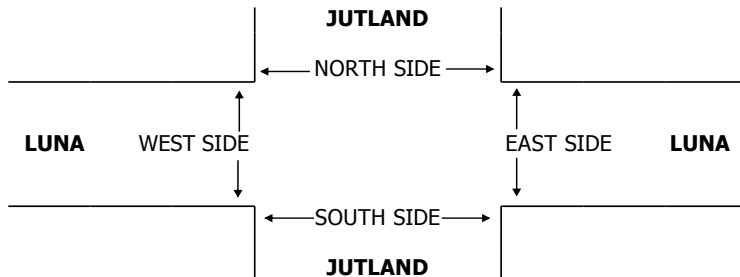


	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	JUTLAND			JUTLAND			LUNA			LUNA			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	1	0.5	0.5	

U-TURNS					
NB	SB	EB	WB	TTL	
X	X	X	X		

AM	7:00 AM	0	0	51	11	1	0	0	68	7	40	24	4	206
	7:15 AM	1	0	88	8	2	1	0	56	4	58	21	4	243
	7:30 AM	0	2	100	5	1	0	0	75	2	53	20	2	260
	7:45 AM	0	1	110	6	1	0	0	69	6	68	28	2	291
	8:00 AM	5	0	80	4	1	0	0	60	2	65	47	5	269
	8:15 AM	1	0	93	11	3	0	0	79	6	53	27	1	274
	8:30 AM	0	0	99	10	0	0	1	64	2	78	27	3	284
	8:45 AM	1	1	96	6	1	0	1	42	5	102	24	7	286
	VOLUMES	8	4	717	61	10	1	2	513	34	517	218	28	2,113
	APPROACH %	1%	1%	98%	85%	14%	1%	0%	93%	6%	68%	29%	4%	
PM	APP/DEPART	729	/	34	72	/	561	549	/	1,291	763	/	227	0
	BEGIN PEAK HR	7:45 AM												
	VOLUMES	6	1	382	31	5	0	1	272	16	264	129	11	1,118
	APPROACH %	2%	0%	98%	86%	14%	0%	0%	94%	6%	65%	32%	3%	
	PEAK HR FACTOR	0.876			0.643			0.850			0.863			0.960
	APP/DEPART	389	/	13	36	/	285	289	/	685	404	/	135	0
	4:00 PM	1	1	94	5	1	0	0	32	7	112	50	16	319
	4:15 PM	1	1	81	1	0	0	0	16	4	154	58	9	325
	4:30 PM	0	1	94	3	0	0	0	33	6	138	47	14	336
	4:45 PM	2	0	91	1	0	0	0	36	3	134	61	9	337
PM	5:00 PM	0	0	93	4	0	0	0	25	4	139	68	8	341
	5:15 PM	0	0	92	3	2	0	0	42	7	134	56	4	340
	5:30 PM	2	2	84	4	1	0	0	27	3	150	72	11	356
	5:45 PM	2	2	76	1	0	0	0	62	6	149	53	8	359
	VOLUMES	8	7	705	22	4	0	0	273	40	1,110	465	79	2,713
	APPROACH %	1%	1%	98%	85%	15%	0%	0%	87%	13%	67%	28%	5%	
	APP/DEPART	720	/	86	26	/	1,154	313	/	1,000	1,654	/	473	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	4	4	345	12	3	0	0	156	20	572	249	31	1,396
	APPROACH %	1%	1%	98%	80%	20%	0%	0%	89%	11%	67%	29%	4%	
	PEAK HR FACTOR	0.949			0.750			0.647			0.914			0.972
	APP/DEPART	353	/	35	15	/	595	176	/	513	852	/	253	0

					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0



AM	7:00 AM					0
	7:15 AM					5
	7:30 AM	1				1
	7:45 AM	3				5
	8:00 AM					4
	8:15 AM	1				2
	8:30 AM				1	2
	8:45 AM				2	3
	TOTAL	5	14	0	3	22
PM	4:00 PM					0
	4:15 PM		1	2		3
	4:30 PM		3			3
	4:45 PM		1			1
	5:00 PM					0
	5:15 PM				1	1
	5:30 PM					0
	5:45 PM		2			2
	TOTAL	0	7	2	1	10

PEDESTRIAN CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
					0
	5				5
1					1
3	2				5
	4				4
1	1				2
	1		1		2
	1		2		3
5	14	0	3		22
	1	2			3
	3				3
	1				1
					0
			1		1
					0
	2				2
0	7	2	1		10

PEDESTRIAN ACTIVATIONS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0		0
					0
					0
					0
					0
					0
					0
0	0	0	0		0

BICYCLE CROSSINGS					
NS	SS	ES	WS	TOTAL	
					0
					0
	1	1			2
					0
		1			1
1			1		2
	1				1
					0
1	2	2	1		6
1					1
1					1
	1				1
	1				1
	1				1
					0
2	4	0	0		6

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-4184-001

Day: Thursday

City: Pacific Beach

Date: 6/9/2016

AM														
NS/EW Streets:	Morena Blvd			Morena Blvd			Jutland Dr			Jutland Dr				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL 0	NT 1	NR 1	SL 0.5	ST 1.5	SR 0	EL 0	ET 0	ER 0	WL 1	WT 0	WR 1	TOTAL	
7:00 AM	0	21	39	0	24	0	0	0	0	46	0	1	131	
7:15 AM	0	16	78	1	17	0	0	0	0	37	0	4	153	
7:30 AM	0	35	77	0	35	0	0	0	0	43	0	8	198	
7:45 AM	0	72	107	3	48	0	0	0	0	45	0	6	281	
8:00 AM	0	53	105	1	31	0	0	0	0	35	0	8	233	
8:15 AM	0	35	89	0	15	0	0	0	0	39	0	6	184	
8:30 AM	0	42	67	1	20	0	0	0	0	47	0	6	183	
8:45 AM	0	72	82	3	38	0	0	0	0	42	0	14	251	
TOTAL VOLUMES :	NL 0	NT 346	NR 644	SL 9	ST 228	SR 0	EL 0	ET 0	ER 0	WL 334	WT 0	WR 53	TOTAL 1614	
APPROACH %'s :	0.00%	34.95%	65.05%	3.80%	96.20%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	86.30%	0.00%	13.70%		
PEAK HR START TIME :	730 AM													TOTAL
PEAK HR VOL :	0	195	378	4	129	0	0	0	0	162	0	28	896	
PEAK HR FACTOR :	0.800			0.652			0.000			0.931			0.797	

CONTROL : 3-Way Stop (NB/SB/WB)

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
NB 0	SB 0	EB 0	WB 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-4184-001

Day: Thursday

City: Pacific Beach

Date: 6/9/2016

NS/EW Streets:	PM												
	Morena Blvd			Morena Blvd			Jutland Dr			Jutland Dr			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 1	NR 1	SL 0.5	ST 1.5	SR 0	EL 0	ET 0	ER 0	WL 1	WT 0	WR 1	TOTAL
4:00 PM	0	45	56	4	64	0	0	0	0	119	0	3	291
4:15 PM	0	36	50	4	33	0	0	0	0	118	0	9	250
4:30 PM	0	33	74	6	61	0	0	0	0	103	0	3	280
4:45 PM	0	45	62	10	55	0	0	0	0	126	0	10	308
5:00 PM	0	25	57	8	66	0	0	0	0	170	0	3	329
5:15 PM	1	37	55	9	40	0	0	0	0	113	0	4	259
5:30 PM	1	28	68	8	72	0	0	0	0	130	0	7	314
5:45 PM	0	37	58	3	41	0	0	0	0	129	0	5	273
TOTAL VOLUMES :	NL 2	NT 286	NR 480	SL 52	ST 432	SR 0	EL 0	ET 0	ER 0	WL 1008	WT 0	WR 44	TOTAL 2304
APPROACH %'s :	0.26%	37.24%	62.50%	10.74%	89.26%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	95.82%	0.00%	4.18%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	2	135	242	35	233	0	0	0	0	539	0	24	1210
PEAK HR FACTOR :	0.886			0.838			0.000			0.814			0.919

CONTROL : 3-Way Stop (NB/SB/WB)

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
1	0	0	0
0	0	0	0
NB 2	SB 0	EB 0	WB 0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
11/29/16
TUESDAY

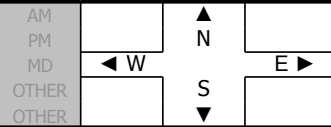
LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
CLAIREMONT MESA
MORAGA

PROJECT #:
LOCATION #:
CONTROL:

PTD16-1202-01
7
SIGNAL

NOTES:

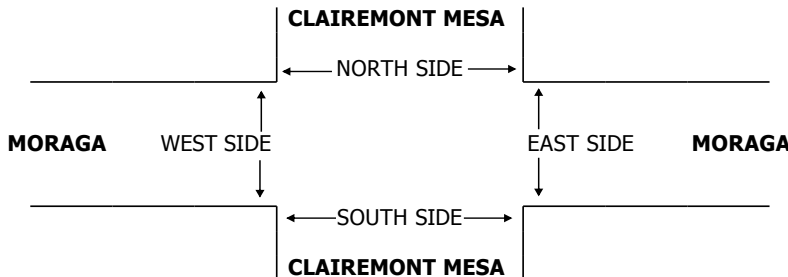


	NORTHBOUND CLAIREMONT MESA			SOUTHBOUND CLAIREMONT MESA			EASTBOUND MORAGA			WESTBOUND MORAGA			
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL

U-TURNS				
NB X	SB X	EB X	WB X	TTL

AM	7:00 AM	29	105	4	0	52	15	80	3	28	6	6	3	331
	7:15 AM	27	137	4	1	61	20	82	2	19	3	8	0	364
	7:30 AM	27	119	3	0	43	25	125	6	28	5	11	3	395
	7:45 AM	27	153	3	1	59	23	92	5	35	1	5	0	404
	8:00 AM	36	149	1	2	67	24	82	0	30	2	5	5	403
	8:15 AM	43	120	2	1	91	23	91	3	27	4	5	2	412
	8:30 AM	59	141	4	1	82	20	90	5	37	3	12	2	456
	8:45 AM	82	142	5	1	71	21	76	3	49	2	10	1	463
	VOLUMES	330	1,066	26	7	526	171	718	27	253	26	62	16	3,228
	APPROACH %	23%	75%	2%	1%	75%	24%	72%	3%	25%	25%	60%	15%	
PM	APP/DEPART	1,422	/	1,800	704	/	805	998	/	60	104	/	563	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	220	552	12	5	311	88	339	11	143	11	32	10	1,734
	APPROACH %	28%	70%	2%	1%	77%	22%	69%	2%	29%	21%	60%	19%	
	PEAK HR FACTOR	0.856			0.878			0.934			0.779			0.936
	APP/DEPART	784	/	901	404	/	465	493	/	28	53	/	340	0
	4:00 PM	70	87	6	9	223	55	22	4	65	6	3	2	552
	4:15 PM	79	116	3	6	203	72	22	9	56	1	3	3	573
	4:30 PM	61	96	5	7	220	94	24	11	67	5	3	2	595
	4:45 PM	73	86	3	7	236	103	26	4	57	9	6	1	611
PM	5:00 PM	67	98	5	3	238	94	27	10	76	4	8	2	632
	5:15 PM	69	78	6	7	235	112	26	7	74	5	5	0	624
	5:30 PM	76	93	3	5	256	108	33	10	61	5	5	1	656
	5:45 PM	82	88	2	8	208	110	23	7	60	4	6	2	600
	VOLUMES	577	742	33	52	1,819	748	203	62	516	39	39	13	4,843
	APPROACH %	43%	55%	2%	2%	69%	29%	26%	8%	66%	43%	43%	14%	
	APP/DEPART	1,352	/	958	2,619	/	2,374	781	/	147	91	/	1,364	0
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	285	355	17	22	965	417	112	31	268	23	24	4	2,523
	APPROACH %	43%	54%	3%	2%	69%	30%	27%	8%	65%	45%	47%	8%	
	PEAK HR FACTOR	0.955			0.951			0.909			0.797			0.962
	APP/DEPART	657	/	471	1,404	/	1,256	411	/	70	51	/	726	0

1	1			1
1	1			2
2				2
1				1
				0
				0
1				1
2				2
7	2	0	0	9
1				1
3				3
				0
				0
	1			1
				0
				0
4	1	0	0	5



AM	7:00 AM				
	7:15 AM				
	7:30 AM				
	7:45 AM				
	8:00 AM				
	8:15 AM				
	8:30 AM				
	8:45 AM				
	TOTAL				
PM	4:00 PM				
	4:15 PM				
	4:30 PM				
	4:45 PM				
	5:00 PM				
	5:15 PM				
	5:30 PM				
	5:45 PM				
	TOTAL				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1	2	1	3	7
			2	2
3	1	1	1	6
			1	1
1	3	1		5
		3	2	5
1	1	1	1	4
1				1
7	7	7	10	31
	2		4	6
		1		1
1	3	3		7
6	1	4		11
		1	2	3
2	2		1	5
1	1		1	3
		1		1
10	9	10	8	37

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
1				1
1				1
		1		1
		2	1	3
				0
				0
2	0	3	1	6
1			1	2
1		2		3
				0
		1	1	2
		2		2
	1	1		2
				0
				0
2	1	6	2	11

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
11/29/16
TUESDAY

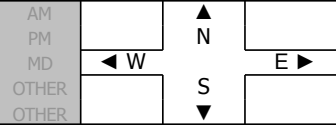
LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
CLAIREMONT DR
CLAIREMONT MESA

PROJECT #:
LOCATION #:
CONTROL:

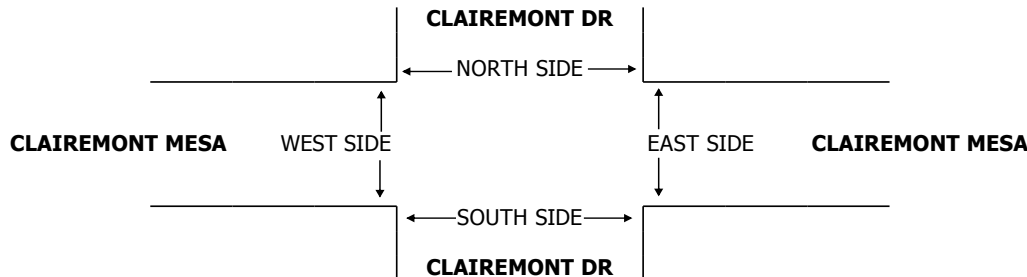
PTD16-1202-01
8
SIGNAL

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	CLAIREMONT DR			CLAIREMONT DR			CLAIREMONT MESA			CLAIREMONT MESA			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 2	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL
7:00 AM	57	22	47	7	39	19	21	55	33	49	66	6	421
7:15 AM	43	41	68	7	36	33	20	51	22	44	69	2	436
7:30 AM	53	33	63	6	45	23	22	62	17	63	65	2	454
7:45 AM	62	36	56	5	51	25	23	59	11	61	89	5	483
8:00 AM	60	44	53	6	50	26	25	47	32	74	92	3	512
8:15 AM	43	44	54	5	39	23	29	62	25	64	93	3	484
8:30 AM	69	62	68	13	60	37	44	59	33	69	113	6	633
8:45 AM	53	69	53	11	49	36	35	69	32	66	110	9	592
VOLUMES	440	351	462	60	369	222	219	464	205	490	697	36	4,015
APPROACH %	35%	28%	37%	9%	57%	34%	25%	52%	23%	40%	57%	3%	
APP/DEPART	1,253	/	606	651	/	1,064	888	/	986	1,223	/	1,359	0
BEGIN PEAK HR	8:00 AM												
VOLUMES	225	219	228	35	198	122	133	237	122	273	408	21	2,221
APPROACH %	33%	33%	34%	10%	56%	34%	27%	48%	25%	39%	58%	3%	
PEAK HR FACTOR	0.844			0.807			0.904			0.934			0.877
APP/DEPART	672	/	373	355	/	593	492	/	500	702	/	755	0
4:00 PM	35	94	95	14	45	36	106	136	53	120	120	12	866
4:15 PM	32	79	68	12	50	42	65	122	69	103	41	9	692
4:30 PM	24	50	69	11	62	21	56	137	92	107	118	10	757
4:45 PM	33	67	71	13	59	52	73	124	87	93	114	15	801
5:00 PM	39	81	70	14	45	35	63	128	110	100	110	4	799
5:15 PM	37	72	78	11	64	36	63	147	92	105	121	10	836
5:30 PM	37	68	76	16	61	42	71	133	100	108	107	4	823
5:45 PM	31	49	65	8	79	36	67	127	82	107	91	12	754
VOLUMES	268	560	592	99	465	300	564	1,054	685	843	822	76	6,328
APPROACH %	19%	39%	42%	11%	54%	35%	24%	46%	30%	48%	47%	4%	
APP/DEPART	1,420	/	1,200	864	/	1,993	2,303	/	1,745	1,741	/	1,390	0
BEGIN PEAK HR	4:45 PM												
VOLUMES	146	288	295	54	229	165	270	532	389	406	452	33	3,259
APPROACH %	20%	40%	40%	12%	51%	37%	23%	45%	33%	46%	51%	4%	
PEAK HR FACTOR	0.959			0.903			0.979			0.944			0.975
APP/DEPART	729	/	591	448	/	1,024	1,191	/	881	891	/	763	0

U-TURNS					
NB	SB	EB	WB	TTL	
X	X	X	X		
1	3	4		8	
1		4	1	6	
	3	6	1	10	
1	2	4	1	8	
2		7	2	11	
2		2	2	6	
	2	10	1	13	
3	5	1	5	14	
10	15	38	13	76	



PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
4	4	1	4	13
4	1		6	11
3		7	2	12
5	1	3	2	11
5	1		1	7
4	2	3	3	12
1		3		4
26	9	17	18	70

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
1				1
	2			2
				0
				0
1		1		2
				0
				0
2	2	1	0	5
1				1
				0
1	1	2	1	5
4	1	1	3	9
	1			1
		1		1
	3		1	4
1	1		2	4
7	7	4	7	25

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
11/29/16
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
ROLFE
CLAIREMONT MESA

PROJECT #:
LOCATION #:
CONTROL:

PTD16-1202-01
9
SIGNAL

NOTES:

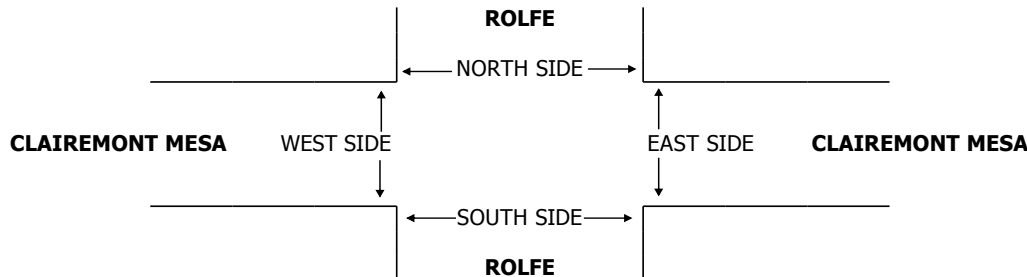
AM		▲	
PM		N	
MD	◀ W		E ▶
OTHER		S	
OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	ROLFE			ROLFE			CLAIREMONT MESA			CLAIREMONT MESA			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	1	0.5	0.5	1	2	0	1	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

AM	7:00 AM	31	4	19	0	0	0	2	99	6	8	78	3	250
	7:15 AM	23	1	24	1	0	3	5	104	5	4	76	0	246
	7:30 AM	32	1	38	1	3	2	1	134	4	9	83	2	310
	7:45 AM	29	2	10	0	1	3	6	92	5	16	115	7	286
	8:00 AM	24	7	22	1	1	10	5	91	7	9	112	2	291
	8:15 AM	28	4	18	0	1	4	8	112	4	5	120	1	305
	8:30 AM	21	4	25	2	1	3	8	122	7	3	158	5	359
	8:45 AM	19	2	18	2	2	4	6	105	11	10	118	14	311
	VOLUMES	207	25	174	7	9	29	41	859	49	64	860	34	2,358
	APPROACH %	51%	6%	43%	16%	20%	64%	4%	91%	5%	7%	90%	4%	
PM	APP/DEPART	406	/	100	45	/	122	949	/	1,040	958	/	1,096	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	92	17	83	5	5	21	27	430	29	27	508	22	1,266
	APPROACH %	48%	9%	43%	16%	16%	68%	6%	88%	6%	5%	91%	4%	
	PEAK HR FACTOR	0.906			0.646			0.887			0.839			0.882
	APP/DEPART	192	/	66	31	/	61	486	/	518	557	/	621	0
	4:00 PM	6	4	9	14	7	16	23	179	17	21	166	28	490
	4:15 PM	22	2	16	12	8	16	20	133	21	19	153	26	448
	4:30 PM	11	5	20	16	5	23	18	167	18	17	134	12	446
	4:45 PM	9	3	9	17	7	18	15	146	17	24	143	21	429
PM	5:00 PM	10	4	14	17	4	15	19	153	21	25	157	21	460
	5:15 PM	15	5	7	13	7	13	14	181	18	25	165	17	480
	5:30 PM	12	3	18	17	5	17	16	159	17	32	169	14	479
	5:45 PM	10	3	2	6	5	16	16	142	15	23	132	6	376
	VOLUMES	95	29	95	112	48	134	141	1,260	144	186	1,219	145	3,608
	APPROACH %	43%	13%	43%	38%	16%	46%	9%	82%	9%	12%	79%	9%	
	APP/DEPART	219	/	315	294	/	378	1,545	/	1,467	1,550	/	1,448	0
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	46	15	48	64	23	63	64	639	73	106	634	73	1,848
	APPROACH %	42%	14%	44%	43%	15%	42%	8%	82%	9%	13%	78%	9%	
	PEAK HR FACTOR	0.826			0.893			0.911			0.945			0.963
	APP/DEPART	109	/	152	150	/	202	776	/	751	813	/	743	0

				0
				0
				0
			1	1
			1	1
				0
				0
			1	1
				0
0	0	0	3	3
			2	2
			4	4
		1	3	4
			1	1
			3	3
			1	1
			6	6
				0
0	0	1	20	21



AM	7:00 AM				
	7:15 AM				
	7:30 AM				
	7:45 AM				
	8:00 AM				
	8:15 AM				
	8:30 AM				
	8:45 AM				
	TOTAL				
PM	4:00 PM				
	4:15 PM				
	4:30 PM				
	4:45 PM				
	5:00 PM				
	5:15 PM				
	5:30 PM				
	5:45 PM				
	TOTAL				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
3			1	4
2			1	3
3				3
2			1	3
2	1		1	4
4	1		1	6
2				2
1	1	1	2	5
19	3	1	7	30
	1		1	2
	1		1	2
	3		3	6
	2		2	4
		2		2
3	2			5
1				1
4	1		4	9
8	10	2	11	31

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
2		1	1	4
		1		1
2	0	2	1	5

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 11/29/16 TUESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	CLAIREMONT CLAIREMONT DRIVE - KLEEFELD CLAIREMONT MESA	PROJECT #: LOCATION #: CONTROL:	PTD16-1202-01 10 SIGNAL

NOTES:	AM PM MD OTHER ▲ ▼ ◀ ▶ N S W E

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	CLAIREMONT DRIVE - KLEEFELD			CLAIREMONT DRIVE - KLEEFELD			CLAIREMONT MESA			CLAIREMONT MESA			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL

WEEKDAY AM	7:00 AM	9	5	17	46	8	6	1	106	5	12	98	33	346
	7:15 AM	1	4	25	44	7	4	1	115	15	17	89	35	357
	7:30 AM	11	5	16	44	3	4	1	136	33	7	97	35	392
	7:45 AM	25	9	16	53	8	6	4	79	14	9	127	25	375
	8:00 AM	11	10	13	46	10	16	2	110	3	6	125	40	392
	8:15 AM	14	5	15	43	3	6	3	108	7	5	137	25	371
	8:30 AM	23	7	18	52	10	10	2	125	6	7	160	51	471
	8:45 AM	11	9	5	65	9	2	6	114	5	4	162	72	464
	VOLUMES	105	54	125	393	58	54	20	893	88	67	995	316	3,168
	APPROACH %	37%	19%	44%	78%	11%	11%	2%	89%	9%	5%	72%	23%	
WEEKDAY AM	APPROACH %	284	/	390	505	/	213	1,001	/	1,411	1,378	/	1,154	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	59	31	51	206	32	34	13	457	21	22	584	188	1,698
	APPROACH %	42%	22%	36%	76%	12%	13%	3%	93%	4%	3%	74%	24%	
	PEAK HR FACTOR	0.734			0.895			0.923			0.834			0.901
	APPROACH %	141	/	232	272	/	75	491	/	714	794	/	677	0
	BEGIN PEAK HR	11:00 AM												
	VOLUMES	3	5	8	86	8	13	5	124	13	10	186	55	516
	APPROACH %	12	7	3	66	6	12	1	152	6	1	158	60	484
	PEAK HR FACTOR	0.770			0.860			0.920			0.957			0.962
WEEKDAY PM	APPROACH %	13	17	8	91	11	11	6	176	23	11	218	61	646
	APPROACH %	10	8	8	65	9	20	8	147	14	9	201	59	558
	APPROACH %	4:30 PM	18	9	7	92	6	11	6	183	14	15	165	596
	APPROACH %	4:45 PM	9	8	4	87	12	20	11	160	15	8	203	72
	APPROACH %	5:00 PM	24	10	7	70	11	12	5	178	9	8	207	56
	APPROACH %	5:15 PM	14	9	7	96	6	14	2	203	17	8	219	57
	APPROACH %	5:30 PM	5	6	7	71	11	12	9	206	10	6	167	80
	APPROACH %	5:45 PM	8	4	5	59	12	12	3	154	10	13	181	80
	APPROACH %	6:00 PM												0
	APPROACH %	6:15 PM												0
WEEKDAY PM	APPROACH %	6:30 PM												0
	APPROACH %	6:45 PM												0
	APPROACH %	7:00 PM												0
	APPROACH %	7:15 PM												0
	APPROACH %	7:30 PM												0
	APPROACH %	7:45 PM												0
	APPROACH %	8:00 PM												0
	APPROACH %	8:15 PM												0
	APPROACH %	8:30 PM												0
	APPROACH %	8:45 PM												0
WEEKDAY PM	VOLUMES	101	71	53	631	78	112	50	1,407	112	78	1,561	535	4,789
	APPROACH %	45%	32%	24%	77%	10%	14%	3%	90%	7%	4%	72%	25%	
	APPROACH %	225	/	656	821	/	268	1,569	/	2,091	2,174	/	1,774	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	65	36	25	345	35	57	24	724	55	39	794	255	2,454
	APPROACH %	52%	29%	20%	79%	8%	13%	3%	90%	7%	4%	73%	23%	
	PEAK HR FACTOR	0.768			0.918			0.892			0.958			0.941
	APPROACH %	126	/	315	437	/	129	803	/	1,094	1,088	/	916	0
	APPROACH %													
	APPROACH %													

			2	2
			1	0
			1	1
			2	2
			2	2
			1	1
0	0	0	9	9

			2	2
			1	1
		1	1	1
			1	1
			3	3
			1	1
			0	0
		2	2	4
0	0	3	10	13

		1	3	4
		1	1	2
		1	3	4
				0
			2	2
				0
		1	2	3
		1	1	2
				0
				0
				0
				0
				0
				0
				0
				0
0	0	5	12	17

		PEDESTRIAN + BIKE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM		0	2	0	0	2
7:15 AM		0	1	3	4	8
7:30 AM		1	0	3	1	5
7:45 AM		0	1	4	2	7
8:00 AM		1	0	3	3	7
8:15 AM		1	1	0	2	4
8:30 AM		4	0	5	3	12
8:45 AM		4	0	0	2	6
11:00 AM		4	0	2	2	8
11:15 AM		1	0	0	2	3
11:30 AM		3	5	0	4	12
11:45 AM		1	1	2	1	5
12:00 PM		6	1	0	0	7
12:15 PM		3	0	2	1	6
12:30 PM		0	1	4	0	5
12:45 PM		4	0	1	1	6
4:00 PM		4	2	0	4	10
4:15 PM		1	0	1	0	2
4:30 PM		3	1	5	3	12
4:45 PM		3	2	1	3	9
5:00 PM		1	1	2	2	6
5:15 PM		2	1	0	2	5
5:30 PM		0	2	1	0	3
5:45 PM		0	2	1	0	3
TOTAL		47	24	40	42	153

		PEDESTRIAN CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM			2			2
7:15 AM				3	4	7
7:30 AM		1		3	1	5
7:45 AM			1	4	1	6
8:00 AM		1		3	2	6
8:15 AM		1	1	2	4	9
8:30 AM		4		5	2	11
8:45 AM		3			2	5
11:00 AM		4		2	2	8
11:15 AM		1			2	3
11:30 AM		3	2		4	9
11:45 AM		1	1	2		4
12:00 PM		6				6
12:15 PM		3		2		5
12:30 PM			1	4		5
12:45 PM		4		1	1	6
4:00 PM		4	2		4	10
4:15 PM		1		1		2
4:30 PM		3	1	5	3	12
4:45 PM		3	2	1	3	9
5:00 PM		1	1	2	2	6
5:15 PM		2	1		1	4
5:30 PM			2	1		3
5:45 PM			2	1		3
TOTAL		46	19	40	36	141

		BICYCLE CROSSINGS				
		NS	SS	ES	WS	TOTAL
7:00 AM						0
7:15 AM		1				1
7:30 AM						0
7:45 AM					1	1
8:00 AM					1	1
8:15 AM						0
8:30 AM					1	1
8:45 AM	1					1
11:00 AM						0
11:15 AM						0
11:30 AM		3				3
11:45 AM					1	1
12:00 PM		1				1
12:15 PM					1	1
12:30 PM						0
12:45 PM						0
4:00 PM						0
4:15 PM						0
4:30 PM						0
4:45 PM						0
5:00 PM						0
5:15 PM					1	1
5:30 PM						0
5:45 PM						0
TOTAL		1	5	0	6	12

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
11/29/16
TUESDAY

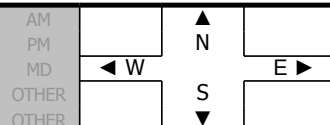
LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
GENESEE
CLAIREMONT MESA

PROJECT #:
LOCATION #:
CONTROL:

PTD16-1202-01
11
SIGNAL

NOTES:

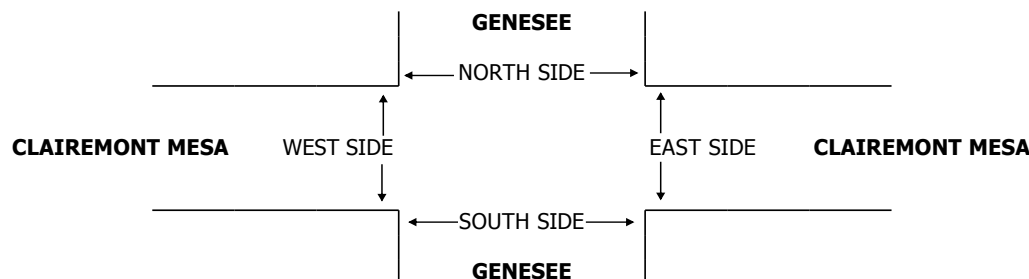


	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	GENESEE			GENESEE			CLAIREMONT MESA			CLAIREMONT MESA			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	2	0	1	2	0	2	2	0	2	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

AM	7:00 AM	23	223	17	25	64	14	41	110	19	15	107	42	700
	7:15 AM	23	202	18	19	81	15	47	125	23	22	102	48	725
	7:30 AM	20	242	15	30	99	21	60	108	26	32	130	59	842
	7:45 AM	35	267	13	30	84	19	34	97	34	37	137	61	848
	8:00 AM	36	214	25	16	119	11	42	95	29	25	132	56	800
	8:15 AM	34	238	31	12	89	21	32	93	39	21	120	56	786
	8:30 AM	48	252	19	13	94	20	33	101	38	32	157	55	862
	8:45 AM	60	239	18	40	79	33	47	84	32	21	144	61	858
	VOLUMES	279	1,877	156	185	709	154	336	813	240	205	1,029	438	6,421
	APPROACH %	12%	81%	7%	18%	68%	15%	24%	59%	17%	12%	62%	26%	
PM	APP/DEPART	2,312	/	2,651	1,048	/	1,154	1,389	/	1,154	1,672	/	1,462	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	178	943	93	81	381	85	154	373	138	99	553	228	3,306
	APPROACH %	15%	78%	8%	15%	70%	16%	23%	56%	21%	11%	63%	26%	
	PEAK HR FACTOR	0.951			0.900			0.967			0.902			0.959
	APP/DEPART	1,214	/	1,325	547	/	618	665	/	547	880	/	816	0
	4:00 PM	75	134	31	35	185	41	49	158	68	49	187	25	1,037
	4:15 PM	81	117	36	37	216	25	27	144	62	53	194	23	1,015
	4:30 PM	68	109	36	29	209	22	44	158	87	58	179	24	1,023
	4:45 PM	69	118	26	29	222	26	29	153	82	58	205	18	1,035
PM	5:00 PM	54	114	31	45	223	34	33	167	92	56	211	15	1,075
	5:15 PM	74	103	28	24	208	23	44	164	84	62	203	26	1,043
	5:30 PM	53	81	20	34	214	30	35	144	91	61	191	17	971
	5:45 PM	67	102	31	40	232	23	34	141	74	46	159	24	973
	VOLUMES	541	878	239	273	1,709	224	295	1,229	640	443	1,529	172	8,172
	APPROACH %	33%	53%	14%	12%	77%	10%	14%	57%	30%	21%	71%	8%	
	APP/DEPART	1,658	/	1,345	2,206	/	2,792	2,164	/	1,741	2,144	/	2,294	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	265	444	121	127	862	105	150	642	345	234	798	83	4,176
	APPROACH %	32%	53%	15%	12%	79%	10%	13%	56%	30%	21%	72%	7%	
	PEAK HR FACTOR	0.974			0.906			0.973			0.958			0.971
	APP/DEPART	830	/	677	1,094	/	1,441	1,137	/	890	1,115	/	1,168	0

	1			1
			4	4
		1	1	1
	1	2	3	6
	3		3	6
			4	4
			5	5
		1	1	2
0	5	3	21	29



AM	7:00 AM				
	7:15 AM				
	7:30 AM				
	7:45 AM				
	8:00 AM				
	8:15 AM				
	8:30 AM				
	8:45 AM				
	TOTAL				
PM	4:00 PM				
	4:15 PM				
	4:30 PM				
	4:45 PM				
	5:00 PM				
	5:15 PM				
	5:30 PM				
	5:45 PM				
	TOTAL				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
2	3	1	1	7
2	1		1	4
	1	3	1	5
14	6	2	4	26
4	2	1	1	8
4	2	1	1	8
3	2	2	1	8
3	1	1	4	9
32	18	11	14	75
5	1	4	5	15
4	4	2	4	14
1	4	2		7
2	6	3	5	16
1	5	3	1	10
7	9	8	7	31
6	3	3	4	16
10	4	4	7	25
36	36	29	33	134

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
		1	1	2
			1	1
				0
	1			1
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
1	3	0	0	4

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
12/1/16
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
LIMERICK
CLAIREMONT MESA

PROJECT #:
LOCATION #:
CONTROL:

PTD16-1202-01
12
SIGNAL

NOTES:

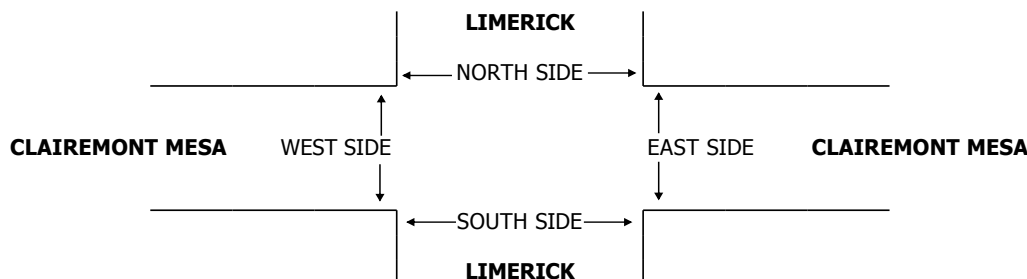
AM		▲	
PM		N	
MD	◀ W		E ▶
OTHER		S	
OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	LIMERICK			LIMERICK			CLAIREMONT MESA			CLAIREMONT MESA			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	1	0	1	1	0	1	2	0	1	2	0	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

AM	7:00 AM	25	13	26	69	23	19	9	138	44	20	127	37	550
	7:15 AM	32	52	33	79	29	21	21	169	30	22	147	66	701
	7:30 AM	42	62	36	90	41	23	22	173	28	15	141	48	721
	7:45 AM	23	47	28	101	55	35	22	203	12	9	145	51	731
	8:00 AM	16	20	23	44	13	17	2	176	9	12	165	39	536
	8:15 AM	25	28	21	56	10	10	8	192	13	17	176	60	616
	8:30 AM	27	48	25	50	17	18	6	171	19	26	154	54	615
	8:45 AM	28	38	24	45	9	13	6	179	19	24	167	29	581
	VOLUMES	218	308	216	534	197	156	96	1,401	174	145	1,222	384	5,051
	APPROACH %	29%	42%	29%	60%	22%	18%	6%	84%	10%	8%	70%	22%	
PM	APP/DEPART	742	/	788	887	/	516	1,671	/	2,151	1,751	/	1,596	0
	BEGIN PEAK HR	7:00 AM												
	VOLUMES	122	174	123	339	148	98	74	683	114	66	560	202	2,703
	APPROACH %	29%	42%	29%	58%	25%	17%	8%	78%	13%	8%	68%	24%	
	PEAK HR FACTOR	0.748			0.766			0.919			0.881			0.924
	APP/DEPART	419	/	450	585	/	328	871	/	1,145	828	/	780	0
	4:00 PM	32	25	29	63	36	9	20	211	39	48	237	48	797
	4:15 PM	31	19	12	37	37	13	10	191	32	44	274	62	762
	4:30 PM	24	31	35	41	25	11	13	204	39	51	263	57	794
	4:45 PM	20	26	19	25	22	11	17	202	32	45	241	38	698
PM	5:00 PM	26	19	21	23	17	10	15	186	32	50	278	54	731
	5:15 PM	29	17	20	21	13	12	20	223	40	68	287	57	807
	5:30 PM	17	15	24	26	20	14	14	191	36	52	286	47	742
	5:45 PM	20	20	18	22	20	10	25	204	26	57	249	41	712
	VOLUMES	199	172	178	258	190	90	134	1,612	276	415	2,115	404	6,043
	APPROACH %	36%	31%	32%	48%	35%	17%	7%	80%	14%	14%	72%	14%	
	APP/DEPART	549	/	710	538	/	881	2,022	/	2,048	2,934	/	2,404	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	107	101	95	166	120	44	60	808	142	188	1,015	205	3,051
	APPROACH %	35%	33%	31%	50%	36%	13%	6%	80%	14%	13%	72%	15%	
	PEAK HR FACTOR	0.842			0.764			0.935			0.926			0.957
	APP/DEPART	303	/	366	330	/	450	1,010	/	1,069	1,408	/	1,166	0

			4	4
		1	3	4
		1		1
			1	1
			4	4
			3	3
				0
		1	2	3
0	0	3	17	20
		1	1	2
			3	3
1			7	8
		1	1	2
		2	4	6
			5	5
		2	4	6
		1	1	2
1	0	7	26	34



AM	7:00 AM				
	7:15 AM				
	7:30 AM				
	7:45 AM				
	8:00 AM				
	8:15 AM				
	8:30 AM				
	8:45 AM				
	TOTAL				
PM	4:00 PM				
	4:15 PM				
	4:30 PM				
	4:45 PM				
	5:00 PM				
	5:15 PM				
	5:30 PM				
	5:45 PM				
	TOTAL				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
3	4	2	3	12
2	4	2	6	14
	4	8	9	21
1	7	1	7	16
3	3	2	8	16
4	2	3	7	16
3		1	7	11
1	2	4	2	9
17	26	23	49	115
1	5	3	25	34
3	3		11	17
	7	2	5	14
1	3	1	2	7
		7		8
	9	5	3	17
	2	3	5	10
1		1	1	3
7	29	15	59	110

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
1	2		1	4
		1		1
		1		1
	1	1		2
				0
				0
	1		1	2
				0
	1		1	2
1	2		1	4
2	3	2	1	8
				0
		1		1
3	6	4	4	17

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
11/29/16
TUESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
I-805 SB RAMPS
CLAIREMONT MESA

PROJECT #:
LOCATION #:
CONTROL:

PTD16-1202-01
13
SIGNAL

NOTES:

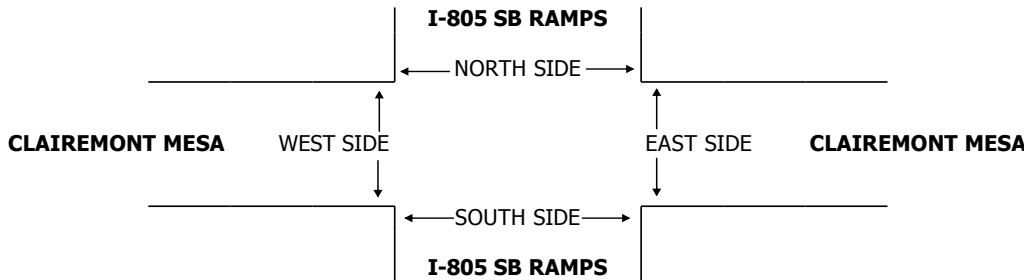
AM		▲ N	
PM			
MD	◀ W		E ▶
OTHER		S	
OTHER		▼	

	NORTHBOUND I-805 SB RAMPS			SOUTHBOUND I-805 SB RAMPS			EASTBOUND CLAIREMONT MESA			WESTBOUND CLAIREMONT MESA			
LANES:	NL X	NT X	NR 1	SL X	ST X	SR 1	EL X	ET 2	ER 1	WL X	WT 2	WR 1	TOTAL

U-TURNS					
NB X	SB X	EB X	WB X	TTL	

AM	7:00 AM			88			54		186	125		159	58	670
	7:15 AM			95			68		212	148		184	66	773
	7:30 AM			70			77		258	161		235	70	871
	7:45 AM			66			84		262	151		221	84	868
	8:00 AM			78			94		226	154		226	88	866
	8:15 AM			84			70		213	142		242	84	835
	8:30 AM			90			65		191	163		252	70	831
	8:45 AM			77			66		184	135		212	68	742
	VOLUMES	0	0	648	0	0	578	0	1,732	1,179	0	1,731	588	6,456
	APPROACH %	0%	0%	100%	0%	0%	100%	0%	59%	41%	0%	75%	25%	
PM	APP/DEPART	648	/	588	578	/	1,179	2,911	/	2,380	2,319	/	2,309	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	0	0	298	0	0	325	0	959	608	0	924	326	3,440
	APPROACH %	0%	0%	100%	0%	0%	100%	0%	61%	39%	0%	74%	26%	
	PEAK HR FACTOR	0.887			0.864			0.935			0.959			0.987
	APP/DEPART	298	/	326	325	/	608	1,567	/	1,257	1,250	/	1,249	0
	4:00 PM			161			80		245	143		358	148	1,135
	4:15 PM			158			77		214	95		375	131	1,050
	4:30 PM			184			68		215	102		403	140	1,112
	4:45 PM			191			70		254	99		417	142	1,173
PM	5:00 PM			201			54		229	100		450	170	1,204
	5:15 PM			215			55		218	83		441	168	1,180
	5:30 PM			203			68		206	102		402	160	1,141
	5:45 PM			184			70		219	79		423	129	1,104
	VOLUMES	0	0	1,497	0	0	542	0	1,800	803	0	3,269	1,188	9,099
	APPROACH %	0%	0%	100%	0%	0%	100%	0%	69%	31%	0%	73%	27%	
	APP/DEPART	1,497	/	1,188	542	/	803	2,603	/	3,297	4,457	/	3,811	0
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	0	0	810	0	0	247	0	907	384	0	1,710	640	4,698
	APPROACH %	0%	0%	100%	0%	0%	100%	0%	70%	30%	0%	73%	27%	
	PEAK HR FACTOR	0.942			0.882			0.914			0.948			0.975
	APP/DEPART	810	/	640	247	/	384	1,291	/	1,717	2,350	/	1,957	0

					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0



AM	7:00 AM				
	7:15 AM				
	7:30 AM				
	7:45 AM				
	8:00 AM				
	8:15 AM				
	8:30 AM				
	8:45 AM				
	TOTAL				
PM	4:00 PM				
	4:15 PM				
	4:30 PM				
	4:45 PM				
	5:00 PM				
	5:15 PM				
	5:30 PM				
	5:45 PM				
	TOTAL				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1				1
				0
1				1
				0
2				2
				0
1				1
				0
5	0	0	0	5
1				1
1				1
				0
				0
				0
				0
				0
				0
4	0	0	0	4

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
1				1
				0
2				2
3				3
2				2
				0
8	0	0	0	8
2				2
2				2
3				3
1	1			2
				0
				0
1				1
				0
9	1	0	0	10

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
11/29/16
TUESDAY

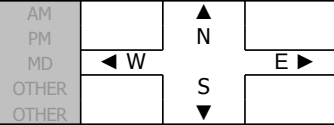
LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
I-805 NB RAMPS
CLAIREMONT MESA

PROJECT #:
LOCATION #:
CONTROL:

PTD16-1202-01
14
SIGNAL

NOTES:

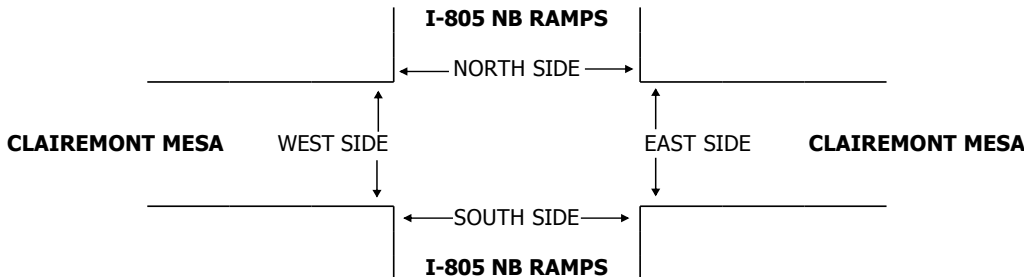


	NORTHBOUND I-805 NB RAMPS			SOUTHBOUND I-805 NB RAMPS			EASTBOUND CLAIREMONT MESA			WESTBOUND CLAIREMONT MESA			
LANES:	NL X	NT X	NR 2	SL X	ST X	SR 1	EL X	ET 3	ER 1	WL X	WT 2	WR 1	TOTAL

U-TURNS					
NB X	SB X	EB X	WB X	TTL	

AM	7:00 AM			90			80		168	105		151	135	729
	7:15 AM			84			77		161	125		162	168	777
	7:30 AM			95			84		202	135		221	151	888
	7:45 AM			101			94		226	121		235	170	947
	8:00 AM			84			66		180	119		240	184	873
	8:15 AM			96			75		162	142		242	191	908
	8:30 AM			103			84		166	133		226	161	873
	8:45 AM			89			70		142	121		219	170	811
	VOLUMES	0	0	742	0	0	630	0	1,407	1,001	0	1,696	1,330	6,806
	APPROACH %	0%	0%	100%	0%	0%	100%	0%	58%	42%	0%	56%	44%	
	APP/DEPART	742	/	1,330	630	/	1,001	2,408	/	2,149	3,026	/	2,326	0
PM	BEGIN PEAK HR	7:30 AM												
	VOLUMES	0	0	376	0	0	319	0	770	517	0	938	696	3,616
	APPROACH %	0%	0%	100%	0%	0%	100%	0%	60%	40%	0%	57%	43%	
	PEAK HR FACTOR	0.931			0.848			0.927			0.943			0.955
	APP/DEPART	376	/	696	319	/	517	1,287	/	1,146	1,634	/	1,257	0
	4:00 PM			132			121		343	78		402	286	1,362
	4:15 PM			190			116		285	84		390	314	1,379
	4:30 PM			197			108		313	66		436	288	1,408
	4:45 PM			283			145		384	78		416	286	1,592
	5:00 PM			195			152		336	84		456	307	1,530
	5:15 PM			208			135		333	77		465	308	1,526
	5:30 PM			236			144		342	84		433	289	1,528
	5:45 PM			237			132		332	66		421	304	1,492
	VOLUMES	0	0	1,678	0	0	1,053	0	2,668	617	0	3,419	2,382	11,817
	APPROACH %	0%	0%	100%	0%	0%	100%	0%	81%	19%	0%	59%	41%	
	APP/DEPART	1,678	/	2,382	1,053	/	617	3,285	/	4,346	5,801	/	4,472	0
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	0	0	922	0	0	576	0	1,395	323	0	1,770	1,190	6,176
	APPROACH %	0%	0%	100%	0%	0%	100%	0%	81%	19%	0%	60%	40%	
	PEAK HR FACTOR	0.814			0.947			0.930			0.957			0.970
	APP/DEPART	922	/	1,190	576	/	323	1,718	/	2,317	2,960	/	2,346	0

					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0



AM	7:00 AM				
	7:15 AM				
	7:30 AM				
	7:45 AM				
	8:00 AM				
	8:15 AM				
	8:30 AM				
	8:45 AM				
	TOTAL				
PM	4:00 PM				
	4:15 PM				
	4:30 PM				
	4:45 PM				
	5:00 PM				
	5:15 PM				
	5:30 PM				
	5:45 PM				
	TOTAL				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1				1
2	1			3
				0
	2			2
	3			3
1	2			3
6	3			9
				0
10	11	0	0	21
3	6			9
1				1
3	3			6
1				1
1				1
1	1			2
				0
2	3			5
12	13	0	0	25

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
	1			1
1				1
2				2
				0
3	2			5
2				2
	3			3
				0
8	6	0	0	14
1				1
				0
2	3			5
				0
				0
				0
2				2
1				1
6	3	0	0	9

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
12/7/16
WEDNESDAY

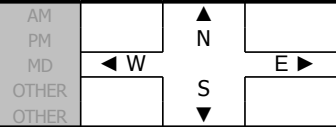
LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
GENESEE
DERRICK

PROJECT #:
LOCATION #:
CONTROL:

PTD16-1202-01
15
SIGNAL

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	GENESEE			GENESEE			DERRICK			DERRICK			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	3	0	1	3	0	0	1	0	0.5	0.5	1	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

AM	7:00 AM	8	137	25	20	73	2	7	6	7	31	3	15	334
	7:15 AM	2	166	27	15	105	5	5	3	10	39	11	20	408
	7:30 AM	3	193	32	16	150	3	4	7	6	30	4	20	468
	7:45 AM	7	198	32	20	141	3	2	2	5	53	2	15	480
	8:00 AM	4	221	40	16	162	3	9	2	4	54	2	21	538
	8:15 AM	4	189	42	19	133	1	7	1	3	41	5	22	467
	8:30 AM	9	237	40	14	163	5	6	5	5	18	1	15	518
	8:45 AM	9	227	62	24	150	6	10	4	8	37	4	20	561
	VOLUMES	46	1,568	300	144	1,077	28	50	30	48	303	32	148	3,774
	APPROACH %	2%	82%	16%	12%	86%	2%	39%	23%	38%	63%	7%	31%	
APP/DEPART	1,914	/	1,766	1,249	/	1,428	128	/	474	483	/	106	0	
BEGIN PEAK HR	8:00 AM													
VOLUMES	26	874	184	73	608	15	32	12	20	150	12	78	2,084	
APPROACH %	2%	81%	17%	10%	87%	2%	50%	19%	31%	63%	5%	33%		
PEAK HR FACTOR	0.909													
APP/DEPART	1,084	/	984	696	/	778	64	/	269	240	/	53	0	
PM	4:00 PM	3	237	70	32	287	9	8	12	6	40	7	19	730
	4:15 PM	8	252	69	25	244	9	11	9	10	67	7	31	742
	4:30 PM	7	243	68	29	309	11	10	4	6	65	5	28	785
	4:45 PM	7	219	58	33	272	4	10	7	13	78	7	26	734
	5:00 PM	7	230	56	41	262	8	4	2	7	53	6	26	702
	5:15 PM	13	197	50	29	287	7	9	7	5	66	4	17	691
	5:30 PM	6	152	49	21	250	8	11	7	12	52	13	11	592
	5:45 PM	9	175	50	29	293	10	8	8	4	35	11	9	641
	VOLUMES	60	1,705	470	239	2,204	66	71	56	63	456	60	167	5,617
	APPROACH %	3%	76%	21%	10%	88%	3%	37%	29%	33%	67%	9%	24%	
APP/DEPART	2,235	/	1,943	2,509	/	2,723	190	/	765	683	/	186	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	25	951	265	119	1,112	33	39	32	35	250	26	104	2,991	
APPROACH %	2%	77%	21%	9%	88%	3%	37%	30%	33%	66%	7%	27%		
PEAK HR FACTOR	0.943													
APP/DEPART	1,241	/	1,094	1,264	/	1,397	106	/	416	380	/	84	0	

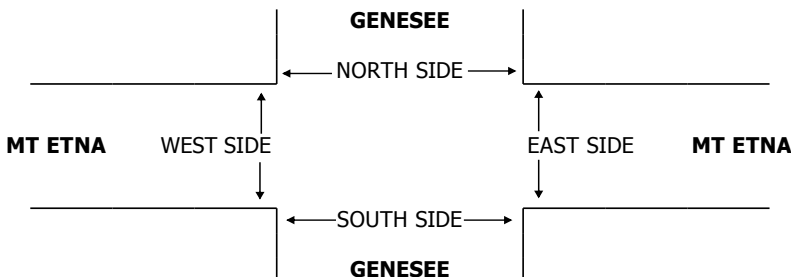
PREPARED BY: PACIFIC TECHNICAL DATA

PROJECT #: PTD16-1202-01
LOCATION #: 16
CONTROL: SIGNAL

AM		▲	
PM		N	
MD	◀ W		E ▶
OTHER		S	
OTHER		▼	

U-TURNS				
NB X	SB X	EB X	WB X	TTL

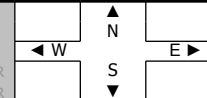
2	0	0	0	2
1	1	0	0	2
2	1	0	0	3
2	1	0	0	3
2	1	0	0	3
1	2	0	0	3
2	0	0	0	2
5	2	0	0	7
17	8	0	0	25
5	0	0	0	5
5	1	0	0	6
9	0	1	0	10
2	0	0	0	2
6	2	0	0	8
5	0	0	0	5
1	0	0	0	1
2	0	0	0	2
35	3	1	0	39

[illegible]

PREPARED BY: PACIFIC TECHNICAL DATA

PROJECT #: PTD16-1202-01
LOCATION #: 17
CONTROL: SIGNAL

AM
PM
MD
OTHER
OTHER



U-TURNS				
NB X	SB X	EB X	WB X	TTL

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	2	0	2

2	1	1	0	4
5	1	2	0	8
4	4	1	0	9
0	9	2	0	11
1	5	2	1	9
5	4	1	0	10
9	4	2	0	15
4	4	2	0	10
30	32	13	1	76

7	3	0	0	10
6	3	2	0	11
8	3	1	1	13
5	3	0	1	9
0	3	0	0	3
0	2	0	0	2
0	1	0	0	1
0	2	0	0	2
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
26	20	3	2	51

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	2	0	0	2
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	1	0	1	2
0	6	0	3	9
0	3	0	3	6
0	5	1	2	8
6	4	1	2	13
7	8	1	6	22
2	3	0	3	8
7	3	0	1	11
2	7	5	4	18
5	4	4	7	20
1	5	3	12	21
5	7	1	10	23
0	6	4	5	15
4	8	6	14	32
0	5	3	5	13
4	1	0	5	10
0	2	0	1	3
0	1	0	0	1
0	4	0	1	5
0	2	0	1	3
43	88	29	86	246

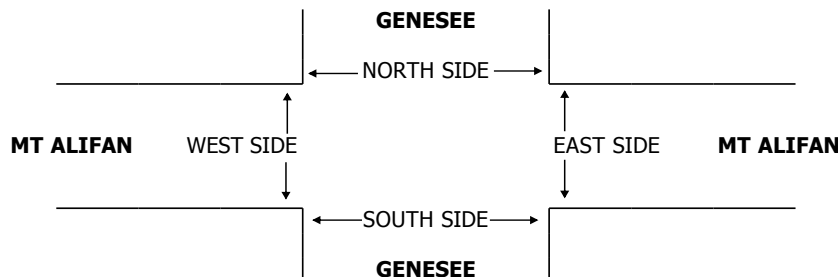
BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
1	0	0	0	1
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
2	0	1	1	4

PREPARED BY: PACIFIC TECHNICAL DATA

PROJECT #: PTD16-1202-01
LOCATION #: 18
CONTROL: SIGNAL

U-TURNS				
NB X	SB X	EB X	WB X	TTL

0	0	1	0	1
0	1	2	0	3
1	0	3	2	6
0	0	2	1	3
0	0	0	1	1
0	0	1	2	3
0	0	2	0	2
0	0	1	0	1
1	1	12	6	20
0	0	0	0	0
0	0	6	0	6
0	0	4	0	4
0	0	2	0	2
0	0	7	0	7
0	0	3	1	4
0	0	3	0	3
0	0	9	0	9
0	0	34	1	35



BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
1	0	1	0	2
2	0	0	0	2
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
3	2	1	0	6
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	2	0	2

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
12/8/16
THURSDAY

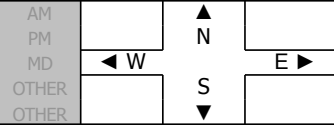
LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
MT ALIFAN
MT ABRAHAM

PROJECT #:
LOCATION #:
CONTROL:

PTD16-1202-01
19
1-WAY STOP (WB)

NOTES:

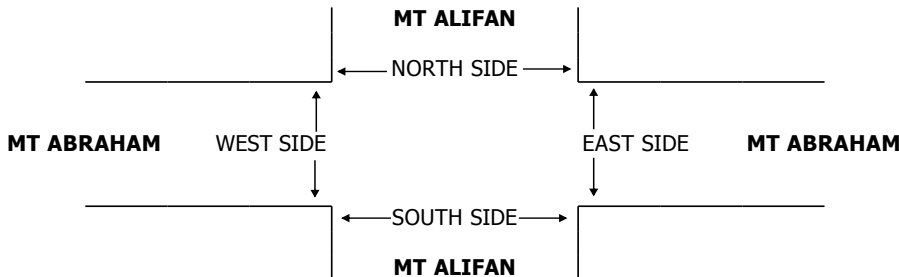


	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	MT ALIFAN			MT ALIFAN			MT ABRAHAM			MT ABRAHAM			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	2	X	1	2	X	X	X	X	0.5	X	0.5	

U-TURNS					
NB	SB	EB	WB	TTL	
X	X	X	X		

AM	7:00 AM		128		2	60				7		23	220
	7:15 AM		138		7	68				9		22	244
	7:30 AM		121		9	80				5		28	243
	7:45 AM		111		12	111				4		35	273
	8:00 AM		91		5	77				5		41	219
	8:15 AM		100		8	88				6		33	235
	8:30 AM		111		9	75				9		28	232
	8:45 AM		90		10	60				9		26	195
	VOLUMES	0	890	0	62	619	0	0	0	54	0	236	1,861
	APPROACH %	0%	100%	0%	9%	91%	0%	0%	0%	19%	0%	81%	
PM	APP/DEPART	890	/	1,126	681	/	673	0	/	62	290	/	0
	BEGIN PEAK HR	7:00 AM											
	VOLUMES	0	498	0	30	319	0	0	0	25	0	108	980
	APPROACH %	0%	100%	0%	9%	91%	0%	0%	0%	19%	0%	81%	
	PEAK HR FACTOR	0.902			0.709			0.000			0.853		
	APP/DEPART	498	/	606	349	/	344	0	/	30	133	/	0
	4:00 PM		88		18	121				12		28	267
	4:15 PM		91		12	141				18		33	295
	4:30 PM		70		11	138				22		41	282
	4:45 PM		51		19	121				16		35	242
PM	5:00 PM		66		21	140				11		35	273
	5:15 PM		50		20	116				9		41	236
	5:30 PM		61		22	184				12		35	314
	5:45 PM		66		18	162				11		28	285
	VOLUMES	0	543	0	141	1,123	0	0	0	111	0	276	2,194
	APPROACH %	0%	100%	0%	11%	89%	0%	0%	0%	29%	0%	71%	
	APP/DEPART	543	/	819	1,264	/	1,234	0	/	141	387	/	0
	BEGIN PEAK HR	5:00 PM											
	VOLUMES	0	243	0	81	602	0	0	0	43	0	139	1,108
	APPROACH %	0%	100%	0%	12%	88%	0%	0%	0%	24%	0%	76%	
	PEAK HR FACTOR	0.920			0.829			0.000			0.910		
	APP/DEPART	243	/	382	683	/	645	0	/	81	182	/	0

					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0



AM	7:00 AM				
	7:15 AM				
	7:30 AM				
	7:45 AM				
	8:00 AM				
	8:15 AM				
	8:30 AM				
	8:45 AM				
	TOTAL				
PM	4:00 PM				
	4:15 PM				
	4:30 PM				
	4:45 PM				
	5:00 PM				
	5:15 PM				
	5:30 PM				
	5:45 PM				
	TOTAL				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
		1		1
				0
		1		1
				0
	1	2		3
		3		3
		2		2
		4		4
0	1	13	0	14

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
		1		1
				0
				0
		1		1
		2		2
	1			1
		3		3
	1			1
0	2	7	0	9

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
12/1/16
THURSDAY

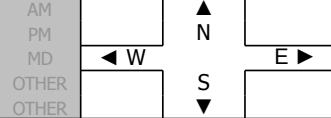
LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
MT ABERNATHY
BALBOA

PROJECT #:
LOCATION #:
CONTROL:

PTD16-1202-01
20
SIGNAL

NOTES:

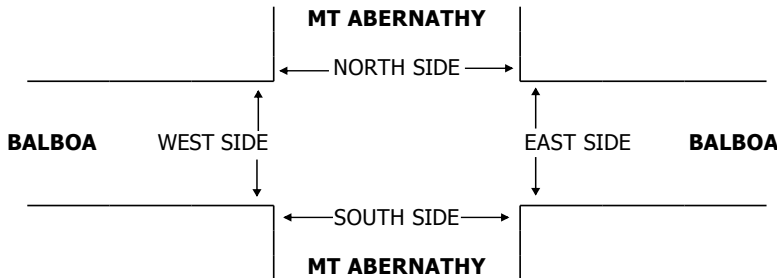


	NORTHBOUND MT ABERNATHY			SOUTHBOUND MT ABERNATHY			EASTBOUND BALBOA			WESTBOUND BALBOA			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	1	1	2	2	1	1	3	0	1	3	0	

U-TURNS					
NB	SB	EB	WB	TTL	
X	X	X	X		

AM	7:00 AM	12	48	77	36	26	21	18	170	2	34	190	15	649
	7:15 AM	15	54	94	30	26	18	14	209	7	43	196	26	732
	7:30 AM	6	50	86	52	38	28	16	276	4	53	243	25	877
	7:45 AM	12	35	96	42	48	15	10	256	5	52	279	32	882
	8:00 AM	21	27	77	47	37	29	19	209	6	42	260	31	805
	8:15 AM	17	39	80	49	35	30	21	262	8	42	306	38	927
	8:30 AM	25	37	81	41	31	17	18	216	5	37	326	28	862
	8:45 AM	21	25	78	40	20	17	20	255	6	41	274	32	829
	VOLUMES	129	315	669	337	261	175	136	1,853	43	344	2,074	227	6,563
	APPROACH %	12%	28%	60%	44%	34%	23%	7%	91%	2%	13%	78%	9%	
PM	APP/DEPART	1,113	/	678	773	/	648	2,032	/	2,859	2,645	/	2,378	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	56	151	339	190	158	102	66	1,003	23	189	1,088	126	3,491
	APPROACH %	10%	28%	62%	42%	35%	23%	6%	92%	2%	13%	78%	9%	
	PEAK HR FACTOR	0.955			0.953			0.922			0.909			0.941
	APP/DEPART	546	/	343	450	/	370	1,092	/	1,532	1,403	/	1,246	0
	4:00 PM	19	25	62	43	57	29	38	332	11	68	343	45	1,072
	4:15 PM	32	28	49	66	71	25	38	295	16	79	406	42	1,147
	4:30 PM	20	31	64	49	66	44	56	285	24	64	371	28	1,102
	4:45 PM	24	24	43	37	63	45	31	353	13	69	424	31	1,157
PM	5:00 PM	23	28	60	49	84	45	38	290	13	69	351	23	1,073
	5:15 PM	21	36	35	50	73	31	57	353	21	70	417	32	1,196
	5:30 PM	25	33	42	61	99	34	44	269	17	68	389	42	1,123
	5:45 PM	17	31	41	48	71	35	55	281	20	79	345	34	1,057
	VOLUMES	181	236	396	403	584	288	357	2,458	135	566	3,046	277	8,927
	APPROACH %	22%	29%	49%	32%	46%	23%	12%	83%	5%	15%	78%	7%	
	APP/DEPART	813	/	870	1,275	/	1,285	2,950	/	3,257	3,889	/	3,515	0
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	93	121	180	197	319	155	170	1,265	64	276	1,581	128	4,549
	APPROACH %	24%	31%	46%	29%	48%	23%	11%	84%	4%	14%	80%	6%	
	PEAK HR FACTOR	0.887			0.865			0.869			0.947			0.951
	APP/DEPART	394	/	419	671	/	659	1,499	/	1,642	1,985	/	1,829	0

		1		1
		2		2
				0
	2			2
		2		2
		3		3
		5		5
		2		2
0	2	15	0	17
		8		8
		4	2	6
		4		4
1		9		10
		6		6
	1	13	1	15
		10		10
	1	8		9
1	2	62	3	68



AM	7:00 AM	2	4	5	4	15
	7:15 AM	1	1	7		9
	7:30 AM	1	2			3
	7:45 AM	2	4	5	3	14
	8:00 AM	3		5	3	11
	8:15 AM	2			1	3
	8:30 AM	2		4	2	8
	8:45 AM	4	1	2		7
	TOTAL	17	12	28	13	70
	4:00 PM	4	2	6	4	16
PM	4:15 PM	2		5	7	14
	4:30 PM		2	4	8	14
	4:45 PM	7	3	6	6	22
	5:00 PM	2	2	2	3	9
	5:15 PM	5		4	2	11
	5:30 PM	6		5	2	13
	5:45 PM	2	1	3	1	7
	TOTAL	28	10	35	33	106

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
2	4	5	4	15
1	1	7		9
1	2			3
2	4	5	3	14
3		5	3	11
2			1	3
2		4	2	8
4	1	2		7
17	12	28	13	70
4	2	6	4	16
2		5	7	14
	2	4	8	14
7	3	6	6	22
2	2	2	3	9
5		4	2	11
6		5	2	13
2	1	3	1	7
28	10	35	33	106

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
		1		1
		1		1
				0
		1		1
				0
				0
	1		1	2
				0
1				1
				0
1				1
3	1	1	3	8

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
12/1/16
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
MT ABERNATHY
BALBOA ARMS

PROJECT #: PTD16-1202-01
LOCATION #: 21
CONTROL: 3-WAY STOP

NOTES:

AM
PM
MD
OTHER
OTHER

W
E

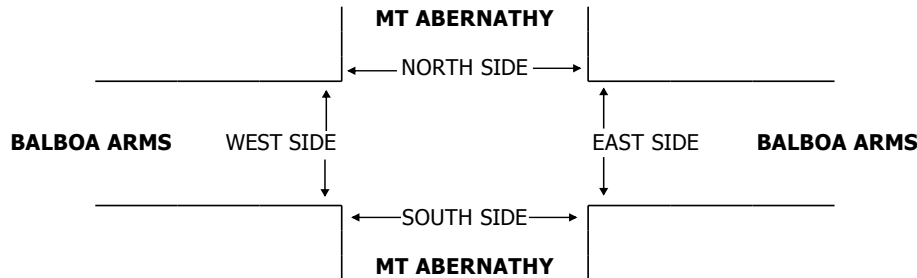
N
S

	NORTHBOUND MT ABERNATHY			SOUTHBOUND MT ABERNATHY			EASTBOUND BALBOA ARMS			WESTBOUND BALBOA ARMS			
LANES:	NL 1	NT 2	NR X	SL X	ST 2	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL

U-TURNS					
NB X	SB X	EB X	WB X	TTL	

AM	7:00 AM	20	66			55	8	15		21			185
	7:15 AM	29	80			58	8	14		14			203
	7:30 AM	35	56			71	7	16		30			215
	7:45 AM	42	52			79	12	13		26			224
	8:00 AM	42	35			65	9	14		25			190
	8:15 AM	52	52			62	11	12		32			221
	8:30 AM	37	56			51	7	17		17			185
	8:45 AM	42	38			49	11	12		21			173
	VOLUMES	299	435	0	0	490	73	113	0	186	0	0	1,596
	APPROACH %	41%	59%	0%	0%	87%	13%	38%	0%	62%	0%	0%	
PM	APP/DEPART	734	/	548	563	/	676	299	/	0	0	/	372
	BEGIN PEAK HR	7:30 AM											
	VOLUMES	171	195	0	0	277	39	55	0	113	0	0	850
	APPROACH %	47%	53%	0%	0%	88%	12%	33%	0%	67%	0%	0%	
	PEAK HR FACTOR	0.880				0.868		0.913		0.000			0.949
	APP/DEPART	366	/	250	316	/	390	168	/	0	0	/	210
	4:00 PM	65	49			90	25	27		26			282
	4:15 PM	59	53			89	13	32		34			280
	4:30 PM	46	55			86	12	29		38			266
	4:45 PM	53	47			102	17	25		37			281
PM	5:00 PM	47	44			112	16	35		31			285
	5:15 PM	45	58			99	11	16		44			273
	5:30 PM	48	64			120	15	24		37			308
	5:45 PM	55	49			104	9	22		40			279
	VOLUMES	418	419	0	0	802	118	210	0	287	0	0	2,254
	APPROACH %	50%	50%	0%	0%	87%	13%	42%	0%	58%	0%	0%	
	APP/DEPART	837	/	629	920	/	1,089	497	/	0	0	/	536
	BEGIN PEAK HR	4:45 PM											
	VOLUMES	193	213	0	0	433	59	100	0	149	0	0	1,147
	APPROACH %	48%	52%	0%	0%	88%	12%	40%	0%	60%	0%	0%	
PM	PEAK HR FACTOR	0.906				0.911		0.943		0.000			0.931
	APP/DEPART	406	/	313	492	/	582	249	/	0	0	/	252

2		2		4
2				2
6				6
1				1
8				8
10				10
7		3		10
7				7
43	0	5	0	48
18	2			20
14				14
8				8
12	3			15
12	2			14
9	1			10
9		2		11
13	1	1		15
95	9	3	0	107



AM	7:00 AM				
	7:15 AM				
	7:30 AM				
	7:45 AM				
	8:00 AM				
	8:15 AM				
	8:30 AM				
	8:45 AM				
	TOTAL				
	4:00 PM				
PM	4:15 PM				
	4:30 PM				
	4:45 PM				
	5:00 PM				
	5:15 PM				
	5:30 PM				
	5:45 PM				
	TOTAL				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
	1		3	4
			1	1
1			2	3
	2		1	3
	3		1	4
				0
				0
1			1	2
2	6	0	9	17
1	3		3	7
4	1		2	7
2	8			10
1	6		4	11
1	2		3	6
1	4		4	9
				0
	1	1		2
10	25	1	16	52

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
		1		1
				0
				0
				0
				0
	1			1
	1			1
				0
				0
				0
				0
				0
1	1			2
	1			1
1	3	2	2	8

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
12/1/16
THURSDAY

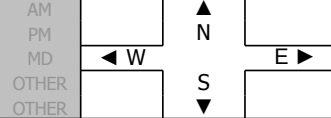
LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
CANNINGTON
BALBOA

PROJECT #:
LOCATION #:
CONTROL:

PTD16-1202-01
22
SIGNAL

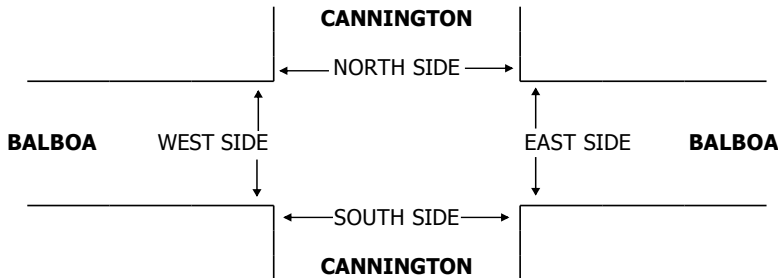
NOTES:



	NORTHBOUND CANNINGTON			SOUTHBOUND CANNINGTON			EASTBOUND BALBOA			WESTBOUND BALBOA			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	1	3	0	1	3	0	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

AM	7:00 AM	4	14	33	14	2	5	3	255	3	4	237	4	578
	7:15 AM	3	9	30	10	7	12	4	327	2	2	265	5	676
	7:30 AM	3	14	43	12	5	12	7	435	5	9	318	4	867
	7:45 AM	7	4	42	12	4	8	2	393	5	12	358	6	853
	8:00 AM	2	6	27	4	1	8	4	330	6	14	365	6	773
	8:15 AM	6	3	29	12	3	12	5	393	5	7	373	5	853
	8:30 AM	2	2	27	14	4	12	8	379	10	21	409	8	896
	8:45 AM	4	2	36	15	5	10	8	337	4	28	364	4	817
	VOLUMES	31	54	267	93	31	79	41	2,849	40	97	2,689	42	6,313
	APPROACH %	9%	15%	76%	46%	15%	39%	1%	97%	1%	3%	95%	1%	
PM	APP/DEPART	352	/	137	203	/	168	2,930	/	3,209	2,828	/	2,799	0
	BEGIN PEAK HR	7:45 AM												
	VOLUMES	17	15	125	42	12	40	19	1,495	26	54	1,505	25	3,375
	APPROACH %	11%	10%	80%	45%	13%	43%	1%	97%	2%	3%	95%	2%	
	PEAK HR FACTOR	0.741			0.783			0.955			0.904			0.942
	APP/DEPART	157	/	59	94	/	92	1,540	/	1,662	1,584	/	1,562	0
	4:00 PM	9	7	18	11	4	10	12	388	7	14	424	12	916
	4:15 PM	5	10	10	18	6	8	16	395	9	15	516	16	1,024
	4:30 PM	6	8	19	11	7	11	10	415	18	28	505	20	1,058
	4:45 PM	7	4	18	12	6	12	11	445	12	21	477	22	1,047
PM	5:00 PM	6	5	22	11	8	10	15	468	10	22	495	16	1,088
	5:15 PM	3	6	21	9	5	8	9	421	18	26	519	20	1,065
	5:30 PM	5	3	22	12	4	9	12	367	11	15	468	11	939
	5:45 PM	4	2	15	11	5	10	11	363	8	18	510	11	968
	VOLUMES	45	45	145	95	45	78	96	3,262	93	159	3,914	128	8,105
	APPROACH %	19%	19%	62%	44%	21%	36%	3%	95%	3%	4%	93%	3%	
	APP/DEPART	235	/	269	218	/	297	3,451	/	3,502	4,201	/	4,037	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	22	23	80	43	26	41	45	1,749	58	97	1,996	78	4,258
	APPROACH %	18%	18%	64%	39%	24%	37%	2%	94%	3%	4%	92%	4%	
	PEAK HR FACTOR	0.947			0.917			0.939			0.961			0.978
	APP/DEPART	125	/	146	110	/	181	1,852	/	1,872	2,171	/	2,059	0



AM	7:00 AM				
	7:15 AM				
	7:30 AM				
	7:45 AM				
	8:00 AM				
	8:15 AM				
	8:30 AM				
	8:45 AM				
	TOTAL				
PM	4:00 PM				
	4:15 PM				
	4:30 PM				
	4:45 PM				
	5:00 PM				
	5:15 PM				
	5:30 PM				
	5:45 PM				
	TOTAL				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
	1	1		2
	1	4		5
	1	1		2
	2	2		4
				0
1		1		2
1	3	2		6
3		15	0	18
5	8	26	0	39
1		1		2
				0
1				1
1	1	2		4
2	2	3		7
2		6		8
		2		2
		3		3
7	3	17	0	27

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
1				1
	1			1
				0
				0
				0
		1		1
1	1	1	0	3
1				1
				0
				0
				0
1	2	1		4
	1		1	2
	1			1
				0
2	4	2	1	9

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
12/1/16
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
CHARGER
BALBOA

PROJECT #: PTD16-1202-01
LOCATION #: 23
CONTROL: SIGNAL

NOTES:

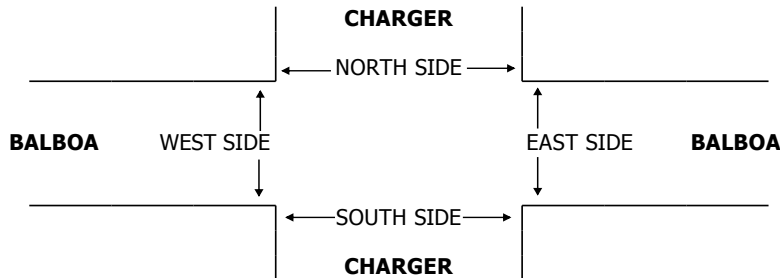
AM
PM
MD
OTHER
OTHER

W
S
E

N
S

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	CHARGER			CHARGER			BALBOA			BALBOA			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1.5	0.5	2	1	1	0	1	3	0	1	3	1	
AM													
7:00 AM	21	24	95	63	11	2	0	323	5	40	217	72	873
7:15 AM	31	23	82	91	26	2	7	354	21	57	260	60	1,014
7:30 AM	12	17	122	66	25	2	2	435	15	76	295	49	1,116
7:45 AM	25	18	101	80	51	4	4	404	33	69	336	46	1,171
8:00 AM	37	26	103	72	28	3	2	365	29	73	345	44	1,127
8:15 AM	23	14	92	51	12	1	3	419	26	71	368	43	1,123
8:30 AM	45	12	82	62	27	0	0	391	21	51	384	35	1,110
8:45 AM	23	9	80	46	9	1	4	384	24	78	350	26	1,034
VOLUMES	217	143	757	531	189	15	22	3,075	174	515	2,555	375	8,568
APPROACH %	19%	13%	68%	72%	26%	2%	1%	94%	5%	15%	74%	11%	
APP/DEPART	1,117	/	540	735	/	878	3,271	/	4,363	3,445	/	2,787	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	97	75	418	269	116	10	11	1,623	103	289	1,344	182	4,537
APPROACH %	16%	13%	71%	68%	29%	3%	1%	93%	6%	16%	74%	10%	
PEAK HR FACTOR	0.889			0.731			0.961			0.941			0.969
APP/DEPART	590	/	268	395	/	508	1,737	/	2,310	1,815	/	1,451	0
PM													
4:00 PM	25	14	50	34	52	4	5	414	43	81	471	66	1,259
4:15 PM	26	19	76	67	38	5	2	389	43	94	516	80	1,355
4:30 PM	34	13	65	44	29	5	4	388	26	87	489	63	1,247
4:45 PM	24	6	40	44	30	2	3	421	38	87	515	67	1,277
5:00 PM	25	9	38	41	33	4	4	468	26	90	488	52	1,278
5:15 PM	27	11	66	54	17	0	6	419	29	82	509	82	1,302
5:30 PM	26	14	77	40	23	2	5	384	31	99	484	58	1,243
5:45 PM	15	14	48	46	41	5	5	345	34	74	502	66	1,195
VOLUMES	202	100	460	370	263	27	34	3,228	270	694	3,974	534	10,156
APPROACH %	27%	13%	60%	56%	40%	4%	1%	91%	8%	13%	76%	10%	
APP/DEPART	762	/	668	660	/	1,227	3,532	/	4,058	5,202	/	4,203	0
BEGIN PEAK HR	4:15 PM												
VOLUMES	109	47	219	196	130	16	13	1,666	133	358	2,008	262	5,157
APPROACH %	29%	13%	58%	57%	38%	5%	1%	92%	7%	14%	76%	10%	
PEAK HR FACTOR	0.775			0.777			0.910			0.952			0.951
APP/DEPART	375	/	322	342	/	621	1,812	/	2,081	2,628	/	2,133	0

U-TURNS					
NB	SB	EB	WB	TTL	
X	X	X	X		
					0
					0
					0
					0
					0
		1			1
					0
					0
0	0	1	0	1	
		1	2	3	
					0
		1	1	2	
					0
		1		1	
			1	1	
		1	2	3	
		3		3	
0	0	7	6	13	



PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
	1		1	2
3			2	5
1	2		6	9
2	6		12	20
	1		4	5
3			2	5
1	1		5	7
2				2
12	11	0	32	55
			5	5
2			2	4
1			1	2
2	1		11	14
				0
1			1	2
			1	1
1			3	4
7	1	0	24	32

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
	1		1	2
1			1	2
1				1
				0
			1	1
		1		1
1			1	2
				0
			2	2
				0
1				1
				0
2	0	0	4	6

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
12/1/16
THURSDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
I-805 SB RAMPS
BALBOA

PROJECT #:
LOCATION #:
CONTROL:

PTD16-1202-01
24
SIGNAL

NOTES:

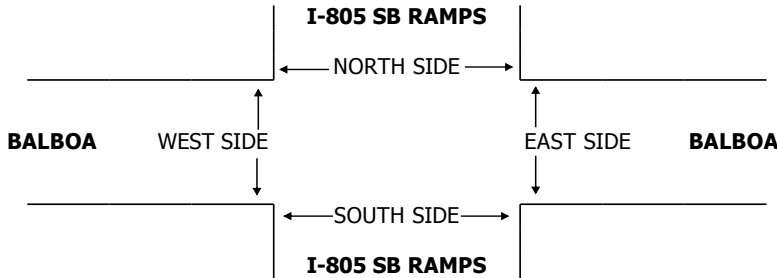
AM		▲	
PM		N	
MD	◀ W		E ▶
OTHER		S	
OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-805 SB RAMPS			I-805 SB RAMPS			BALBOA			BALBOA			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	X	1	X	X	2	X	3	1	X	3	1	

U-TURNS					
NB	SB	EB	WB	TTL	
X	X	X	X		

AM	7:00 AM			88			50		414	70		301	34	957
	7:15 AM			95			44		426	88		289	55	997
	7:30 AM			115			58		484	95		336	51	1,139
	7:45 AM			84			68		505	78		345	40	1,120
	8:00 AM			121			51		466	85		414	58	1,195
	8:15 AM			102			40		484	88		404	51	1,169
	8:30 AM			88			55		435	95		446	40	1,159
	8:45 AM			91			62		425	77		403	37	1,095
	VOLUMES	0	0	784	0	0	428	0	3,639	676	0	2,938	366	8,831
	APPROACH %	0%	0%	100%	0%	0%	100%	0%	84%	16%	0%	89%	11%	
PM	APP/DEPART	784	/	366	428	/	676	4,315	/	4,423	3,304	/	3,366	0
	BEGIN PEAK HR	7:45 AM												
	VOLUMES	0	0	395	0	0	214	0	1,890	346	0	1,609	189	4,643
	APPROACH %	0%	0%	100%	0%	0%	100%	0%	85%	15%	0%	89%	11%	
	PEAK HR FACTOR	0.816			0.787			0.959			0.925			0.971
	APP/DEPART	395	/	189	214	/	346	2,236	/	2,285	1,798	/	1,823	0
	4:00 PM			168			89		318	151		505	51	1,282
	4:15 PM			142			121		356	168		556	50	1,393
	4:30 PM			135			88		368	174		568	88	1,421
	4:45 PM			118			105		339	156		575	75	1,368
PM	5:00 PM			121			94		368	161		551	62	1,357
	5:15 PM			111			88		377	154		568	51	1,349
	5:30 PM			121			81		342	151		585	55	1,335
	5:45 PM			105			94		332	155		551	42	1,279
	VOLUMES	0	0	1,021	0	0	760	0	2,800	1,270	0	4,459	474	10,784
	APPROACH %	0%	0%	100%	0%	0%	100%	0%	69%	31%	0%	90%	10%	
	APP/DEPART	1,021	/	474	760	/	1,270	4,070	/	3,821	4,933	/	5,219	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	0	0	516	0	0	408	0	1,431	659	0	2,250	275	5,539
	APPROACH %	0%	0%	100%	0%	0%	100%	0%	68%	32%	0%	89%	11%	
	PEAK HR FACTOR	0.908			0.843			0.964			0.962			0.974
	APP/DEPART	516	/	275	408	/	659	2,090	/	1,947	2,525	/	2,658	0

					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0



AM	7:00 AM					0
	7:15 AM					0
	7:30 AM					0
	7:45 AM					0
	8:00 AM					0
	8:15 AM					0
	8:30 AM					0
	8:45 AM					0
	TOTAL	0	0	0	0	0
PM	4:00 PM					0
	4:15 PM					0
	4:30 PM					0
	4:45 PM					0
	5:00 PM					0
	5:15 PM					0
	5:30 PM					0
	5:45 PM					0
	TOTAL	0	0	0	0	0

PEDESTRIAN CROSSINGS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0

PEDESTRIAN ACTIVATIONS					
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0

BICYCLE CROSSINGS					
NS	SS	ES	WS	TOTAL	
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

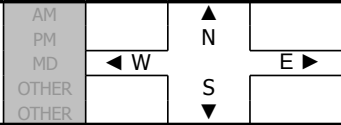
DATE:
12/7/16
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
I-805 NB RAMPS
BALBOA

PROJECT #: PTD16-1202-01
LOCATION #: 25
CONTROL: SIGNAL

NOTES:

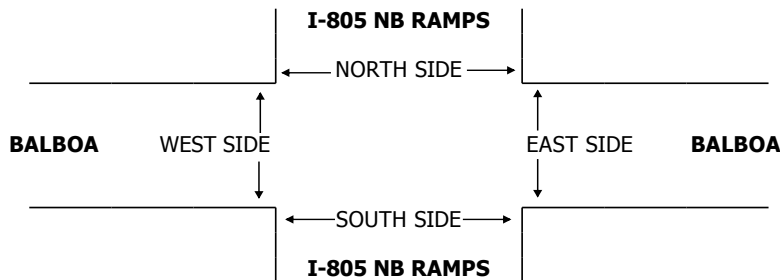


	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-805 NB RAMPS			I-805 NB RAMPS			BALBOA			BALBOA			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	X	2	X	X	1	X	3	1	X	3	1	

U-TURNS					
NB	SB	EB	WB	TTL	
X	X	X	X		

AM	7:00 AM			115			55		344	158		300	115	1,087
	7:15 AM			105			68		368	168		284	121	1,114
	7:30 AM			88			70		395	174		289	101	1,117
	7:45 AM			112			66		405	181		333	88	1,185
	8:00 AM			126			51		384	184		398	142	1,285
	8:15 AM			105			88		388	195		368	152	1,296
	8:30 AM			88			70		330	221		400	162	1,271
	8:45 AM			91			62		313	184		389	111	1,150
	VOLUMES	0	0	830	0	0	530	0	2,927	1,465	0	2,761	992	9,505
	APPROACH %	0%	0%	100%	0%	0%	100%	0%	67%	33%	0%	74%	26%	
PM	APP/DEPART	830	/	992	530	/	1,465	4,392	/	3,757	3,753	/	3,291	0
	BEGIN PEAK HR	7:45 AM												
	VOLUMES	0	0	431	0	0	275	0	1,507	781	0	1,499	544	5,037
	APPROACH %	0%	0%	100%	0%	0%	100%	0%	66%	34%	0%	73%	27%	
	PEAK HR FACTOR	0.855			0.781			0.976			0.909			0.972
	APP/DEPART	431	/	544	275	/	781	2,288	/	1,938	2,043	/	1,774	0
	4:00 PM			202			88		401	101		483	198	1,473
	4:15 PM			235			128		395	84		456	206	1,504
	4:30 PM			210			163		406	91		489	181	1,540
	4:45 PM			223			132		375	90		498	199	1,517
PM	5:00 PM			205			111		302	110		511	203	1,442
	5:15 PM			184			118		375	114		488	209	1,488
	5:30 PM			175			132		346	125		493	219	1,490
	5:45 PM			180			115		290	78		486	205	1,354
	VOLUMES	0	0	1,614	0	0	987	0	2,890	793	0	3,904	1,620	11,808
	APPROACH %	0%	0%	100%	0%	0%	100%	0%	78%	22%	0%	71%	29%	
	APP/DEPART	1,614	/	1,620	987	/	793	3,683	/	4,504	5,524	/	4,891	0
	BEGIN PEAK HR	4:00 PM												
	VOLUMES	0	0	870	0	0	511	0	1,577	366	0	1,926	784	6,034
	APPROACH %	0%	0%	100%	0%	0%	100%	0%	81%	19%	0%	71%	29%	
	PEAK HR FACTOR	0.926			0.784			0.968			0.972			0.980
	APP/DEPART	870	/	784	511	/	366	1,943	/	2,447	2,710	/	2,437	0

					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0



AM	7:00 AM				
	7:15 AM				
	7:30 AM				
	7:45 AM				
	8:00 AM				
	8:15 AM				
	8:30 AM				
	8:45 AM				
	TOTAL	0	1	0	0
PM	4:00 PM				
	4:15 PM				
	4:30 PM				
	4:45 PM				
	5:00 PM				
	5:15 PM				
	5:30 PM				
	5:45 PM				
	TOTAL	0	2	0	0

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
	1			1
				0
				0
				0
				0
				0
				0
				0
0	1	0	0	1
	1			1
				0
				0
	1			1
				0
				0
				0
				0
0	2	0	0	2

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
				0
				0
				0
				0
				0
	1			1
0	1	0	0	1
				0
				0
				0
				0
				0
	1			1
				0
				0
0	1	0	0	1

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-4184-008

Day: Thursday

City: Pacific Beach

Date: 6/9/2016

AM													
NS/EW Streets:	Clairemont Dr			Clairemont Dr			Balboa Ave			Balboa Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 2	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL
7:00 AM	26	67	62	38	77	59	27	136	8	119	158	13	790
7:15 AM	33	79	74	22	59	80	49	174	11	62	177	20	840
7:30 AM	24	65	71	28	43	99	46	266	13	57	185	30	927
7:45 AM	31	75	69	43	42	91	46	185	6	48	215	31	882
8:00 AM	27	73	66	43	40	71	52	205	11	50	205	28	871
8:15 AM	22	67	66	35	54	80	64	195	14	85	185	23	890
8:30 AM	47	83	90	30	92	84	41	163	24	108	172	18	952
8:45 AM	43	99	110	44	85	75	51	252	20	94	206	21	1100
TOTAL VOLUMES :	NL 253	NT 608	NR 608	SL 283	ST 492	SR 639	EL 376	ET 1576	ER 107	WL 623	WT 1503	WR 184	TOTAL 7252
APPROACH %'s :	17.22%	41.39%	41.39%	20.01%	34.79%	45.19%	18.26%	76.54%	5.20%	26.97%	65.06%	7.97%	
PEAK HR START TIME :	800 AM												TOTAL
PEAK HR VOL :	139	322	332	152	271	310	208	815	69	337	768	90	3813
PEAK HR FACTOR :	0.787			0.890			0.845			0.931			0.867

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
3	1	1	0
3	0	5	0
3	1	0	0
6	0	1	0
3	1	0	1
5	0	3	0
6	0	3	1
4	0	1	0
NB 33	SB 3	EB 14	WB 2

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-4184-008

Day: Thursday

City: Pacific Beach

Date: 6/9/2016

PM													
NS/EW Streets:	Clairemont Dr			Clairemont Dr			Balboa Ave			Balboa Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 2	ET 2	ER 0	WL 2	WT 2	WR 0	TOTAL
4:00 PM	38	87	96	63	113	61	82	239	17	87	218	23	1124
4:15 PM	17	55	84	49	94	65	85	285	29	78	262	25	1128
4:30 PM	45	85	77	64	122	61	112	258	15	86	212	25	1162
4:45 PM	24	86	86	58	140	73	92	231	19	94	227	23	1153
5:00 PM	26	63	80	60	130	69	107	275	15	92	231	15	1163
5:15 PM	16	92	81	71	128	73	83	289	15	104	271	31	1254
5:30 PM	18	66	90	65	130	80	91	266	11	97	263	29	1206
5:45 PM	23	85	85	54	116	69	98	253	16	117	255	29	1200
TOTAL VOLUMES :	NL 207	NT 619	NR 679	SL 484	ST 973	SR 551	EL 750	ET 2096	ER 137	WL 755	WT 1939	WR 200	TOTAL 9390
APPROACH %'s :	13.75%	41.13%	45.12%	24.10%	48.46%	27.44%	25.14%	70.26%	4.59%	26.09%	67.00%	6.91%	
PEAK HR START TIME :	500 PM												TOTAL
PEAK HR VOL :	83	306	336	250	504	291	379	1083	57	410	1020	104	4823
PEAK HR FACTOR :	0.939			0.950			0.957			0.945			0.962

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
5	1	3	2
5	0	1	0
5	1	6	1
2	0	6	0
2	0	0	1
3	0	2	0
3	0	2	0
3	3	1	3
NB 28	SB 5	EB 21	WB 7

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 12/7/16 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	CLAIREMONT I-5 SB RAMPS MISSION BAY - CLAIREMONT DR	PROJECT #: LOCATION #: CONTROL:	PTD16-1202-01 26 SIGNAL

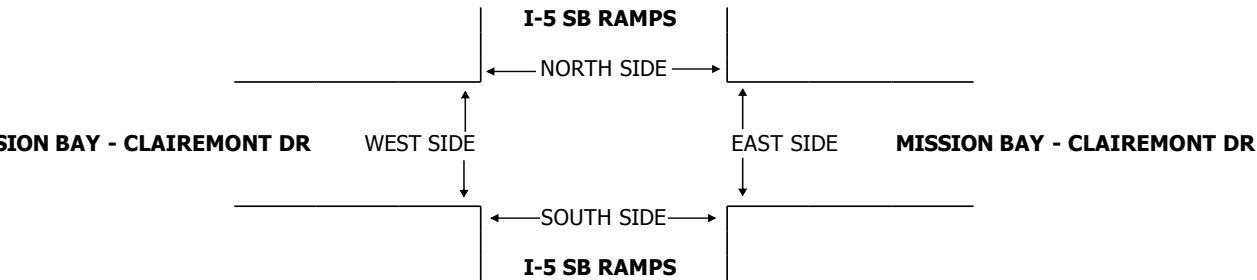
NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▼ E ▶

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-5 SB RAMPS			I-5 SB RAMPS			MISSION BAY - CLAIREMONT DR			MISSION BAY - CLAIREMONT DR			
LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL X	WT 2	WR 1	TOTAL

U-TURNS					
NB X	SB X	EB X	WB X	TTL	

AM	7:00 AM	13		44				27	10		43	169	306	
	7:15 AM	22		58				43	17		61	178	379	
	7:30 AM	15		79				62	26		54	144	380	
	7:45 AM	22		97				77	24		61	169	450	
	8:00 AM	14		52				70	19		61	160	376	
	8:15 AM	15		44				55	28		78	164	384	
	8:30 AM	26		63				60	22		55	162	388	
	8:45 AM	16		88				63	23		62	166	418	
	VOLUMES	143	0	525	0	0	0	0	457	169	0	475	1,312	3,081
	APPROACH %	21%	0%	79%	0%	0%	0%	0%	73%	27%	0%	27%	73%	
APP/DEPART	668	/	1,312	0	/	169	626	/	982	1,787	/	618	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	77	0	256	0	0	0	0	262	93	0	255	655	1,598	
APPROACH %	23%	0%	77%	0%	0%	0%	0%	74%	26%	0%	28%	72%		
PEAK HR FACTOR	0.700													0.888
APP/DEPART	333	/	655	0	/	93	355	/	518	910	/	332	0	
PM	4:00 PM	19		81				57	28		59	114	358	
	4:15 PM	12		78				68	31		77	94	360	
	4:30 PM	23		64				60	42		66	93	348	
	4:45 PM	12		78				65	33		75	87	350	
	5:00 PM	11		81				80	42		71	111	396	
	5:15 PM	14		68				78	47		69	94	370	
	5:30 PM	7		56				75	48		62	92	340	
	5:45 PM	24		51				55	35		41	105	311	
	VOLUMES	122	0	557	0	0	0	0	538	306	0	520	790	2,833
	APPROACH %	18%	0%	82%	0%	0%	0%	0%	64%	36%	0%	40%	60%	
APP/DEPART	679	/	790	0	/	306	844	/	1,095	1,310	/	642	0	
BEGIN PEAK HR	4:30 PM													
VOLUMES	60	0	291	0	0	0	0	283	164	0	281	385	1,464	
APPROACH %	17%	0%	83%	0%	0%	0%	0%	63%	37%	0%	42%	58%		
PEAK HR FACTOR	0.954													0.924
APP/DEPART	351	/	385	0	/	164	447	/	574	666	/	341	0	

					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0



AM	7:00 AM				
	7:15 AM				
	7:30 AM				
	7:45 AM				
	8:00 AM				
	8:15 AM				
	8:30 AM				
	8:45 AM				
	TOTAL				
PM	4:00 PM				
	4:15 PM				
	4:30 PM				
	4:45 PM				
	5:00 PM				
	5:15 PM				
	5:30 PM				
	5:45 PM				
	TOTAL				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
	1			1
				0
				0
				0
				0
				0
				0
	1			1
0	2	0	0	2
				0
				0
	2			2
	2			2
	1			1
				0
				0
	2			2
0	7	0	0	7

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
1	1			2
				0
				0
	1			1
				0
	1			1
	1			1
1	4	0	0	5
	5			5
	1			1
	1			1
	3			3
	1			1
				0
	1			1
				0
0	12	0	0	12

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE: 12/7/16 WEDNESDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	CLAIREMONT I-5 NB RAMPS CLAIREMONT DR	PROJECT #: LOCATION #: CONTROL:	PTD16-1202-01 27 SIGNAL

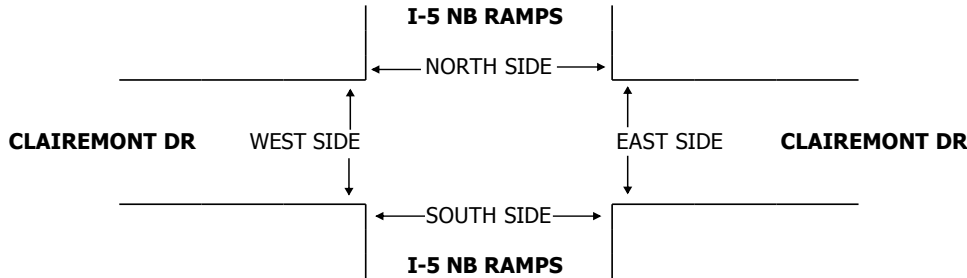
NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▼ E ▶

	NORTHBOUND I-5 NB RAMPS			SOUTHBOUND I-5 NB RAMPS			EASTBOUND CLAIREMONT DR			WESTBOUND CLAIREMONT DR			TOTAL
LANES:	NL 0.5	NT 0.5	NR 1	SL X	ST X	SR X	EL 1	ET 2	ER X	WL X	WT 1.5	WR 1.5	

U-TURNS					TTL
NB X	SB X	EB X	WB X		

AM	7:00 AM	3	0	70				18	58			200	128	477
	7:15 AM	5	0	68				33	66			226	168	566
	7:30 AM	6	1	78				68	68			219	158	598
	7:45 AM	9	0	94				97	74			202	152	628
	8:00 AM	12	2	84				45	81			218	135	577
	8:15 AM	8	0	96				56	66			232	121	579
	8:30 AM	15	3	101				55	51			235	105	565
	8:45 AM	16	4	118				38	121			206	142	645
	VOLUMES	74	10	709	0	0	0	410	585	0	0	1,738	1,109	4,635
	APPROACH %	9%	1%	89%	0%	0%	0%	41%	59%	0%	0%	61%	39%	
PM	APP/DEPART	793	/	1,529	0	/	0	995	/	1,294	2,847	/	1,812	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	35	3	352	0	0	0	266	289	0	0	871	566	2,382
	APPROACH %	9%	1%	90%	0%	0%	0%	48%	52%	0%	0%	61%	39%	
	PEAK HR FACTOR	0.938			0.000			0.811			0.953			0.948
	APP/DEPART	390	/	835	0	/	0	555	/	641	1,437	/	906	0
	4:00 PM	22	0	202				6	121			168	55	574
	4:15 PM	18	2	168				9	138			151	84	570
	4:30 PM	26	2	177				8	128			144	66	551
	4:45 PM	28	1	184				8	135			135	82	573
PM	5:00 PM	22	3	184				9	152			150	84	604
	5:15 PM	19	2	226				15	128			140	91	621
	5:30 PM	20	1	175				11	139			139	91	576
	5:45 PM	21	0	178				8	118			121	80	526
	VOLUMES	176	11	1,494	0	0	0	74	1,059	0	0	1,148	633	4,595
	APPROACH %	10%	1%	89%	0%	0%	0%	7%	93%	0%	0%	64%	36%	
	APP/DEPART	1,681	/	718	0	/	0	1,133	/	2,553	1,781	/	1,324	0
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	89	7	769	0	0	0	43	554	0	0	564	348	2,374
	APPROACH %	10%	1%	89%	0%	0%	0%	7%	93%	0%	0%	62%	38%	
	PEAK HR FACTOR	0.876			0.000			0.927			0.974			0.956
	APP/DEPART	865	/	398	0	/	0	597	/	1,323	912	/	653	0

					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0



AM	7:00 AM				
	7:15 AM				
	7:30 AM				
	7:45 AM				
	8:00 AM				
	8:15 AM				
	8:30 AM				
	8:45 AM				
	TOTAL				
PM	4:00 PM				
	4:15 PM				
	4:30 PM				
	4:45 PM				
	5:00 PM				
	5:15 PM				
	5:30 PM				
	5:45 PM				
	TOTAL				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
	1			1
1				1
				0
1	1			2
2	3			5
				0
3	3			6
7	8	0	0	15
				0
	1			1
1	3			4
1	4			5
	1			1
2				2
2	2			4
2	2			4
8	13	0	0	21

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
1	2			3
				0
1	4			5
3	5			8
1	2			3
2				2
8	13	0	0	21
				0
1	4			5
1				1
2	3			5
3	2			5
3	2			5
	1			1
1	1			2
11	13	0	0	24

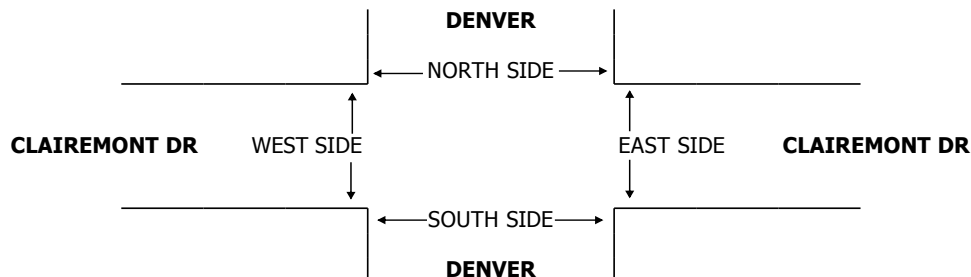
PREPARED BY: PACIFIC TECHNICAL DATA

PROJECT #: PTD16-1202-01
LOCATION #: 28
CONTROL: SIGNAL

AM		▲	
PM		N	
MD	◀ W		E ▶
OTHER		S	
OTHER		▼	

U-TURNS				
NB X	SB X	EB X	WB X	TTL

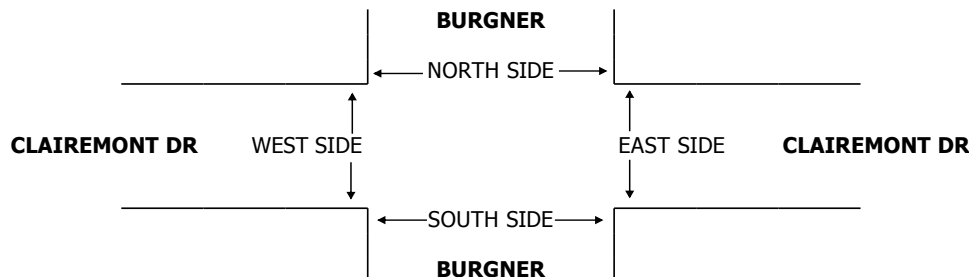
0	0	2	0	2
0	0	4	0	4
0	0	1	0	1
0	0	1	0	1
0	0	3	0	3
0	0	0	1	1
0	0	1	0	1
0	0	2	0	2
0	0	14	1	15
0	0	1	0	1
0	0	3	0	3
0	0	5	0	5
0	0	6	0	6
0	0	3	0	3
0	0	4	0	4
0	0	5	2	7
0	0	6	0	6
0	0	33	2	35

[illegible]

PREPARED BY: PACIFIC TECHNICAL DATA

PROJECT #: PTD16-1202-01
LOCATION #: 29
CONTROL: SIGNAL

U-TURNS				
NB X	SB X	EB X	WB X	TTL

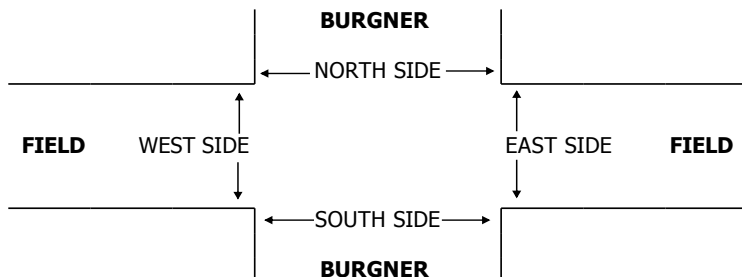
[illegible]

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	1	2

PREPARED BY: PACIFIC TECHNICAL DATA

PROJECT #: PTD16-1202-01
LOCATION #: 31
CONTROL: 4-WAY STOP

U-TURNS				
NB X	SB X	EB X	WB X	TTL

[illegible]

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	1	1
0	1	0	1	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	2	3
0	0	0	1	1
0	1	0	1	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	2	3

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
12/7/16
WEDNESDAY

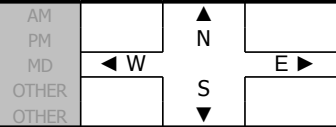
LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
CLAIREMONT DR
IROQUOIS

PROJECT #:
LOCATION #:
CONTROL:

PTD16-1202-01
30
SIGNAL

NOTES:

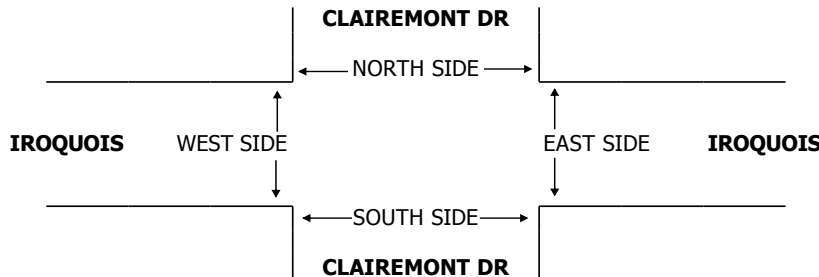


	NORTHBOUND CLAIREMONT DR			SOUTHBOUND CLAIREMONT DR			EASTBOUND IROQUOIS			WESTBOUND IROQUOIS			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL

U-TURNS				
NB X	SB X	EB X	WB X	TTL

AM	7:00 AM	3	75	7	5	100	2	11	1	12	24	1	17	258
	7:15 AM	6	74	2	11	103	4	11	3	14	39	0	14	281
	7:30 AM	3	67	7	3	102	3	10	3	13	32	0	18	261
	7:45 AM	7	86	2	9	119	3	14	3	18	37	0	13	311
	8:00 AM	2	93	14	11	111	6	5	3	15	32	1	12	305
	8:15 AM	5	95	8	9	107	6	10	3	20	29	1	14	307
	8:30 AM	2	127	5	11	160	3	10	6	14	27	2	22	389
	8:45 AM	9	116	10	8	119	1	11	1	18	25	3	18	339
	VOLUMES	37	733	55	67	921	28	82	23	124	245	8	128	2,451
	APPROACH %	4%	89%	7%	7%	91%	3%	36%	10%	54%	64%	2%	34%	
PM	APP/DEPART	825	/	943	1,016	/	1,290	229	/	145	381	/	73	0
	BEGIN PEAK HR	8:00 AM												
	VOLUMES	18	431	37	39	497	16	36	13	67	113	7	66	1,340
	APPROACH %	4%	89%	8%	7%	90%	3%	31%	11%	58%	61%	4%	35%	
	PEAK HR FACTOR	0.900			0.793			0.879			0.912			0.861
	APP/DEPART	486	/	533	552	/	677	116	/	89	186	/	41	0
	4:00 PM	26	120	10	14	138	5	5	4	7	14	0	12	355
	4:15 PM	19	117	11	16	146	3	6	5	6	17	0	9	355
	4:30 PM	29	138	7	13	130	6	11	2	9	20	1	14	380
	4:45 PM	32	149	12	9	150	3	8	5	7	13	1	12	401
PM	5:00 PM	22	138	11	16	161	6	6	7	8	20	2	11	408
	5:15 PM	32	124	3	6	132	6	14	4	9	13	5	14	362
	5:30 PM	16	141	10	11	122	7	4	3	4	15	3	11	347
	5:45 PM	14	122	7	10	126	6	5	5	5	13	2	13	328
	VOLUMES	190	1,049	71	95	1,105	42	59	35	55	125	14	96	2,936
	APPROACH %	15%	80%	5%	8%	89%	3%	40%	23%	37%	53%	6%	41%	
	APP/DEPART	1,310	/	1,204	1,242	/	1,285	149	/	201	235	/	246	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	115	549	33	44	573	21	39	18	33	66	9	51	1,551
	APPROACH %	16%	79%	5%	7%	90%	3%	43%	20%	37%	52%	7%	40%	
PM	PEAK HR FACTOR	0.903			0.872			0.833			0.900			0.950
	APP/DEPART	697	/	639	638	/	672	90	/	95	126	/	145	0

0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	2	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	4	0	0	4
0	1	0	0	1
0	2	0	0	2
0	0	0	0	0
0	3	0	0	3
0	0	0	0	0
0	0	0	0	0
1	2	0	0	3
0	0	0	0	0
1	8	0	0	9



AM	7:00 AM	6	2	1	7	16
	7:15 AM	4	0	1	2	7
	7:30 AM	1	2	0	1	4
	7:45 AM	1	2	1	2	6
	8:00 AM	2	1	0	3	6
	8:15 AM	1	6	0	6	13
	8:30 AM	4	2	0	8	14
	8:45 AM	2	0	0	2	4
	TOTAL	21	15	3	31	70
PM	4:00 PM	1	1	0	6	8
	4:15 PM	2	1	0	9	12
	4:30 PM	5	4	3	7	19
	4:45 PM	2	2	3	4	11
	5:00 PM	0	2	0	10	12
	5:15 PM	7	0	0	8	15
	5:30 PM	1	0	0	1	2
	5:45 PM	3	0	0	4	7
	TOTAL	21	10	6	49	86

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
6	2	1	7	16
4	0	1	2	7
1	2	0	1	4
1	2	1	2	6
2	1	0	3	6
1	6	0	6	13
4	2	0	8	14
2	0	0	2	4
21	15	3	31	70
1	1	0	6	8
2	1	0	9	12
5	4	3	7	19
2	2	3	4	11
0	2	0	10	12
7	0	0	8	15
1	0	0	1	2
3	0	0	4	7
21	10	6	49	86

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	1	1
1	0	0	1	1
0	0	0	0	0
0	0	0	0	0
1	1	2	0	4
0	0	0	0	0
1	0	0	1	2
0	0	0	0	0
0	0	0	0	0
0	1	0	1	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	2	3

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
12/7/16
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

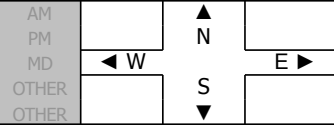
CLAIREMONT
MORENA
NAPIER

PROJECT #:
LOCATION #:
CONTROL:

PTD16-1202-01
32
1-WAY STOP (WB)

NOTES:

ALSO NEED PEDS & BIKES

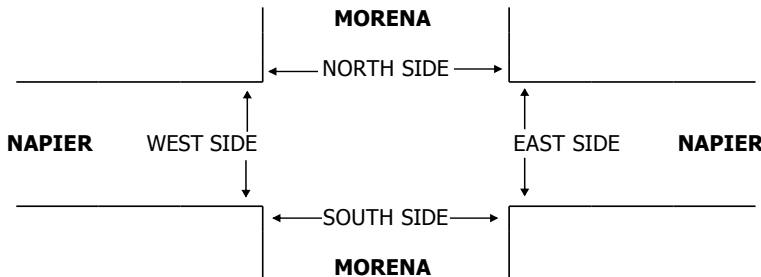


	NORTHBOUND MORENA			SOUTHBOUND MORENA			EASTBOUND NAPIER			WESTBOUND NAPIER			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	2	0	1	2	X	X	X	X	0.5	X	0.5	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

AM	7:00 AM		136	9	4	65				15		11	240
	7:15 AM		205	12	3	91				9		16	336
	7:30 AM		198	8	2	101				12		9	330
	7:45 AM		254	5	2	121				16		12	410
	8:00 AM		269	3	4	135				11		8	430
	8:15 AM		255	3	4	105				18		9	394
	8:30 AM		266	4	2	111				7		15	405
	8:45 AM		235	6	9	151				9		19	429
	VOLUMES	0	1,818	50	30	880	0	0	0	97	0	99	2,974
	APPROACH %	0%	97%	3%	3%	97%	0%	0%	0%	49%	0%	51%	
PM	4:00 PM		136	3	12	220				3		9	383
	4:15 PM		150	5	9	202				2		20	388
	4:30 PM		155	4	8	272				3		7	449
	4:45 PM		125	9	14	262				6		12	428
	5:00 PM		148	7	11	314				7		17	504
	5:15 PM		135	8	19	304				9		13	488
	5:30 PM		160	10	9	362				2		11	554
	5:45 PM		133	3	15	391				4		10	556
	VOLUMES	0	1,142	49	97	2,327	0	0	0	36	0	99	3,750
	APPROACH %	0%	96%	4%	4%	96%	0%	0%	0%	27%	0%	73%	
	8:00 AM		1,025	16	19	502	0	0	0	45	0	51	1,658
	VOLUMES	0	1,025	16	19	502	0	0	0	45	0	51	1,658
	APPROACH %	0%	98%	2%	4%	96%	0%	0%	0%	47%	0%	53%	
	PEAK HR FACTOR	0.957			0.814		0.000			0.857			0.964
	APP/DEPART	1,041	/	1,076	521	/	547	0	/	35	96	/	0
	5:00 PM		576	28	54	1,371	0	0	0	22	0	51	2,102
	VOLUMES	0	576	28	54	1,371	0	0	0	22	0	51	2,102
	APPROACH %	0%	95%	5%	4%	96%	0%	0%	0%	30%	0%	70%	
	PEAK HR FACTOR	0.888			0.877		0.000			0.760			0.945
	APP/DEPART	604	/	627	1,425	/	1,393	0	/	82	73	/	0

0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	2	0	0	2
0	1	0	0	1
0	1	0	0	1
0	1	0	0	1
0	1	0	0	1
0	0	0	0	0
0	5	0	0	5



AM	7:00 AM		136	9	4	65				15		11	240
	7:15 AM		205	12	3	91				9		16	336
	7:30 AM		198	8	2	101				12		9	330
	7:45 AM		254	5	2	121				16		12	410
	8:00 AM		269	3	4	135				11		8	430
	8:15 AM		255	3	4	105				18		9	394
	8:30 AM		266	4	2	111				7		15	405
	8:45 AM		235	6	9	151				9		19	429
	VOLUMES	0	1,818	50	30	880	0	0	0	97	0	99	2,974
	APPROACH %	0%	97%	3%	3%	97%	0%	0%	0%	49%	0%	51%	
PM	4:00 PM		136	3	12	220				3		9	383
	4:15 PM		150	5	9	202				2		20	388
	4:30 PM		155	4	8	272				3		7	449
	4:45 PM		125	9	14	262				6		12	428
	5:00 PM		148	7	11	314				7		17	504
	5:15 PM		135	8	19	304				9		13	488
	5:30 PM		160	10	9	362				2		11	554
	5:45 PM		133	3	15	391				4		10	556
	VOLUMES	0	1,142	49	97	2,327	0	0	0	36	0	99	3,750
	APPROACH %	0%	96%	4%	4%	96%	0%	0%	0%	27%	0%	73%	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0		0	0
0	0		0	0
0	0		1	1
0	0		2	2
0	0		0	0
0	1		2	3
0	0		1	1
0	0		0	0
0	1	0	6	7
0	0	0	7	7

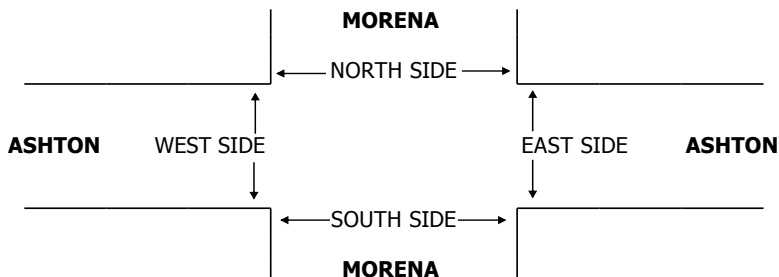
PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0		0	0
0	0		0	0
0	0		0	0
0	0		1	1
0	0		2	2
0	0		0	0
0	0		0	0
0	0		0	0
0	0		1	1
0	0	0	4	4
0	0		0	0
0	0		0	0
0	0		0	0
0	0		1	1
0	0		0	0
0	0		0	0
0	0		0	0
0	0	0	1	1

PREPARED BY: PACIFIC TECHNICAL DATA

PROJECT #: PTD16-1202-01
LOCATION #: 33
CONTROL: SIGNAL

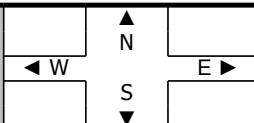
U-TURNS				
NB X	SB X	EB X	WB X	TTL

[illegible][illegible]

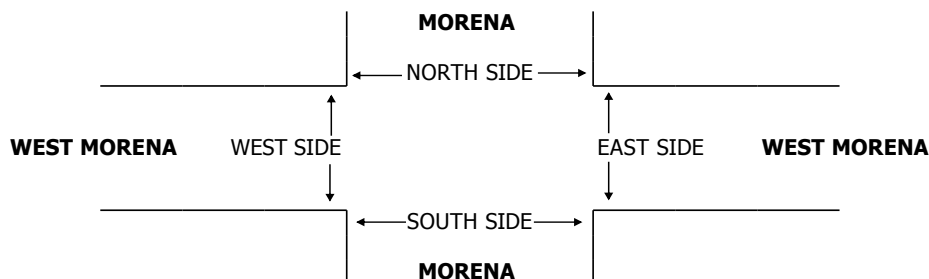
PREPARED BY: PACIFIC TECHNICAL DATA

PROJECT #: PTD16-1202-01
LOCATION #: 34
CONTROL: SIGNAL

AM
PM
MD
OTHER
OTHER



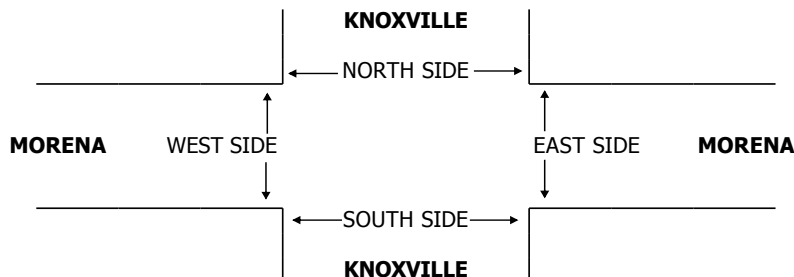
U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

[illegible][illegible]

PREPARED BY: PACIFIC TECHNICAL DATA

PROJECT #: PTD16-1202-01
LOCATION #: 35
CONTROL: SIGNAL

U-TURNS				
NB X	SB X	EB X	WB X	TTL

[illegible][illegible]

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
12/7/16
WEDNESDAY

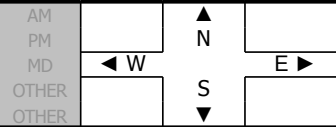
LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
TECOLOTE
MORENA

PROJECT #:
LOCATION #:
CONTROL:

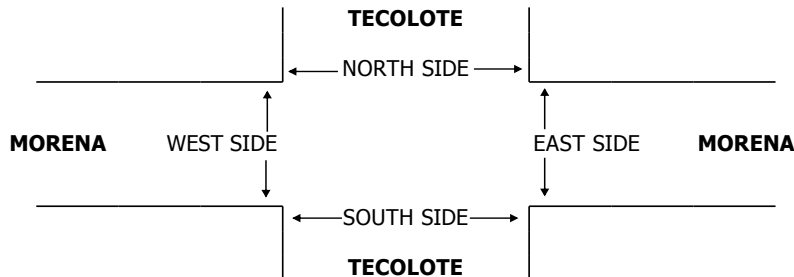
PTD16-1202-01
36
SIGNAL

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	TECOLOTE			TECOLOTE			MORENA			MORENA			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	1	1	1	2	0	0.3	0.3	1.3	1.5	1	0.5	
AM													
7:00 AM	54	5	33	1	1	2	1	26	92	81	23	2	321
7:15 AM	77	4	52	1	2	2	0	23	73	83	33	3	353
7:30 AM	133	6	60	2	7	5	5	23	87	77	45	0	450
7:45 AM	152	32	82	3	5	22	13	31	135	79	61	9	624
8:00 AM	106	13	68	2	7	5	3	47	139	93	29	5	517
8:15 AM	124	19	87	2	0	8	5	27	102	84	51	2	511
8:30 AM	126	15	97	1	4	4	3	31	104	96	62	3	546
8:45 AM	146	14	97	2	5	4	2	43	102	86	54	7	562
VOLUMES	918	108	576	14	31	52	32	251	834	679	358	31	3,884
APPROACH %	57%	7%	36%	14%	32%	54%	3%	22%	75%	64%	34%	3%	
APP/DEPART	1,602	/	171	97	/	1,544	1,117	/	841	1,068	/	1,328	0
BEGIN PEAK HR	7:45 AM												
VOLUMES	508	79	334	8	16	39	24	136	480	352	203	19	2,198
APPROACH %	55%	9%	36%	13%	25%	62%	4%	21%	75%	61%	35%	3%	
PEAK HR FACTOR	0.866			0.525			0.847			0.891			0.881
APP/DEPART	921	/	122	63	/	848	640	/	478	574	/	750	0
PM													
4:00 PM	116	7	91	4	12	4	6	56	73	106	60	6	541
4:15 PM	120	6	117	3	7	2	2	54	75	87	51	3	527
4:30 PM	106	5	117	3	7	7	7	45	81	95	68	4	545
4:45 PM	106	12	120	9	3	4	5	51	89	61	42	4	506
5:00 PM	96	13	99	13	20	11	4	69	88	107	48	5	573
5:15 PM	131	16	107	9	18	3	3	41	83	76	67	9	563
5:30 PM	129	5	107	6	6	5	8	44	91	100	68	2	571
5:45 PM	117	9	115	4	7	1	4	47	85	93	59	2	543
VOLUMES	921	73	873	51	80	37	39	407	665	725	463	35	4,369
APPROACH %	49%	4%	47%	30%	48%	22%	4%	37%	60%	59%	38%	3%	
APP/DEPART	1,867	/	147	168	/	1,470	1,111	/	1,331	1,223	/	1,421	0
BEGIN PEAK HR	5:00 PM												
VOLUMES	473	43	428	32	51	20	19	201	347	376	242	18	2,250
APPROACH %	50%	5%	45%	31%	50%	19%	3%	35%	61%	59%	38%	3%	
PEAK HR FACTOR	0.929			0.585			0.880			0.935			0.982
APP/DEPART	944	/	80	103	/	774	567	/	661	636	/	735	0

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	
0	0	0	0	0
2	0	0	0	2
1	0	0	0	1
1	0	0	0	1
1	0	0	0	1
1	0	0	0	1
0	0	0	0	0
2	0	0	0	2
8	0	0	0	8



AM	
7:00 AM	
7:15 AM	
7:30 AM	
7:45 AM	
8:00 AM	
8:15 AM	
8:30 AM	
8:45 AM	
TOTAL	
PM	
4:00 PM	
4:15 PM	
4:30 PM	
4:45 PM	
5:00 PM	
5:15 PM	
5:30 PM	
5:45 PM	
TOTAL	

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	0	1	0	1
0	2	1	0	3
0	3	1	0	4
0	1	3	0	4
0	2	1	0	3
0	5	3	3	11
0	1	2	1	4
0	1	0	0	1
0	15	12	4	31
0	3	2	0	5
0	1	0	0	1
0	2	0	1	3
0	1	0	1	2
0	3	0	1	4
0	4	1	2	7
0	5	0	2	7
0	3	0	0	3
0	22	3	7	32

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	2	0	0	2
0	0	0	0	0
0	1	0	0	1
0	4	0	0	4
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	3	0	0	3

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

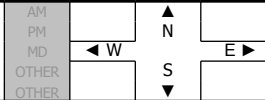
DATE:
12/7/16
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
GENESEE
MARLESTA

PROJECT #: PTD16-1202-01
LOCATION #: 37
CONTROL: SIGNAL

NOTES:



	NORTHBOUND GENESEE			SOUTHBOUND GENESEE			EASTBOUND MARLESTA			WESTBOUND MARLESTA			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	1	1	1	2	X	X	X	X	1	X	1	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

WEEKDAY AM	7:00 AM		167	27	34	99				19		36	382
	7:15 AM		154	38	87	121				18		33	451
	7:30 AM		206	41	92	129				35		48	551
	7:45 AM		187	40	121	153				27		55	583
	8:00 AM		206	45	63	131				30		54	529
	8:15 AM		188	34	88	157				36		64	567
	8:30 AM		207	35	61	139				20		78	540
	8:45 AM		173	41	85	122				19		49	489
	VOLUMES	0	1,488	301	631	1,051	0	0	0	204	0	417	4,092
	APPROACH %	0%	83%	17%	38%	62%	0%	0%	0%	33%	0%	67%	
WEEKDAY AM	APPROACH %	0%	83%	17%	38%	62%	0%	0%	0%	33%	0%	67%	
	APP/DEPART	1,789	/	1,905	1,682	/	1,255	0	/	932	621	/	0
	BEGIN PEAK HR		7:30 AM										
	VOLUMES	0	787	160	364	570	0	0	0	128	0	221	2,230
	APPROACH %	0%	83%	17%	39%	61%	0%	0%	0%	37%	0%	63%	
	PEAK HR FACTOR		0.943			0.852		0.000			0.873		0.956
	APP/DEPART	947	/	1,008	934	/	698	0	/	524	349	/	0
	BEGIN PEAK HR		11:00 AM										
	VOLUMES	0	115	28	51	91				47		103	435
	APPROACH %	0%	83%	17%	29%	71%	0%	0%	0%	31%	0%	69%	
WEEKDAY AM	APPROACH %	0%	83%	17%	29%	71%	0%	0%	0%	31%	0%	69%	
	APP/DEPART	1,270	/	1,639	1,443	/	1,291	0	/	636	853	/	0
	BEGIN PEAK HR		12:00 PM										
	VOLUMES	0	558	142	252	576	0	0	0	142	0	313	1,983
	APPROACH %	0%	80%	20%	30%	70%	0%	0%	0%	31%	0%	69%	
	PEAK HR FACTOR		0.884			0.920		0.000			0.779		0.901
	APP/DEPART	700	/	871	828	/	718	0	/	394	455	/	0
	BEGIN PEAK HR		4:00 PM										
	VOLUMES	0	160	21	64	279				49		71	644
	APPROACH %	0%	86%	14%	20%	80%	0%	0%	0%	40%	0%	60%	
WEEKDAY PM	APPROACH %	0%	86%	14%	20%	80%	0%	0%	0%	40%	0%	60%	
	APP/DEPART	1,587	/	1,872	2,652	/	2,460	0	/	753	846	/	0
	BEGIN PEAK HR		4:30 PM										
	VOLUMES	0	695	124	297	1,088	0	0	0	164	0	244	2,612
	APPROACH %	0%	85%	15%	21%	79%	0%	0%	0%	40%	0%	60%	
	PEAK HR FACTOR		0.975			0.951		0.000			0.773		0.925
	APP/DEPART	819	/	939	1,385	/	1,252	0	/	421	408	/	0
	BEGIN PEAK HR		4:30 PM										
	VOLUMES	0	1,365	222	531	2,121	0	0	0	339	0	507	5,085
	APPROACH %	0%	86%	14%	20%	80%	0%	0%	0%	40%	0%	60%	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

7:00 AM					
7:15 AM					
7:30 AM					
7:45 AM					
8:00 AM					
8:15 AM					
8:30 AM					
8:45 AM					
11:00 AM					
11:15 AM					
11:30 AM					
11:45 AM					
12:00 PM					
12:15 PM					
12:30 PM					
12:45 PM					
4:00 PM					
4:15 PM					
4:30 PM					
4:45 PM					
5:00 PM					
5:15 PM					
5:30 PM					
5:45 PM					
TOTAL					

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	7	0	4	11
0	5	0	2	7
0	0	0	0	0
0	7	0	2	9
0	8	0	2	10
0	6	0	1	7
0	0	0	1	1
0	5	0	8	13
0	6	0	5	11
0	4	0	1	5
0	5	0	4	9
0	3	0	3	6
0	2	0	2	4
0	4	0	1	5
0	6	0	3	9
0	3	0	1	4
0	7	0	3	10
0	6	0	3	9
0	6	0	1	7
0	4	0	4	8
0	3	0	1	4
0	3	0	1	4
0	2	0	1	3
0	2	0	1	3
0	2	0	1	3
0	104	0	55	159

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
0	7	0	4	11
0	5	0	2	7
0	0	0	0	0
0	7	0	2	9
0	7	0	2	9
0	6	0	1	7
0	0	0	1	1
0	5	0	8	13
0	6	0	5	11
0	3	0	0	3
0	5	0	4	9
0	3	0	3	6
0	2	0	2	4
0	4	0	1	5
0	6	0	3	9
0	3	0	1	4
0	7	0	3	10
0	6	0	3	9
0	6	0	1	7
0	4	0	4	8
0	3	0	1	4
0	2	0	1	3
0	2	0	1	3
0	1	0	0	1
0	100	0	53	153

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	4	0	2	6

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
12/7/16
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
LINDA VISTA
GENESEE

PROJECT #:
LOCATION #:
CONTROL:

PTD16-1202-01
38
SIGNAL

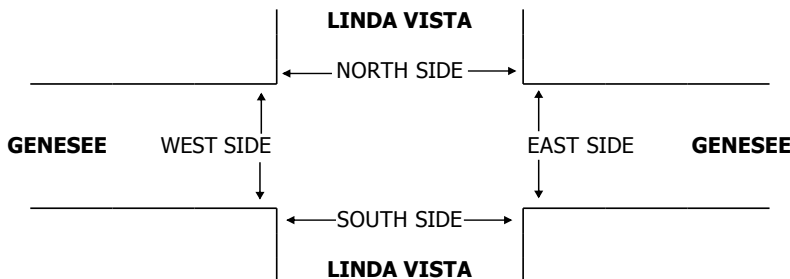
NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	LINDA VISTA			LINDA VISTA			GENESEE			GENESEE			
LANES:	NL 1	NT 2	NR 0	SL 2	ST 2	SR 0	EL 1	ET 2	ER 0	WL 2	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

AM	7:00 AM	11	49	8	34	50	78	14	97	29	71	88	30	559
	7:15 AM	12	35	17	50	80	90	17	114	34	97	90	49	685
	7:30 AM	10	62	8	52	123	73	30	115	41	89	124	67	794
	7:45 AM	17	124	23	53	169	53	41	108	58	100	106	65	917
	8:00 AM	24	112	29	48	116	85	34	94	44	144	112	50	892
	8:15 AM	15	94	20	63	146	79	26	118	77	145	96	49	928
	8:30 AM	23	115	35	66	176	106	35	119	55	100	110	41	981
	8:45 AM	16	94	23	43	97	84	26	91	43	96	87	29	729
	VOLUMES	128	685	163	409	957	648	223	856	381	842	813	380	6,485
	APPROACH %	13%	70%	17%	20%	48%	32%	15%	59%	26%	41%	40%	19%	
PM	APP/DEPART	976	/	1,288	2,014	/	2,180	1,460	/	1,428	2,035	/	1,589	0
	BEGIN PEAK HR	7:45 AM												
	VOLUMES	79	445	107	230	607	323	136	439	234	489	424	205	3,718
	APPROACH %	13%	71%	17%	20%	52%	28%	17%	54%	29%	44%	38%	18%	
	PEAK HR FACTOR	0.912			0.833			0.915			0.913			0.948
	APP/DEPART	631	/	786	1,160	/	1,330	809	/	776	1,118	/	826	0
	4:00 PM	30	152	30	54	112	106	24	126	86	138	114	31	1,003
	4:15 PM	28	187	14	52	97	103	30	130	99	145	133	37	1,055
	4:30 PM	29	183	40	61	111	117	30	87	100	117	113	20	1,008
	4:45 PM	34	192	39	62	115	91	31	100	104	138	100	29	1,035
PM	5:00 PM	33	190	39	64	109	119	22	119	99	101	104	30	1,029
	5:15 PM	25	219	33	57	103	117	19	124	85	100	109	32	1,023
	5:30 PM	31	198	36	56	117	86	34	125	107	110	107	22	1,029
	5:45 PM	20	160	37	54	91	76	24	118	120	116	100	24	940
	VOLUMES	230	1,481	268	460	855	815	214	929	800	965	880	225	8,122
	APPROACH %	12%	75%	14%	22%	40%	38%	11%	48%	41%	47%	43%	11%	
	APP/DEPART	1,979	/	1,920	2,130	/	2,620	1,943	/	1,657	2,070	/	1,925	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	124	752	132	239	432	430	113	436	402	501	450	116	4,127
	APPROACH %	12%	75%	13%	22%	39%	39%	12%	46%	42%	47%	42%	11%	
	PEAK HR FACTOR	0.951			0.943			0.918			0.847			0.978
	APP/DEPART	1,008	/	981	1,101	/	1,335	951	/	807	1,067	/	1,004	0

0	0	0	0	0
0	1	0	0	1
1	2	0	0	3
0	5	0	0	5
0	10	1	0	11
0	14	0	1	15
0	1	0	0	1
0	1	1	0	2
1	34	2	1	38
0	1	0	0	1
0	2	0	1	3
1	3	1	1	6
0	5	1	1	7
0	3	0	0	3
0	0	1	3	4
0	0	0	0	0
0	1	1	1	3
1	15	4	7	27



AM	7:00 AM				
	7:15 AM				
	7:30 AM				
	7:45 AM				
	8:00 AM				
	8:15 AM				
	8:30 AM				
	8:45 AM				
	TOTAL				
PM	4:00 PM				
	4:15 PM				
	4:30 PM				
	4:45 PM				
	5:00 PM				
	5:15 PM				
	5:30 PM				
	5:45 PM				
	TOTAL				

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
1	1	5	0	7
0	0	3	1	4
0	3	7	6	16
2	0	12	0	14
2	0	21	5	28
2	2	49	3	56
0	0	9	0	9
2	0	5	1	8
9	6	111	16	142
2	4	25	0	31
1	2	10	0	13
2	3	5	1	11
4	2	13	0	19
1	2	9	0	12
2	3	5	0	10
1	1	15	2	19
5	0	15	1	21
18	17	97	4	136

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	1	0	1	2
0	0	3	1	4
0	0	2	1	3
0	0	0	0	0
0	0	7	2	9
0	0	4	0	4
0	0	0	1	1
0	1	16	6	23
0	0	2	0	2
0	0	0	0	0
0	0	6	1	7
0	0	1	1	2
0	0	0	0	0
0	0	0	0	0
0	0	0	1	1
0	0	0	0	0
0	0	9	3	12

PREPARED BY: PACIFIC TECHNICAL DATA

PROJECT #: PTD16-1202-01
LOCATION #: 39
CONTROL: SIGNAL

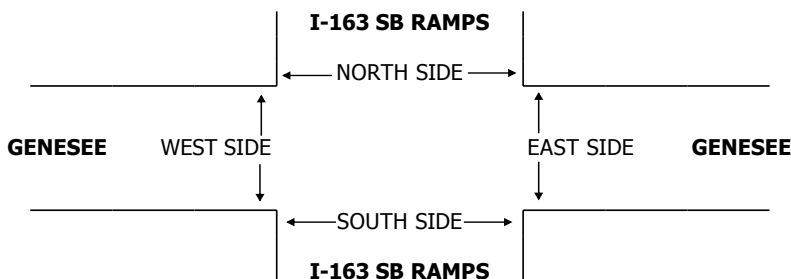
NOTES:

AM		▲	
PM		N	
MD	◀ W		E ▶
OTHER		S	
OTHER		▼	

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-163 SB RAMP			I-163 SB RAMP			GENESEE			GENESEE			
LANES:	NL X	NT X	NR X	SL 1.5	ST X	SR 1.5	EL X	ET 2	ER 1	WL X	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

AM	7:00 AM				165		98		167	81		110	55	676
	7:15 AM				180		125		175	90		144	68	782
	7:30 AM				185		150		148	102		205	60	850
	7:45 AM				198		110		130	113		200	62	813
	8:00 AM				215		111		122	112		216	44	820
	8:15 AM				224		158		127	118		178	48	853
	8:30 AM				210		140		194	113		161	51	869
	8:45 AM				182		112		156	89		115	37	691
	VOLUMES	0	0	0	1,559	0	1,004	0	1,219	818	0	1,329	425	6,354
	APPROACH %	0%	0%	0%	61%	0%	39%	0%	60%	40%	0%	76%	24%	
APP/DEPART	0	/	425	2,563	/	818	2,037	/	2,778	1,754	/	2,333	0	
BEGIN PEAK HR	7:45 AM													
VOLUMES	0	0	0	847	0	519	0	573	456	0	755	205	3,355	
APPROACH %	0%	0%	0%	62%	0%	38%	0%	56%	44%	0%	79%	21%		
PEAK HR FACTOR	0.000			0.894			0.838			0.916			0.965	
APP/DEPART	0	/	205	1,366	/	456	1,029	/	1,420	960	/	1,274	0	
PM	4:00 PM				102		168		165	119		144	139	837
	4:15 PM				80		151		176	105		151	165	828
	4:30 PM				78		144		173	90		184	151	820
	4:45 PM				57		155		140	100		185	155	792
	5:00 PM				70		135		156	105		184	151	801
	5:15 PM				66		144		151	88		161	162	772
	5:30 PM				78		128		168	95		141	142	752
	5:45 PM				59		116		131	91		133	140	670
	VOLUMES	0	0	0	590	0	1,141	0	1,260	793	0	1,283	1,205	6,272
	APPROACH %	0%	0%	0%	34%	0%	66%	0%	61%	39%	0%	52%	48%	
APP/DEPART	0	/	1,205	1,731	/	793	2,053	/	1,850	2,488	/	2,424	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	0	0	0	317	0	618	0	654	414	0	664	610	3,277	
APPROACH %	0%	0%	0%	34%	0%	66%	0%	61%	39%	0%	52%	48%		
PEAK HR FACTOR	0.000			0.866			0.940			0.937			0.979	
APP/DEPART	0	/	610	935	/	414	1,068	/	971	1,274	/	1,282	0	

[illegible]

AM		7:00 AM
		7:15 AM
		7:30 AM
		7:45 AM
		8:00 AM
		8:15 AM
		8:30 AM
		8:45 AM
		TOTAL
PM		4:00 PM
		4:15 PM
		4:30 PM
		4:45 PM
		5:00 PM
		5:15 PM
		5:30 PM
		5:45 PM
		TOTAL

[illegible]

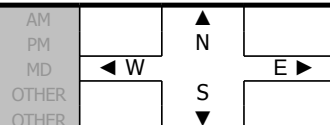
PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

[illegible]

PREPARED BY: PACIFIC TECHNICAL DATA

PROJECT #: PTD16-1202-01
LOCATION #: 40
CONTROL: SIGNAL

NB U-TURN = NB OFF RAMP - THERE ARE NO NB U-TURNS

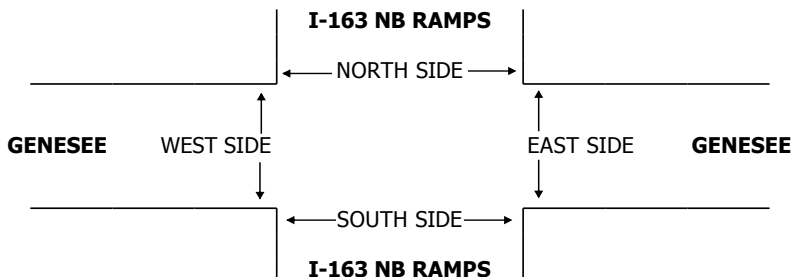


	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	I-163 NB RAMPS			I-163 NB RAMPS			GENESEE			GENESEE			
LANES:	NL 0.5	NT 1	NR 0.5	SL	ST	SR 2	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL

U-TURNS				
NB	SB	EB	WB	TTL
1	X	X	X	

AM	7:00 AM	36	44	2			81	139	324	61	8	36	39	770
	7:15 AM	46	56	7			107	109	345	80	11	52	60	873
	7:30 AM	74	54	3			122	126	325	79	17	48	101	949
	7:45 AM	67	50	6			129	85	416	83	17	83	112	1,048
	8:00 AM	58	50	7			135	82	362	81	6	44	47	872
	8:15 AM	54	48	4			110	103	339	68	8	45	37	816
	8:30 AM	56	29	3			85	130	308	65	7	49	56	788
	8:45 AM	39	37	6			92	131	257	61	8	36	64	731
	VOLUMES	430	368	38	0	0	861	905	2,676	578	82	393	516	6,847
	APPROACH %	51%	44%	5%	0%	0%	100%	22%	64%	14%	8%	40%	52%	
APP/DEPART	836	/	1,789	861	/	660	4,159	/	2,714	991	/	1,684	0	
BEGIN PEAK HR	7:15 AM													
VOLUMES	245	210	23	0	0	493	402	1,448	323	51	227	320	3,742	
APPROACH %	51%	44%	5%	0%	0%	100%	18%	67%	15%	9%	38%	54%		
PEAK HR FACTOR	0.912				0.913		0.930		0.705					0.893
APP/DEPART	478	/	932	493	/	374	2,173	/	1,471	598	/	965	0	
PM	4:00 PM	73	44	2			98	142	113	74	7	155	142	850
	4:15 PM	50	29	2			102	131	76	74	11	189	188	852
	4:30 PM	63	54	5			94	159	87	83	5	145	159	854
	4:45 PM	50	43	7			104	108	80	78	8	192	181	851
	5:00 PM	60	41	5			81	83	76	76	4	183	219	828
	5:15 PM	42	32	5			102	138	65	64	10	142	196	796
	5:30 PM	49	46	6			124	104	64	83	12	130	129	747
	5:45 PM	41	24	5			81	102	81	72	5	78	93	582
	VOLUMES	428	313	37	0	0	786	967	642	604	62	1,214	1,307	6,360
	APPROACH %	55%	40%	5%	0%	0%	100%	44%	29%	27%	2%	47%	51%	
APP/DEPART	778	/	2,587	786	/	666	2,213	/	679	2,583	/	2,428	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	236	170	16	0	0	398	540	356	309	31	681	670	3,407	
APPROACH %	56%	40%	4%	0%	0%	100%	45%	30%	26%	2%	49%	48%		
PEAK HR FACTOR	0.865				0.957		0.916		0.890					0.997
APP/DEPART	422	/	1,380	398	/	340	1,205	/	372	1,382	/	1,315	0	

176	0	0	0	176
184	0	1	1	186
188	0	0	0	188
226	0	0	0	226
205	0	0	0	205
184	0	1	0	185
115	0	0	0	115
101	0	0	0	101
1,379	0	2	1	1,382
55	0	0	0	55
78	0	1	0	79
66	0	0	0	66
84	0	0	0	84
59	0	0	0	59
60	0	0	0	60
55	0	0	0	55
65	0	0	0	65
522	0	1	0	523



AM		7:00 AM
		7:15 AM
		7:30 AM
		7:45 AM
		8:00 AM
		8:15 AM
		8:30 AM
		8:45 AM
		TOTAL
PM		4:00 PM
		4:15 PM
		4:30 PM
		4:45 PM
		5:00 PM
		5:15 PM
		5:30 PM
		5:45 PM
		TOTAL

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
3	0	0	0	3
2	0	0	0	2
0	0	0	0	0
2	0	0	0	2
2	0	0	0	2
2	0	0	0	2
2	0	0	0	2
0	0	0	0	0
13	0	0	0	13
1	0	0	0	1
2	0	0	0	2
1	0	0	0	1
1	0	0	0	1
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
7	0	0	0	7

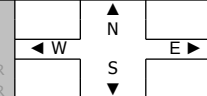
PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

[illegible]

PREPARED BY: PACIFIC TECHNICAL DATA

PROJECT #: PTD16-1202-01
LOCATION #: 41
CONTROL: SIGNAL

AM
PM
MD
OTHER
OTHER



U-TURNS				
NB X	SB X	EB X	WB X	TTL

0	7	0	3	10
0	13	0	5	18
1	11	0	3	15
0	4	0	4	8
2	14	0	1	17
0	8	0	5	13
1	13	0	1	15
2	12	0	0	14
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
6	82	0	22	110

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
0	0	0	0	0
0	0	1	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	1	2
0	1	0	0	1
0	1	0	2	3
0	0	0	1	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
1	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	2	1	0	3
0	1	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	2	0	2
3	6	4	4	17

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

DATE:
12/7/16
WEDNESDAY

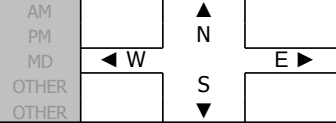
LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
LINDA VISTA
KEARNY HS SOUTH DWY

PROJECT #:
LOCATION #:
CONTROL:

PTD16-1202-01
42
2-WAY STOP(EW)

NOTES:

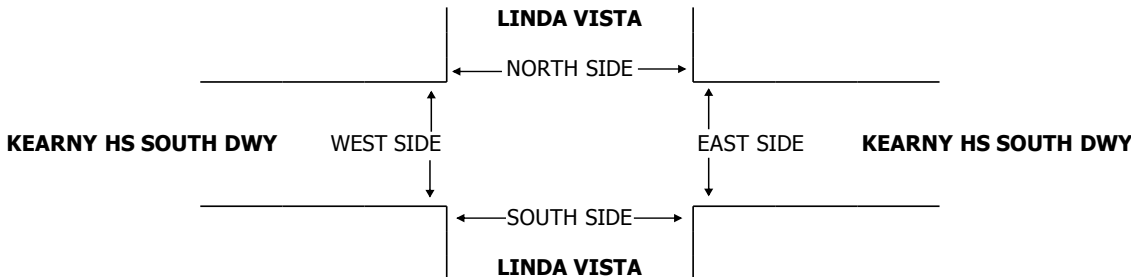


	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	LINDA VISTA			LINDA VISTA			KEARNY HS SOUTH DWY			KEARNY HS SOUTH DWY			
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL

U-TURNS					
NB	SB	EB	WB	TTL	
X	X	X	X		

AM	7:00 AM	2	104	1	0	44	1	0	0	0	0	0	1	153
	7:15 AM	7	98	1	5	55	1	1	0	3	0	0	1	172
	7:30 AM	17	180	2	1	79	5	4	0	3	0	0	1	292
	7:45 AM	18	216	4	4	119	4	1	0	5	0	0	0	371
	8:00 AM	29	189	3	0	129	3	0	0	4	1	0	0	358
	8:15 AM	22	158	2	2	155	6	1	0	7	0	0	0	353
	8:30 AM	12	162	4	1	184	5	2	0	3	1	0	1	375
	8:45 AM	8	166	1	2	97	2	1	0	2	0	0	0	279
	VOLUMES	115	1,273	18	15	862	27	10	0	27	2	0	4	2,353
	APPROACH %	8%	91%	1%	2%	95%	3%	27%	0%	73%	33%	0%	67%	
PM	APP/DEPART	1,406	/	1,287	904	/	891	37	/	33	6	/	142	0
	BEGIN PEAK HR	7:45 AM												
	VOLUMES	81	725	13	7	587	18	4	0	19	2	0	1	1,457
	APPROACH %	10%	89%	2%	1%	96%	3%	17%	0%	83%	67%	0%	33%	
	PEAK HR FACTOR	0.860			0.805			0.719			0.375			0.971
	APP/DEPART	819	/	730	612	/	608	23	/	20	3	/	99	0
	4:00 PM	11	145	0	2	203	1	3	0	4	0	0	3	372
	4:15 PM	9	171	0	1	255	2	1	0	4	0	0	2	445
	4:30 PM	15	150	3	1	259	4	4	0	11	0	0	3	450
	4:45 PM	3	164	0	1	248	2	2	0	6	0	0	0	426
PM	5:00 PM	5	149	1	0	258	1	0	0	7	3	0	2	426
	5:15 PM	5	153	1	0	249	3	1	0	8	0	0	1	421
	5:30 PM	4	148	4	1	245	0	0	0	5	0	0	0	407
	5:45 PM	1	165	0	0	213	1	1	0	3	2	0	2	388
	VOLUMES	53	1,245	9	6	1,930	14	12	0	48	5	0	13	3,335
	APPROACH %	4%	95%	1%	0%	99%	1%	20%	0%	80%	28%	0%	72%	
	APP/DEPART	1,307	/	1,270	1,950	/	1,983	60	/	15	18	/	67	0
	BEGIN PEAK HR	4:15 PM												
	VOLUMES	32	634	4	3	1,020	9	7	0	28	3	0	7	1,747
	APPROACH %	5%	95%	1%	0%	99%	1%	20%	0%	80%	30%	0%	70%	
	PEAK HR FACTOR	0.931			0.977			0.583			0.500			0.971
	APP/DEPART	670	/	648	1,032	/	1,051	35	/	7	10	/	41	0

					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0



AM	7:00 AM				0
	7:15 AM				0
	7:30 AM	3			3
	7:45 AM			4	4
	8:00 AM	3		3	10
	8:15 AM				0
	8:30 AM				0
	8:45 AM				0
	TOTAL	6	0	3	14
	TOTAL	6	0	3	14
PM	4:00 PM				10
	4:15 PM				2
	4:30 PM			1	1
	4:45 PM			1	1
	5:00 PM			3	3
	5:15 PM			1	1
	5:30 PM			1	1
	5:45 PM			2	2
	TOTAL	0	0	3	19
	TOTAL	0	0	3	19

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
3				3
			4	4
3		3	10	16
				0
				0
				0
6	0	3	14	23
			10	10
			2	2
		1	1	2
			1	1
		1	3	3
		1	1	1
		1	1	1
			2	2
0	0	3	19	22

PEDESTRIAN ACTIVATIONS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
				0
				0
				0
				0
				0
				0
				0
				0
0	0	0	0	0
				0
				0
				0
				0
				0
				0
0	0	0	0	0

BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
		1		1
		3	3	6
		2		2
		2	4	6
		1	1	2
		1		1
		1		1
			3	3
0	0	7	16	23

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TECHNICAL DATA

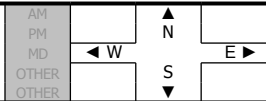
DATE:
12/7/16
WEDNESDAY

LOCATION:
NORTH & SOUTH:
EAST & WEST:

CLAIREMONT
I-163 SB RAMPS
MESA COLLEGE

PROJECT #: PTD16-1202-01
LOCATION #: 43
CONTROL: SIGNAL

NOTES:



	NORTHBOUND I-163 SB RAMPS			SOUTHBOUND I-163 SB RAMPS			EASTBOUND MESA COLLEGE			WESTBOUND MESA COLLEGE			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	X	X	X	X	X	X	2	1	X	2	1	

U-TURNS				
NB	SB	EB	WB	TTL
X	X	X	X	

WEEKDAY AM	7:00 AM							79	66		231	34	410
	7:15 AM							78	45		280	31	434
	7:30 AM							131	92		291	43	557
	7:45 AM							139	94		371	35	639
	8:00 AM							130	65		324	31	550
	8:15 AM							126	80		321	34	561
	8:30 AM							156	96		313	26	591
	8:45 AM							109	100		303	48	560
	VOLUMES	0	0	0	0	0	0	948	638	0	2,434	282	4,302
	APPROACH %	0%	0%	0%	0%	0%	0%	60%	40%	0%	90%	10%	
WEEKDAY AM	APP/DEPART	0	/	282	0	/	638	1,586	/	948	2,716	/	2,434
	BEGIN PEAK HR	7:45 AM											
	VOLUMES	0	0	0	0	0	0	551	335	0	1,329	126	2,341
	APPROACH %	0%	0%	0%	0%	0%	0%	62%	38%	0%	91%	9%	
	PEAK HR FACTOR	0.000			0.000			0.879			0.896		
	APP/DEPART	0	/	126	0	/	335	886	/	551	1,455	/	1,329
	11:00 AM							144	112		218	48	522
	11:15 AM							121	111		187	33	452
	11:30 AM							149	107		181	41	478
	11:45 AM							119	105		216	39	479
WEEKDAY AM	12:00 PM							141	107		221	48	517
	12:15 PM							140	116		278	41	575
	12:30 PM							168	141		242	47	598
	12:45 PM							184	139		212	35	570
	VOLUMES	0	0	0	0	0	0	1,166	938	0	1,755	332	4,191
	APPROACH %	0%	0%	0%	0%	0%	0%	55%	45%	0%	84%	16%	
	APP/DEPART	0	/	332	0	/	938	2,104	/	1,166	2,087	/	1,755
	BEGIN PEAK HR	12:00 PM											
	VOLUMES	0	0	0	0	0	0	633	503	0	953	171	2,260
	APPROACH %	0%	0%	0%	0%	0%	0%	56%	44%	0%	85%	15%	
WEEKDAY PM	PEAK HR FACTOR	0.000			0.000			0.879			0.881		
	APP/DEPART	0	/	171	0	/	503	1,136	/	633	1,124	/	953
	4:00 PM							137	171		209	47	564
	4:15 PM							134	113		196	54	497
	4:30 PM							137	95		239	49	520
	4:45 PM							110	119		251	65	545
	5:00 PM							111	123		254	68	556
	5:15 PM							121	123		288	51	583
	5:30 PM							117	112		298	63	590
	5:45 PM							107	96		280	45	528
WEEKDAY PM	6:00 PM												0
	6:15 PM												0
	6:30 PM												0
	6:45 PM												0
	7:00 PM												0
	7:15 PM												0
	7:30 PM												0
	7:45 PM												0
	8:00 PM												0
	8:15 PM												0
WEEKDAY PM	8:30 PM												0
	8:45 PM												0
	VOLUMES	0	0	0	0	0	0	974	952	0	2,015	442	4,383
	APPROACH %	0%	0%	0%	0%	0%	0%	51%	49%	0%	82%	18%	
	APP/DEPART	0	/	442	0	/	952	1,926	/	974	2,457	/	2,015
	BEGIN PEAK HR	4:45 PM											
	VOLUMES	0	0	0	0	0	0	459	477	0	1,091	247	2,274
	APPROACH %	0%	0%	0%	0%	0%	0%	49%	51%	0%	82%	18%	
	PEAK HR FACTOR	0.000			0.000			0.959			0.927		
	APP/DEPART	0	/	247	0	/	477	936	/	459	1,338	/	1,091

					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0

					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0

					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
					0
0	0	0	0	0	0

	7:00 AM				
	7:15 AM				
	7:30 AM				
	7:45 AM				
	8:00 AM				
	8:15 AM				
	8:30 AM				
	8:45 AM				
	11:00 AM				
	11:15 AM				
	11:30 AM				
	11:45 AM				
	12:00 PM				
	12:15 PM				
	12:30 PM				
	12:45 PM				
	4:00 PM				
	4:15 PM				
	4:30 PM				
	4:45 PM				
	5:00 PM				
	5:15 PM				
	5:30 PM				
	5:45 PM				
	TOTAL				

PEDESTRIAN + BIKE CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
2	0	0	0	2
9	0	0	0	9
7	1	0	0	8
4	0	0	0	4
13	1	0	0	14
12	2	0	0	14
21	0	0	0	21
4	1	0	0	5
2	1	0	1	4
5	0	1	0	6
2	0	0	0	2
1	0	0	0	1
5	0	0	0	5
3	1	0	0	4
3	1	0	0	4
1	0	0	0	1
10	0	0	0	10
12	0	0	0	12
11	0	0	0	11
8	0	0	0	8
7	0	0	0	7
2	0	0	0	2
6	0	0	0	6
8	0	0	0	8
158	8	1	1	168

PEDESTRIAN CROSSINGS				
N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
2				2
9				9
7				7
4				4
12				12
11				11
21				21
4				4
2				2
5		1		6
2				2
1				1
5				5
3				3
3				3
1				1
10				10
11				11
11				11
8				8
7				7
2				2
5				5
8				8
154	0	1	0	155

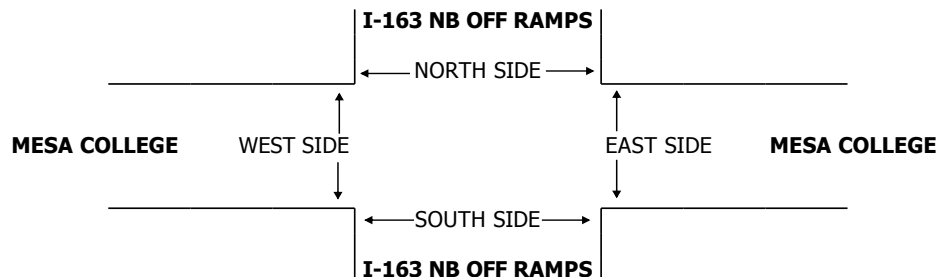
BICYCLE CROSSINGS				
NS	SS	ES	WS	TOTAL
				0
				0
	1			1
				0
1	1			2
1	2			3
				0
	1			1
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
1				1
				0
4	8	0	1	13

PREPARED BY: PACIFIC TECHNICAL DATA

PROJECT #: PTD16-1202-01
LOCATION #: 44
CONTROL: SIGNAL

AM		▲	
PM		N	
MD	◀ W		E ▶
OTHER		S	
OTHER		▼	

U-TURNS				
NB X	SB X	EB X	WB X	TTL

[illegible][illegible]

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-4184-011

Day: Thursday

City: Pacific Beach

Date: 6/9/2016

AM

NS/EW Streets:													
Mission Bay Dr				Mission Bay Dr			Garnet Ave			Garnet Ave			
NORTHBOUND				SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 1	SL 2	ST 1	SR 2	EL 2	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL
7:00 AM	138	114	32	38	63	110	220	127	95	34	150	48	1169
7:15 AM	92	98	43	44	46	91	211	189	109	68	182	60	1233
7:30 AM	95	97	63	47	34	97	174	242	111	38	159	43	1200
7:45 AM	78	89	62	56	53	110	202	255	132	33	160	61	1291
8:00 AM	103	86	57	60	52	101	169	189	100	48	178	57	1200
8:15 AM	102	98	41	53	49	99	195	201	109	47	185	43	1222
8:30 AM	115	89	49	65	54	94	176	217	126	37	170	67	1259
8:45 AM	104	93	55	73	54	117	156	213	107	40	196	56	1264
TOTAL VOLUMES :	NL 827	NT 764	NR 402	SL 436	ST 405	SR 819	EL 1503	ET 1633	ER 889	WL 345	WT 1380	WR 435	TOTAL 9838
APPROACH %'s :	41.50%	38.33%	20.17%	26.27%	24.40%	49.34%	37.34%	40.57%	22.09%	15.97%	63.89%	20.14%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	398	362	209	234	208	404	742	862	467	165	693	228	4972
PEAK HR FACTOR :	0.958			0.966			0.879			0.959			0.963

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	2
0	0	0	0
0	0	0	3
1	0	0	0
NB 1	SB 0	EB 0	WB 6

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-4184-011

Day: Thursday

City: Pacific Beach

Date: 6/9/2016

PM														
NS/EW Streets:	Mission Bay Dr			Mission Bay Dr			Garnet Ave			Garnet Ave				
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:	NL 2	NT 2	NR 1	SL 2	ST 1	SR 2	EL 2	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	
4:00 PM	133	68	54	102	78	210	132	215	145	45	176	67	1425	
4:15 PM	142	82	76	89	53	196	128	196	104	47	209	76	1398	
4:30 PM	127	79	54	58	80	227	156	197	101	62	207	83	1431	
4:45 PM	116	79	52	68	92	189	90	222	120	66	246	78	1418	
5:00 PM	154	92	80	67	60	193	119	202	101	52	216	95	1431	
5:15 PM	122	89	67	62	91	217	123	203	98	56	213	90	1431	
5:30 PM	143	65	59	49	77	212	137	234	101	77	232	69	1455	
5:45 PM	154	73	58	78	69	180	120	196	90	64	248	90	1420	
TOTAL VOLUMES : APPROACH %'s :	NL 1091	NT 627	NR 500	SL 573	ST 600	SR 1624	EL 1005	ET 1665	ER 860	WL 469	WT 1747	WR 648	TOTAL 11409	
PEAK HR START TIME :	500 PM													TOTAL
PEAK HR VOL :	573	319	264	256	297	802	499	835	390	249	909	344	5737	
PEAK HR FACTOR :	0.887			0.916			0.913			0.934			0.986	

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	2
0	0	0	1
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	1	0	0
NB 0	SB 1	EB 0	WB 3

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-4184-004

Day: Thursday

City: Pacific Beach

Date: 6/9/2016

AM

NS/EW Streets:		Morena Blvd			Morena Blvd			Balboa Ave WB Ramps			Balboa Ave WB Ramps			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 0	NT 2	NR 1	SL 0	ST 2	SR 1	EL 1	ET 0	ER 1	WL 0	WT 0	WR 0	TOTAL
7:00 AM		0	97	67	0	29	93	11	0	6	0	0	0	303
7:15 AM		0	171	83	0	36	79	8	0	15	0	0	0	392
7:30 AM		0	161	81	0	50	99	24	0	22	0	0	0	437
7:45 AM		0	220	89	0	55	101	27	0	28	0	0	0	520
8:00 AM		0	189	66	0	40	107	16	0	20	0	0	0	438
8:15 AM		0	175	65	0	51	82	18	0	21	0	0	0	412
8:30 AM		0	200	70	0	58	87	12	0	25	0	0	0	452
8:45 AM		0	195	71	0	48	77	29	0	36	0	0	0	456
TOTAL VOLUMES :		NL 0	NT 1408	NR 592	SL 0	ST 367	SR 725	EL 145	ET 0	ER 173	WL 0	WT 0	WR 0	TOTAL 3410
APPROACH %'s :		0.00%	70.40%	29.60%	0.00%	33.61%	66.39%	45.60%	0.00%	54.40%	#DIV/0!	#DIV/0!	#DIV/0!	
PEAK HR START TIME :		745 AM												TOTAL
PEAK HR VOL :		0	784	290	0	204	377	73	0	94	0	0	0	1822
PEAK HR FACTOR :		0.869			0.931			0.759			0.000			0.876

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
NB 0	SB 0	EB 0	WB 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-4184-004

Day: Thursday

City: Pacific Beach

Date: 6/9/2016

PM

NS/EW Streets:		Morena Blvd			Morena Blvd			Balboa Ave WB Ramps			Balboa Ave WB Ramps				
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND				
LANES:		NL 0	NT 2	NR 1	SL 0	ST 2	SR 1	EL 1	ET 0	ER 1	WL 0	WT 0	WR 0	TOTAL	
4:00 PM		0	174	50	0	124	158	33	0	46	0	0	0	585	
4:15 PM		0	177	30	0	124	124	33	0	45	0	0	0	533	
4:30 PM		0	171	52	0	151	170	28	0	42	0	0	0	614	
4:45 PM		0	159	50	0	150	160	24	0	55	0	0	0	598	
5:00 PM		0	180	53	0	213	196	33	0	65	0	0	0	740	
5:15 PM		1	197	49	0	157	132	27	0	51	0	0	0	614	
5:30 PM		0	173	45	0	198	161	24	0	38	0	0	0	639	
5:45 PM		0	181	50	0	154	140	27	0	51	0	0	0	603	
TOTAL VOLUMES :		NL 1	NT 1412	NR 379	SL 0	ST 1271	SR 1241	EL 229	ET 0	ER 393	WL 0	WT 0	WR 0	TOTAL 4926	
APPROACH %'s :		0.06%	78.79%	21.15%	0.00%	50.60%	49.40%	36.82%	0.00%	63.18%	#DIV/0!	#DIV/0!	#DIV/0!		
PEAK HR START TIME :		500 PM													TOTAL
PEAK HR VOL :		1	731	197	0	722	629	111	0	205	0	0	0	2596	
PEAK HR FACTOR :		0.940			0.826			0.806			0.000			0.877	

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
1	0	0	0
0	0	0	0
0	0	0	0
NB 1	SB 0	EB 0	WB 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-4184-005

Day: Thursday

City: Pacific Beach

Date: 6/9/2016

AM

NS/EW Streets:		Morena Blvd			Morena Blvd			Balboa Ave EB Ramps			Balboa Ave EB Ramps			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 0	NT 1	NR 1	SL 1	ST 2	SR 0	EL 0	ET 0	ER 1	WL 0	WT 0	WR 1	TOTAL
7:00 AM		0	114	21	11	26	0	0	0	20	0	0	55	247
7:15 AM		0	167	37	10	42	0	0	0	27	0	0	77	360
7:30 AM		0	182	34	11	56	0	0	0	34	0	0	59	376
7:45 AM		0	226	55	10	76	0	0	0	30	0	0	78	475
8:00 AM		0	206	69	15	46	0	0	0	33	0	0	58	427
8:15 AM		0	184	42	9	55	0	0	0	40	0	0	54	384
8:30 AM		0	183	53	16	63	0	0	0	38	0	0	72	425
8:45 AM		0	196	48	13	79	0	0	0	45	0	0	79	460
TOTAL VOLUMES :		NL 0	NT 1458	NR 359	SL 95	ST 443	SR 0	EL 0	ET 0	ER 267	WL 0	WT 0	WR 532	TOTAL 3154
APPROACH %'s :		0.00%	80.24%	19.76%	17.66%	82.34%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	
PEAK HR START TIME :		745 AM												TOTAL
PEAK HR VOL :		0	799	219	50	240	0	0	0	141	0	0	262	1711
PEAK HR FACTOR :		0.906			0.843			0.881			0.840			0.901

CONTROL : No Control

UTURNS			
NB	SB	EB	WB

NB	SB	EB	WB
0	0	0	0

Prepared by:
National Data & Surveying Services

National Data & Surveying Services

Date: 6/9/2016

Balboa Ave EB Ramps

NB 0	SB 0	EB 0	WB 0

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-4184-009

Day: Thursday

City: Pacific Beach

Date: 6/9/2016

AM													
NS/EW Streets:	Moraga Ave			Moraga Ave			Balboa Ave			Balboa Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 1	ST 0	SR 1	EL 2	ET 3	ER 0	WL 0	WT 2	WR 1	TOTAL
7:00 AM	0	0	0	19	0	48	44	158	0	0	224	7	500
7:15 AM	0	0	0	14	0	53	61	212	0	0	305	12	657
7:30 AM	0	0	0	26	0	63	72	279	0	0	299	10	749
7:45 AM	0	0	0	22	0	62	83	260	0	0	322	16	765
8:00 AM	0	0	0	16	0	57	81	231	0	0	287	22	694
8:15 AM	0	0	0	32	0	58	70	242	0	0	257	25	684
8:30 AM	0	0	0	29	0	90	90	257	0	0	275	18	759
8:45 AM	0	0	0	37	0	46	73	262	0	0	289	29	736
TOTAL VOLUMES :	NL 0	NT 0	NR 0	SL 195	ST 0	SR 477	EL 574	ET 1901	ER 0	WL 0	WT 2258	WR 139	TOTAL 5544
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	29.02%	0.00%	70.98%	23.19%	76.81%	0.00%	0.00%	94.20%	5.80%	
PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	0	0	0	99	0	267	324	990	0	0	1141	81	2902
PEAK HR FACTOR :	0.000			0.769			0.947			0.904			0.948

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	17	0
0	0	10	0
0	0	14	0
0	0	15	0
0	0	16	0
0	0	13	0
0	0	13	0
0	0	17	0
NB 0	SB 0	EB 115	WB 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 16-4184-009

Day: Thursday

City: Pacific Beach

Date: 6/9/2016

PM													
NS/EW Streets:	Moraga Ave			Moraga Ave			Balboa Ave			Balboa Ave			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 0	NT 0	NR 0	SL 1	ST 0	SR 1	EL 2	ET 3	ER 0	WL 0	WT 2	WR 1	TOTAL
4:00 PM	0	0	0	17	0	60	91	333	0	0	316	23	840
4:15 PM	0	0	0	19	0	69	87	361	0	0	288	25	849
4:30 PM	0	0	0	19	0	64	76	346	0	0	292	29	826
4:45 PM	0	0	0	28	0	85	84	322	0	0	305	26	850
5:00 PM	0	0	0	32	0	94	76	343	0	0	302	24	871
5:15 PM	0	0	0	22	0	61	87	350	0	0	324	18	862
5:30 PM	0	0	0	21	0	80	94	361	0	0	306	26	888
5:45 PM	0	0	0	25	0	64	99	318	0	0	347	23	876
TOTAL VOLUMES :	NL 0	NT 0	NR 0	SL 183	ST 0	SR 577	EL 694	ET 2734	ER 0	WL 0	WT 2480	WR 194	TOTAL 6862
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	24.08%	0.00%	75.92%	20.25%	79.75%	0.00%	0.00%	92.74%	7.26%	
PEAK HR START TIME :	500 PM												
PEAK HR VOL :	0	0	0	100	0	299	356	1372	0	0	1279	91	3497
PEAK HR FACTOR :	0.000			0.792			0.949			0.926			0.985

CONTROL : Signalized

UTURNS			
NB	SB	EB	WB
0	0	26	0
0	0	25	0
0	0	19	0
0	0	23	0
0	0	19	0
0	0	18	0
0	0	28	0
0	0	25	0
NB 0	SB 0	EB 183	WB 0

Appendix E

Arterial Analysis Worksheets

Arterial Level of Service: EB Balboa Ave.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Moraga Ave.	II	45	44.3	6.4	50.7	0.50	35.7	A
Clairemont Dr.	II	45	50.6	41.9	92.5	0.63	24.6	C
Genesee Ave.	II	45	99.4	25.8	125.2	1.24	35.7	A
Mt. Alifan Dr.	II	45	34.2	17.4	51.6	0.36	24.9	C
Mt. Albertine Ave.	II	45	28.1	9.8	37.9	0.27	25.7	C
Eckstrom Ave.	II	45	25.3	45.7	71.0	0.24	12.3	F
I-805 SB Ramps	II	45	22.0	0.1	22.1	0.20	32.9	B
I-805 NB Ramps	II	45	21.3	20.0	41.3	0.20	17.0	D
Total	II		325.2	167.1	492.3	3.64	26.7	C

Arterial Level of Service: WB Balboa Ave.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-805 NB Ramps	II	45	20.9	0.2	21.1	0.19	32.8	B
I-805 SB Ramps	II	45	21.3	10.5	31.8	0.20	22.1	C
Charger Blvd.	II	45	22.0	19.7	41.7	0.20	17.4	D
Cannington Dr.	II	45	25.3	14.5	39.8	0.24	22.0	C
Mt. Abernathy Ave.	II	45	28.1	12.3	40.4	0.27	24.1	C
Genesee Ave.	II	45	34.2	26.6	60.8	0.36	21.1	D
Clairemont Dr.	II	45	99.4	41.3	140.7	1.24	31.8	B
Moraga Ave.	II	45	50.6	22.9	73.5	0.63	31.0	B
Total	II		301.8	148.0	449.8	3.33	26.7	C

Arterial Level of Service: NB Clairemont Dr.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-5 NB Off Ramp	III	35	20.4	15.4	35.8	0.16	16.1	D
Denver St.	III	35	22.5	28.3	50.8	0.19	13.3	E
Burgener Blvd.	III	35	64.1	22.3	86.4	0.62	26.0	B
Iroquois Ave.	III	35	28.8	7.9	36.7	0.24	23.6	C
Balboa Ave.	III	35	116.6	41.0	157.6	1.13	25.9	B
Clairemont Mesa Blvd	III	35	119.9	28.8	148.7	1.17	28.2	B
Total	III		372.3	143.7	516.0	3.51	24.5	B

Arterial Level of Service: SB Clairemont Dr.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Clairemont Mesa Blvd	III	35	13.6	37.4	51.0	0.10	7.1	F
Balboa Ave.	III	35	119.9	34.5	154.4	1.17	27.2	B
Iroquois Ave.	III	35	116.6	8.6	125.2	1.13	32.6	A
Burgener Blvd.	III	35	28.8	14.9	43.7	0.24	19.8	C
Denver St.	III	35	64.1	34.9	99.0	0.62	22.7	C
I-5 NB On Ramp	III	35	22.5	63.0	85.5	0.19	7.9	F
Total	III		365.5	193.3	558.8	3.45	22.2	C

Arterial Level of Service: EB Clairemont Mesa Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Luna Ave.	III	35	16.5	36.2	52.7	0.13	8.8	F
Moraga Ave.	III	35	28.6	32.1	60.7	0.24	14.2	D
Clairemont Dr.	III	35	49.8	13.2	63.0	0.42	23.7	C
Rolfe Rd.	III	35	27.2	5.9	33.1	0.23	24.7	B
Kleefeld Ave.	III	35	41.4	8.5	49.9	0.35	24.9	B
Genesee Ave.	III	35	46.0	36.1	82.1	0.38	16.8	D
Limerick Ave.	III	35	95.5	41.9	137.4	0.93	24.3	B
I-805 NB Off-Ramp	III	35	71.9	7.5	79.4	0.70	31.7	A
Total	III		376.9	181.4	558.3	3.37	21.7	C

Arterial Level of Service: WB Clairemont Mesa Blvd

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-805 NB On-Ramp	III	35	53.7	0.2	53.9	0.45	29.9	B
Limerick Ave.	III	35	71.9	51.6	123.5	0.70	20.4	C
Genesee Ave.	III	35	95.5	18.3	113.8	0.93	29.4	B
Clairemont Dr.	III	35	46.0	23.7	69.7	0.38	19.8	C
Rolfe Rd.	III	35	41.4	9.2	50.6	0.35	24.6	B
Clairemont Dr.	III	35	27.2	18.2	45.4	0.23	18.0	D
Moraga Ave.	III	35	49.8	34.2	84.0	0.42	17.8	D
Luna Ave.	III	35	28.6	38.4	67.0	0.24	12.8	E
Total	III		414.1	193.8	607.9	3.68	21.8	C

Arterial Level of Service: NB Genesee Ave.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR-163 SB Ramps	II	40	25.4	20.5	45.9	0.22	17.3	D
Linda Vista Rd.	II	40	31.0	30.6	61.6	0.30	17.8	D
Marlesta Dr.	II	45	90.8	65.7	156.5	1.14	26.1	C
Mt. Alifan Dr.	II	45	73.1	27.2	100.3	0.91	32.8	B
Balboa Ave.	II	35	19.8	36.4	56.2	0.16	10.2	F
Mt. Etna Dr.	II	35	19.4	16.3	35.7	0.16	15.7	E
Derrick Dr.	II	35	15.6	17.9	33.5	0.12	13.4	E
Clairemont Mesa Blvd	II	40	98.0	44.5	142.5	1.09	27.5	C
SR-52 EB Ramps	II	45	62.8	42.7	105.5	0.78	26.8	C
Total	II		435.9	301.8	737.7	4.89	23.9	C

Arterial Level of Service: SB Genesee Ave.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR-52 EB Ramps	II	45	40.2	3.6	43.8	0.44	36.3	A
Clairemont Mesa Blvd	II	45	62.8	28.8	91.6	0.78	30.8	B
Derrick Dr.	II	40	98.0	10.1	108.1	1.09	36.3	A
Mt. Etna Dr.	II	35	15.6	16.2	31.8	0.12	14.1	E
Balboa Ave.	II	35	19.4	45.3	64.7	0.16	8.7	F
Mt. Alifan Dr.	II	35	19.8	17.9	37.7	0.16	15.1	E
Marlesta Dr.	II	45	73.1	4.5	77.6	0.91	42.4	A
Linda Vista Rd.	II	45	90.8	39.5	130.3	1.14	31.4	B
SR-163 SB On Ramp	II	40	31.0	19.0	50.0	0.30	21.9	D
Cardinal Rd.	II	40	25.4	36.7	62.1	0.22	12.8	F
Total	II		476.1	221.6	697.7	5.33	27.5	C

Arterial Level of Service: EB Balboa Ave.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Moraga Ave.	II	45	44.3	8.7	53.0	0.50	34.2	B
Clairemont Dr	II	45	50.6	54.2	104.8	0.63	21.7	D
Genesee Ave.	II	45	99.4	46.4	145.8	1.24	30.7	B
Mt. Alifan Dr.	II	45	34.2	34.9	69.1	0.36	18.6	D
Mt. Albertine Ave.	II	45	28.1	13.3	41.4	0.27	23.5	C
Eckstrom Ave.	II	45	25.3	61.6	86.9	0.24	10.1	F
I-805 SB Ramps	II	45	22.0	0.1	22.1	0.20	32.9	B
I-805 NB Ramps	II	45	21.3	11.9	33.2	0.20	21.2	D
Total	II		325.2	231.1	556.3	3.64	23.6	C

Arterial Level of Service: WB Balboa Ave.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-805 NB Ramps	II	45	20.9	0.2	21.1	0.19	32.8	B
I-805 SB Ramps	II	45	21.3	13.1	34.4	0.20	20.5	D
Charger Blvd.	II	45	22.0	21.6	43.6	0.20	16.7	E
Cannington Dr.	II	45	25.3	24.5	49.8	0.24	17.6	D
Mt. Abernathy Ave.	II	45	28.1	19.0	47.1	0.27	20.6	D
Genesee Ave.	II	45	34.2	55.0	89.2	0.36	14.4	E
Clairemont Dr	II	45	99.4	54.7	154.1	1.24	29.0	B
Moraga Ave.	II	45	50.6	24.3	74.9	0.63	30.4	B
Total	II		301.8	212.4	514.2	3.33	23.3	C

Arterial Level of Service: NB Clairemont Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-5 NB Off Ramp	III	35	20.4	20.5	40.9	0.16	14.1	D
Denver St.	III	35	22.5	22.6	45.1	0.19	15.0	D
Burgener Blvd.	III	35	64.1	23.7	87.8	0.62	25.5	B
Iroquois Ave.	III	35	28.8	6.0	34.8	0.24	24.9	B
Balboa Ave.	III	35	116.6	54.3	170.9	1.13	23.9	C
Clairemont Mesa Blvd	III	35	120.1	44.9	165.0	1.17	25.5	B
Total	III		372.5	172.0	544.5	3.51	23.2	C

Arterial Level of Service: SB Clairemont Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Clairemont Mesa Blvd	III	35	13.6	44.7	58.3	0.10	6.2	F
Balboa Ave.	III	35	120.1	54.2	174.3	1.17	24.1	B
Iroquois Ave.	III	35	116.6	6.9	123.5	1.13	33.1	A
Burgener Blvd.	III	35	28.8	13.4	42.2	0.24	20.5	C
Denver St.	III	35	64.1	20.4	84.5	0.62	26.5	B
I-5 NB On Ramp	III	35	22.5	32.5	55.0	0.19	12.3	E
Total	III		365.7	172.1	537.8	3.45	23.1	C

Arterial Level of Service: EB Clairemont Mesa Blvd.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Luna Ave.	III	35	16.5	37.3	53.8	0.13	8.6	F
Moraga Ave.	III	35	28.6	26.1	54.7	0.24	15.7	D
Clairemont Dr	III	35	49.8	11.4	61.2	0.42	24.4	B
Rolfe Rd.	III	35	27.2	11.8	39.0	0.23	20.9	C
Kleefeld Ave.	III	35	41.4	12.4	53.8	0.35	23.1	C
Genesee Ave.	III	35	46.0	38.0	84.0	0.38	16.4	D
Limerick Ave.	III	35	95.5	32.8	128.3	0.93	26.1	B
I-805 NB Off-Ramp	III	35	71.9	16.9	88.8	0.70	28.4	B
Total	III		376.9	186.7	563.6	3.37	21.5	C

Arterial Level of Service: WB Clairemont Mesa Blvd.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
I-805 NB On-Ramp	III	35	53.7	0.6	54.3	0.45	29.7	B
Limerick Ave.	III	35	71.9	28.5	100.4	0.70	25.1	B
Genesee Ave.	III	35	95.5	25.9	121.4	0.93	27.5	B
Clairemont Dr.	III	35	46.0	37.4	83.4	0.38	16.6	D
Rolfe Rd.	III	35	41.4	14.6	56.0	0.35	22.2	C
Clairemont Dr	III	35	27.2	21.9	49.1	0.23	16.6	D
Moraga Ave.	III	35	49.8	11.2	61.0	0.42	24.5	B
Luna Ave.	III	35	28.6	27.2	55.8	0.24	15.4	D
Total	III		414.1	167.3	581.4	3.68	22.8	C

Arterial Level of Service: NB Genesee Ave.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR-163 SB Ramps	II	40	25.4	13.3	38.7	0.22	20.5	D
Linda Vista Rd.	II	40	31.0	27.7	58.7	0.30	18.7	D
Marlesta Dr.	II	45	90.9	35.7	126.6	1.14	32.3	B
Mt. Alifan Dr.	II	45	73.0	39.0	112.0	0.91	29.3	B
Balboa Ave.	II	35	19.8	24.7	44.5	0.16	12.8	F
Mt. Etna Dr.	II	35	19.4	20.2	39.6	0.16	14.1	E
Derrick Dr.	II	35	15.6	22.3	37.9	0.12	11.8	F
Clairemont Mesa Blvd	II	40	97.9	36.9	134.8	1.09	29.0	B
SR-52 EB Ramps	II	45	62.8	28.6	91.4	0.78	30.9	B
Total	II		435.8	248.4	684.2	4.88	25.7	C

Arterial Level of Service: SB Genesee Ave.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR-52 EB Ramps	II	41	41.9	11.9	53.8	0.44	29.5	B
Clairemont Mesa Blvd	II	45	62.8	59.7	122.5	0.78	23.1	C
Derrick Dr.	II	40	97.9	25.1	123.0	1.09	31.8	B
Mt. Etna Dr.	II	35	15.6	11.6	27.2	0.12	16.5	E
Balboa Ave.	II	35	19.4	47.9	67.3	0.16	8.3	F
Mt. Alifan Dr.	II	35	19.8	19.9	39.7	0.16	14.4	E
Marlesta Dr.	II	45	73.0	7.2	80.2	0.91	41.0	A
Linda Vista Rd.	II	45	90.9	32.0	122.9	1.14	33.3	B
SR-163 SB On Ramp	II	40	31.0	13.3	44.3	0.30	24.7	C
Cardinal Rd.	II	40	25.4	8.5	33.9	0.22	23.5	C
Total	II		477.7	237.1	714.8	5.33	26.8	C

This Page Intentionally Left Blank

Appendix F

Travel Speed Survey Results

Summary of Existing Travel Times (Seconds)

2/7/2017

Length (mi)	Arterial Roadway	Eastbound/Southbound						Westbound/Northbound					
		AM Peak						AM Peak					
		Run 1	Run 2	Run 3	Run 4	Run 5	Average	Run 1	Run 2	Run 3	Run 4	Run 5	Average
Balboa Avenue													
0.64	Moraga Ave to Clairemont Dr	45	74	77	72	77	69	64	62	49	68	58	60.1
1.03	Clairemont Dr to Mt Everest Blvd	95	120	93	82	86	95	88	132	93	100	109	104.5
0.23	Mt Everest Blvd to Genesee Ave	36	31	31	52	39	38	24	29	29	28	27	27.2
0.34	Genesee Ave to Mt Alifan Dr	32	28	32	36	53	36	61	68	39	37	45	50.2
0.27	Mt Alifan Dr to Cannington Dr	26	34	21	26	30	27	27	81	23	27	51	41.9
0.26	Cannington Dr to Charger Blvd	59	94	78	134	104	94	24	21	36	25	24	26.1
2.77	Total Travel Time	293	380	332	402	390	359	288.8	393.5	268.9	285.0	313.9	310.0
	Time of Day	7:30 AM	7:40 AM	7:50 AM	8:00 AM	8:10 AM		7:30 AM	7:40 AM	7:50 AM	8:00 AM	8:10 AM	
Clairemont Mesa Boulevard													
0.74	SR-52 EB Ramps to Luna Ave	78	78	65	86	83	78	67	78	74	67	63	70
0.24	Luna Ave to Moraga Ave	39	43	24	41	38	37	35	48	51	72	62	53
0.43	Moraga Ave to Clairemont Dr (W)	57	55	52	57	55	55	77	70	62	60	38	61
0.22	Clairemont Dr (W) to Rolfe Rd	26	25	21	38	19	26	47	50	47	44	33	44
0.34	Rolfe Rd to Clairemont Dr (E)	72	47	31	56	53	52	34	34	37	49	31	37
0.38	Clairemont Dr (E) to Genesee Ave	65	65	62	72	55	64	39	39	30	37	57	40
0.45	Genesee Ave to Diane Ave	60	51	51	56	44	52	51	62	44	52	62	54
0.26	Diane Ave to Longford St	55	234	26	67	24	81	134	62	30	32	32	58
0.41	Longford St to Doliva Dr	74	92	92	114	57	86	64	46	46	67	59	57
3.47	Total Travel Time	527	691	424	586	427	531	547	490	420	480	438	475
	Time of Day	8:00 AM	8:10 AM	8:20 AM	8:30 AM	8:40 AM		8:00 AM	8:10 AM	8:20 AM	8:30 AM	8:40 AM	
Genesee Avenue													
0.55	SR-52 EB Ramps to Lehrer Dr	71	57	51	66	48	58	90	86	47	57	42	64
0.23	Lehrer Dr to Clairemont Mesa Blvd	30	33	35	33	75	41	46	38	33	24	55	39
0.43	Clairemont Mesa Blvd to Chateau Dr	40	44	46	48	60	47	155	221	97	97	91	132
0.68	Chateau Dr to Derrick Dr	61	66	63	66	74	66	58	60	56	68	79	64
0.28	Derrick Dr to Balboa Ave	84	48	59	63	78	66	34	28	27	25	35	30
0.64	Balboa Ave to Boyd Ave	79	79	110	105	96	94	85	96	128	105	136	110
0.43	Boyd Ave to Marlesta Dr	53	47	34	36	44	43	43	38	41	34	38	39
3.24	Total Travel Time	418	374	396	417	475	416	511	566	429	409	475	478
	Time of Day	8:00 AM	8:10 AM	8:20 AM	8:30 AM	8:40 AM		8:00 AM	8:10 AM	8:20 AM	8:30 AM	8:40 AM	
Clairemont Drive													
0.84	I-5 NB Ramps to Burgener Blvd	114	189	233	252	189	147	116	116	104	112	121	114
0.7	Burgener Blvd to Dakota Dr	136	90	90	90	90	89	74	79	72	79	79	76
0.66	Dakota Dr to Balboa Ave	66	79	79	85	85	108	158	170	103	183	140	151
1.17	Balboa Ave to Clairemont Mesa Blvd (W)	84	140	145	162	156	124	120	136	124	117	150	130
	Clairemont Mesa Blvd (W) to Clairemont												
0.6	Mesa Blvd (E)	131	120	80	120	98	365	114	135	135	144	180	142
3.97	Total Travel Time	531	619	627	709	618	833	583	636	538	635	670	612
	Time of Day	8:00 AM	8:10 AM	8:20 AM	8:30 AM	8:40 AM		8:00 AM	8:10 AM	8:20 AM	8:30 AM	8:40 AM	

Summary of Existing Travel Times (Seconds)

2/7/2017

Length (mi)	Arterial Roadway	Eastbound/Southbound						Westbound/Northbound					
		PM Peak						PM Peak					
		Run 1	Run 2	Run 3	Run 4	Run 5	Average	Run 1	Run 2	Run 3	Run 4	Run 5	Average
Balboa Avenue													
0.64	Moraga Ave to Clairemont Dr	165	115	154	89	121	129	61	55	54	70	74	62.6
1.03	Clairemont Dr to Mt Everest Blvd	106	143	128	124	120	124	177	124	143	128	128	139.7
0.23	Mt Everest Blvd to Genesee Ave	83	52	59	64	92	70	29	25	28	24	27	26.5
0.34	Genesee Ave to Mt Alifan Dr	111	72	82	94	68	85	136	77	122	102	72	101.8
0.27	Mt Alifan Dr to Cannington Dr	42	35	44	34	54	42	36	23	27	32	97	43.1
0.26	Cannington Dr to Charger Blvd	55	72	78	134	94	86	31	67	49	49	37	46.8
2.77	Total Travel Time	562	488	544	537	548	536	469.0	370.0	422.5	405.7	435.5	420.5
	Time of Day	4:45 PM	4:55 PM	5:05 PM	5:15 PM	5:25 PM		4:45 PM	4:55 PM	5:05 PM	5:15 PM	5:25 PM	
Clairemont Mesa Boulevard													
0.74	SR-52 EB Ramps to Luna Ave	89	74	89	102	107	92	70	72	72	74	65	71
0.24	Luna Ave to Moraga Ave	66	66	54	33	62	56	72	35	25	43	45	44
0.43	Moraga Ave to Clairemont Dr (W)	62	53	65	65	103	69	62	65	67	77	38	62
0.22	Clairemont Dr (W) to Rolfe Rd	21	26	23	27	23	24	44	47	40	27	47	41
0.34	Rolfe Rd to Clairemont Dr (E)	38	38	39	39	39	39	56	53	56	61	44	54
0.38	Clairemont Dr (E) to Genesee Ave	51	57	51	86	46	58	62	51	86	76	55	66
0.45	Genesee Ave to Diane Ave	70	42	49	44	51	51	68	77	108	95	60	82
0.26	Diane Ave to Longford St	28	20	23	28	26	25	43	52	37	30	37	40
0.41	Longford St to Doliva Dr	98	92	98	82	78	90	62	57	62	78	78	67
3.47	Total Travel Time	524	468	492	507	534	505	537	507	552	562	468	526
	Time of Day	4:30 PM	4:40 PM	4:50 PM	5:00 PM	5:10 PM		4:30 PM	4:40 PM	4:50 PM	5:00 PM	5:10 PM	
Genesee Avenue													
0.55	SR-52 EB Ramps to Lehrer Dr	57	64	57	152	180	102	44	54	76	79	86	68
0.23	Lehrer Dr to Clairemont Mesa Blvd	138	104	83	166	83	115	26	28	31	28	27	28
0.43	Clairemont Mesa Blvd to Chateau Dr	41	39	43	44	44	42	60	60	62	60	57	60
0.68	Chateau Dr to Derrick Dr	98	98	72	77	79	85	63	70	63	60	60	63
0.28	Derrick Dr to Balboa Ave	101	56	126	101	84	94	56	56	59	112	84	73
0.64	Balboa Ave to Boyd Ave	85	74	74	89	64	77	110	110	230	92	136	136
0.43	Boyd Ave to Marlesta Dr	38	38	40	46	36	39	39	39	39	36	35	37
	Total Travel Time	557	472	494	674	570	553	397	415	560	466	485	464
	Time of Day	4:00 PM	4:10 PM	4:20 PM	4:30 PM	4:40 PM		4:00 PM	4:10 PM	4:20 PM	4:30 PM	4:40 PM	
Clairemont Drive													
0.84	I-5 NB Ramps to Burgener Blvd	151	126	116	108	126	105	137	126	137	137	131	134
0.7	Burgener Blvd to Dakota Dr	90	81	79	81	93	78	70	87	84	87	84	82
0.66	Dakota Dr to Balboa Ave	68	70	66	72	79	121	132	170	170	170	158	160
1.17	Balboa Ave to Clairemont Mesa Blvd (W)	201	136	176	211	136	144	145	145	145	145	145	145
	Clairemont Mesa Blvd (W) to Clairemont												
0.6	Mesa Blvd (E)	127	103	154	108	94	344	127	98	98	98	144	113
	Total Travel Time	637	516	591	580	528	793	612	626	635	637	663	635
	Time of Day	4:45 PM	4:55 PM	5:05 PM	5:15 PM	5:25 PM		4:45 PM	4:55 PM	5:05 PM	5:15 PM	5:25 PM	

This Page Intentionally Left Blank

Appendix G

Peak Hour Intersection Analysis Worksheets

HCM Signalized Intersection Capacity Analysis

Existing Conditions AM Peak Hour

1: Regents Rd. & SR-52 WB On Ramp/SR-52 WB Off Ramp

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations							  	 			 	
Traffic Volume (vph)	0	0	0	211	3	142	461	555	0	0	447	304
Future Volume (vph)	0	0	0	211	3	142	461	555	0	0	447	304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.1	4.0	4.7	4.7			6.7	4.0
Lane Util. Factor					1.00	1.00	0.97	0.95			0.95	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					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1775	1583	3433	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1775	1583	3433	3539			3539	1583
Peak-hour factor, PHF	0.25	0.25	0.25	0.89	0.89	0.89	0.96	0.96	0.96	0.94	0.94	0.94
Adj. Flow (vph)	0	0	0	237	3	160	480	578	0	0	476	323
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	240	160	480	578	0	0	476	323
Confl. Peds. (#/hr)									2	2		
Turn Type				Perm	NA	Free	Prot	NA			NA	Free
Protected Phases					7		5	1 2			6	
Permitted Phases				7		Free						Free
Actuated Green, G (s)					18.5	95.2	19.7	64.9			40.5	95.2
Effective Green, g (s)					18.5	95.2	19.7	64.9			40.5	95.2
Actuated g/C Ratio					0.19	1.00	0.21	0.68			0.43	1.00
Clearance Time (s)					5.1		4.7				6.7	
Vehicle Extension (s)					3.0		2.0				3.0	
Lane Grp Cap (vph)					344	1583	710	2412			1505	1583
v/s Ratio Prot							c0.14	c0.16			c0.13	
v/s Ratio Perm					0.14	0.10						0.20
v/c Ratio					0.70	0.10	0.68	0.24			0.32	0.20
Uniform Delay, d1					35.7	0.0	34.8	5.8			18.2	0.0
Progression Factor					1.00	1.00	1.13	1.20			1.00	1.00
Incremental Delay, d2					6.1	0.1	1.8	0.0			0.6	0.3
Delay (s)					41.8	0.1	40.9	7.0			18.7	0.3
Level of Service					D	A	D	A			B	A
Approach Delay (s)		0.0			25.1			22.4			11.3	
Approach LOS		A			C			C			B	
Intersection Summary												
HCM 2000 Control Delay			18.9		HCM 2000 Level of Service						B	
HCM 2000 Volume to Capacity ratio			0.50									
Actuated Cycle Length (s)			95.2		Sum of lost time (s)						16.5	
Intersection Capacity Utilization			58.0%		ICU Level of Service						B	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

Existing Conditions AM Peak Hour

2: SR-52 EB Off Ramp/SR-52 EB On Ramp & Regents Rd.

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	262	0	209	0	0	0	0	766	647	286	364	0
Future Volume (vph)	262	0	209	0	0	0	0	766	647	286	364	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1	4.0					6.7	4.0	4.7	4.7	
Lane Util. Factor	0.95	0.95	1.00					0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1681	1583					3539	1583	1770	3539	
Flt Permitted	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1681	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	0.90	0.90	0.90	0.25	0.25	0.25	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	291	0	232	0	0	0	0	806	681	318	404	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	145	146	232	0	0	0	0	806	681	318	404	0
Turn Type	Split	NA	Free					NA	Free	Prot	NA	
Protected Phases	3	3						2		1	5	6
Permitted Phases			Free						Free			
Actuated Green, G (s)	18.5	18.5	95.2					34.8	95.2	25.4	64.9	
Effective Green, g (s)	18.5	18.5	95.2					34.8	95.2	25.4	64.9	
Actuated g/C Ratio	0.19	0.19	1.00					0.37	1.00	0.27	0.68	
Clearance Time (s)	5.1	5.1						6.7		4.7		
Vehicle Extension (s)	2.0	2.0						3.0		3.0		
Lane Grp Cap (vph)	326	326	1583					1293	1583	472	2412	
v/s Ratio Prot	0.09	0.09						c0.23		c0.18	0.11	
v/s Ratio Perm			0.15						c0.43			
v/c Ratio	0.44	0.45	0.15					0.62	0.43	0.67	0.17	
Uniform Delay, d1	33.8	33.8	0.0					24.8	0.0	31.2	5.4	
Progression Factor	1.00	1.00	1.00					1.00	1.00	1.42	0.88	
Incremental Delay, d2	0.4	0.4	0.2					2.3	0.9	3.7	0.0	
Delay (s)	34.2	34.2	0.2					27.1	0.9	48.0	4.8	
Level of Service	C	C	A					C	A	D	A	
Approach Delay (s)		19.1			0.0			15.1			23.8	
Approach LOS		B			A			B			C	
Intersection Summary												
HCM 2000 Control Delay			18.2		HCM 2000 Level of Service				B			
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			95.2		Sum of lost time (s)				16.5			
Intersection Capacity Utilization			58.0%		ICU Level of Service				B			
Analysis Period (min)			15									
c Critical Lane Group												

Intersection Sign configuration not allowed in HCM analysis.

HCM Signalized Intersection Capacity Analysis

Existing Conditions AM Peak Hour

4: Genesee Ave. & SR-52 EB Ramps

06/01/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	58	184	1359	674	344	489
Future Volume (vph)	58	184	1359	674	344	489
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1	7.5	4.0	4.7	7.5
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	3539	1583	1770	3539
Peak-hour factor, PHF	0.83	0.83	0.87	0.87	0.92	0.92
Adj. Flow (vph)	70	222	1562	775	374	532
RTOR Reduction (vph)	0	198	0	0	0	0
Lane Group Flow (vph)	70	24	1562	775	374	532
Turn Type	Prot	Perm	NA	Free	Prot	NA
Protected Phases	4		2		1	6
Permitted Phases		4		Free		
Actuated Green, G (s)	8.7	8.7	35.3	81.3	20.0	60.0
Effective Green, g (s)	8.7	8.7	35.3	81.3	20.0	60.0
Actuated g/C Ratio	0.11	0.11	0.43	1.00	0.25	0.74
Clearance Time (s)	5.1	5.1	7.5		4.7	7.5
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	189	169	1536	1583	435	2611
v/s Ratio Prot	0.04		c0.44		c0.21	0.15
v/s Ratio Perm		0.02		c0.49		
v/c Ratio	0.37	0.14	1.02	0.49	0.86	0.20
Uniform Delay, d1	33.8	32.9	23.0	0.0	29.3	3.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.2	0.4	27.3	1.1	15.5	0.2
Delay (s)	35.0	33.3	50.3	1.1	44.8	3.5
Level of Service	C	C	D	A	D	A
Approach Delay (s)	33.7		34.0			20.5
Approach LOS	C		C			C

Intersection Summary

HCM 2000 Control Delay	30.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	81.3	Sum of lost time (s)	17.3
Intersection Capacity Utilization	75.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: Clairemont Mesa Blvd & Luna Ave.

Existing Conditions AM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	549	12	143	8	15	66	128	809	2	9	253	252
Future Volume (vph)	549	12	143	8	15	66	128	809	2	9	253	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.4		4.9		4.4	5.3	5.3	4.4	6.2	6.2
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98		1.00		1.00	1.00	0.97	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		0.90		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.95	1.00		1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1776	1551		1668		1770	3539	1535	1770	3539	1563
Flt Permitted		0.66	1.00		0.95		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1226	1551		1589		1770	3539	1535	1770	3539	1563
Peak-hour factor, PHF	0.97	0.97	0.97	0.72	0.72	0.72	0.94	0.94	0.94	0.86	0.86	0.86
Adj. Flow (vph)	566	12	147	11	21	92	136	861	2	10	294	293
RTOR Reduction (vph)	0	0	44	0	48	0	0	0	1	0	0	218
Lane Group Flow (vph)	0	578	103	0	76	0	136	861	1	10	294	75
Confl. Peds. (#/hr)			12	12					3	3		
Confl. Bikes (#/hr)			3						1			1
Turn Type	Perm	NA	pm+ov	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Actuated Green, G (s)		52.2	64.8		52.2		12.6	40.2	40.2	1.0	27.7	27.7
Effective Green, g (s)		52.2	64.8		52.2		12.6	40.2	40.2	1.0	27.7	27.7
Actuated g/C Ratio		0.48	0.60		0.48		0.12	0.37	0.37	0.01	0.26	0.26
Clearance Time (s)		4.9	4.4		4.9		4.4	5.3	5.3	4.4	6.2	6.2
Vehicle Extension (s)		4.0	2.0		2.0		2.0	4.4	4.4	2.0	3.2	3.2
Lane Grp Cap (vph)		592	930		768		206	1317	571	16	907	400
v/s Ratio Prot			0.01				c0.08	c0.24		0.01	0.08	
v/s Ratio Perm		c0.47	0.05		0.05				0.00			0.05
v/c Ratio		0.98	0.11		0.10		0.66	0.65	0.00	0.62	0.32	0.19
Uniform Delay, d1		27.3	9.3		15.1		45.7	28.1	21.3	53.3	32.6	31.4
Progression Factor		1.00	1.00		1.00		1.09	1.55	1.00	1.00	1.00	1.00
Incremental Delay, d2		30.8	0.0		0.0		5.0	2.1	0.0	44.0	0.9	1.0
Delay (s)		58.1	9.3		15.2		54.7	45.7	21.3	97.3	33.5	32.4
Level of Service		E	A		B		D	D	C	F	C	C
Approach Delay (s)		48.2			15.2			46.9			34.0	
Approach LOS		D			B			D			C	
Intersection Summary												
HCM 2000 Control Delay			42.5				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			108.0				Sum of lost time (s)			15.5		
Intersection Capacity Utilization			75.6%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 6: Jutland Dr. & Luna Ave.

Existing Conditions AM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	1	272	16	264	129	11	6	1	382	31	5	0
Future Volume (vph)	1	272	16	264	129	11	6	1	382	31	5	0
Peak Hour Factor	0.85	0.85	0.85	0.86	0.86	0.86	0.88	0.88	0.88	0.64	0.64	0.64
Hourly flow rate (vph)	1	320	19	307	150	13	7	1	434	48	8	0
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1							
Volume Total (vph)	340	307	163	442	56							
Volume Left (vph)	1	307	0	7	48							
Volume Right (vph)	19	0	13	434	0							
Hadj (s)	0.00	0.53	-0.02	-0.55	0.21							
Departure Headway (s)	6.5	7.3	6.8	5.8	7.7							
Degree Utilization, x	0.61	0.62	0.31	0.72	0.12							
Capacity (veh/h)	524	465	511	590	379							
Control Delay (s)	19.3	20.5	11.5	22.1	11.8							
Approach Delay (s)	19.3	17.4		22.1	11.8							
Approach LOS	C	C		C	B							
Intersection Summary												
Delay			19.2									
Level of Service			C									
Intersection Capacity Utilization			63.9%		ICU Level of Service				B			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
7: Morena Blvd. & Jutland Dr.

Existing Conditions AM Peak Hour

06/01/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	162	28	195	378	4	129
Future Volume (vph)	162	28	195	378	4	129
Peak Hour Factor	0.93	0.93	0.80	0.80	0.65	0.65
Hourly flow rate (vph)	174	30	244	473	6	198
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	174	30	244	473	72	132
Volume Left (vph)	174	0	0	0	6	0
Volume Right (vph)	0	30	0	473	0	0
Hadj (s)	0.53	-0.67	0.03	-0.67	0.08	0.03
Departure Headway (s)	7.0	5.8	5.5	4.8	6.1	6.1
Degree Utilization, x	0.34	0.05	0.38	0.63	0.12	0.22
Capacity (veh/h)	480	566	634	732	560	567
Control Delay (s)	12.4	7.9	10.6	14.6	8.7	9.6
Approach Delay (s)	11.7		13.3		9.3	
Approach LOS	B		B		A	
Intersection Summary						
Delay			12.3			
Level of Service			B			
Intersection Capacity Utilization			33.8%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

8: Moraga Ave. & Clairemont Mesa Blvd

Existing Conditions AM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	311	88	220	552	12	339	11	143	11	32	10
Future Volume (vph)	5	311	88	220	552	12	339	11	143	11	32	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.3	4.4	5.3	5.3		4.9			4.9	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.97		0.99			1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.96			0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.97			0.99	
Satd. Flow (prot)	1763	3539	1533	1770	3539	1536		1717			1790	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.75			0.89	
Satd. Flow (perm)	1763	3539	1533	1770	3539	1536		1336			1617	
Peak-hour factor, PHF	0.88	0.88	0.88	0.86	0.86	0.86	0.93	0.93	0.93	0.78	0.78	0.78
Adj. Flow (vph)	6	353	100	256	642	14	365	12	154	14	41	13
RTOR Reduction (vph)	0	0	82	0	0	9	0	13	0	0	6	0
Lane Group Flow (vph)	6	353	18	256	642	5	0	518	0	0	62	0
Confl. Peds. (#/hr)	3		4	4		3	3		5	5		3
Confl. Bikes (#/hr)									3			1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8				4
Permitted Phases			2			6	8			4		
Actuated Green, G (s)	0.8	19.9	19.9	18.5	37.6	37.6		55.0			55.0	
Effective Green, g (s)	0.8	19.9	19.9	18.5	37.6	37.6		55.0			55.0	
Actuated g/C Ratio	0.01	0.18	0.18	0.17	0.35	0.35		0.51			0.51	
Clearance Time (s)	4.4	5.3	5.3	4.4	5.3	5.3		4.9			4.9	
Vehicle Extension (s)	2.0	4.6	4.6	2.0	4.6	4.6		2.0			2.0	
Lane Grp Cap (vph)	13	652	282	303	1232	534		680			823	
v/s Ratio Prot	0.00	0.10		c0.14	c0.18							
v/s Ratio Perm			0.01			0.00		c0.39			0.04	
v/c Ratio	0.46	0.54	0.07	0.84	0.52	0.01		0.76			0.07	
Uniform Delay, d1	53.4	39.9	36.4	43.4	28.0	23.0		21.3			13.5	
Progression Factor	1.14	0.98	2.34	0.82	1.31	1.00		1.00			1.00	
Incremental Delay, d2	9.0	3.1	0.4	16.9	1.4	0.0		7.9			0.0	
Delay (s)	69.9	42.5	85.5	52.5	38.1	23.0		29.2			13.5	
Level of Service	E	D	F	D	D	C		C			B	
Approach Delay (s)		52.2			41.9			29.2			13.5	
Approach LOS		D			D			C			B	
Intersection Summary												
HCM 2000 Control Delay			39.9				HCM 2000 Level of Service				D	
HCM 2000 Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			108.0				Sum of lost time (s)			14.6		
Intersection Capacity Utilization			74.3%				ICU Level of Service			D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

9: Clairemont Dr. & Clairemont Mesa Blvd

Existing Conditions AM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	237	122	273	408	21	225	219	228	35	198	122
Future Volume (vph)	133	237	122	273	408	21	225	219	228	35	198	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.2		4.4	5.1		4.4	5.3	5.3	4.4	5.1	
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	1.00		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	0.95		1.00	0.99		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	3339		3433	3507		1770	3539	1518	1770	3311	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	3339		3433	3507		1770	3539	1518	1770	3311	
Peak-hour factor, PHF	0.90	0.90	0.90	0.93	0.93	0.93	0.84	0.84	0.84	0.81	0.81	0.81
Adj. Flow (vph)	148	263	136	294	439	23	268	261	271	43	244	151
RTOR Reduction (vph)	0	52	0	0	3	0	0	0	189	0	97	0
Lane Group Flow (vph)	148	347	0	294	459	0	268	261	82	43	298	0
Confl. Peds. (#/hr)	15		4	4		15	6		9	9		6
Confl. Bikes (#/hr)						1			1			
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)	11.9	37.7		13.5	39.4		20.5	32.5	32.5	5.0	17.2	
Effective Green, g (s)	11.9	37.7		13.5	39.4		20.5	32.5	32.5	5.0	17.2	
Actuated g/C Ratio	0.11	0.35		0.12	0.36		0.19	0.30	0.30	0.05	0.16	
Clearance Time (s)	4.4	5.2		4.4	5.1		4.4	5.3	5.3	4.4	5.1	
Vehicle Extension (s)	2.0	3.4		2.0	3.5		2.0	3.3	3.3	2.0	3.4	
Lane Grp Cap (vph)	378	1165		429	1279		335	1064	456	81	527	
v/s Ratio Prot	c0.04	0.10		c0.09	c0.13		c0.15	0.07		0.02	c0.09	
v/s Ratio Perm									0.05			
v/c Ratio	0.39	0.30		0.69	0.36		0.80	0.25	0.18	0.53	0.57	
Uniform Delay, d1	44.7	25.5		45.2	25.1		41.8	28.5	27.9	50.4	42.0	
Progression Factor	0.67	0.55		1.29	0.78		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	0.5		3.5	0.8		12.1	0.1	0.2	3.3	1.5	
Delay (s)	30.2	14.5		61.9	20.3		53.9	28.6	28.1	53.7	43.4	
Level of Service	C	B		E	C		D	C	C	D	D	
Approach Delay (s)		18.7			36.5			36.9			44.5	
Approach LOS		B			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			34.2			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			108.0			Sum of lost time (s)			19.3			
Intersection Capacity Utilization			68.7%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

10: Rolfe Rd. & Clairemont Mesa Blvd

Existing Conditions AM Peak Hour

06/01/2017

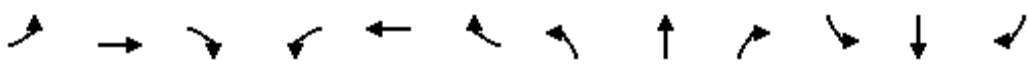
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	430	29	27	508	22	92	17	83	5	5	21
Future Volume (vph)	27	430	29	27	508	22	92	17	83	5	5	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.1		4.4	5.0			4.9		4.9	4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.99		1.00	0.99			0.94		1.00	0.88	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1770	3499		1770	3511			1693		1767	1617	
Flt Permitted	0.95	1.00		0.95	1.00			0.83		0.54	1.00	
Satd. Flow (perm)	1770	3499		1770	3511			1435		1000	1617	
Peak-hour factor, PHF	0.89	0.89	0.89	0.84	0.84	0.84	0.91	0.91	0.91	0.65	0.65	0.65
Adj. Flow (vph)	30	483	33	32	605	26	101	19	91	8	8	32
RTOR Reduction (vph)	0	3	0	0	2	0	0	33	0	0	27	0
Lane Group Flow (vph)	30	513	0	32	629	0	0	178	0	8	13	0
Confl. Peds. (#/hr)	9		3	3		9	4		1	1		4
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	68.7		6.8	71.2			18.1		18.1	18.1	
Effective Green, g (s)	4.4	68.7		6.8	71.2			18.1		18.1	18.1	
Actuated g/C Ratio	0.04	0.64		0.06	0.66			0.17		0.17	0.17	
Clearance Time (s)	4.4	5.1		4.4	5.0			4.9		4.9	4.9	
Vehicle Extension (s)	2.0	4.4		2.0	3.7			2.7		2.0	2.0	
Lane Grp Cap (vph)	72	2225		111	2314			240		167	270	
v/s Ratio Prot	c0.02	0.15		0.02	c0.18						0.01	
v/s Ratio Perm								c0.12		0.01		
v/c Ratio	0.42	0.23		0.29	0.27			0.74		0.05	0.05	
Uniform Delay, d1	50.5	8.4		48.3	7.6			42.7		37.7	37.7	
Progression Factor	1.30	0.66		0.97	1.44			1.00		1.00	1.00	
Incremental Delay, d2	1.4	0.2		0.5	0.3			11.3		0.0	0.0	
Delay (s)	67.1	5.8		47.3	11.3			54.0		37.8	37.8	
Level of Service	E	A		D	B			D		D	D	
Approach Delay (s)		9.1			13.1			54.0			37.8	
Approach LOS		A			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			18.3			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.37									
Actuated Cycle Length (s)			108.0			Sum of lost time (s)			14.4			
Intersection Capacity Utilization			48.7%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

11: Kleefeld Ave./Clairemont Dr. & Clairemont Mesa Blvd

Existing Conditions AM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	457	21	22	584	188	59	31	51	206	32	34
Future Volume (vph)	13	457	21	22	584	188	59	31	51	206	32	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	4.9		4.4	5.2	5.2		4.9		4.9	4.9	4.9
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.96		1.00		1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00		1.00	1.00	1.00
Frt	1.00	0.99		1.00	1.00	0.85		0.95		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98		0.95	0.96	1.00
Satd. Flow (prot)	1770	3512		1770	3539	1522		1727		1681	1707	1540
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.98		0.95	0.96	1.00
Satd. Flow (perm)	1770	3512		1770	3539	1522		1727		1681	1707	1540
Peak-hour factor, PHF	0.92	0.92	0.92	0.83	0.83	0.83	0.73	0.73	0.73	0.90	0.90	0.90
Adj. Flow (vph)	14	497	23	27	704	227	81	42	70	229	36	38
RTOR Reduction (vph)	0	2	0	0	0	53	0	22	0	0	0	33
Lane Group Flow (vph)	14	518	0	27	704	174	0	171	0	131	134	5
Confl. Peds. (#/hr)	9		1	1		9	4		1	1		4
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases		2				6						8
Actuated Green, G (s)	1.6	56.7		4.3	59.1	59.1		15.0		12.9	12.9	12.9
Effective Green, g (s)	1.6	56.7		4.3	59.1	59.1		15.0		12.9	12.9	12.9
Actuated g/C Ratio	0.01	0.53		0.04	0.55	0.55		0.14		0.12	0.12	0.12
Clearance Time (s)	4.4	4.9		4.4	5.2	5.2		4.9		4.9	4.9	4.9
Vehicle Extension (s)	2.0	4.4		2.0	4.1	4.1		2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	26	1843		70	1936	832		239		200	203	183
v/s Ratio Prot	0.01	c0.15		0.02	c0.20			c0.10		0.08	c0.08	
v/s Ratio Perm						0.11						0.00
v/c Ratio	0.54	0.28		0.39	0.36	0.21		0.71		0.66	0.66	0.02
Uniform Delay, d1	52.8	14.3		50.6	13.8	12.5		44.4		45.4	45.5	42.0
Progression Factor	0.75	0.52		0.69	1.16	1.56		1.00		1.00	1.00	1.00
Incremental Delay, d2	10.1	0.4		1.0	0.4	0.5		8.1		5.8	6.1	0.0
Delay (s)	49.6	7.8		36.0	16.5	19.9		52.6		51.2	51.5	42.0
Level of Service	D	A		D	B	B		D		D	D	D
Approach Delay (s)		8.9			17.9			52.6			50.2	
Approach LOS		A			B			D			D	
Intersection Summary												
HCM 2000 Control Delay			23.7				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			108.0				Sum of lost time (s)			19.4		
Intersection Capacity Utilization			47.8%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

12: Genesee Ave. & Clairemont Mesa Blvd

Existing Conditions AM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	373	138	99	553	228	178	943	93	81	381	85
Future Volume (vph)	154	373	138	99	553	228	178	943	93	81	381	85
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	4.9		4.4	4.9	
Lane Util. Factor	0.97	0.95		0.97	0.95		0.97	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.99		1.00	0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Frt	1.00	0.96		1.00	0.96		1.00	0.99		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)	3433	3377		3433	3357		3433	3486		1770	3431	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	3377		3433	3357		3433	3486		1770	3431	
Peak-hour factor, PHF	0.97	0.97	0.97	0.90	0.90	0.90	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	159	385	142	110	614	253	187	993	98	90	423	94
RTOR Reduction (vph)	0	37	0	0	40	0	0	7	0	0	18	0
Lane Group Flow (vph)	159	490	0	110	827	0	187	1084	0	90	499	0
Confl. Peds. (#/hr)	14		7	7		14	7		5	5		7
Confl. Bikes (#/hr)			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)	7.6	28.7		15.7	36.8		9.6	37.5		7.4	35.3	
Effective Green, g (s)	7.6	28.7		15.7	36.8		9.6	37.5		7.4	35.3	
Actuated g/C Ratio	0.07	0.27		0.15	0.34		0.09	0.35		0.07	0.33	
Clearance Time (s)	4.4	5.0		4.4	5.0		4.4	4.9		4.4	4.9	
Vehicle Extension (s)	2.0	3.2		2.0	3.2		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	241	897		499	1143		305	1210		121	1121	
v/s Ratio Prot	0.05	c0.14		0.03	c0.25		0.05	c0.31		c0.05	0.15	
v/s Ratio Perm												
v/c Ratio	0.66	0.55		0.22	0.72		0.61	0.90		0.74	0.44	
Uniform Delay, d1	48.9	34.1		40.7	31.2		47.4	33.4		49.4	28.6	
Progression Factor	1.11	0.92		0.68	0.60		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.8	2.3		0.1	2.5		2.6	8.7		19.2	0.1	
Delay (s)	58.9	33.6		27.7	21.3		50.0	42.0		68.6	28.7	
Level of Service	E	C		C	C		D	D		E	C	
Approach Delay (s)		39.5			22.0			43.2			34.6	
Approach LOS		D			C			D			C	
Intersection Summary												
HCM 2000 Control Delay			35.2			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.79									
Actuated Cycle Length (s)			108.0			Sum of lost time (s)				18.7		
Intersection Capacity Utilization			76.9%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

13: Limerick Ave. & Clairemont Mesa Blvd

Existing Conditions AM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	683	114	66	560	202	122	174	123	339	148	98
Future Volume (vph)	74	683	114	66	560	202	122	174	123	339	148	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.0	5.0	4.4	4.9		4.4	4.9		4.4	4.9	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.92	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	1.00	
Frt	1.00	1.00	0.85	1.00	0.96		1.00	0.94		1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1464	1770	3363		1770	1727		1770	1725	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3539	1464	1770	3363		1770	1727		1770	1725	
Peak-hour factor, PHF	0.92	0.92	0.92	0.88	0.88	0.88	0.75	0.75	0.75	0.77	0.77	0.77
Adj. Flow (vph)	80	742	124	75	636	230	163	232	164	440	192	127
RTOR Reduction (vph)	0	0	89	0	34	0	0	24	0	0	21	0
Lane Group Flow (vph)	80	742	35	75	832	0	163	372	0	440	298	0
Confl. Peds. (#/hr)	6		19	19		6	25		13	13		25
Confl. Bikes (#/hr)			2			1			2			1
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2									
Actuated Green, G (s)	6.5	30.4	30.4	5.3	29.3		13.2	26.0		27.6	40.4	
Effective Green, g (s)	6.5	30.4	30.4	5.3	29.3		13.2	26.0		27.6	40.4	
Actuated g/C Ratio	0.06	0.28	0.28	0.05	0.27		0.12	0.24		0.26	0.37	
Clearance Time (s)	4.4	5.0	5.0	4.4	4.9		4.4	4.9		4.4	4.9	
Vehicle Extension (s)	2.0	6.5	6.5	2.0	7.1		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	106	996	412	86	912		216	415		452	645	
v/s Ratio Prot	c0.05	0.21		0.04	c0.25		0.09	c0.22		c0.25	0.17	
v/s Ratio Perm			0.02									
v/c Ratio	0.75	0.74	0.08	0.87	0.91		0.75	0.90		0.97	0.46	
Uniform Delay, d1	50.0	35.3	28.6	51.0	38.1		45.8	39.7		39.8	25.6	
Progression Factor	1.02	0.85	0.66	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	22.5	4.9	0.4	55.6	15.0		12.4	20.7		35.1	0.2	
Delay (s)	73.6	34.7	19.2	106.6	53.1		58.3	60.4		74.9	25.8	
Level of Service	E	C	B	F	D		E	E		E	C	
Approach Delay (s)		36.0			57.3			59.8			54.3	
Approach LOS		D			E			E			D	
Intersection Summary												
HCM 2000 Control Delay			50.7			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.91									
Actuated Cycle Length (s)			108.0			Sum of lost time (s)				18.7		
Intersection Capacity Utilization			80.1%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

Intersection Sign configuration not allowed in HCM analysis.

Existing AM
15: I-805 NB Off-Ramp & Clairemont Mesa Blvd

05/18/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑					↑	↑↑			
Traffic Volume (veh/h)	0	1131	222	0	0	0	0	0	538	0	0	0
Future Volume (veh/h)	0	1131	222	0	0	0	0	0	538	0	0	0
Number	5	2	12				3	8	18			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1638	1863				0	1863	1863			
Adj Flow Rate, veh/h	0	1216	0				0	0	664			
Adj No. of Lanes	0	3	1				0	1	2			
Peak Hour Factor	0.92	0.93	0.93				1.00	0.92	0.81			
Percent Heavy Veh, %	0	16	2				0	2	2			
Cap, veh/h	0	2034	720				0	545	814			
Arrive On Green	0.00	0.45	0.00				0.00	0.00	0.29			
Sat Flow, veh/h	0	4619	1583				0	1863	2781			
Grp Volume(v), veh/h	0	1216	0				0	0	664			
Grp Sat Flow(s),veh/h/ln	0	1491	1583				0	1863	1390			
Q Serve(g_s), s	0.0	9.0	0.0				0.0	0.0	9.8			
Cycle Q Clear(g_c), s	0.0	9.0	0.0				0.0	0.0	9.8			
Prop In Lane	0.00		1.00				0.00		1.00			
Lane Grp Cap(c), veh/h	0	2034	720				0	545	814			
V/C Ratio(X)	0.00	0.60	0.00				0.00	0.00	0.82			
Avail Cap(c_a), veh/h	0	2034	720				0	801	1196			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00				0.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	9.0	0.0				0.0	0.0	14.5			
Incr Delay (d2), s/veh	0.0	1.3	0.0				0.0	0.0	1.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	3.8	0.0				0.0	0.0	3.9			
LnGrp Delay(d),s/veh	0.0	10.3	0.0				0.0	0.0	16.2			
LnGrp LOS		B							B			
Approach Vol, veh/h		1216						664				
Approach Delay, s/veh		10.3						16.2				
Approach LOS		B						B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		26.0						18.0				
Change Period (Y+Rc), s		6.0						5.1				
Max Green Setting (Gmax), s		20.0						18.9				
Max Q Clear Time (g_c+I1), s		11.0						11.8				
Green Ext Time (p_c), s		4.2						1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			12.4									
HCM 2010 LOS			B									

HCM Signalized Intersection Capacity Analysis

16: Genesee Ave. & Derrick Dr.

Existing Conditions AM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	12	20	150	12	78	26	874	184	73	608	15
Future Volume (vph)	32	12	20	150	12	78	26	874	184	73	608	15
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	4.4	4.9		4.4	5.6	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.91		1.00	0.91	
Frpb, ped/bikes		1.00			1.00	0.99	1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00	1.00	1.00	1.00		1.00	1.00	
Frt		0.96			1.00	0.85	1.00	0.97		1.00	1.00	
Flt Protected		0.98			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1732			1777	1560	1770	4953		1770	5063	
Flt Permitted		0.78			0.74	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1380			1378	1560	1770	4953		1770	5063	
Peak-hour factor, PHF	0.73	0.73	0.73	0.78	0.78	0.78	0.91	0.91	0.91	0.96	0.96	0.96
Adj. Flow (vph)	44	16	27	192	15	100	29	960	202	76	633	16
RTOR Reduction (vph)	0	21	0	0	0	77	0	33	0	0	2	0
Lane Group Flow (vph)	0	66	0	0	207	23	29	1129	0	76	647	0
Confl. Peds. (#/hr)	4		3	3		4	3					3
Confl. Bikes (#/hr)												1
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1		
Permitted Phases	4			8		8						6
Actuated Green, G (s)		16.3			16.3	16.3	2.2	32.8		6.7	36.6	
Effective Green, g (s)		16.3			16.3	16.3	2.2	32.8		6.7	36.6	
Actuated g/C Ratio		0.23			0.23	0.23	0.03	0.47		0.10	0.52	
Clearance Time (s)		4.9			4.9	4.9	4.4	4.9		4.4	5.6	
Vehicle Extension (s)		2.0			2.0	2.0	2.0	8.0		2.0	5.9	
Lane Grp Cap (vph)		321			320	363	55	2320		169	2647	
v/s Ratio Prot							0.02	c0.23		c0.04		
v/s Ratio Perm		0.05			c0.15	0.01					0.13	
v/c Ratio		0.21			0.65	0.06	0.53	0.49		0.45	0.24	
Uniform Delay, d1		21.6			24.3	20.9	33.4	12.8		29.9	9.1	
Progression Factor		1.00			1.00	1.00	1.12	1.25		1.00	1.00	
Incremental Delay, d2		0.1			3.4	0.0	3.7	0.7		0.7	0.2	
Delay (s)		21.8			27.6	20.9	41.3	16.7		30.6	9.4	
Level of Service		C			C	C	D	B		C	A	
Approach Delay (s)		21.8			25.4			17.3			11.6	
Approach LOS		C			C			B			B	
Intersection Summary												
HCM 2000 Control Delay		16.7										
HCM 2000 Volume to Capacity ratio		0.53										
Actuated Cycle Length (s)		70.0										
Intersection Capacity Utilization		53.5%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

Existing Conditions AM Peak Hour

17: Genesee Ave. & Mt. Etna Dr.

06/01/2017

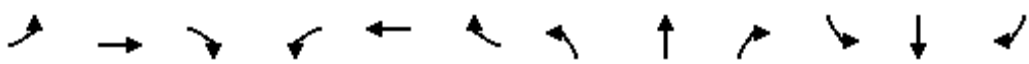
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	43	102	103	36	109	146	1083	115	145	571	44
Future Volume (vph)	39	43	102	103	36	109	146	1083	115	145	571	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.9		4.9	4.9		4.4	4.9		4.4	4.9	4.9
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	1.00		1.00	1.00	0.97
Flpb, ped/bikes	0.99	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.89		1.00	0.89		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)	1760	1647		1764	1626		1770	4997		1770	3539	1540
Flt Permitted	0.36	1.00		0.47	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	662	1647		880	1626		1770	4997		1770	3539	1540
Peak-hour factor, PHF	0.84	0.84	0.84	0.65	0.65	0.65	0.85	0.85	0.85	0.84	0.84	0.84
Adj. Flow (vph)	46	51	121	158	55	168	172	1274	135	173	680	52
RTOR Reduction (vph)	0	70	0	0	90	0	0	7	0	0	0	22
Lane Group Flow (vph)	46	102	0	158	133	0	172	1402	0	173	680	30
Confl. Peds. (#/hr)	7		4	4		7	2		3	3		2
Confl. Bikes (#/hr)						1						
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								6
Actuated Green, G (s)	26.4	26.4		26.4	26.4		18.0	81.4		18.0	81.4	81.4
Effective Green, g (s)	26.4	26.4		26.4	26.4		18.0	81.4		18.0	81.4	81.4
Actuated g/C Ratio	0.19	0.19		0.19	0.19		0.13	0.58		0.13	0.58	0.58
Clearance Time (s)	4.9	4.9		4.9	4.9		4.4	4.9		4.4	4.9	4.9
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.0	3.5		2.0	3.5	3.5
Lane Grp Cap (vph)	124	310		165	306		227	2905		227	2057	895
v/s Ratio Prot		0.06			0.08		0.10	c0.28		c0.10	0.19	
v/s Ratio Perm	0.07			c0.18								0.02
v/c Ratio	0.37	0.33		0.96	0.43		0.76	0.48		0.76	0.33	0.03
Uniform Delay, d1	49.6	49.1		56.2	50.2		58.9	17.0		58.9	15.2	12.5
Progression Factor	1.00	1.00		1.00	1.00		0.95	0.93		0.99	0.90	1.25
Incremental Delay, d2	1.4	0.5		56.9	0.7		10.4	0.5		12.5	0.4	0.1
Delay (s)	50.9	49.6		113.2	50.9		66.3	16.4		70.9	14.1	15.7
Level of Service	D	D		F	D		E	B		E	B	B
Approach Delay (s)		49.9			76.7			21.8			25.0	
Approach LOS		D			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			31.5			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.62									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)			14.2			
Intersection Capacity Utilization			64.5%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

Existing Conditions AM Peak Hour

18: Genesee Ave. & Balboa Ave.

06/01/2017

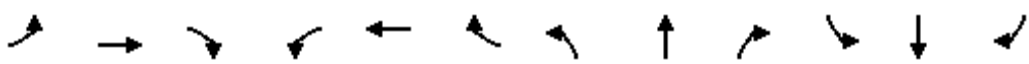
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↰	↰↱		↰↱	↰↱↱		↰↱	↰↱↱		↰↱	↰↱	↰
Traffic Volume (vph)	290	909	185	50	848	252	179	637	141	156	421	169
Future Volume (vph)	290	909	185	50	848	252	179	637	141	156	421	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3		4.4	5.4		4.4	4.9		4.4	4.9	4.9
Lane Util. Factor	1.00	0.95		0.97	0.91		0.97	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.97		1.00	0.97		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	3434		3433	4910		3433	4947		3433	3539	1551
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3434		3433	4910		3433	4947		3433	3539	1551
Peak-hour factor, PHF	0.90	0.90	0.90	0.97	0.97	0.97	0.95	0.95	0.95	0.89	0.89	0.89
Adj. Flow (vph)	322	1010	206	52	874	260	188	671	148	175	473	190
RTOR Reduction (vph)	0	12	0	0	36	0	0	26	0	0	0	148
Lane Group Flow (vph)	322	1204	0	52	1098	0	188	793	0	175	473	42
Confl. Peds. (#/hr)			10	10			7					7
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												4
Actuated Green, G (s)	29.8	74.3		4.7	49.1		11.1	31.3		10.7	30.9	30.9
Effective Green, g (s)	29.8	74.3		4.7	49.1		11.1	31.3		10.7	30.9	30.9
Actuated g/C Ratio	0.21	0.53		0.03	0.35		0.08	0.22		0.08	0.22	0.22
Clearance Time (s)	4.4	5.3		4.4	5.4		4.4	4.9		4.4	4.9	4.9
Vehicle Extension (s)	2.0	3.3		2.0	2.9		2.0	4.6		2.0	4.5	4.5
Lane Grp Cap (vph)	376	1822		115	1722		272	1106		262	781	342
v/s Ratio Prot	c0.18	c0.35		0.02	c0.22		c0.05	c0.16		0.05	0.13	
v/s Ratio Perm												0.03
v/c Ratio	0.86	0.66		0.45	0.64		0.69	0.72		0.67	0.61	0.12
Uniform Delay, d1	53.0	23.7		66.4	38.0		62.8	50.3		62.9	49.1	43.7
Progression Factor	1.00	1.00		0.89	0.59		0.72	0.64		1.07	0.85	1.00
Incremental Delay, d2	16.6	1.9		1.0	1.7		5.7	2.5		4.7	1.7	0.3
Delay (s)	69.6	25.6		60.3	24.2		50.9	34.5		72.0	43.4	43.9
Level of Service	E	C		E	C		D	C		E	D	D
Approach Delay (s)		34.9			25.8			37.6			49.5	
Approach LOS		C			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			35.8			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.73									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)			19.1			
Intersection Capacity Utilization			74.0%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

Existing Conditions AM Peak Hour

19: Genesee Ave. & Mt. Alifan Dr.

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔	↔	↔	↔↔↔	↔	↔	↔↔	↔
Traffic Volume (vph)	107	138	108	171	214	61	62	800	84	40	564	86
Future Volume (vph)	107	138	108	171	214	61	62	800	84	40	564	86
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	4.4	5.5	5.5	4.4	4.9	4.9
Lane Util. Factor		0.95			0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frpb, ped/bikes		0.99			1.00	0.97	1.00	1.00	0.97	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		0.95			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.99			0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		3301			3462	1534	1770	5085	1541	1770	3539	1524
Flt Permitted		0.99			0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		3301			3462	1534	1770	5085	1541	1770	3539	1524
Peak-hour factor, PHF	0.93	0.93	0.93	0.94	0.94	0.94	0.95	0.95	0.95	0.93	0.93	0.93
Adj. Flow (vph)	115	148	116	182	228	65	65	842	88	43	606	92
RTOR Reduction (vph)	0	41	0	0	0	55	0	0	47	0	0	42
Lane Group Flow (vph)	0	338	0	0	410	10	65	842	41	43	606	50
Confl. Peds. (#/hr)	11		7	7		11	13		2	2		13
Confl. Bikes (#/hr)			2			3			1			
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)		18.7			21.2	21.2	8.4	65.4	65.4	15.0	72.6	72.6
Effective Green, g (s)		18.7			21.2	21.2	8.4	65.4	65.4	15.0	72.6	72.6
Actuated g/C Ratio		0.13			0.15	0.15	0.06	0.47	0.47	0.11	0.52	0.52
Clearance Time (s)		4.9			4.9	4.9	4.4	5.5	5.5	4.4	4.9	4.9
Vehicle Extension (s)		2.0			2.0	2.0	2.0	3.9	3.9	2.0	8.0	8.0
Lane Grp Cap (vph)		440			524	232	106	2375	719	189	1835	790
v/s Ratio Prot		c0.10			c0.12		c0.04	c0.17		0.02	c0.17	
v/s Ratio Perm						0.01			0.03			0.03
v/c Ratio		0.77			0.78	0.04	0.61	0.35	0.06	0.23	0.33	0.06
Uniform Delay, d1		58.6			57.2	50.7	64.2	23.8	20.4	57.2	19.6	16.8
Progression Factor		1.00			1.14	1.00	1.00	1.00	1.00	0.80	0.92	1.27
Incremental Delay, d2		7.1			6.7	0.0	7.2	0.4	0.2	0.2	0.4	0.1
Delay (s)		65.7			72.2	50.8	71.4	24.2	20.6	46.2	18.4	21.4
Level of Service		E			E	D	E	C	C	D	B	C
Approach Delay (s)		65.7			69.2			27.0			20.4	
Approach LOS		E			E			C			C	
Intersection Summary												
HCM 2000 Control Delay			38.5			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)				19.7		
Intersection Capacity Utilization			68.2%			ICU Level of Service				C		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 20: Mt. Alifan Dr. & Mt. Abraham Ave.

Existing Conditions AM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	25	0	108	0	498	0	30	319	0
Future Volume (Veh/h)	0	0	0	25	0	108	0	498	0	30	319	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.85	0.85	0.85	0.90	0.90	0.90	0.71	0.71	0.71
Hourly flow rate (vph)	0	0	0	29	0	127	0	553	0	42	449	0
Pedestrians					2							
Lane Width (ft)					12.0							
Walking Speed (ft/s)					3.5							
Percent Blockage					0							
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											259	
pX, platoon unblocked	0.97	0.97	0.97	0.97	0.97		0.97					
vC, conflicting volume	1213	1088	224	864	1088	555	449			555		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1151	1022	129	790	1022	555	361			555		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	89	100	73	100			96		
cM capacity (veh/h)	105	217	867	262	217	474	1154			1010		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3					
Volume Total	0	156	0	553	42	299	150					
Volume Left	0	29	0	0	42	0	0					
Volume Right	0	127	0	0	0	0	0					
cSH	1700	412	1700	1700	1010	1700	1700					
Volume to Capacity	0.00	0.38	0.00	0.33	0.04	0.18	0.09					
Queue Length 95th (ft)	0	43	0	0	3	0	0					
Control Delay (s)	0.0	19.0	0.0	0.0	8.7	0.0	0.0					
Lane LOS	A	C			A							
Approach Delay (s)	0.0	19.0	0.0		0.7							
Approach LOS	A	C										
Intersection Summary												
Average Delay			2.8									
Intersection Capacity Utilization			40.9%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

21: Mt. Alifan Dr./Mt. Abernathy Ave. & Balboa Ave.

Existing Conditions AM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	1003	23	189	1088	126	56	151	339	190	158	102
Future Volume (vph)	66	1003	23	189	1088	126	56	151	339	190	158	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3		4.4	5.4		4.4	4.9	4.4	4.4	4.9	4.9
Lane Util. Factor	1.00	0.91		1.00	0.91		0.97	1.00	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00		1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5066		1770	4994		3433	1863	1567	3433	3539	1551
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	5066		1770	4994		3433	1863	1567	3433	3539	1551
Peak-hour factor, PHF	0.92	0.92	0.92	0.91	0.91	0.91	0.96	0.96	0.96	0.95	0.95	0.95
Adj. Flow (vph)	72	1090	25	208	1196	138	58	157	353	200	166	107
RTOR Reduction (vph)	0	1	0	0	7	0	0	0	85	0	0	88
Lane Group Flow (vph)	72	1114	0	208	1327	0	58	157	268	200	166	19
Confl. Peds. (#/hr)	8		6	6		8	7		10	10		7
Confl. Bikes (#/hr)									3			
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases									8			4
Actuated Green, G (s)	8.9	67.8		24.0	82.8		4.7	17.1	41.1	12.1	24.5	24.5
Effective Green, g (s)	8.9	67.8		24.0	82.8		4.7	17.1	41.1	12.1	24.5	24.5
Actuated g/C Ratio	0.06	0.48		0.17	0.59		0.03	0.12	0.29	0.09	0.18	0.18
Clearance Time (s)	4.4	5.3		4.4	5.4		4.4	4.9	4.4	4.4	4.9	4.9
Vehicle Extension (s)	2.0	6.3		2.0	5.8		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	112	2453		303	2953		115	227	460	296	619	271
v/s Ratio Prot	c0.04	c0.22		c0.12	0.27		0.02	c0.08	0.10	c0.06	0.05	
v/s Ratio Perm									0.07			0.01
v/c Ratio	0.64	0.45		0.69	0.45		0.50	0.69	0.58	0.68	0.27	0.07
Uniform Delay, d1	64.0	23.9		54.5	15.9		66.5	58.9	42.1	62.0	50.0	48.2
Progression Factor	1.08	0.69		1.12	1.14		1.13	0.96	1.05	1.00	1.00	1.00
Incremental Delay, d2	7.0	0.5		4.5	0.4		1.3	7.1	1.2	4.7	0.1	0.0
Delay (s)	75.9	17.0		65.2	18.6		76.7	63.5	45.3	66.8	50.1	48.3
Level of Service	E	B		E	B		E	E	D	E	D	D
Approach Delay (s)		20.6			24.9			53.6			56.7	
Approach LOS		C			C			D			E	
Intersection Summary												
HCM 2000 Control Delay		31.9			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.56										
Actuated Cycle Length (s)		140.0			Sum of lost time (s)			19.1				
Intersection Capacity Utilization		66.5%			ICU Level of Service			C				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
22: Mt. Abernathy Ave. & Balboa Arms Dr.

Existing Conditions AM Peak Hour

06/01/2017

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	55	113	171	195	277	39
Future Volume (vph)	55	113	171	195	277	39
Peak Hour Factor	0.91	0.91	0.88	0.88	0.87	0.87
Hourly flow rate (vph)	60	124	194	222	318	45
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	60	124	268	148	212	151
Volume Left (vph)	60	0	194	0	0	0
Volume Right (vph)	0	124	0	0	0	45
Hadj (s)	0.53	-0.67	0.40	0.03	0.03	-0.17
Departure Headway (s)	6.9	5.7	5.9	5.5	5.6	5.4
Degree Utilization, x	0.11	0.20	0.44	0.23	0.33	0.23
Capacity (veh/h)	485	584	597	630	620	643
Control Delay (s)	9.6	8.8	12.2	8.9	10.1	8.8
Approach Delay (s)	9.1		11.0		9.6	
Approach LOS	A		B		A	
Intersection Summary						
Delay			10.1			
Level of Service			B			
Intersection Capacity Utilization			34.7%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
23: Mt. Albertine Ave./Cannington Dr. & Balboa Ave.

Existing Conditions AM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	1495	26	54	1505	25	17	15	125	42	12	40
Future Volume (vph)	19	1495	26	54	1505	25	17	15	125	42	12	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3		4.4	5.4			4.9			4.9	
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.98			1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	1.00			0.89			0.94	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1770	5069		1770	5070			1626			1717	
Flt Permitted	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (perm)	1770	5069		1770	5070			1626			1717	
Peak-hour factor, PHF	0.96	0.96	0.96	0.90	0.90	0.90	0.74	0.74	0.74	0.78	0.78	0.78
Adj. Flow (vph)	20	1557	27	60	1672	28	23	20	169	54	15	51
RTOR Reduction (vph)	0	1	0	0	1	0	0	118	0	0	22	0
Lane Group Flow (vph)	20	1583	0	60	1699	0	0	94	0	0	98	0
Confl. Peds. (#/hr)	2		5	5		2			5	5		
Confl. Bikes (#/hr)			1						1			
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases												
Actuated Green, G (s)	4.2	87.1		8.2	91.0			12.8			12.4	
Effective Green, g (s)	4.2	87.1		8.2	91.0			12.8			12.4	
Actuated g/C Ratio	0.03	0.62		0.06	0.65			0.09			0.09	
Clearance Time (s)	4.4	5.3		4.4	5.4			4.9			4.9	
Vehicle Extension (s)	2.0	5.0		2.0	4.0			2.0			2.0	
Lane Grp Cap (vph)	53	3153		103	3295			148			152	
v/s Ratio Prot	0.01	0.31		c0.03	c0.34			c0.06			c0.06	
v/s Ratio Perm												
v/c Ratio	0.38	0.50		0.58	0.52			0.63			0.65	
Uniform Delay, d1	66.6	14.5		64.2	12.9			61.3			61.7	
Progression Factor	1.13	0.49		0.80	1.28			1.00			1.00	
Incremental Delay, d2	1.4	0.5		4.9	0.5			6.4			6.9	
Delay (s)	77.0	7.6		56.2	17.1			67.7			68.5	
Level of Service	E	A		E	B			E			E	
Approach Delay (s)		8.5			18.4			67.7			68.5	
Approach LOS		A			B			E			E	
Intersection Summary												
HCM 2000 Control Delay			18.6			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.55									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)			19.6			
Intersection Capacity Utilization			60.5%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

24: Eckstrom Ave./Charger Blvd. & Balboa Ave.

Existing Conditions AM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	1623	103	289	1344	182	97	75	418	269	116	10
Future Volume (vph)	11	1623	103	289	1344	182	97	75	418	269	116	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3		4.4	5.4	5.4	4.9	4.9	4.4	4.9	4.9	
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	0.95	0.95	0.88	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.96	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99	
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5027		1770	5085	1516	1681	1757	2777	1770	1833	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.99	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5027		1770	5085	1516	1681	1757	2777	1770	1833	
Peak-hour factor, PHF	0.96	0.96	0.96	0.94	0.94	0.94	0.89	0.89	0.89	0.73	0.73	0.73
Adj. Flow (vph)	11	1691	107	307	1430	194	109	84	470	368	159	14
RTOR Reduction (vph)	0	5	0	0	0	63	0	0	61	0	2	0
Lane Group Flow (vph)	11	1793	0	307	1430	131	95	98	409	368	171	0
Confl. Peds. (#/hr)	6		9	9		6	24					24
Confl. Bikes (#/hr)						1			1			1
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		4	4	1	8	8	
Permitted Phases						6			4			
Actuated Green, G (s)	1.6	55.2		25.8	79.3	79.3	9.1	9.1	34.9	30.4	30.4	
Effective Green, g (s)	1.6	55.2		25.8	79.3	79.3	9.1	9.1	34.9	30.4	30.4	
Actuated g/C Ratio	0.01	0.39		0.18	0.57	0.57	0.06	0.06	0.25	0.22	0.22	
Clearance Time (s)	4.4	5.3		4.4	5.4	5.4	4.9	4.9	4.4	4.9	4.9	
Vehicle Extension (s)	2.0	5.0		2.0	4.0	4.0	2.5	2.5	2.0	2.0	2.0	
Lane Grp Cap (vph)	20	1982		326	2880	858	109	114	692	384	398	
v/s Ratio Prot	0.01	c0.36		c0.17	0.28		c0.06	0.06	0.11	c0.21	0.09	
v/s Ratio Perm						0.09			0.04			
v/c Ratio	0.55	0.90		0.94	0.50	0.15	0.87	0.86	0.59	0.96	0.43	
Uniform Delay, d1	68.8	39.9		56.4	18.3	14.4	64.9	64.8	46.3	54.2	47.3	
Progression Factor	1.37	0.70		1.10	0.87	1.57	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	15.5	6.7		30.3	0.5	0.3	48.1	43.1	0.9	34.5	0.3	
Delay (s)	110.0	34.6		92.3	16.5	22.9	113.0	107.9	47.2	88.7	47.6	
Level of Service	F	C		F	B	C	F	F	D	F	D	
Approach Delay (s)		35.1			29.2			65.6			75.6	
Approach LOS		D			C			E			E	
Intersection Summary												
HCM 2000 Control Delay			41.3			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.92									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)			19.6			
Intersection Capacity Utilization			92.7%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

Existing AM

25: I-805 SB On-Off Ramps/I-805 SB Off-Ramp & Balboa Avenue

05/12/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑	↑					↑	↑↑
Traffic Volume (veh/h)	0	0	0	0	1669	144	0	0	0	0	0	317
Future Volume (veh/h)	0	0	0	0	1669	144	0	0	0	0	0	317
Number				1	6	16				7	4	14
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				0	1863	1863				0	1863	1863
Adj Flow Rate, veh/h				0	1834	0				0	0	364
Adj No. of Lanes				0	3	1				0	1	2
Peak Hour Factor				0.92	0.91	0.88				1.00	0.92	0.87
Percent Heavy Veh, %				0	2	2				0	2	2
Cap, veh/h				0	2719	846				0	335	501
Arrive On Green				0.00	0.53	0.00				0.00	0.00	0.18
Sat Flow, veh/h				0	5253	1583				0	1863	2787
Grp Volume(v), veh/h				0	1834	0				0	0	364
Grp Sat Flow(s),veh/h/ln				0	1695	1583				0	1863	1393
Q Serve(g_s), s				0.0	10.0	0.0				0.0	0.0	4.7
Cycle Q Clear(g_c), s				0.0	10.0	0.0				0.0	0.0	4.7
Prop In Lane				0.00		1.00				0.00		1.00
Lane Grp Cap(c), veh/h				0	2719	846				0	335	501
V/C Ratio(X)				0.00	0.67	0.00				0.00	0.00	0.73
Avail Cap(c_a), veh/h				0	3480	1083				0	879	1315
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.00	1.00	0.00				0.00	0.00	1.00
Uniform Delay (d), s/veh				0.0	6.5	0.0				0.0	0.0	14.8
Incr Delay (d2), s/veh				0.0	0.2	0.0				0.0	0.0	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	4.6	0.0				0.0	0.0	1.8
LnGrp Delay(d),s/veh				0.0	6.6	0.0				0.0	0.0	15.5
LnGrp LOS					A							B
Approach Vol, veh/h					1834						364	
Approach Delay, s/veh					6.6						15.5	
Approach LOS					A						B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				12.0		26.2						
Change Period (Y+Rc), s				5.1		5.8						
Max Green Setting (Gmax), s				18.0		26.1						
Max Q Clear Time (g_c+I1), s				6.7		12.0						
Green Ext Time (p_c), s				0.3		8.4						
Intersection Summary												
HCM 2010 Ctrl Delay				8.1								
HCM 2010 LOS				A								

Existing AM
26: I-805 NB Off-Ramp & Balboa Avenue

05/12/2017

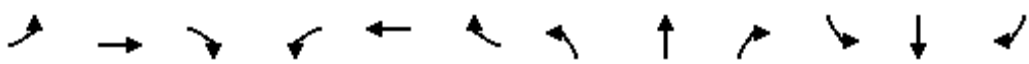
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑					↑	↑↑			
Traffic Volume (veh/h)	0	1743	439	0	0	0	0	0	306	0	0	0
Future Volume (veh/h)	0	1743	439	0	0	0	0	0	306	0	0	0
Number	5	2	12				3	8	18			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1743	1863				0	1863	1863			
Adj Flow Rate, veh/h	0	2152	0				0	0	364			
Adj No. of Lanes	0	3	1				0	1	2			
Peak Hour Factor	0.92	0.81	0.84				1.00	0.92	0.84			
Percent Heavy Veh, %	0	9	2				0	2	2			
Cap, veh/h	0	2792	929				0	333	498			
Arrive On Green	0.00	0.59	0.00				0.00	0.00	0.18			
Sat Flow, veh/h	0	4916	1583				0	1863	2787			
Grp Volume(v), veh/h	0	2152	0				0	0	364			
Grp Sat Flow(s),veh/h/ln	0	1586	1583				0	1863	1393			
Q Serve(g_s), s	0.0	15.8	0.0				0.0	0.0	5.7			
Cycle Q Clear(g_c), s	0.0	15.8	0.0				0.0	0.0	5.7			
Prop In Lane	0.00		1.00				0.00		1.00			
Lane Grp Cap(c), veh/h	0	2792	929				0	333	498			
V/C Ratio(X)	0.00	0.77	0.00				0.00	0.00	0.73			
Avail Cap(c_a), veh/h	0	3187	1060				0	722	1080			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00				0.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	7.2	0.0				0.0	0.0	18.0			
Incr Delay (d2), s/veh	0.0	0.9	0.0				0.0	0.0	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	7.0	0.0				0.0	0.0	2.2			
LnGrp Delay(d),s/veh	0.0	8.1	0.0				0.0	0.0	18.8			
LnGrp LOS		A							B			
Approach Vol, veh/h		2152						364				
Approach Delay, s/veh		8.1						18.8				
Approach LOS		A						B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		33.0						13.4				
Change Period (Y+Rc), s		5.8						5.1				
Max Green Setting (Gmax), s		31.1						18.0				
Max Q Clear Time (g_c+I1), s		17.8						7.7				
Green Ext Time (p_c), s		9.4						0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			9.7									
HCM 2010 LOS			A									

HCM Signalized Intersection Capacity Analysis

27: Clairemont Dr. & Balboa Ave.

Existing Conditions AM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↔		↔↔	↕↔		↔	↕↕	↔	↔	↕↔	
Traffic Volume (vph)	208	815	69	337	768	90	139	322	332	152	271	310
Future Volume (vph)	208	815	69	337	768	90	139	322	332	152	271	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7		4.4	6.4		4.4	5.3	4.4	4.4	5.3	
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	0.98	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		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	0.92	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3491		3433	3476		1770	3539	1554	1770	3203	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	3491		3433	3476		1770	3539	1554	1770	3203	
Peak-hour factor, PHF	0.85	0.85	0.85	0.93	0.93	0.93	0.79	0.79	0.79	0.89	0.89	0.89
Adj. Flow (vph)	245	959	81	362	826	97	176	408	420	171	304	348
RTOR Reduction (vph)	0	5	0	0	8	0	0	0	0	0	189	0
Lane Group Flow (vph)	245	1035	0	362	915	0	176	408	420	171	463	0
Confl. Peds. (#/hr)	6		12	12		6	18		21	21		18
Confl. Bikes (#/hr)			2			2						
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	16.0	35.0		14.0	32.3		13.8	20.7	34.7	12.9	19.8	
Effective Green, g (s)	16.0	35.0		14.0	32.3		13.8	20.7	34.7	12.9	19.8	
Actuated g/C Ratio	0.16	0.34		0.14	0.32		0.13	0.20	0.34	0.13	0.19	
Clearance Time (s)	4.4	5.7		4.4	6.4		4.4	5.3	4.4	4.4	5.3	
Vehicle Extension (s)	2.0	3.5		2.0	3.0		2.0	2.4	2.0	2.0	2.6	
Lane Grp Cap (vph)	536	1193		469	1096		238	715	526	222	619	
v/s Ratio Prot	0.07	c0.30		0.11	c0.26		c0.10	0.12	c0.11	0.10	0.14	
v/s Ratio Perm									0.16			
v/c Ratio	0.46	0.87		0.77	0.84		0.74	0.57	0.80	0.77	0.75	
Uniform Delay, d1	39.3	31.5		42.7	32.6		42.6	36.8	30.7	43.3	39.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.2	7.0		7.0	5.6		9.9	0.9	7.7	13.9	4.7	
Delay (s)	39.5	38.6		49.7	38.2		52.5	37.7	38.4	57.2	43.7	
Level of Service	D	D		D	D		D	D	D	E	D	
Approach Delay (s)		38.7			41.5			40.6			46.5	
Approach LOS		D			D			D			D	
Intersection Summary												
HCM 2000 Control Delay			41.4			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.86									
Actuated Cycle Length (s)			102.4			Sum of lost time (s)			20.5			
Intersection Capacity Utilization			79.6%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 28: I-5 SB Ramps/I-5 SB Loop On Ramp & Clairemont Dr.

Existing Conditions AM Peak Hour

06/01/2017

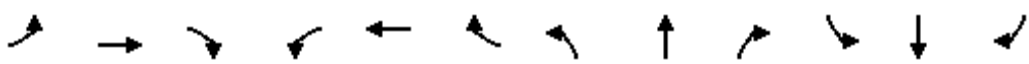
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑			↑↑	↑	↑		↑			
Traffic Volume (veh/h)	0	262	93	0	255	655	77	0	256	0	0	0
Future Volume (Veh/h)	0	262	93	0	255	655	77	0	256	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.70	0.70	0.70	0.25	0.25	0.25
Hourly flow rate (vph)	0	298	106	0	271	697	110	0	366	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)	8											
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	529											
pX, platoon unblocked												
vC, conflicting volume	968			404			486	1319	202	420	675	136
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	968			404			486	1319	202	420	675	136
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
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 %	100			100			76	100	55	100	100	100
cM capacity (veh/h)	707			1151			464	156	805	282	374	888
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1						
Volume Total	199	205	136	136	697	476						
Volume Left	0	0	0	0	0	110						
Volume Right	0	106	0	0	697	366						
cSH	1700	1700	1700	1700	1700	1047						
Volume to Capacity	0.12	0.12	0.08	0.08	0.41	0.45						
Queue Length 95th (ft)	0	0	0	0	0	60						
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	13.6						
Lane LOS						B						
Approach Delay (s)	0.0		0.0			13.6						
Approach LOS						B						
Intersection Summary												
Average Delay			3.5									
Intersection Capacity Utilization			43.9%	ICU Level of Service					A			
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

29: I-5 NB Off Ramp/I-5 NB On Ramp & Clairemont Dr.

Existing Conditions AM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	266	289	0	0	871	566	35	3	352	0	0	0
Future Volume (vph)	266	289	0	0	871	566	35	3	352	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	5.5			5.5	5.5		5.1	4.7			
Lane Util. Factor	1.00	0.95			0.91	0.91		1.00	1.00			
Frpb, ped/bikes	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			
Frt	1.00	1.00			0.98	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.96	1.00			
Satd. Flow (prot)	1770	3539			3315	1411		1780	1583			
Flt Permitted	0.95	1.00			1.00	1.00		0.96	1.00			
Satd. Flow (perm)	1770	3539			3315	1411		1780	1583			
Peak-hour factor, PHF	0.81	0.81	0.81	0.95	0.95	0.95	0.94	0.94	0.94	0.25	0.25	0.25
Adj. Flow (vph)	328	357	0	0	917	596	37	3	374	0	0	0
RTOR Reduction (vph)	0	0	0	0	9	311	0	0	123	0	0	0
Lane Group Flow (vph)	328	357	0	0	1045	148	0	40	251	0	0	0
Confl. Peds. (#/hr)	4		4	4		4						
Confl. Bikes (#/hr)			11			5						
Turn Type	Prot	NA			NA	Perm	Perm	NA	custom			
Protected Phases	5	2!			6			4	5 6!			
Permitted Phases						6	4		4			
Actuated Green, G (s)	19.7	63.0			38.6	38.6		17.4	80.4			
Effective Green, g (s)	19.7	63.0			38.6	38.6		17.4	80.4			
Actuated g/C Ratio	0.16	0.52			0.32	0.32		0.14	0.67			
Clearance Time (s)	4.7	5.5			5.5	5.5		5.1				
Vehicle Extension (s)	2.0	2.0			2.0	2.0		3.0				
Lane Grp Cap (vph)	290	1857			1066	453		258	1060			
v/s Ratio Prot	c0.19	0.10			c0.32				c0.12			
v/s Ratio Perm						0.10		0.02	0.03			
v/c Ratio	1.13	0.19			0.98	0.33		0.16	0.24			
Uniform Delay, d1	50.1	15.1			40.3	30.8		44.9	7.8			
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2	93.0	0.2			23.1	1.9		1.3	0.0			
Delay (s)	143.1	15.3			63.4	32.8		46.1	7.8			
Level of Service	F	B			E	C		D	A			
Approach Delay (s)		76.5			54.1			11.5			0.0	
Approach LOS		E			D			B			A	
Intersection Summary												
HCM 2000 Control Delay		53.2			HCM 2000 Level of Service			D				
HCM 2000 Volume to Capacity ratio		0.64										
Actuated Cycle Length (s)		120.0			Sum of lost time (s)			19.3				
Intersection Capacity Utilization		61.8%			ICU Level of Service			B				
Analysis Period (min)		15										
! Phase conflict between lane groups.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

30: Denver St. & Clairemont Dr.

Existing Conditions AM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	488	134	83	923	35	192	27	56	77	31	276
Future Volume (vph)	97	488	134	83	923	35	192	27	56	77	31	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.1	5.1	4.4	5.9		4.4	4.9		4.4	4.9	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.98	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	1.00	0.85	1.00	0.99		1.00	0.90		1.00	0.87	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1546	1770	3520		1770	1657		1770	1587	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3539	1546	1770	3520		1770	1657		1770	1587	
Peak-hour factor, PHF	0.81	0.81	0.81	0.96	0.96	0.96	0.83	0.83	0.83	0.88	0.88	0.88
Adj. Flow (vph)	120	602	165	86	961	36	231	33	67	88	35	314
RTOR Reduction (vph)	0	0	106	0	3	0	0	47	0	0	154	0
Lane Group Flow (vph)	120	602	59	86	994	0	231	53	0	88	195	0
Confl. Peds. (#/hr)			2	2			6		5	5		6
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2									
Actuated Green, G (s)	7.3	35.6	35.6	8.0	35.5		21.3	30.1		7.5	16.3	
Effective Green, g (s)	7.3	35.6	35.6	8.0	35.5		21.3	30.1		7.5	16.3	
Actuated g/C Ratio	0.07	0.36	0.36	0.08	0.36		0.21	0.30		0.08	0.16	
Clearance Time (s)	4.4	5.1	5.1	4.4	5.9		4.4	4.9		4.4	4.9	
Vehicle Extension (s)	2.0	4.3	4.3	2.0	3.9		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	129	1259	550	141	1249		377	498		132	258	
v/s Ratio Prot	c0.07	0.17		0.05	c0.28		c0.13	0.03		0.05	c0.12	
v/s Ratio Perm			0.04									
v/c Ratio	0.93	0.48	0.11	0.61	0.80		0.61	0.11		0.67	0.76	
Uniform Delay, d1	46.1	25.0	21.6	44.5	29.0		35.6	25.2		45.0	39.9	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	57.5	1.3	0.4	5.0	5.3		2.1	0.0		9.4	10.6	
Delay (s)	103.6	26.3	21.9	49.5	34.3		37.7	25.3		54.5	50.6	
Level of Service	F	C	C	D	C		D	C		D	D	
Approach Delay (s)		35.9			35.5			33.9			51.4	
Approach LOS		D			D			C			D	
Intersection Summary												
HCM 2000 Control Delay			38.0			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			100.0			Sum of lost time (s)				19.6		
Intersection Capacity Utilization			80.0%			ICU Level of Service				D		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

31: Burgener Blvd. & Clairemont Dr.

Existing Conditions AM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	399	224	83	551	3	484	3	124	2	3	0
Future Volume (vph)	4	399	224	83	551	3	484	3	124	2	3	0
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	4.0	5.3		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95			1.00	
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00		1.00	0.99			1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.94			1.00	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.97			0.98	
Satd. Flow (prot)	1765	3539	1566	1770	3536		1681	1595			1826	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.97			0.98	
Satd. Flow (perm)	1765	3539	1566	1770	3536		1681	1595			1826	
Peak-hour factor, PHF	0.88	0.88	0.88	0.87	0.87	0.87	0.93	0.93	0.93	0.63	0.63	0.63
Adj. Flow (vph)	5	453	255	95	633	3	520	3	133	3	5	0
RTOR Reduction (vph)	0	0	101	0	0	0	0	21	0	0	0	0
Lane Group Flow (vph)	5	453	154	95	636	0	338	297	0	0	8	0
Confl. Peds. (#/hr)	4		3	3		4	3		6	6		3
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2	4	1	6		4	4		8	8	
Permitted Phases			2									
Actuated Green, G (s)	0.7	17.9	37.1	6.8	23.7		19.2	19.2			0.7	
Effective Green, g (s)	0.7	17.9	37.1	6.8	23.7		19.2	19.2			0.7	
Actuated g/C Ratio	0.01	0.29	0.60	0.11	0.38		0.31	0.31			0.01	
Clearance Time (s)	4.0	5.0	4.0	4.0	5.3		4.0	4.0			4.0	
Vehicle Extension (s)	2.0	3.1	2.0	2.0	4.1		2.0	2.0			2.0	
Lane Grp Cap (vph)	20	1028	943	195	1360		523	497			20	
v/s Ratio Prot	0.00	0.13	0.05	c0.05	c0.18		c0.20	0.19			c0.00	
v/s Ratio Perm			0.05									
v/c Ratio	0.25	0.44	0.16	0.49	0.47		0.65	0.60			0.40	
Uniform Delay, d1	30.2	17.8	5.4	25.8	14.2		18.3	17.9			30.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	2.4	0.3	0.0	0.7	0.4		2.1	1.3			4.7	
Delay (s)	32.6	18.1	5.4	26.5	14.6		20.3	19.2			35.0	
Level of Service	C	B	A	C	B		C	B			C	
Approach Delay (s)		13.7			16.1			19.8			35.0	
Approach LOS		B			B			B			C	
Intersection Summary												
HCM 2000 Control Delay			16.5			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			61.6			Sum of lost time (s)			17.3			
Intersection Capacity Utilization			53.8%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 32: Burgener Blvd. & Field St.

Existing Conditions AM Peak Hour
06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	64	21	1	70	7	337	1	201	61	141	135	11
Future Volume (vph)	64	21	1	70	7	337	1	201	61	141	135	11
Peak Hour Factor	0.74	0.74	0.74	0.88	0.88	0.88	0.81	0.81	0.81	0.90	0.90	0.90
Hourly flow rate (vph)	86	28	1	80	8	383	1	248	75	157	150	12
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total (vph)	115	88	383	249	75	157	162					
Volume Left (vph)	86	80	0	1	0	157	0					
Volume Right (vph)	1	0	383	0	75	0	12					
Hadj (s)	0.18	0.49	-0.67	0.04	-0.67	0.53	-0.02					
Departure Headway (s)	7.4	7.2	6.0	7.0	6.2	7.5	6.9					
Degree Utilization, x	0.24	0.18	0.64	0.48	0.13	0.33	0.31					
Capacity (veh/h)	442	476	570	487	540	456	493					
Control Delay (s)	12.7	10.5	17.9	15.0	9.0	12.8	11.8					
Approach Delay (s)	12.7	16.5		13.6		12.3						
Approach LOS	B	C		B		B						
Intersection Summary												
Delay			14.3									
Level of Service			B									
Intersection Capacity Utilization			48.8%	ICU Level of Service				A				
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

33: Clairemont Dr. & Iroquois Ave.

Existing Conditions AM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	13	67	113	7	66	18	431	37	39	497	16
Future Volume (vph)	36	13	67	113	7	66	18	431	37	39	497	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		0.99	1.00		1.00	1.00	
Frt		0.92			0.95		1.00	0.99		1.00	1.00	
Flt Protected		0.98			0.97		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1675			1708		1757	3491		1770	3519	
Flt Permitted		0.85			0.74		0.41	1.00		0.46	1.00	
Satd. Flow (perm)		1439			1302		749	3491		856	3519	
Peak-hour factor, PHF	0.88	0.88	0.88	0.91	0.91	0.91	0.90	0.90	0.90	0.79	0.79	0.79
Adj. Flow (vph)	41	15	76	124	8	73	20	479	41	49	629	20
RTOR Reduction (vph)	0	54	0	0	22	0	0	6	0	0	2	0
Lane Group Flow (vph)	0	78	0	0	183	0	20	514	0	49	647	0
Confl. Peds. (#/hr)	9		9	9		9	19					19
Confl. Bikes (#/hr)			1			2			2			1
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)		10.5			10.5		15.9	15.9		15.9	15.9	
Effective Green, g (s)		10.5			10.5		15.9	15.9		15.9	15.9	
Actuated g/C Ratio		0.29			0.29		0.44	0.44		0.44	0.44	
Clearance Time (s)		4.9			4.9		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0			2.0		3.9	3.9		3.9	3.9	
Lane Grp Cap (vph)		416			376		328	1529		374	1541	
v/s Ratio Prot								0.15			c0.18	
v/s Ratio Perm		0.05			c0.14		0.03			0.06		
v/c Ratio		0.19			0.49		0.06	0.34		0.13	0.42	
Uniform Delay, d1		9.7			10.7		5.9	6.7		6.1	7.0	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.1			0.4		0.1	0.2		0.2	0.2	
Delay (s)		9.8			11.0		6.0	6.9		6.3	7.3	
Level of Service		A			B		A	A		A	A	
Approach Delay (s)		9.8			11.0			6.9			7.2	
Approach LOS		A			B			A			A	
Intersection Summary												
HCM 2000 Control Delay			7.8									A
HCM 2000 Volume to Capacity ratio			0.45									
Actuated Cycle Length (s)			36.3								9.9	
Intersection Capacity Utilization			55.8%								B	
ICU Level of Service												
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

34: Morena Blvd. & Napier St.

Existing Conditions AM Peak Hour

06/01/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	45	51	1025	16	19	502
Future Volume (Veh/h)	45	51	1025	16	19	502
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.86	0.86	0.96	0.96	0.81	0.81
Hourly flow rate (vph)	52	59	1068	17	23	620
Pedestrians			1			
Lane Width (ft)			12.0			
Walking Speed (ft/s)			3.5			
Percent Blockage			0			
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			191			
pX, platoon unblocked	0.80	0.80			0.80	
vC, conflicting volume	1434	542			1085	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1043	0			607	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	70	93			97	
cM capacity (veh/h)	175	868			774	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	111	712	373	23	310	310
Volume Left	52	0	0	23	0	0
Volume Right	59	0	17	0	0	0
cSH	303	1700	1700	774	1700	1700
Volume to Capacity	0.37	0.42	0.22	0.03	0.18	0.18
Queue Length 95th (ft)	41	0	0	2	0	0
Control Delay (s)	23.6	0.0	0.0	9.8	0.0	0.0
Lane LOS	C			A		
Approach Delay (s)	23.6	0.0		0.4		
Approach LOS	C					
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			41.1%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

35: Morena Blvd. & Ashton St.

Existing Conditions AM Peak Hour

06/01/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	43	27	1026	35	8	519
Future Volume (vph)	43	27	1026	35	8	519
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9		5.3		4.4	5.4
Lane Util. Factor	1.00		0.95		1.00	0.95
Frpb, ped/bikes	1.00		1.00		1.00	1.00
Flpb, ped/bikes	1.00		1.00		1.00	1.00
Frt	0.95		1.00		1.00	1.00
Flt Protected	0.97		1.00		0.95	1.00
Satd. Flow (prot)	1713		3522		1770	3539
Flt Permitted	0.97		1.00		0.95	1.00
Satd. Flow (perm)	1713		3522		1770	3539
Peak-hour factor, PHF	0.80	0.80	0.94	0.94	0.85	0.85
Adj. Flow (vph)	54	34	1091	37	9	611
RTOR Reduction (vph)	30	0	2	0	0	0
Lane Group Flow (vph)	58	0	1126	0	9	611
Confl. Peds. (#/hr)	1					
Turn Type	Prot		NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases						
Actuated Green, G (s)	5.3		27.5		0.8	32.6
Effective Green, g (s)	5.3		27.5		0.8	32.6
Actuated g/C Ratio	0.11		0.57		0.02	0.68
Clearance Time (s)	4.9		5.3		4.4	5.4
Vehicle Extension (s)	2.0		4.3		2.0	4.0
Lane Grp Cap (vph)	188		2009		29	2393
v/s Ratio Prot	c0.03		c0.32		0.01	c0.17
v/s Ratio Perm						
v/c Ratio	0.31		0.56		0.31	0.26
Uniform Delay, d1	19.8		6.5		23.4	3.1
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	0.3		0.5		2.2	0.1
Delay (s)	20.1		7.0		25.6	3.1
Level of Service	C		A		C	A
Approach Delay (s)	20.1		7.0			3.5
Approach LOS	C		A			A
Intersection Summary						
HCM 2000 Control Delay			6.4		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.53			
Actuated Cycle Length (s)			48.2		Sum of lost time (s)	14.6
Intersection Capacity Utilization			42.0%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

36: W Morena Blvd. & Morena Blvd.

Existing Conditions AM Peak Hour

06/01/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	15	419	641	16	106	413
Future Volume (vph)	15	419	641	16	106	413
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.4	5.5		4.4	5.6
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frt	1.00	0.85	1.00		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3526		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	3526		1770	3539
Peak-hour factor, PHF	0.94	0.94	0.84	0.84	0.88	0.88
Adj. Flow (vph)	16	446	763	19	120	469
RTOR Reduction (vph)	0	39	2	0	0	0
Lane Group Flow (vph)	16	407	780	0	120	469
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8				
Actuated Green, G (s)	0.8	15.9	14.4		15.1	33.8
Effective Green, g (s)	0.8	15.9	14.4		15.1	33.8
Actuated g/C Ratio	0.02	0.35	0.32		0.33	0.75
Clearance Time (s)	4.9	4.4	5.5		4.4	5.6
Vehicle Extension (s)	2.0	2.0	3.9		2.0	3.1
Lane Grp Cap (vph)	31	558	1125		592	2652
v/s Ratio Prot	0.01	c0.24	c0.22		0.07	0.13
v/s Ratio Perm		0.01				
v/c Ratio	0.52	0.73	0.69		0.20	0.18
Uniform Delay, d1	22.0	12.7	13.4		10.7	1.6
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	5.9	4.0	2.0		0.1	0.0
Delay (s)	27.9	16.8	15.4		10.8	1.7
Level of Service	C	B	B		B	A
Approach Delay (s)	17.2		15.4			3.5
Approach LOS	B		B			A

Intersection Summary

HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	45.1	Sum of lost time (s)	14.8
Intersection Capacity Utilization	52.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

Existing Conditions AM Peak Hour

37: Knoxville St. & Morena Blvd.

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	119	3	47	405	302	42	9	72	431	14	44
Future Volume (vph)	44	119	3	47	405	302	42	9	72	431	14	44
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		1.00			1.00	0.98		0.99			1.00	
Flpb, ped/bikes		1.00			1.00	1.00		1.00			1.00	
Frt		1.00			1.00	0.85		0.92			0.99	
Flt Protected		0.99			0.99	1.00		0.98			0.96	
Satd. Flow (prot)		1833			1851	1550		1671			1754	
Flt Permitted		0.56			0.95	1.00		0.76			0.68	
Satd. Flow (perm)		1034			1765	1550		1296			1252	
Peak-hour factor, PHF	0.94	0.94	0.94	0.84	0.84	0.84	0.93	0.93	0.93	0.84	0.84	0.84
Adj. Flow (vph)	47	127	3	56	482	360	45	10	77	513	17	52
RTOR Reduction (vph)	0	1	0	0	0	227	0	37	0	0	3	0
Lane Group Flow (vph)	0	176	0	0	538	133	0	95	0	0	579	0
Confl. Peds. (#/hr)			7	7			1		3	3		1
Confl. Bikes (#/hr)						1						
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)		31.6			31.6	31.6		44.0			44.0	
Effective Green, g (s)		31.6			31.6	31.6		44.0			44.0	
Actuated g/C Ratio		0.37			0.37	0.37		0.52			0.52	
Clearance Time (s)		4.9			4.9	4.9		4.9			4.9	
Vehicle Extension (s)		3.2			4.3	4.3		2.0			2.0	
Lane Grp Cap (vph)		382			653	573		667			645	
v/s Ratio Prot												
v/s Ratio Perm		0.17			0.30	0.09		0.07			0.46	
v/c Ratio		0.46			0.82	0.23		0.14			0.90	
Uniform Delay, d1		20.4			24.4	18.5		10.8			18.7	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		1.0			8.9	0.3		0.0			14.8	
Delay (s)		21.4			33.3	18.9		10.9			33.4	
Level of Service		C			C	B		B			C	
Approach Delay (s)		21.4			27.5			10.9			33.4	
Approach LOS		C			C			B			C	
Intersection Summary												
HCM 2000 Control Delay		27.6										
HCM 2000 Volume to Capacity ratio		0.87										
Actuated Cycle Length (s)		85.4										
Intersection Capacity Utilization		80.3%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

Existing Conditions AM Peak Hour

38: Tecolote Rd.

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	136	480	352	203	19	508	79	334	8	16	39
Future Volume (vph)	24	136	480	352	203	19	508	79	334	8	16	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.9	4.9	4.9		4.9	4.9	4.9	4.9	4.9	
Lane Util. Factor		0.95	0.95	0.91	0.91		0.97	1.00	1.00	1.00	0.95	
Frpb, ped/bikes		0.99	0.98	1.00	1.00		1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt		0.92	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.89	
Flt Protected		1.00	1.00	0.95	0.98		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1605	1467	1610	3296		3433	1863	1553	1770	3119	
Flt Permitted		1.00	1.00	0.95	0.98		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1605	1467	1610	3296		3433	1863	1553	1770	3119	
Peak-hour factor, PHF	0.85	0.85	0.85	0.89	0.89	0.89	0.87	0.87	0.87	0.53	0.53	0.53
Adj. Flow (vph)	28	160	565	396	228	21	584	91	384	15	30	74
RTOR Reduction (vph)	0	30	267	0	3	0	0	0	206	0	68	0
Lane Group Flow (vph)	0	361	95	214	428	0	584	91	178	15	36	0
Confl. Peds. (#/hr)			9	9			4		9	9		4
Confl. Bikes (#/hr)			3									
Turn Type	Split	NA	Perm	Split	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	4	4		3	3		2	2	3	1	1	
Permitted Phases			4						2			
Actuated Green, G (s)		25.8	25.8	21.7	21.7		24.0	24.0	45.7	7.5	7.5	
Effective Green, g (s)		25.8	25.8	21.7	21.7		24.0	24.0	45.7	7.5	7.5	
Actuated g/C Ratio		0.26	0.26	0.22	0.22		0.24	0.24	0.46	0.08	0.08	
Clearance Time (s)		4.9	4.9	4.9	4.9		4.9	4.9	4.9	4.9	4.9	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		5.0	5.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		419	383	354	725		835	453	796	134	237	
v/s Ratio Prot		c0.22		c0.13	0.13		c0.17	0.05	0.05	0.01	c0.01	
v/s Ratio Perm			0.06						0.07			
v/c Ratio		0.86	0.25	0.60	0.59		0.70	0.20	0.22	0.11	0.15	
Uniform Delay, d1		34.7	28.7	34.6	34.5		34.0	29.7	15.8	42.4	42.6	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		16.4	0.3	2.9	1.3		3.3	0.5	0.1	0.4	0.3	
Delay (s)		51.1	29.1	37.5	35.8		37.3	30.1	16.0	42.8	42.9	
Level of Service		D	C	D	D		D	C	B	D	D	
Approach Delay (s)		40.5			36.3			28.9			42.9	
Approach LOS		D			D			C			D	
Intersection Summary												
HCM 2000 Control Delay			34.8			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			98.6			Sum of lost time (s)			19.6			
Intersection Capacity Utilization			63.9%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

39: Genesee Ave. & Marlesta Dr.

Existing Conditions AM Peak Hour

06/01/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	128	221	787	160	364	570
Future Volume (vph)	128	221	787	160	364	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.4	5.7	4.9	4.4	6.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95
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	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	1863	1583	1770	3539
Peak-hour factor, PHF	0.87	0.87	0.85	0.85	0.94	0.94
Adj. Flow (vph)	147	254	926	188	387	606
RTOR Reduction (vph)	0	31	0	13	0	0
Lane Group Flow (vph)	147	223	926	175	387	606
Confl. Peds. (#/hr)	20					
Turn Type	Prot	pm+ov	NA	pm+ov	Prot	NA
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2		
Actuated Green, G (s)	10.5	24.1	35.5	46.0	13.6	52.8
Effective Green, g (s)	10.5	24.1	35.5	46.0	13.6	52.8
Actuated g/C Ratio	0.14	0.32	0.48	0.62	0.18	0.71
Clearance Time (s)	4.9	4.4	5.7	4.9	4.4	6.4
Vehicle Extension (s)	2.0	2.0	4.6	2.0	2.0	3.6
Lane Grp Cap (vph)	249	511	886	976	322	2504
v/s Ratio Prot	c0.08	0.08	c0.50	0.03	c0.22	0.17
v/s Ratio Perm		0.06		0.09		
v/c Ratio	0.59	0.44	1.05	0.18	1.20	0.24
Uniform Delay, d1	30.0	19.9	19.5	6.2	30.5	3.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.5	0.2	42.7	0.0	116.7	0.1
Delay (s)	32.5	20.1	62.2	6.2	147.2	3.9
Level of Service	C	C	E	A	F	A
Approach Delay (s)	24.7		52.8			59.8
Approach LOS	C		D			E
Intersection Summary						
HCM 2000 Control Delay			51.1		HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio			1.00			
Actuated Cycle Length (s)			74.6		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						

HCM Signalized Intersection Capacity Analysis

40: Linda Vista Rd. & Genesee Ave.

Existing Conditions AM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	439	234	489	424	205	79	445	107	230	607	323
Future Volume (vph)	136	439	234	489	424	205	79	445	107	230	607	323
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.3	4.4	5.3	5.3	4.4	4.9	4.9	4.4	5.2	5.2
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	0.98	1.00	1.00	0.91	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1562	3433	3539	1557	1770	3539	1445	3433	3539	1550
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1562	3433	3539	1557	1770	3539	1445	3433	3539	1550
Peak-hour factor, PHF	0.92	0.92	0.92	0.91	0.91	0.91	0.91	0.91	0.91	0.83	0.83	0.83
Adj. Flow (vph)	148	477	254	537	466	225	87	489	118	277	731	389
RTOR Reduction (vph)	0	0	169	0	0	161	0	0	86	0	0	270
Lane Group Flow (vph)	148	477	85	537	466	64	87	489	32	277	731	119
Confl. Peds. (#/hr)	6		2	2		6	8		91	91		8
Confl. Bikes (#/hr)									13			3
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	11.7	19.6	19.6	19.0	26.9	26.9	7.6	25.9	25.9	10.7	28.7	28.7
Effective Green, g (s)	11.7	19.6	19.6	19.0	26.9	26.9	7.6	25.9	25.9	10.7	28.7	28.7
Actuated g/C Ratio	0.12	0.21	0.21	0.20	0.29	0.29	0.08	0.27	0.27	0.11	0.30	0.30
Clearance Time (s)	4.4	5.3	5.3	4.4	5.3	5.3	4.4	4.9	4.9	4.4	5.2	5.2
Vehicle Extension (s)	2.0	4.2	4.2	2.0	4.5	4.5	2.0	5.2	5.2	2.0	3.9	3.9
Lane Grp Cap (vph)	219	736	325	692	1010	444	142	973	397	389	1078	472
v/s Ratio Prot	0.08	c0.13		c0.16	0.13		0.05	0.14		c0.08	c0.21	
v/s Ratio Perm			0.05			0.04			0.02			0.08
v/c Ratio	0.68	0.65	0.26	0.78	0.46	0.14	0.61	0.50	0.08	0.71	0.68	0.25
Uniform Delay, d1	39.4	34.1	31.2	35.6	27.7	25.1	41.9	28.7	25.3	40.3	28.7	24.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.3	2.3	0.7	5.0	0.6	0.3	5.4	0.9	0.2	5.1	1.9	0.4
Delay (s)	45.8	36.4	31.9	40.6	28.3	25.3	47.3	29.6	25.5	45.3	30.6	25.0
Level of Service	D	D	C	D	C	C	D	C	C	D	C	C
Approach Delay (s)		36.7			33.1			31.2			31.9	
Approach LOS		D			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			33.2									C
HCM 2000 Volume to Capacity ratio			0.72									
Actuated Cycle Length (s)			94.2									19.3
Intersection Capacity Utilization			80.2%									D
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

Existing Conditions AM Peak Hour

41: SR-163 SB On Ramp/SR-163 SB Ramps & Genesee Ave.

06/01/2017

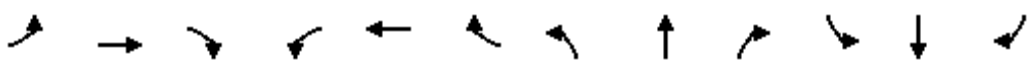
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗				↗	↕	↗
Traffic Volume (vph)	0	573	456	0	755	205	0	0	0	847	0	519
Future Volume (vph)	0	573	456	0	755	205	0	0	0	847	0	519
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.8	5.8		5.8	5.8				5.1	5.1	5.1
Lane Util. Factor		0.95	1.00		0.95	1.00				0.95	0.91	0.95
Frpb, ped/bikes		1.00	1.00		1.00	0.98				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	0.97	0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95	0.96	1.00
Satd. Flow (prot)		3539	1583		3539	1551				1681	1581	1504
Flt Permitted		1.00	1.00		1.00	1.00				0.95	0.96	1.00
Satd. Flow (perm)		3539	1583		3539	1551				1681	1581	1504
Peak-hour factor, PHF	0.84	0.84	0.84	0.92	0.92	0.92	0.25	0.25	0.25	0.89	0.89	0.89
Adj. Flow (vph)	0	682	543	0	821	223	0	0	0	952	0	583
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	16	32
Lane Group Flow (vph)	0	682	543	0	821	223	0	0	0	533	508	446
Confl. Peds. (#/hr)	1					1						
Turn Type		NA	custom		NA	custom				Split	NA	Perm
Protected Phases		2			6					4	4	
Permitted Phases			2 4 6			2 4 6						4
Actuated Green, G (s)		39.9	91.8		39.9	91.8				41.0	41.0	41.0
Effective Green, g (s)		39.9	86.7		39.9	86.7				41.0	41.0	41.0
Actuated g/C Ratio		0.43	0.94		0.43	0.94				0.45	0.45	0.45
Clearance Time (s)		5.8			5.8					5.1	5.1	5.1
Vehicle Extension (s)		2.0			2.0					1.5	1.5	1.5
Lane Grp Cap (vph)		1538	1495		1538	1464				750	706	671
v/s Ratio Prot		0.19			c0.23					0.32	c0.32	
v/s Ratio Perm			0.34			0.14						0.30
v/c Ratio		0.44	0.36		0.53	0.15				0.71	0.72	0.67
Uniform Delay, d1		18.2	0.2		19.1	0.2				20.6	20.7	20.0
Progression Factor		1.00	1.00		1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2		0.9	0.1		1.3	0.0				2.7	2.9	1.9
Delay (s)		19.1	0.3		20.4	0.2				23.2	23.7	21.9
Level of Service		B	A		C	A				C	C	C
Approach Delay (s)		10.8			16.1			0.0			23.0	
Approach LOS		B			B			A			C	
Intersection Summary												
HCM 2000 Control Delay			17.2									B
HCM 2000 Volume to Capacity ratio			0.63									
Actuated Cycle Length (s)			91.8							10.9		
Intersection Capacity Utilization			66.1%									C
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

42: Cardinal Rd./SR-163 NB Ramps & Genesee Ave.

Existing Conditions AM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↕↔		↔	↕↔	↔		↕↔				↕↔
Traffic Volume (vph)	402	1448	323	51	227	320	245	210	23	0	0	493
Future Volume (vph)	402	1448	323	51	227	320	245	210	23	0	0	493
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	5.5		4.7	5.5	5.5		5.1				4.7
Lane Util. Factor	0.97	0.95		1.00	0.91	0.91		0.95				0.88
Frpb, ped/bikes	1.00	1.00		1.00	0.99	0.98		1.00				1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00		1.00				1.00
Frt	1.00	0.97		1.00	0.94	0.85		0.99				0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98				1.00
Satd. Flow (prot)	3433	3442		1770	3168	1419		3426				2787
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.98				1.00
Satd. Flow (perm)	3433	3442		1770	3168	1419		3426				2787
Peak-hour factor, PHF	0.93	0.93	0.93	0.71	0.71	0.71	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	432	1557	347	72	320	451	269	231	25	0	0	542
RTOR Reduction (vph)	0	11	0	0	56	109	0	2	0	0	0	0
Lane Group Flow (vph)	432	1893	0	72	476	130	0	523	0	0	0	542
Confl. Peds. (#/hr)	6					6						
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA				pm+ov
Protected Phases	5	2		1	6		8	8				5
Permitted Phases						6						6 8
Actuated Green, G (s)	22.7	81.9		11.6	70.8	70.8		26.7				125.7
Effective Green, g (s)	22.7	81.9		11.6	70.8	70.8		26.7				120.2
Actuated g/C Ratio	0.17	0.60		0.09	0.52	0.52		0.20				0.89
Clearance Time (s)	4.7	5.5		4.7	5.5	5.5		5.1				4.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0				3.0
Lane Grp Cap (vph)	575	2080		151	1655	741		675				2568
v/s Ratio Prot	c0.13	c0.55		0.04	0.15			c0.15				0.04
v/s Ratio Perm						0.09						0.16
v/c Ratio	0.75	0.91		0.48	0.29	0.17		0.77				0.21
Uniform Delay, d1	53.7	23.6		59.1	18.2	17.0		51.5				1.1
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00				1.00
Incremental Delay, d2	5.5	7.4		2.4	0.1	0.1		5.5				0.0
Delay (s)	59.2	31.0		61.4	18.3	17.1		57.1				1.1
Level of Service	E	C		E	B	B		E				A
Approach Delay (s)		36.2			21.6			57.1			1.1	
Approach LOS		D			C			E			A	
Intersection Summary												
HCM 2000 Control Delay			31.4				HCM 2000 Level of Service		C			
HCM 2000 Volume to Capacity ratio			0.88									
Actuated Cycle Length (s)			135.5				Sum of lost time (s)		15.3			
Intersection Capacity Utilization			89.2%				ICU Level of Service		E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

Existing Conditions AM Peak Hour

43: Linda Vista Rd. & Mesa College Dr.

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	419	103	248	833	217	195	351	176	272	326	141
Future Volume (vph)	123	419	103	248	833	217	195	351	176	272	326	141
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	5.8		4.4	5.2		4.4	5.4	
Lane Util. Factor	1.00	0.95		1.00	0.95		0.97	0.95		0.97	0.95	
Frpb, ped/bikes	1.00	0.97		1.00	0.98		1.00	0.96		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	0.97		1.00	0.97		1.00	0.95		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	3340		1770	3376		3433	3229		3433	3251	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3340		1770	3376		3433	3229		3433	3251	
Peak-hour factor, PHF	0.83	0.83	0.83	0.88	0.88	0.88	0.86	0.86	0.86	0.95	0.95	0.95
Adj. Flow (vph)	148	505	124	282	947	247	227	408	205	286	343	148
RTOR Reduction (vph)	0	18	0	0	18	0	0	54	0	0	41	0
Lane Group Flow (vph)	148	611	0	282	1176	0	227	559	0	286	450	0
Confl. Peds. (#/hr)	51		95	95		51	75		100	100		75
Confl. Bikes (#/hr)			2			1						3
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)	14.6	27.9		36.1	48.5		14.3	31.0		12.1	28.6	
Effective Green, g (s)	14.6	27.9		36.1	48.5		14.3	31.0		12.1	28.6	
Actuated g/C Ratio	0.12	0.22		0.29	0.38		0.11	0.25		0.10	0.23	
Clearance Time (s)	4.4	4.9		4.4	5.8		4.4	5.2		4.4	5.4	
Vehicle Extension (s)	2.0	2.8		2.0	7.6		2.0	4.1		2.0	6.0	
Lane Grp Cap (vph)	205	739		507	1299		389	794		329	737	
v/s Ratio Prot	0.08	c0.18		0.16	c0.35		0.07	c0.17		c0.08	0.14	
v/s Ratio Perm												
v/c Ratio	0.72	0.83		0.56	0.91		0.58	0.70		0.87	0.61	
Uniform Delay, d1	53.7	46.7		38.2	36.6		53.0	43.3		56.2	43.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	10.1	7.5		0.8	10.6		1.4	5.2		20.2	3.7	
Delay (s)	63.9	54.2		38.9	47.2		54.5	48.5		76.4	47.5	
Level of Service	E	D		D	D		D	D		E	D	
Approach Delay (s)		56.1			45.6			50.1			58.1	
Approach LOS		E			D			D			E	
Intersection Summary												
HCM 2000 Control Delay			51.2			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			126.0			Sum of lost time (s)				20.0		
Intersection Capacity Utilization			91.0%			ICU Level of Service				F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 44: Linda Vista Rd. & Kearny High School Dwy./Dwy.

Existing Conditions AM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	4	0	19	2	0	1	81	725	13	7	587	18
Future Volume (Veh/h)	4	0	19	2	0	1	81	725	13	7	587	18
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.72	0.72	0.72	0.38	0.38	0.38	0.86	0.86	0.86	0.81	0.81	0.81
Hourly flow rate (vph)	6	0	26	5	0	3	94	843	15	9	725	22
Pedestrians		14			3						3	
Lane Width (ft)		12.0			12.0						12.0	
Walking Speed (ft/s)		3.5			3.5						3.5	
Percent Blockage		1			0						0	
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								1			1	
Upstream signal (ft)											972	
pX, platoon unblocked	0.97	0.97	0.97	0.97	0.97		0.97					
vC, conflicting volume	1384	1817	388	1448	1820	435	761			861		
vC1, stage 1 conf vol	768	768		1042	1042							
vC2, stage 2 conf vol	616	1049		406	779							
vCu, unblocked vol	1331	1779	303	1398	1782	435	689			861		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	100	96	97	100	99	89			99		
cM capacity (veh/h)	217	175	662	170	164	566	862			774		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	32	8	94	562	296	9	483	264				
Volume Left	6	5	94	0	0	9	0	0				
Volume Right	26	3	0	0	15	0	0	22				
cSH	478	231	862	1700	1700	774	1700	1700				
Volume to Capacity	0.07	0.03	0.11	0.33	0.17	0.01	0.28	0.16				
Queue Length 95th (ft)	5	3	9	0	0	1	0	0				
Control Delay (s)	13.1	21.2	9.7	0.0	0.0	9.7	0.0	0.0				
Lane LOS	B	C	A			A						
Approach Delay (s)	13.1	21.2	1.0			0.1						
Approach LOS	B	C										
Intersection Summary												
Average Delay			0.9									
Intersection Capacity Utilization			38.1%		ICU Level of Service			A				
Analysis Period (min)			15									

Intersection Sign configuration not allowed in HCM analysis.

HCM Signalized Intersection Capacity Analysis 46: SR-163 NB Off Ramp & Mesa College Dr.

Existing Conditions AM Peak Hour

06/01/2017

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘↙↗	↖
Traffic Volume (vph)	511	0	0	1015	435	593
Future Volume (vph)	511	0	0	1015	435	593
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1			5.1	5.1	5.1
Lane Util. Factor	0.95			0.95	0.97	0.91
Frt	1.00			1.00	0.94	0.85
Flt Protected	1.00			1.00	0.97	1.00
Satd. Flow (prot)	3539			3539	3305	1441
Flt Permitted	1.00			1.00	0.97	1.00
Satd. Flow (perm)	3539			3539	3305	1441
Peak-hour factor, PHF	0.91	0.91	0.94	0.94	0.91	0.91
Adj. Flow (vph)	562	0	0	1080	478	652
RTOR Reduction (vph)	0	0	0	0	103	177
Lane Group Flow (vph)	562	0	0	1080	668	182
Turn Type	NA			NA	Prot	Perm
Protected Phases	2			6	4	
Permitted Phases						4
Actuated Green, G (s)	27.9			27.9	19.7	19.7
Effective Green, g (s)	27.9			27.9	19.7	19.7
Actuated g/C Ratio	0.48			0.48	0.34	0.34
Clearance Time (s)	5.1			5.1	5.1	5.1
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Lane Grp Cap (vph)	1708			1708	1126	491
v/s Ratio Prot	0.16			c0.31	c0.20	
v/s Ratio Perm						0.13
v/c Ratio	0.33			0.63	0.59	0.37
Uniform Delay, d1	9.2			11.1	15.7	14.4
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	0.1			0.8	0.8	0.5
Delay (s)	9.3			11.9	16.6	14.8
Level of Service	A			B	B	B
Approach Delay (s)	9.3			11.9	16.0	
Approach LOS	A			B	B	
Intersection Summary						
HCM 2000 Control Delay			13.1		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.62			
Actuated Cycle Length (s)			57.8		Sum of lost time (s)	10.2
Intersection Capacity Utilization			55.2%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

Existing Conditions AM Peak Hour

47: Mission Bay Dr. & Garnet Ave.

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	742	862	467	165	693	228	398	362	209	234	208	404
Future Volume (vph)	742	862	467	165	693	228	398	362	209	234	208	404
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	4.4	4.9	4.4	4.4	4.9	4.4	4.4	5.3	4.4
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	0.88
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.99	1.00	1.00	0.95	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	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1556	1770	3539	1566	3433	3539	1498	3433	1863	2753
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1556	1770	3539	1566	3433	3539	1498	3433	1863	2753
Peak-hour factor, PHF	0.88	0.88	0.88	0.96	0.96	0.96	0.96	0.96	0.96	0.97	0.97	0.97
Adj. Flow (vph)	843	980	531	172	722	238	415	377	218	241	214	416
RTOR Reduction (vph)	0	0	118	0	0	77	0	0	49	0	0	39
Lane Group Flow (vph)	843	980	413	172	722	161	415	377	169	241	214	377
Confl. Peds. (#/hr)	1		8	8		1	5		22	22		5
Confl. Bikes (#/hr)			2			3			10			
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8		7	4	5	1	6		5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	46.0	60.3	83.1	19.0	33.3	48.2	22.8	37.2	56.2	14.9	28.9	74.9
Effective Green, g (s)	46.0	60.3	83.1	19.0	33.3	48.2	22.8	37.2	56.2	14.9	28.9	74.9
Actuated g/C Ratio	0.31	0.40	0.55	0.13	0.22	0.32	0.15	0.25	0.37	0.10	0.19	0.50
Clearance Time (s)	4.4	4.9	4.4	4.4	4.9	4.4	4.4	4.9	4.4	4.4	5.3	4.4
Vehicle Extension (s)	2.0	4.1	2.0	2.0	4.3	2.0	2.0	4.5	2.0	2.0	3.3	2.0
Lane Grp Cap (vph)	1052	1422	862	224	785	503	521	877	561	341	358	1374
v/s Ratio Prot	c0.25	0.28	0.07	0.10	c0.20	0.03	c0.12	0.11	0.04	0.07	c0.11	0.08
v/s Ratio Perm			0.19			0.07			0.07			0.05
v/c Ratio	0.80	0.69	0.48	0.77	0.92	0.32	0.80	0.43	0.30	0.71	0.60	0.27
Uniform Delay, d1	47.8	37.1	20.3	63.4	57.0	38.5	61.4	47.5	33.1	65.4	55.2	21.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.2	1.6	0.2	13.2	16.1	0.1	7.7	1.5	0.1	5.4	7.2	0.0
Delay (s)	52.0	38.7	20.5	76.6	73.1	38.6	69.1	49.0	33.2	70.8	62.4	21.8
Level of Service	D	D	C	E	E	D	E	D	C	E	E	C
Approach Delay (s)		39.3			66.4			53.8			45.4	
Approach LOS		D			E			D			D	
Intersection Summary												
HCM 2000 Control Delay			48.8				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			150.0				Sum of lost time (s)			19.0		
Intersection Capacity Utilization			95.3%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

48: Morena Blvd. SB Ramps

Existing Conditions AM Peak Hour

06/01/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	73	94	0	784	204	0
Future Volume (vph)	73	94	0	784	204	0
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	0.95	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	1770	1583		3539	3539	
Flt Permitted	0.95	1.00		1.00	1.00	
Satd. Flow (perm)	1770	1583		3539	3539	
Peak-hour factor, PHF	0.76	0.76	0.87	0.87	0.93	0.93
Adj. Flow (vph)	96	124	0	901	219	0
RTOR Reduction (vph)	0	109	0	0	0	0
Lane Group Flow (vph)	96	15	0	901	219	0
Turn Type	Prot	Perm		NA	NA	
Protected Phases	7			2	6	
Permitted Phases		7				
Actuated Green, G (s)	3.9	3.9		19.7	19.7	
Effective Green, g (s)	3.9	3.9		19.7	19.7	
Actuated g/C Ratio	0.12	0.12		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)	211	189		2138	2138	
v/s Ratio Prot	c0.05			c0.25	0.06	
v/s Ratio Perm		0.01				
v/c Ratio	0.45	0.08		0.42	0.10	
Uniform Delay, d1	13.4	12.8		3.4	2.7	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.6	0.2		0.1	0.0	
Delay (s)	14.9	12.9		3.6	2.7	
Level of Service	B	B		A	A	
Approach Delay (s)	13.8			3.6	2.7	
Approach LOS	B			A	A	

Intersection Summary

HCM 2000 Control Delay	5.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	32.6	Sum of lost time (s)	9.0
Intersection Capacity Utilization	33.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

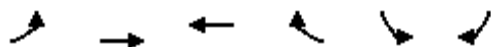
Intersection Sign configuration not allowed in HCM analysis.

HCM Signalized Intersection Capacity Analysis

50: Balboa Ave. & Moraga Ave.

Existing Conditions AM Peak Hour

06/01/2017



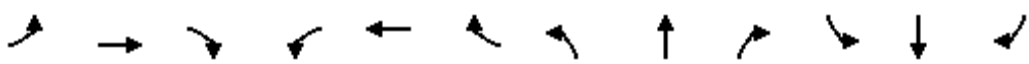
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔↔	↑↑	↑↑	↗	↖	↗
Traffic Volume (vph)	324	990	1141	81	99	267
Future Volume (vph)	324	990	1141	81	99	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7	6.5	6.5	5.6	5.6
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	3539	3539	1583	1770	1561
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	3539	3539	1583	1770	1561
Peak-hour factor, PHF	0.95	0.95	0.90	0.90	0.77	0.77
Adj. Flow (vph)	341	1042	1268	90	129	347
RTOR Reduction (vph)	0	0	0	50	0	212
Lane Group Flow (vph)	341	1042	1268	40	129	135
Confl. Peds. (#/hr)					1	3
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	11.2	48.3	31.9	31.9	11.5	11.5
Effective Green, g (s)	11.2	48.3	31.9	31.9	11.5	11.5
Actuated g/C Ratio	0.16	0.68	0.45	0.45	0.16	0.16
Clearance Time (s)	4.4	5.7	6.5	6.5	5.6	5.6
Vehicle Extension (s)	2.0	4.8	3.9	3.9	2.0	2.0
Lane Grp Cap (vph)	540	2404	1587	710	286	252
v/s Ratio Prot	c0.10	0.29	c0.36		0.07	
v/s Ratio Perm				0.03		c0.09
v/c Ratio	0.63	0.43	0.80	0.06	0.45	0.54
Uniform Delay, d1	28.0	5.2	16.8	11.1	26.9	27.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.8	0.2	3.1	0.0	0.4	1.1
Delay (s)	29.8	5.4	19.9	11.1	27.4	28.4
Level of Service	C	A	B	B	C	C
Approach Delay (s)		11.4	19.3		28.2	
Approach LOS		B	B		C	
Intersection Summary						
HCM 2000 Control Delay			17.2		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.71			
Actuated Cycle Length (s)			71.1		Sum of lost time (s)	16.5
Intersection Capacity Utilization			62.3%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

Existing Conditions PM Peak Hour

1: Regents Rd. & SR-52 WB On Ramp/SR-52 WB Off Ramp

06/01/2017

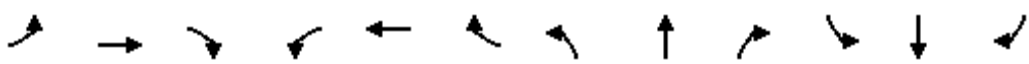
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↶	↶	↶	↶			↶	↶
Traffic Volume (vph)	0	0	0	770	1	197	252	467	0	0	492	170
Future Volume (vph)	0	0	0	770	1	197	252	467	0	0	492	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)					5.1	4.0	4.7	4.7			6.2	4.0
Lane Util. Factor					1.00	1.00	0.97	0.95			0.95	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					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)					1774	1583	3433	3539			3539	1583
Flt Permitted					0.95	1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)					1774	1583	3433	3539			3539	1583
Peak-hour factor, PHF	0.25	0.25	0.25	0.95	0.95	0.95	0.93	0.93	0.93	0.95	0.95	0.95
Adj. Flow (vph)	0	0	0	811	1	207	271	502	0	0	518	179
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	812	207	271	502	0	0	518	179
Confl. Peds. (#/hr)									2	2		
Turn Type				Perm	NA	Free	Prot	NA			NA	Free
Protected Phases					7		5	1 2			6	
Permitted Phases				7		Free						Free
Actuated Green, G (s)					50.0	123.8	30.0	62.5			27.8	123.8
Effective Green, g (s)					50.0	123.8	30.0	62.5			27.8	123.8
Actuated g/C Ratio					0.40	1.00	0.24	0.50			0.22	1.00
Clearance Time (s)					5.1		4.7				6.2	
Vehicle Extension (s)					2.0		2.0				2.0	
Lane Grp Cap (vph)					716	1583	831	1786			794	1583
v/s Ratio Prot							c0.08	c0.14			c0.15	
v/s Ratio Perm					0.46	0.13						0.11
v/c Ratio					1.13	0.13	0.33	0.28			0.65	0.11
Uniform Delay, d1					36.9	0.0	38.6	17.7			43.6	0.0
Progression Factor					1.00	1.00	1.57	1.07			1.00	1.00
Incremental Delay, d2					77.0	0.2	0.1	0.0			1.5	0.1
Delay (s)					113.9	0.2	60.8	18.9			45.1	0.1
Level of Service					F	A	E	B			D	A
Approach Delay (s)		0.0			90.8			33.6			33.5	
Approach LOS		A			F			C			C	
Intersection Summary												
HCM 2000 Control Delay			57.0									
HCM 2000 Volume to Capacity ratio			0.78									
Actuated Cycle Length (s)			123.8									
Intersection Capacity Utilization			76.8%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

Existing Conditions PM Peak Hour

2: SR-52 EB Off Ramp/SR-52 EB On Ramp & Regents Rd.

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	360	5	824	0	0	0	0	423	263	102	1142	0
Future Volume (vph)	360	5	824	0	0	0	0	423	263	102	1142	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1	4.0					6.2	4.0	4.7	4.7	
Lane Util. Factor	0.95	0.95	1.00					0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1688	1583					3539	1583	1770	3539	
Flt Permitted	0.95	0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1688	1583					3539	1583	1770	3539	
Peak-hour factor, PHF	0.98	0.98	0.98	0.25	0.25	0.25	0.90	0.90	0.90	0.94	0.94	0.94
Adj. Flow (vph)	367	5	841	0	0	0	0	470	292	109	1215	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	187	185	841	0	0	0	0	470	292	109	1215	0
Turn Type	Split	NA	Free					NA	Free	Prot	NA	
Protected Phases	3	3						2		1	5 6	
Permitted Phases			Free						Free			
Actuated Green, G (s)	50.0	50.0	123.8					42.7	123.8	15.1	62.5	
Effective Green, g (s)	50.0	50.0	123.8					42.7	123.8	15.1	62.5	
Actuated g/C Ratio	0.40	0.40	1.00					0.34	1.00	0.12	0.50	
Clearance Time (s)	5.1	5.1						6.2		4.7		
Vehicle Extension (s)	2.0	2.0						2.0		2.0		
Lane Grp Cap (vph)	678	681	1583					1220	1583	215	1786	
v/s Ratio Prot	0.11	0.11						0.13		0.06	c0.34	
v/s Ratio Perm			c0.53						0.18			
v/c Ratio	0.28	0.27	0.53					0.39	0.18	0.51	0.68	
Uniform Delay, d1	24.8	24.7	0.0					30.6	0.0	50.9	23.1	
Progression Factor	1.00	1.00	1.00					1.00	1.00	0.84	1.05	
Incremental Delay, d2	0.1	0.1	1.3					0.9	0.3	0.3	0.4	
Delay (s)	24.8	24.8	1.3					31.6	0.3	43.3	24.7	
Level of Service	C	C	A					C	A	D	C	
Approach Delay (s)		8.5			0.0			19.6			26.2	
Approach LOS		A			A			B			C	
Intersection Summary												
HCM 2000 Control Delay			18.2									
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			123.8									
Intersection Capacity Utilization			76.8%									
Analysis Period (min)			15									
c Critical Lane Group												

Intersection Sign configuration not allowed in HCM analysis.

HCM Signalized Intersection Capacity Analysis

Existing Conditions PM Peak Hour

4: Genesee Ave. & SR-52 EB Ramps

06/01/2017



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	262	219	580	208	528	1133
Future Volume (vph)	262	219	580	208	528	1133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1	5.1	7.5	4.0	4.7	7.5
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	3539	1583	1770	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	3539	1583	1770	3539
Peak-hour factor, PHF	0.85	0.85	0.91	0.91	0.92	0.92
Adj. Flow (vph)	308	258	637	229	574	1232
RTOR Reduction (vph)	0	193	0	0	0	0
Lane Group Flow (vph)	308	65	637	229	574	1232
Turn Type	Prot	Perm	NA	Free	Prot	NA
Protected Phases	4		2		1	6
Permitted Phases		4		Free		
Actuated Green, G (s)	20.2	20.2	22.3	80.1	20.3	47.3
Effective Green, g (s)	20.2	20.2	22.3	80.1	20.3	47.3
Actuated g/C Ratio	0.25	0.25	0.28	1.00	0.25	0.59
Clearance Time (s)	5.1	5.1	7.5		4.7	7.5
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	446	399	985	1583	448	2089
v/s Ratio Prot	c0.17		0.18		c0.32	c0.35
v/s Ratio Perm		0.04		0.14		
v/c Ratio	0.69	0.16	0.65	0.14	1.28	0.59
Uniform Delay, d1	27.1	23.4	25.4	0.0	29.9	10.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.6	0.2	1.5	0.2	142.8	0.4
Delay (s)	31.7	23.6	26.9	0.2	172.7	10.7
Level of Service	C	C	C	A	F	B
Approach Delay (s)	28.0		19.8			62.2
Approach LOS	C		B			E

Intersection Summary

HCM 2000 Control Delay	44.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	80.1	Sum of lost time (s)	17.3
Intersection Capacity Utilization	74.2%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

5: Clairemont Mesa Blvd. & Luna Ave.

Existing Conditions PM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	313	24	161	3	20	25	170	318	10	53	1240	647
Future Volume (vph)	313	24	161	3	20	25	170	318	10	53	1240	647
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9	4.4		4.9		4.4	5.3	5.3	4.4	6.2	6.2
Lane Util. Factor		1.00	1.00		1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.99		1.00		1.00	1.00	0.97	1.00	1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1780	1564		1726		1770	3539	1539	1770	3539	1583
Flt Permitted		0.72	1.00		0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1333	1564		1696		1770	3539	1539	1770	3539	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.71	0.71	0.71	0.91	0.91	0.91	0.93	0.93	0.93
Adj. Flow (vph)	348	27	179	4	28	35	187	349	11	57	1333	696
RTOR Reduction (vph)	0	0	16	0	25	0	0	0	5	0	0	113
Lane Group Flow (vph)	0	375	163	0	42	0	187	349	6	57	1333	583
Confl. Peds. (#/hr)			4	4					2	2		
Confl. Bikes (#/hr)			1						1			
Turn Type	Perm	NA	pm+ov	Perm	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases		4	5		8		5	2		1	6	
Permitted Phases	4		4	8					2			6
Actuated Green, G (s)		37.6	53.8		37.6		16.2	66.9	66.9	6.9	56.7	56.7
Effective Green, g (s)		37.6	53.8		37.6		16.2	66.9	66.9	6.9	56.7	56.7
Actuated g/C Ratio		0.30	0.43		0.30		0.13	0.53	0.53	0.05	0.45	0.45
Clearance Time (s)		4.9	4.4		4.9		4.4	5.3	5.3	4.4	6.2	6.2
Vehicle Extension (s)		4.0	2.0		2.0		2.0	4.4	4.4	2.0	3.2	3.2
Lane Grp Cap (vph)		397	667		506		227	1879	817	96	1592	712
v/s Ratio Prot			0.03				c0.11	0.10		0.03	c0.38	
v/s Ratio Perm		c0.28	0.07		0.03				0.00			0.37
v/c Ratio		0.94	0.24		0.08		0.82	0.19	0.01	0.59	0.84	0.82
Uniform Delay, d1		43.2	23.1		31.8		53.5	15.4	13.9	58.2	30.6	30.2
Progression Factor		1.00	1.00		1.00		0.95	1.43	1.00	1.00	1.00	1.00
Incremental Delay, d2		31.4	0.1		0.0		19.4	0.2	0.0	6.4	5.4	10.1
Delay (s)		74.5	23.2		31.8		70.2	22.2	13.9	64.6	36.0	40.3
Level of Service		E	C		C		E	C	B	E	D	D
Approach Delay (s)		57.9			31.8			38.4			38.2	
Approach LOS		E			C			D			D	
Intersection Summary												
HCM 2000 Control Delay			41.5				HCM 2000 Level of Service			D		
HCM 2000 Volume to Capacity ratio			0.87									
Actuated Cycle Length (s)			126.0				Sum of lost time (s)			15.5		
Intersection Capacity Utilization			82.1%				ICU Level of Service			E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
6: Jutland Dr. & Luna Ave.

Existing Conditions PM Peak Hour

06/01/2017

																			
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR							
Lane Configurations																			
Sign Control		Stop			Stop			Stop			Stop								
Traffic Volume (vph)	0	156	20	572	249	31	4	4	345	12	3	0							
Future Volume (vph)	0	156	20	572	249	31	4	4	345	12	3	0							
Peak Hour Factor	0.65	0.65	0.65	0.91	0.91	0.91	0.95	0.95	0.95	0.75	0.75	0.75							
Hourly flow rate (vph)	0	240	31	629	274	34	4	4	363	16	4	0							
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	SB 1														
Volume Total (vph)	271	629	308	371	20														
Volume Left (vph)	0	629	0	4	16														
Volume Right (vph)	31	0	34	363	0														
Hadj (s)	-0.03	0.53	-0.04	-0.55	0.19														
Departure Headway (s)	6.2	6.8	6.2	5.8	7.6														
Degree Utilization, x	0.47	1.18	0.53	0.60	0.04														
Capacity (veh/h)	552	528	579	595	416														
Control Delay (s)	14.6	121.3	14.6	17.3	11.0														
Approach Delay (s)	14.6	86.2		17.3	11.0														
Approach LOS	B	F		C	B														
Intersection Summary																			
Delay				57.2															
Level of Service				F															
Intersection Capacity Utilization				73.1%	ICU Level of Service				D										
Analysis Period (min)				15															

HCM Unsignalized Intersection Capacity Analysis
7: Morena Blvd. & Jutland Dr.

Existing Conditions PM Peak Hour

06/01/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Sign Control	Stop		Stop			Stop
Traffic Volume (vph)	539	24	135	242	35	233
Future Volume (vph)	539	24	135	242	35	233
Peak Hour Factor	0.81	0.81	0.89	0.89	0.84	0.84
Hourly flow rate (vph)	665	30	152	272	42	277
Direction, Lane #	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	665	30	152	272	134	185
Volume Left (vph)	665	0	0	0	42	0
Volume Right (vph)	0	30	0	272	0	0
Hadj (s)	0.53	-0.67	0.03	-0.67	0.19	0.03
Departure Headway (s)	7.1	5.9	7.1	6.4	7.3	7.2
Degree Utilization, x	1.31	0.05	0.30	0.48	0.27	0.37
Capacity (veh/h)	507	589	502	558	481	493
Control Delay (s)	175.5	8.0	11.8	13.9	11.9	13.1
Approach Delay (s)	168.2		13.2		12.6	
Approach LOS	F		B		B	
Intersection Summary						
Delay			88.0			
Level of Service			F			
Intersection Capacity Utilization			54.4%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

8: Moraga Ave. & Clairemont Mesa Blvd.

Existing Conditions PM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	965	417	285	355	17	112	31	268	23	24	4
Future Volume (vph)	22	965	417	285	355	17	112	31	268	23	24	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.3	4.4	5.3	5.3		4.9			4.9	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00		1.00			1.00	
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00	0.95		0.99			1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00		1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		0.91			0.99	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.99			0.98	
Satd. Flow (prot)	1770	3539	1529	1770	3539	1497		1650			1798	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00		0.89			0.69	
Satd. Flow (perm)	1770	3539	1529	1770	3539	1497		1494			1270	
Peak-hour factor, PHF	0.95	0.95	0.95	0.96	0.96	0.96	0.91	0.91	0.91	0.80	0.80	0.80
Adj. Flow (vph)	23	1016	439	297	370	18	123	34	295	29	30	5
RTOR Reduction (vph)	0	0	64	0	0	8	0	56	0	0	3	0
Lane Group Flow (vph)	23	1016	375	297	370	10	0	396	0	0	61	0
Confl. Peds. (#/hr)	9		4	4		9	4		5	5		4
Confl. Bikes (#/hr)			1						4			1
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			8			4	
Permitted Phases			2			6	8			4		
Actuated Green, G (s)	3.6	51.5	51.5	24.2	72.1	72.1		35.7			35.7	
Effective Green, g (s)	3.6	51.5	51.5	24.2	72.1	72.1		35.7			35.7	
Actuated g/C Ratio	0.03	0.41	0.41	0.19	0.57	0.57		0.28			0.28	
Clearance Time (s)	4.4	5.3	5.3	4.4	5.3	5.3		4.9			4.9	
Vehicle Extension (s)	2.0	4.6	4.6	2.0	4.6	4.6		2.0			2.0	
Lane Grp Cap (vph)	50	1446	624	339	2025	856		423			359	
v/s Ratio Prot	0.01	c0.29		c0.17	0.10							
v/s Ratio Perm			0.25			0.01		c0.27			0.05	
v/c Ratio	0.46	0.70	0.60	0.88	0.18	0.01		0.94			0.17	
Uniform Delay, d1	60.2	30.9	29.2	49.4	12.9	11.6		44.0			34.0	
Progression Factor	1.50	0.53	0.50	0.78	0.72	1.00		1.00			1.00	
Incremental Delay, d2	1.5	1.8	2.6	19.6	0.2	0.0		27.8			0.1	
Delay (s)	91.9	18.2	17.1	58.2	9.5	11.6		71.8			34.1	
Level of Service	F	B	B	E	A	B		E			C	
Approach Delay (s)		19.0			30.6			71.8			34.1	
Approach LOS		B			C			E			C	
Intersection Summary												
HCM 2000 Control Delay			31.3				HCM 2000 Level of Service				C	
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			126.0				Sum of lost time (s)				14.6	
Intersection Capacity Utilization			82.0%				ICU Level of Service				E	
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

9: Clairemont Dr & Clairemont Mesa Blvd.

Existing Conditions PM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	532	389	406	452	33	146	288	295	54	229	165
Future Volume (vph)	270	532	389	406	452	33	146	288	295	54	229	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.2		4.4	5.1		4.4	5.3	5.3	4.4	5.1	
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	0.98		1.00	1.00		1.00	1.00	0.94	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	0.94		1.00	0.99		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	3259		3433	3492		1770	3539	1485	1770	3251	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	3259		3433	3492		1770	3539	1485	1770	3251	
Peak-hour factor, PHF	0.98	0.98	0.98	0.94	0.94	0.94	0.96	0.96	0.96	0.90	0.90	0.90
Adj. Flow (vph)	276	543	397	432	481	35	152	300	307	60	254	183
RTOR Reduction (vph)	0	91	0	0	4	0	0	0	244	0	111	0
Lane Group Flow (vph)	276	849	0	432	512	0	152	300	63	60	326	0
Confl. Peds. (#/hr)	22		17	17		22	20		15	15		20
Confl. Bikes (#/hr)			5			4			2			4
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)	14.3	54.0		19.7	59.5		14.4	25.9	25.9	7.1	18.8	
Effective Green, g (s)	14.3	54.0		19.7	59.5		14.4	25.9	25.9	7.1	18.8	
Actuated g/C Ratio	0.11	0.43		0.16	0.47		0.11	0.21	0.21	0.06	0.15	
Clearance Time (s)	4.4	5.2		4.4	5.1		4.4	5.3	5.3	4.4	5.1	
Vehicle Extension (s)	2.0	3.4		2.0	3.5		2.0	3.3	3.3	2.0	3.4	
Lane Grp Cap (vph)	389	1396		536	1649		202	727	305	99	485	
v/s Ratio Prot	0.08	c0.26		c0.13	0.15		c0.09	0.08		0.03	c0.10	
v/s Ratio Perm									0.04			
v/c Ratio	0.71	0.61		0.81	0.31		0.75	0.41	0.21	0.61	0.67	
Uniform Delay, d1	53.8	27.8		51.3	20.6		54.1	43.4	41.5	58.1	50.7	
Progression Factor	1.34	0.40		1.00	1.02		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	3.2	1.3		8.0	0.5		13.1	0.4	0.4	7.0	3.8	
Delay (s)	75.6	12.5		59.2	21.5		67.2	43.9	41.9	65.1	54.4	
Level of Service	E	B		E	C		E	D	D	E	D	
Approach Delay (s)		26.8			38.7			47.7			55.7	
Approach LOS		C			D			D			E	
Intersection Summary												
HCM 2000 Control Delay			39.0			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.68									
Actuated Cycle Length (s)			126.0			Sum of lost time (s)			19.3			
Intersection Capacity Utilization			80.0%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

10: Rolfe Rd. & Clairemont Mesa Blvd.

Existing Conditions PM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	639	73	106	634	73	46	15	48	64	23	63
Future Volume (vph)	64	639	73	106	634	73	46	15	48	64	23	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.1		4.4	5.0			4.9		4.9	4.9	
Lane Util. Factor	1.00	0.95		1.00	0.95			1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.99		1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00		1.00	1.00	
Frt	1.00	0.98		1.00	0.98			0.94		1.00	0.89	
Flt Protected	0.95	1.00		0.95	1.00			0.98		0.95	1.00	
Satd. Flow (prot)	1770	3474		1770	3472			1692		1764	1638	
Flt Permitted	0.95	1.00		0.95	1.00			0.73		0.53	1.00	
Satd. Flow (perm)	1770	3474		1770	3472			1259		984	1638	
Peak-hour factor, PHF	0.91	0.91	0.91	0.95	0.95	0.95	0.83	0.83	0.83	0.89	0.89	0.89
Adj. Flow (vph)	70	702	80	112	667	77	55	18	58	72	26	71
RTOR Reduction (vph)	0	4	0	0	4	0	0	28	0	0	63	0
Lane Group Flow (vph)	70	778	0	112	740	0	0	103	0	72	34	0
Confl. Peds. (#/hr)	4		4	4		4	2		2	2		2
Confl. Bikes (#/hr)						2			1			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)	8.3	85.7		12.3	89.8			13.6		13.6	13.6	
Effective Green, g (s)	8.3	85.7		12.3	89.8			13.6		13.6	13.6	
Actuated g/C Ratio	0.07	0.68		0.10	0.71			0.11		0.11	0.11	
Clearance Time (s)	4.4	5.1		4.4	5.0			4.9		4.9	4.9	
Vehicle Extension (s)	2.0	4.4		2.0	3.7			2.7		2.0	2.0	
Lane Grp Cap (vph)	116	2362		172	2474			135		106	176	
v/s Ratio Prot	0.04	c0.22		c0.06	c0.21						0.02	
v/s Ratio Perm								c0.08		0.07		
v/c Ratio	0.60	0.33		0.65	0.30			0.77		0.68	0.19	
Uniform Delay, d1	57.2	8.3		54.8	6.6			54.6		54.1	51.2	
Progression Factor	1.17	1.04		0.70	2.24			1.00		1.00	1.00	
Incremental Delay, d2	5.0	0.3		6.1	0.3			21.9		12.8	0.2	
Delay (s)	71.9	9.0		44.3	15.1			76.5		66.9	51.4	
Level of Service	E	A		D	B			E		E	D	
Approach Delay (s)		14.2			18.9			76.5			58.0	
Approach LOS		B			B			E			E	
Intersection Summary												
HCM 2000 Control Delay	23.9			HCM 2000 Level of Service			C					
HCM 2000 Volume to Capacity ratio	0.41											
Actuated Cycle Length (s)	126.0			Sum of lost time (s)			14.4					
Intersection Capacity Utilization	51.5%			ICU Level of Service			A					
Analysis Period (min)	15											
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

11: Kleefeld Ave./Clairemont Dr. & Clairemont Mesa Blvd.

Existing Conditions PM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	724	55	39	794	255	65	36	25	345	35	57
Future Volume (vph)	24	724	55	39	794	255	65	36	25	345	35	57
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	5.2	5.2		4.9		4.9	4.9	4.9
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00		1.00		0.95	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.96		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	0.99		1.00	1.00	0.85		0.97		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97		0.95	0.96	1.00
Satd. Flow (prot)	1770	3493		1770	3539	1516		1760		1681	1700	1518
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.97		0.95	0.96	1.00
Satd. Flow (perm)	1770	3493		1770	3539	1516		1760		1681	1700	1518
Peak-hour factor, PHF	0.89	0.89	0.89	0.96	0.96	0.96	0.77	0.77	0.77	0.92	0.92	0.92
Adj. Flow (vph)	27	813	62	41	827	266	84	47	32	375	38	62
RTOR Reduction (vph)	0	3	0	0	0	46	0	8	0	0	0	52
Lane Group Flow (vph)	27	872	0	41	827	220	0	155	0	206	207	10
Confl. Peds. (#/hr)	9		5	5		9	9		8	8		9
Confl. Bikes (#/hr)												1
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA		Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases		2				6						8
Actuated Green, G (s)	4.5	64.9		6.5	66.6	66.6		15.5		20.0	20.0	20.0
Effective Green, g (s)	4.5	64.9		6.5	66.6	66.6		15.5		20.0	20.0	20.0
Actuated g/C Ratio	0.04	0.52		0.05	0.53	0.53		0.12		0.16	0.16	0.16
Clearance Time (s)	4.4	4.9		4.4	5.2	5.2		4.9		4.9	4.9	4.9
Vehicle Extension (s)	2.0	4.4		2.0	4.1	4.1		2.0		2.0	2.0	2.0
Lane Grp Cap (vph)	63	1799		91	1870	801		216		266	269	240
v/s Ratio Prot	0.02	c0.25		c0.02	0.23			c0.09		c0.12	0.12	
v/s Ratio Perm						0.15						0.01
v/c Ratio	0.43	0.48		0.45	0.44	0.27		0.72		0.77	0.77	0.04
Uniform Delay, d1	59.5	19.7		58.0	18.3	16.4		53.1		50.8	50.8	44.9
Progression Factor	1.29	0.52		0.80	1.88	2.30		1.00		1.00	1.00	1.00
Incremental Delay, d2	1.6	0.9		0.8	0.5	0.5		9.1		12.0	11.3	0.0
Delay (s)	78.7	11.2		47.1	34.8	38.2		62.3		62.9	62.1	44.9
Level of Service	E	B		D	C	D		E		E	E	D
Approach Delay (s)		13.2			36.1			62.3			60.2	
Approach LOS		B			D			E			E	
Intersection Summary												
HCM 2000 Control Delay			34.2				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.57									
Actuated Cycle Length (s)			126.0				Sum of lost time (s)			19.4		
Intersection Capacity Utilization			56.2%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

12: Genesee Ave. & Clairemont Mesa Blvd.

Existing Conditions PM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	642	345	234	798	83	265	444	121	127	862	105
Future Volume (vph)	150	642	345	234	798	83	265	444	121	127	862	105
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	4.9		4.4	4.9	
Lane Util. Factor	0.97	0.95		0.97	0.95		0.97	0.95		1.00	0.95	
Frpb, ped/bikes	1.00	0.98		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	
Frt	1.00	0.95		1.00	0.99		1.00	0.97		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)	3433	3302		3433	3481		3433	3403		1770	3471	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	3433	3302		3433	3481		3433	3403		1770	3471	
Peak-hour factor, PHF	0.97	0.97	0.97	0.96	0.96	0.96	0.97	0.97	0.97	0.91	0.91	0.91
Adj. Flow (vph)	155	662	356	244	831	86	273	458	125	140	947	115
RTOR Reduction (vph)	0	56	0	0	6	0	0	19	0	0	7	0
Lane Group Flow (vph)	155	962	0	244	911	0	273	564	0	140	1055	0
Confl. Peds. (#/hr)	11		24	24		11	13		16	16		13
Confl. Bikes (#/hr)						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)	9.0	42.6		11.5	45.1		12.7	39.4		13.8	40.5	
Effective Green, g (s)	9.0	42.6		11.5	45.1		12.7	39.4		13.8	40.5	
Actuated g/C Ratio	0.07	0.34		0.09	0.36		0.10	0.31		0.11	0.32	
Clearance Time (s)	4.4	5.0		4.4	5.0		4.4	4.9		4.4	4.9	
Vehicle Extension (s)	2.0	3.2		2.0	3.2		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	245	1116		313	1245		346	1064		193	1115	
v/s Ratio Prot	0.05	c0.29		c0.07	0.26		c0.08	0.17		0.08	c0.30	
v/s Ratio Perm												
v/c Ratio	0.63	0.86		0.78	0.73		0.79	0.53		0.73	0.95	
Uniform Delay, d1	56.9	39.0		56.0	35.2		55.3	35.7		54.3	41.7	
Progression Factor	1.08	0.98		1.39	0.60		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.4	7.9		7.4	2.6		10.5	0.2		10.9	15.4	
Delay (s)	64.7	46.1		85.1	23.8		65.9	35.9		65.1	57.1	
Level of Service	E	D		F	C		E	D		E	E	
Approach Delay (s)		48.6			36.7			45.4			58.0	
Approach LOS		D			D			D			E	
Intersection Summary												
HCM 2000 Control Delay			47.4			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.87									
Actuated Cycle Length (s)			126.0			Sum of lost time (s)				18.7		
Intersection Capacity Utilization			86.7%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

13: Limerick Ave. & Clairemont Mesa Blvd.

Existing Conditions PM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	808	142	188	1015	205	107	101	95	166	120	44
Future Volume (vph)	60	808	142	188	1015	205	107	101	95	166	120	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.0	5.0	4.4	4.9		4.4	4.9		4.4	4.9	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.92	1.00	0.99		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	1.00	0.85	1.00	0.97		1.00	0.93		1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1458	1770	3429		1770	1710		1770	1757	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3539	1458	1770	3429		1770	1710		1770	1757	
Peak-hour factor, PHF	0.94	0.94	0.94	0.93	0.93	0.93	0.84	0.84	0.84	0.76	0.76	0.76
Adj. Flow (vph)	64	860	151	202	1091	220	127	120	113	218	158	58
RTOR Reduction (vph)	0	0	87	0	11	0	0	30	0	0	11	0
Lane Group Flow (vph)	64	860	64	202	1300	0	127	203	0	218	205	0
Confl. Peds. (#/hr)	5		18	18		5	43		6	6		43
Confl. Bikes (#/hr)			1						1			2
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2									
Actuated Green, G (s)	7.4	53.3	53.3	18.2	64.2		11.1	19.3		16.5	24.7	
Effective Green, g (s)	7.4	53.3	53.3	18.2	64.2		11.1	19.3		16.5	24.7	
Actuated g/C Ratio	0.06	0.42	0.42	0.14	0.51		0.09	0.15		0.13	0.20	
Clearance Time (s)	4.4	5.0	5.0	4.4	4.9		4.4	4.9		4.4	4.9	
Vehicle Extension (s)	2.0	6.5	6.5	2.0	7.1		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	103	1497	616	255	1747		155	261		231	344	
v/s Ratio Prot	0.04	0.24		c0.11	c0.38		0.07	c0.12		c0.12	0.12	
v/s Ratio Perm			0.04									
v/c Ratio	0.62	0.57	0.10	0.79	0.74		0.82	0.78		0.94	0.60	
Uniform Delay, d1	57.9	27.7	21.9	52.1	24.4		56.5	51.3		54.3	46.1	
Progression Factor	1.11	0.78	1.69	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	6.1	1.2	0.2	14.4	2.9		26.2	12.5		43.1	1.8	
Delay (s)	70.6	22.9	37.2	66.5	27.3		82.7	63.8		97.4	47.9	
Level of Service	E	C	D	E	C		F	E		F	D	
Approach Delay (s)		27.8			32.6			70.5			72.8	
Approach LOS		C			C			E			E	
Intersection Summary												
HCM 2000 Control Delay			40.2			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			126.0			Sum of lost time (s)				18.7		
Intersection Capacity Utilization			82.1%			ICU Level of Service				E		
Analysis Period (min)			15									
c Critical Lane Group												

Intersection Sign configuration not allowed in HCM analysis.

Existing PM
15: I-805 NB Off-Ramp & Clairemont Mesa Blvd

05/12/2017

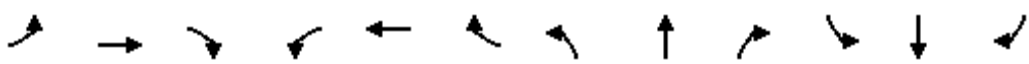
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑					↑	↑↑			
Traffic Volume (veh/h)	0	1334	160	0	0	0	0	0	737	0	0	0
Future Volume (veh/h)	0	1334	160	0	0	0	0	0	737	0	0	0
Number	5	2	12				7	4	14			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1696	1863				0	1863	1863			
Adj Flow Rate, veh/h	0	1419	0				0	0	828			
Adj No. of Lanes	0	3	1				0	1	2			
Peak Hour Factor	0.92	0.94	0.82				1.00	0.92	0.89			
Percent Heavy Veh, %	0	12	2				0	2	2			
Cap, veh/h	0	1947	666				0	645	944			
Arrive On Green	0.00	0.42	0.00				0.00	0.00	0.35			
Sat Flow, veh/h	0	4784	1583				0	1863	2725			
Grp Volume(v), veh/h	0	1419	0				0	0	828			
Grp Sat Flow(s),veh/h/ln	0	1544	1583				0	1863	1362			
Q Serve(g_s), s	0.0	12.2	0.0				0.0	0.0	13.6			
Cycle Q Clear(g_c), s	0.0	12.2	0.0				0.0	0.0	13.6			
Prop In Lane	0.00		1.00				0.00		1.00			
Lane Grp Cap(c), veh/h	0	1947	666				0	645	944			
V/C Ratio(X)	0.00	0.73	0.00				0.00	0.00	0.88			
Avail Cap(c_a), veh/h	0	1947	666				0	740	1083			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00				0.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	11.5	0.0				0.0	0.0	14.6			
Incr Delay (d2), s/veh	0.0	2.4	0.0				0.0	0.0	6.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	5.6	0.0				0.0	0.0	6.0			
LnGrp Delay(d),s/veh	0.0	14.0	0.0				0.0	0.0	21.5			
LnGrp LOS		B							C			
Approach Vol, veh/h		1419						828				
Approach Delay, s/veh		14.0						21.5				
Approach LOS		B						C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4								
Phs Duration (G+Y+Rc), s		26.0		21.6								
Change Period (Y+Rc), s		6.0		5.1								
Max Green Setting (Gmax), s		20.0		18.9								
Max Q Clear Time (g_c+I1), s		14.2		15.6								
Green Ext Time (p_c), s		3.5		0.9								
Intersection Summary												
HCM 2010 Ctrl Delay			16.7									
HCM 2010 LOS			B									

HCM Signalized Intersection Capacity Analysis

Existing Conditions PM Peak Hour

16: Genesee Ave. & Derrick Dr.

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔	↔	↔↔↔		↔	↔↔↔	
Traffic Volume (vph)	39	32	35	250	26	104	25	951	265	119	1112	33
Future Volume (vph)	39	32	35	250	26	104	25	951	265	119	1112	33
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	4.4	4.9		4.4	5.6	
Lane Util. Factor		1.00			1.00	1.00	1.00	0.91		1.00	0.91	
Frpb, ped/bikes		0.99			1.00	0.97	1.00	0.99		1.00	1.00	
Flpb, ped/bikes		1.00			0.99	1.00	1.00	1.00		1.00	1.00	
Frt		0.95			1.00	0.85	1.00	0.97		1.00	1.00	
Flt Protected		0.98			0.96	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1722			1757	1539	1770	4873		1770	5055	
Flt Permitted		0.65			0.64	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (perm)		1134			1179	1539	1770	4873		1770	5055	
Peak-hour factor, PHF	0.88	0.88	0.88	0.86	0.86	0.86	0.94	0.94	0.94	0.91	0.91	0.91
Adj. Flow (vph)	44	36	40	291	30	121	27	1012	282	131	1222	36
RTOR Reduction (vph)	0	15	0	0	0	84	0	29	0	0	2	0
Lane Group Flow (vph)	0	105	0	0	321	37	27	1265	0	131	1256	0
Confl. Peds. (#/hr)	13		16	16		13	8		6	6		8
Confl. Bikes (#/hr)			4									2
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		Prot	NA	
Protected Phases		4			8		5	2		1		
Permitted Phases	4			8		8					6	
Actuated Green, G (s)		42.6			42.6	42.6	10.5	68.7		14.5	72.0	
Effective Green, g (s)		42.6			42.6	42.6	10.5	68.7		14.5	72.0	
Actuated g/C Ratio		0.30			0.30	0.30	0.08	0.49		0.10	0.51	
Clearance Time (s)		4.9			4.9	4.9	4.4	4.9		4.4	5.6	
Vehicle Extension (s)		2.0			2.0	2.0	2.0	8.0		2.0	5.9	
Lane Grp Cap (vph)		345			358	468	132	2391		183	2599	
v/s Ratio Prot							0.02	c0.26		c0.07		
v/s Ratio Perm		0.09			c0.27	0.02					0.25	
v/c Ratio		0.31			0.90	0.08	0.20	0.53		0.72	0.48	
Uniform Delay, d1		37.4			46.6	34.7	60.8	24.5		60.8	22.0	
Progression Factor		1.00			1.00	1.00	0.96	0.96		1.00	1.00	
Incremental Delay, d2		0.2			23.3	0.0	0.2	0.7		10.5	0.6	
Delay (s)		37.5			69.9	34.7	58.6	24.2		71.3	22.6	
Level of Service		D			E	C	E	C		E	C	
Approach Delay (s)		37.5			60.3			24.9			27.2	
Approach LOS		D			E			C			C	
Intersection Summary												
HCM 2000 Control Delay		31.1										
HCM 2000 Volume to Capacity ratio		0.68										
Actuated Cycle Length (s)		140.0										
Intersection Capacity Utilization		66.7%										
Analysis Period (min)		15										
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

Existing Conditions PM Peak Hour

17: Genesee Ave. & Mt. Etna Dr.

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	65	121	134	53	152	152	1090	140	234	1095	67
Future Volume (vph)	51	65	121	134	53	152	152	1090	140	234	1095	67
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		4.4	4.9	4.9
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.91		1.00	0.95	1.00
Frpb, ped/bikes	1.00	0.99		1.00	0.98		1.00	0.99		1.00	1.00	0.96
Flpb, ped/bikes	0.99	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.90		1.00	0.89		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)	1752	1664		1766	1622		1770	4972		1770	3539	1521
Flt Permitted	0.40	1.00		0.34	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	736	1664		629	1622		1770	4972		1770	3539	1521
Peak-hour factor, PHF	0.76	0.76	0.76	0.95	0.95	0.95	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	67	86	159	141	56	160	167	1198	154	257	1203	74
RTOR Reduction (vph)	0	53	0	0	81	0	0	9	0	0	0	28
Lane Group Flow (vph)	67	192	0	141	135	0	167	1343	0	257	1203	46
Confl. Peds. (#/hr)	13		3	3		13	5		7	7		5
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								6
Actuated Green, G (s)	28.6	28.6		28.6	28.6		22.9	72.6		24.6	74.3	74.3
Effective Green, g (s)	28.6	28.6		28.6	28.6		22.9	72.6		24.6	74.3	74.3
Actuated g/C Ratio	0.20	0.20		0.20	0.20		0.16	0.52		0.18	0.53	0.53
Clearance Time (s)	4.9	4.9		4.9	4.9		4.4	4.9		4.4	4.9	4.9
Vehicle Extension (s)	2.5	2.5		2.5	2.5		2.0	3.5		2.0	3.5	3.5
Lane Grp Cap (vph)	150	339		128	331		289	2578		311	1878	807
v/s Ratio Prot		0.12			0.08		c0.09	0.27		c0.15	c0.34	
v/s Ratio Perm	0.09			c0.22								0.03
v/c Ratio	0.45	0.57		1.10	0.41		0.58	0.52		0.83	0.64	0.06
Uniform Delay, d1	48.8	50.1		55.7	48.3		54.1	22.2		55.6	23.4	15.9
Progression Factor	1.00	1.00		1.00	1.00		0.86	0.84		1.10	0.39	0.09
Incremental Delay, d2	1.5	1.8		109.4	0.6		1.3	0.6		13.9	1.5	0.1
Delay (s)	50.3	51.9		165.1	48.9		48.0	19.2		75.0	10.6	1.6
Level of Service	D	D		F	D		D	B		E	B	A
Approach Delay (s)		51.6			94.8			22.4			21.0	
Approach LOS		D			F			C			C	
Intersection Summary												
HCM 2000 Control Delay			31.2			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)			14.2			
Intersection Capacity Utilization			76.7%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

Existing Conditions PM Peak Hour

18: Genesee Ave. & Balboa Ave.

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	347	746	127	166	935	231	266	664	169	300	720	223
Future Volume (vph)	347	746	127	166	935	231	266	664	169	300	720	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3		4.4	5.4		4.4	4.9		4.4	4.9	4.9
Lane Util. Factor	1.00	0.95		0.97	0.91		0.97	0.91		0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.97		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	3450		3433	4918		3433	4930		3433	3539	1549
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1770	3450		3433	4918		3433	4930		3433	3539	1549
Peak-hour factor, PHF	0.97	0.97	0.97	0.95	0.95	0.95	0.94	0.94	0.94	0.95	0.95	0.95
Adj. Flow (vph)	358	769	131	175	984	243	283	706	180	316	758	235
RTOR Reduction (vph)	0	11	0	0	29	0	0	32	0	0	0	174
Lane Group Flow (vph)	358	889	0	175	1198	0	283	854	0	316	758	61
Confl. Peds. (#/hr)	4		8	8		4	7					7
Confl. Bikes (#/hr)												1
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases												4
Actuated Green, G (s)	30.9	46.5		27.1	42.6		13.6	32.3		15.1	33.8	33.8
Effective Green, g (s)	30.9	46.5		27.1	42.6		13.6	32.3		15.1	33.8	33.8
Actuated g/C Ratio	0.22	0.33		0.19	0.30		0.10	0.23		0.11	0.24	0.24
Clearance Time (s)	4.4	5.3		4.4	5.4		4.4	4.9		4.4	4.9	4.9
Vehicle Extension (s)	2.0	3.3		2.0	2.9		2.0	4.6		2.0	4.5	4.5
Lane Grp Cap (vph)	390	1145		664	1496		333	1137		370	854	373
v/s Ratio Prot	c0.20	0.26		0.05	c0.24		0.08	0.17		c0.09	c0.21	
v/s Ratio Perm												0.04
v/c Ratio	0.92	0.78		0.26	0.80		0.85	0.75		0.85	0.89	0.16
Uniform Delay, d1	53.3	42.1		48.0	44.8		62.2	50.1		61.4	51.3	41.9
Progression Factor	1.00	1.00		0.93	0.96		1.39	0.46		1.08	0.76	1.37
Incremental Delay, d2	25.6	5.2		0.1	3.5		15.3	2.8		13.3	9.3	0.3
Delay (s)	78.9	47.2		44.8	46.3		101.6	26.0		79.7	48.1	57.7
Level of Service	E	D		D	D		F	C		E	D	E
Approach Delay (s)		56.2			46.2			44.3			57.5	
Approach LOS		E			D			D			E	
Intersection Summary												
HCM 2000 Control Delay			51.1			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.87									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)				19.1		
Intersection Capacity Utilization			92.5%			ICU Level of Service				F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

19: Genesee Ave. & Mt. Alifan Dr.

Existing Conditions PM Peak Hour

06/01/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔	↔	↔	↔↔↔	↔	↔	↔↔	↔
Traffic Volume (vph)	159	224	80	282	308	89	109	1014	194	46	793	180
Future Volume (vph)	159	224	80	282	308	89	109	1014	194	46	793	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	4.4	5.5	5.5	4.4	4.9	4.9
Lane Util. Factor		0.95			0.95	1.00	1.00	0.91	1.00	1.00	0.95	1.00
Frpb, ped/bikes		0.99			1.00	0.97	1.00	1.00	0.95	1.00	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		0.97			1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98			0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		3355			3457	1541	1770	5085	1511	1770	3539	1543
Flt Permitted		0.98			0.98	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		3355			3457	1541	1770	5085	1511	1770	3539	1543
Peak-hour factor, PHF	0.90	0.90	0.90	0.96	0.96	0.96	0.95	0.95	0.95	0.91	0.91	0.91
Adj. Flow (vph)	177	249	89	294	321	93	115	1067	204	51	871	198
RTOR Reduction (vph)	0	13	0	0	0	74	0	0	74	0	0	73
Lane Group Flow (vph)	0	502	0	0	615	19	115	1067	130	51	871	125
Confl. Peds. (#/hr)	11		17	17		11	7		8	8		7
Confl. Bikes (#/hr)									2			
Turn Type	Split	NA		Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)		25.2			29.3	29.3	12.6	51.6	51.6	14.2	53.8	53.8
Effective Green, g (s)		25.2			29.3	29.3	12.6	51.6	51.6	14.2	53.8	53.8
Actuated g/C Ratio		0.18			0.21	0.21	0.09	0.37	0.37	0.10	0.38	0.38
Clearance Time (s)		4.9			4.9	4.9	4.4	5.5	5.5	4.4	4.9	4.9
Vehicle Extension (s)		2.0			2.0	2.0	2.0	3.9	3.9	2.0	8.0	8.0
Lane Grp Cap (vph)		603			723	322	159	1874	556	179	1359	592
v/s Ratio Prot		c0.15			c0.18		c0.06	0.21		0.03	c0.25	
v/s Ratio Perm						0.01			0.09			0.08
v/c Ratio		0.83			0.85	0.06	0.72	0.57	0.23	0.28	0.64	0.21
Uniform Delay, d1		55.4			53.2	44.3	62.0	35.3	30.5	58.2	35.2	28.9
Progression Factor		1.00			1.37	5.23	1.00	1.00	1.00	0.67	0.59	0.42
Incremental Delay, d2		9.2			8.3	0.0	12.9	1.3	1.0	0.2	1.7	0.6
Delay (s)		64.5			81.5	231.7	74.9	36.6	31.5	39.0	22.6	12.6
Level of Service		E			F	F	E	D	C	D	C	B
Approach Delay (s)		64.5			101.2			39.0			21.6	
Approach LOS		E			F			D			C	
Intersection Summary												
HCM 2000 Control Delay			49.1									
HCM 2000 Volume to Capacity ratio			0.74									
Actuated Cycle Length (s)			140.0									
Intersection Capacity Utilization			82.3%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
20: Mt. Alifan Dr. & Mt. Abraham Ave.

Existing Conditions PM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	43	0	139	0	243	0	81	602	0
Future Volume (Veh/h)	0	0	0	43	0	139	0	243	0	81	602	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.25	0.25	0.25	0.91	0.91	0.91	0.92	0.92	0.92	0.83	0.83	0.83
Hourly flow rate (vph)	0	0	0	47	0	153	0	264	0	98	725	0
Pedestrians					11			3				
Lane Width (ft)					12.0			12.0				
Walking Speed (ft/s)					3.5			3.5				
Percent Blockage					1			0				
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)											259	
pX, platoon unblocked	0.91	0.91	0.91	0.91	0.91		0.91					
vC, conflicting volume	1338	1196	366	836	1196	275	725			275		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1168	1012	97	616	1012	275	493			275		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	85	100	79	100			92		
cM capacity (veh/h)	99	197	851	313	197	715	968			1272		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3					
Volume Total	0	200	0	264	98	483	242					
Volume Left	0	47	0	0	98	0	0					
Volume Right	0	153	0	0	0	0	0					
cSH	1700	549	1700	1700	1272	1700	1700					
Volume to Capacity	0.00	0.36	0.00	0.16	0.08	0.28	0.14					
Queue Length 95th (ft)	0	41	0	0	6	0	0					
Control Delay (s)	0.0	15.3	0.0	0.0	8.1	0.0	0.0					
Lane LOS	A	C			A							
Approach Delay (s)	0.0	15.3	0.0		1.0							
Approach LOS	A	C										
Intersection Summary												
Average Delay			3.0									
Intersection Capacity Utilization			41.5%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

21: Mt. Alifan Dr./Mt. Abernathy Ave. & Balboa Ave.

Existing Conditions PM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	1265	64	276	1581	128	93	121	180	197	319	155
Future Volume (vph)	170	1265	64	276	1581	128	93	121	180	197	319	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3		4.4	5.4		4.4	4.9	4.4	4.4	4.9	4.9
Lane Util. Factor	1.00	0.91		1.00	0.91		0.97	1.00	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.99	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	5043		1770	5011		3433	1863	1566	3433	3539	1538
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	5043		1770	5011		3433	1863	1566	3433	3539	1538
Peak-hour factor, PHF	0.87	0.87	0.87	0.95	0.95	0.95	0.89	0.89	0.89	0.87	0.87	0.87
Adj. Flow (vph)	195	1454	74	291	1664	135	104	136	202	226	367	178
RTOR Reduction (vph)	0	3	0	0	5	0	0	0	36	0	0	154
Lane Group Flow (vph)	195	1525	0	291	1794	0	104	136	166	226	367	24
Confl. Peds. (#/hr)	20		5	5		20	13		17	17		13
Confl. Bikes (#/hr)			1			1						1
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			4
Actuated Green, G (s)	21.7	66.0		28.2	72.4		7.7	16.1	44.3	10.7	19.1	19.1
Effective Green, g (s)	21.7	66.0		28.2	72.4		7.7	16.1	44.3	10.7	19.1	19.1
Actuated g/C Ratio	0.15	0.47		0.20	0.52		0.06	0.12	0.32	0.08	0.14	0.14
Clearance Time (s)	4.4	5.3		4.4	5.4		4.4	4.9	4.4	4.4	4.9	4.9
Vehicle Extension (s)	2.0	6.3		2.0	5.8		2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	274	2377		356	2591		188	214	495	262	482	209
v/s Ratio Prot	0.11	0.30		c0.16	c0.36		0.03	0.07	0.07	c0.07	c0.10	
v/s Ratio Perm									0.04			0.02
v/c Ratio	0.71	0.64		0.82	0.69		0.55	0.64	0.33	0.86	0.76	0.12
Uniform Delay, d1	56.2	28.0		53.4	25.4		64.5	59.1	36.6	63.9	58.3	53.0
Progression Factor	0.77	1.06		1.39	0.79		1.09	1.15	0.59	1.00	1.00	1.00
Incremental Delay, d2	6.3	1.2		9.9	1.2		1.9	4.4	0.1	23.4	6.3	0.1
Delay (s)	49.7	31.0		84.0	21.3		72.3	72.4	21.5	87.3	64.6	53.1
Level of Service	D	C		F	C		E	E	C	F	E	D
Approach Delay (s)		33.1			30.1			49.1			68.6	
Approach LOS		C			C			D			E	
Intersection Summary												
HCM 2000 Control Delay			38.7			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)			19.1			
Intersection Capacity Utilization			82.2%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
 22: Mt. Abernathy Ave. & Balboa Arms Dr.

Existing Conditions PM Peak Hour

06/01/2017

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations				 	 	
Sign Control	Stop			Stop	Stop	
Traffic Volume (vph)	100	149	193	213	433	59
Future Volume (vph)	100	149	193	213	433	59
Peak Hour Factor	0.94	0.94	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	106	159	212	234	476	65
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total (vph)	106	159	290	156	317	224
Volume Left (vph)	106	0	212	0	0	0
Volume Right (vph)	0	159	0	0	0	65
Hadj (s)	0.53	-0.67	0.40	0.03	0.03	-0.17
Departure Headway (s)	7.4	6.2	6.5	6.1	6.0	5.8
Degree Utilization, x	0.22	0.27	0.52	0.27	0.53	0.36
Capacity (veh/h)	455	540	531	566	579	597
Control Delay (s)	11.3	10.3	15.2	10.1	14.5	10.9
Approach Delay (s)	10.7		13.4		13.0	
Approach LOS	B		B		B	
Intersection Summary						
Delay			12.7			
Level of Service			B			
Intersection Capacity Utilization			43.5%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

23: Mt. Albertine Ave./Cannington Dr. & Balboa Ave.

Existing Conditions PM Peak Hour

06/01/2017

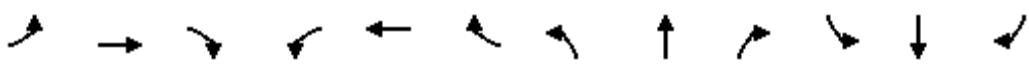
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	1749	58	97	1996	78	22	23	80	43	26	41
Future Volume (vph)	45	1749	58	97	1996	78	22	23	80	43	26	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3		4.4	5.4			4.9			4.9	
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00			1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00			0.98			0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00			1.00			1.00	
Frt	1.00	1.00		1.00	0.99			0.91			0.95	
Flt Protected	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (prot)	1770	5055		1770	5048			1649			1725	
Flt Permitted	0.95	1.00		0.95	1.00			0.99			0.98	
Satd. Flow (perm)	1770	5055		1770	5048			1649			1725	
Peak-hour factor, PHF	0.94	0.94	0.94	0.96	0.96	0.96	0.95	0.95	0.95	0.92	0.92	0.92
Adj. Flow (vph)	48	1861	62	101	2079	81	23	24	84	47	28	45
RTOR Reduction (vph)	0	2	0	0	2	0	0	54	0	0	15	0
Lane Group Flow (vph)	48	1921	0	101	2158	0	0	77	0	0	105	0
Confl. Peds. (#/hr)	6		3	3		6			13	13		
Confl. Bikes (#/hr)			3			1			2			1
Turn Type	Prot	NA		Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases												
Actuated Green, G (s)	6.8	83.8		12.4	89.3			11.3			13.0	
Effective Green, g (s)	6.8	83.8		12.4	89.3			11.3			13.0	
Actuated g/C Ratio	0.05	0.60		0.09	0.64			0.08			0.09	
Clearance Time (s)	4.4	5.3		4.4	5.4			4.9			4.9	
Vehicle Extension (s)	2.0	5.0		2.0	4.0			2.0			2.0	
Lane Grp Cap (vph)	85	3025		156	3219			133			160	
v/s Ratio Prot	0.03	c0.38		0.06	c0.43			c0.05			c0.06	
v/s Ratio Perm												
v/c Ratio	0.56	0.64		0.65	0.67			0.58			0.65	
Uniform Delay, d1	65.2	18.2		61.7	16.0			62.0			61.3	
Progression Factor	0.83	0.84		0.88	1.70			1.00			1.00	
Incremental Delay, d2	4.0	0.8		4.9	0.8			3.7			7.1	
Delay (s)	58.0	16.1		59.0	28.1			65.8			68.4	
Level of Service	E	B		E	C			E			E	
Approach Delay (s)		17.1			29.5			65.8			68.4	
Approach LOS		B			C			E			E	
Intersection Summary												
HCM 2000 Control Delay			26.1			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.67									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)			19.6			
Intersection Capacity Utilization			70.7%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

24: Eckstrom Ave./Charger Blvd. & Balboa Ave.

Existing Conditions PM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	1666	133	358	2008	262	109	47	219	196	130	16
Future Volume (vph)	13	1666	133	358	2008	262	109	47	219	196	130	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3		4.4	5.4	5.4	4.9	4.9	4.4	4.9	4.9	
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	0.95	0.95	0.88	1.00	1.00	
Frpb, ped/bikes	1.00	1.00		1.00	1.00	0.96	1.00	1.00	1.00	1.00	1.00	
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		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	0.98	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5021		1770	5085	1522	1681	1734	2787	1770	1824	
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.98	1.00	0.95	1.00	
Satd. Flow (perm)	1770	5021		1770	5085	1522	1681	1734	2787	1770	1824	
Peak-hour factor, PHF	0.91	0.91	0.91	0.95	0.95	0.95	0.78	0.78	0.78	0.78	0.78	0.78
Adj. Flow (vph)	14	1831	146	377	2114	276	140	60	281	251	167	21
RTOR Reduction (vph)	0	6	0	0	0	59	0	0	112	0	3	0
Lane Group Flow (vph)	14	1971	0	377	2114	217	98	102	169	251	185	0
Confl. Peds. (#/hr)	5		1	1		5	14					14
Confl. Bikes (#/hr)						1						4
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	pm+ov	Split	NA	
Protected Phases	5	2		1	6		8	8	1	7	7	
Permitted Phases						6			8			
Actuated Green, G (s)	2.1	52.6		31.1	81.5	81.5	12.9	12.9	44.0	23.9	23.9	
Effective Green, g (s)	2.1	52.6		31.1	81.5	81.5	12.9	12.9	44.0	23.9	23.9	
Actuated g/C Ratio	0.02	0.38		0.22	0.58	0.58	0.09	0.09	0.31	0.17	0.17	
Clearance Time (s)	4.4	5.3		4.4	5.4	5.4	4.9	4.9	4.4	4.9	4.9	
Vehicle Extension (s)	2.0	5.0		2.0	4.0	4.0	2.5	2.5	2.0	2.0	2.0	
Lane Grp Cap (vph)	26	1886		393	2960	886	154	159	875	302	311	
v/s Ratio Prot	0.01	c0.39		c0.21	0.42		0.06	c0.06	0.04	c0.14	0.10	
v/s Ratio Perm						0.14			0.02			
v/c Ratio	0.54	1.04		0.96	0.71	0.25	0.64	0.64	0.19	0.83	0.59	
Uniform Delay, d1	68.5	43.7		53.8	20.9	14.3	61.3	61.3	35.0	56.1	53.6	
Progression Factor	1.17	0.67		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	8.2	31.4		34.2	1.5	0.7	7.3	7.6	0.0	16.7	2.0	
Delay (s)	88.4	60.7		88.1	22.4	14.9	68.6	68.9	35.1	72.8	55.6	
Level of Service	F	E		F	C	B	E	E	D	E	E	
Approach Delay (s)		60.8			30.6			49.1			65.4	
Approach LOS		E			C			D			E	
Intersection Summary												
HCM 2000 Control Delay			45.5			HCM 2000 Level of Service			D			
HCM 2000 Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)			19.6			
Intersection Capacity Utilization			93.5%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

Existing PM

25: I-805 SB On-Off Ramps/I-805 SB Off-Ramp & Balboa Avenue

05/12/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑↑	↑					↑	↑↑
Traffic Volume (veh/h)	0	0	0	0	2424	499	0	0	0	0	0	413
Future Volume (veh/h)	0	0	0	0	2424	499	0	0	0	0	0	413
Number				1	6	16				7	4	14
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				0	1863	1863				0	1863	1863
Adj Flow Rate, veh/h				0	2693	0				0	0	492
Adj No. of Lanes				0	3	1				0	1	2
Peak Hour Factor				0.92	0.90	0.89				1.00	0.92	0.84
Percent Heavy Veh, %				0	2	2				0	2	2
Cap, veh/h				0	3069	955				0	390	584
Arrive On Green				0.00	0.60	0.00				0.00	0.00	0.21
Sat Flow, veh/h				0	5253	1583				0	1863	2787
Grp Volume(v), veh/h				0	2693	0				0	0	492
Grp Sat Flow(s),veh/h/ln				0	1695	1583				0	1863	1393
Q Serve(g_s), s				0.0	26.0	0.0				0.0	0.0	9.9
Cycle Q Clear(g_c), s				0.0	26.0	0.0				0.0	0.0	9.9
Prop In Lane				0.00		1.00				0.00		1.00
Lane Grp Cap(c), veh/h				0	3069	955				0	390	584
V/C Ratio(X)				0.00	0.88	0.00				0.00	0.00	0.84
Avail Cap(c_a), veh/h				0	3150	981				0	575	861
HCM Platoon Ratio				1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.00	1.00	0.00				0.00	0.00	1.00
Uniform Delay (d), s/veh				0.0	9.7	0.0				0.0	0.0	22.1
Incr Delay (d2), s/veh				0.0	2.9	0.0				0.0	0.0	3.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.0	12.8	0.0				0.0	0.0	4.0
LnGrp Delay(d),s/veh				0.0	12.7	0.0				0.0	0.0	25.5
LnGrp LOS					B							C
Approach Vol, veh/h					2693						492	
Approach Delay, s/veh					12.7						25.5	
Approach LOS					B						C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				17.3		41.0						
Change Period (Y+Rc), s				5.1		5.8						
Max Green Setting (Gmax), s				18.0		36.1						
Max Q Clear Time (g_c+I1), s				11.9		28.0						
Green Ext Time (p_c), s				0.3		7.2						
Intersection Summary												
HCM 2010 Ctrl Delay				14.6								
HCM 2010 LOS				B								

Existing PM
26: I-805 NB Off-Ramp & Balboa Avenue

05/12/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑					↑	↑↑			
Traffic Volume (veh/h)	0	1740	351	0	0	0	0	0	444	0	0	0
Future Volume (veh/h)	0	1740	351	0	0	0	0	0	444	0	0	0
Number	5	2	12				3	8	18			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1743	1863				0	1863	1863			
Adj Flow Rate, veh/h	0	1794	0				0	0	472			
Adj No. of Lanes	0	3	1				0	1	2			
Peak Hour Factor	0.92	0.97	0.86				0.25	0.92	0.94			
Percent Heavy Veh, %	0	9	2				0	2	2			
Cap, veh/h	0	2452	816				0	419	627			
Arrive On Green	0.00	0.52	0.00				0.00	0.00	0.22			
Sat Flow, veh/h	0	4916	1583				0	1863	2787			
Grp Volume(v), veh/h	0	1794	0				0	0	472			
Grp Sat Flow(s),veh/h/ln	0	1586	1583				0	1863	1393			
Q Serve(g_s), s	0.0	12.3	0.0				0.0	0.0	6.6			
Cycle Q Clear(g_c), s	0.0	12.3	0.0				0.0	0.0	6.6			
Prop In Lane	0.00		1.00				0.00		1.00			
Lane Grp Cap(c), veh/h	0	2452	816				0	419	627			
V/C Ratio(X)	0.00	0.73	0.00				0.00	0.00	0.75			
Avail Cap(c_a), veh/h	0	2961	985				0	799	1196			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00				0.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	7.9	0.0				0.0	0.0	15.2			
Incr Delay (d2), s/veh	0.0	0.5	0.0				0.0	0.0	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	5.4	0.0				0.0	0.0	2.6			
LnGrp Delay(d),s/veh	0.0	8.5	0.0				0.0	0.0	15.9			
LnGrp LOS		A							B			
Approach Vol, veh/h		1794						472				
Approach Delay, s/veh		8.5						15.9				
Approach LOS		A						B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		27.4						14.5				
Change Period (Y+Rc), s		5.8						5.1				
Max Green Setting (Gmax), s		26.1						18.0				
Max Q Clear Time (g_c+I1), s		14.3						8.6				
Green Ext Time (p_c), s		7.3						0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			10.0									
HCM 2010 LOS			B									

HCM Signalized Intersection Capacity Analysis

Existing Conditions PM Peak Hour

27: Clairemont Dr & Balboa Ave.

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 		 	 		 	 	 	 	 	 
Traffic Volume (vph)	379	1083	57	410	1020	104	83	306	336	250	504	291
Future Volume (vph)	379	1083	57	410	1020	104	83	306	336	250	504	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7		4.4	6.4		4.4	5.3	4.4	4.4	5.3	
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95	1.00	1.00	0.95	
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	0.98	1.00	0.99	
Flpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85	1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	3507		3433	3480		1770	3539	1555	1770	3312	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	3433	3507		3433	3480		1770	3539	1555	1770	3312	
Peak-hour factor, PHF	0.96	0.96	0.96	0.94	0.94	0.94	0.94	0.94	0.94	0.95	0.95	0.95
Adj. Flow (vph)	395	1128	59	436	1085	111	88	326	357	263	531	306
RTOR Reduction (vph)	0	3	0	0	5	0	0	0	0	0	57	0
Lane Group Flow (vph)	395	1184	0	436	1191	0	88	326	357	263	780	0
Confl. Peds. (#/hr)	13		17	17		13	10		16	16		10
Confl. Bikes (#/hr)									2			2
Turn Type	Prot	NA		Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases									8			
Actuated Green, G (s)	18.5	50.0		19.6	50.4		9.5	23.7	43.3	22.9	37.1	
Effective Green, g (s)	18.5	50.0		19.6	50.4		9.5	23.7	43.3	22.9	37.1	
Actuated g/C Ratio	0.14	0.37		0.14	0.37		0.07	0.17	0.32	0.17	0.27	
Clearance Time (s)	4.4	5.7		4.4	6.4		4.4	5.3	4.4	4.4	5.3	
Vehicle Extension (s)	2.0	3.5		2.0	3.0		2.0	2.4	2.0	2.0	2.6	
Lane Grp Cap (vph)	466	1289		494	1289		123	616	495	298	903	
v/s Ratio Prot	0.12	c0.34		0.13	c0.34		0.05	0.09	0.10	c0.15	c0.24	
v/s Ratio Perm									0.13			
v/c Ratio	0.85	0.92		0.88	0.92		0.72	0.53	0.72	0.88	0.86	
Uniform Delay, d1	57.4	41.1		57.1	41.0		61.9	51.1	41.0	55.2	47.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	12.9	10.7		16.4	11.2		15.1	0.6	4.4	24.4	8.6	
Delay (s)	70.3	51.8		73.5	52.1		77.1	51.7	45.4	79.6	55.6	
Level of Service	E	D		E	D		E	D	D	E	E	
Approach Delay (s)		56.4			57.8			51.6			61.3	
Approach LOS		E			E			D			E	
Intersection Summary												
HCM 2000 Control Delay			57.2			HCM 2000 Level of Service			E			
HCM 2000 Volume to Capacity ratio			0.94									
Actuated Cycle Length (s)			136.0			Sum of lost time (s)			20.5			
Intersection Capacity Utilization			90.2%			ICU Level of Service			E			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

28: I-5 SB Ramps/I-5 SB Loop On Ramp & Clairemont Dr

Existing Conditions PM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	283	164	0	281	385	60	0	291	0	0	0
Future Volume (Veh/h)	0	283	164	0	281	385	60	0	291	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.92	0.92	0.92	0.95	0.95	0.95	0.25	0.25	0.25
Hourly flow rate (vph)	0	318	184	0	305	418	63	0	306	0	0	0
Pedestrians								5				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								3.5				
Percent Blockage								0				
Right turn flare (veh)									8			
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					529							
pX, platoon unblocked												
vC, conflicting volume	723			507			568	1138	256	464	812	152
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	723			507			568	1138	256	464	812	152
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
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 %	100			100			84	100	59	100	100	100
cM capacity (veh/h)	875			1049			403	199	740	281	310	866
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1						
Volume Total	212	290	152	152	418	369						
Volume Left	0	0	0	0	0	63						
Volume Right	0	184	0	0	418	306						
cSH	1700	1700	1700	1700	1700	892						
Volume to Capacity	0.12	0.17	0.09	0.09	0.25	0.41						
Queue Length 95th (ft)	0	0	0	0	0	51						
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	13.7						
Lane LOS						B						
Approach Delay (s)	0.0		0.0			13.7						
Approach LOS						B						
Intersection Summary												
Average Delay			3.2									
Intersection Capacity Utilization			38.0%		ICU Level of Service		A					
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

29: I-5 NB Off Ramp/I-5 NB On Ramp & Clairemont Dr

Existing Conditions PM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	554	0	0	564	348	89	7	769	0	0	0
Future Volume (vph)	43	554	0	0	564	348	89	7	769	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	5.5			5.5	5.5		5.1	4.7			
Lane Util. Factor	1.00	0.95			0.91	0.91		1.00	1.00			
Frpb, ped/bikes	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			
Frt	1.00	1.00			0.98	0.85		1.00	0.85			
Flt Protected	0.95	1.00			1.00	1.00		0.96	1.00			
Satd. Flow (prot)	1770	3539			3323	1408		1780	1583			
Flt Permitted	0.95	1.00			1.00	1.00		0.96	1.00			
Satd. Flow (perm)	1770	3539			3323	1408		1780	1583			
Peak-hour factor, PHF	0.93	0.93	0.93	0.97	0.97	0.97	0.88	0.88	0.88	0.25	0.25	0.25
Adj. Flow (vph)	46	596	0	0	581	359	101	8	874	0	0	0
RTOR Reduction (vph)	0	0	0	0	9	196	0	0	346	0	0	0
Lane Group Flow (vph)	46	596	0	0	647	88	0	109	528	0	0	0
Confl. Peds. (#/hr)	5		7	7		5						
Confl. Bikes (#/hr)			8			8						
Turn Type	Prot	NA			NA	Perm	Perm	NA	custom			
Protected Phases	5	2!			6			4	5 6!			
Permitted Phases						6	4		4			
Actuated Green, G (s)	7.2	43.0			31.1	31.1		17.4	60.4			
Effective Green, g (s)	7.2	43.0			31.1	31.1		17.4	60.4			
Actuated g/C Ratio	0.07	0.43			0.31	0.31		0.17	0.60			
Clearance Time (s)	4.7	5.5			5.5	5.5		5.1				
Vehicle Extension (s)	2.0	2.0			2.0	2.0		3.0				
Lane Grp Cap (vph)	127	1521			1033	437		309	956			
v/s Ratio Prot	0.03	0.17			c0.19				c0.24			
v/s Ratio Perm						0.06		0.06	0.10			
v/c Ratio	0.36	0.39			0.63	0.20		0.35	0.55			
Uniform Delay, d1	44.2	19.5			29.5	25.3		36.3	11.8			
Progression Factor	1.00	1.00			1.00	1.00		1.00	1.00			
Incremental Delay, d2	0.6	0.8			2.9	1.0		3.1	0.4			
Delay (s)	44.9	20.3			32.4	26.4		39.5	12.2			
Level of Service	D	C			C	C		D	B			
Approach Delay (s)		22.1			30.5			15.2			0.0	
Approach LOS		C			C			B			A	
Intersection Summary												
HCM 2000 Control Delay		22.5			HCM 2000 Level of Service			C				
HCM 2000 Volume to Capacity ratio		0.42										
Actuated Cycle Length (s)		100.0			Sum of lost time (s)			19.3				
Intersection Capacity Utilization		71.4%			ICU Level of Service			C				
Analysis Period (min)		15										
! Phase conflict between lane groups.												
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

30: Denver St. & Clairemont Dr

Existing Conditions PM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	965	260	122	611	51	170	23	136	78	18	147
Future Volume (vph)	137	965	260	122	611	51	170	23	136	78	18	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.1	5.1	4.4	5.9		4.4	4.9		4.4	4.9	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00		1.00	1.00	
Frpb, ped/bikes	1.00	1.00	0.98	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	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.87		1.00	0.87	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3539	1547	1770	3492		1770	1601		1770	1591	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3539	1547	1770	3492		1770	1601		1770	1591	
Peak-hour factor, PHF	0.96	0.96	0.96	0.97	0.97	0.97	0.90	0.90	0.90	0.94	0.94	0.94
Adj. Flow (vph)	143	1005	271	126	630	53	189	26	151	83	19	156
RTOR Reduction (vph)	0	0	166	0	5	0	0	128	0	0	140	0
Lane Group Flow (vph)	143	1005	105	126	678	0	189	49	0	83	35	0
Confl. Peds. (#/hr)	1		2	2		1	6		8	8		6
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2									
Actuated Green, G (s)	9.2	28.0	28.0	7.8	25.8		10.4	11.2		6.6	7.4	
Effective Green, g (s)	9.2	28.0	28.0	7.8	25.8		10.4	11.2		6.6	7.4	
Actuated g/C Ratio	0.13	0.39	0.39	0.11	0.36		0.14	0.15		0.09	0.10	
Clearance Time (s)	4.4	5.1	5.1	4.4	5.9		4.4	4.9		4.4	4.9	
Vehicle Extension (s)	2.0	4.3	4.3	2.0	3.9		2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	224	1368	598	190	1244		254	247		161	162	
v/s Ratio Prot	c0.08	c0.28		0.07	0.19		c0.11	c0.03		0.05	0.02	
v/s Ratio Perm			0.07									
v/c Ratio	0.64	0.73	0.18	0.66	0.54		0.74	0.20		0.52	0.22	
Uniform Delay, d1	30.0	19.0	14.6	31.0	18.6		29.7	26.7		31.4	29.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	4.3	2.3	0.2	6.6	0.6		9.9	0.1		1.2	0.2	
Delay (s)	34.4	21.3	14.8	37.6	19.2		39.6	26.8		32.5	30.1	
Level of Service	C	C	B	D	B		D	C		C	C	
Approach Delay (s)		21.4			22.1			33.4			30.9	
Approach LOS		C			C			C			C	
Intersection Summary												
HCM 2000 Control Delay			24.0			HCM 2000 Level of Service				C		
HCM 2000 Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			72.4			Sum of lost time (s)			19.6			
Intersection Capacity Utilization			72.5%			ICU Level of Service			C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

31: Burgener Blvd. & Clairemont Dr

Existing Conditions PM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	667	380	102	537	6	299	2	102	9	6	6
Future Volume (vph)	5	667	380	102	537	6	299	2	102	9	6	6
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	4.0	5.3		4.0	4.0			4.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		0.95	0.95			1.00	
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	0.98			1.00	
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.92			0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	0.98			0.98	
Satd. Flow (prot)	1762	3539	1552	1770	3533		1681	1570			1754	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	0.98			0.98	
Satd. Flow (perm)	1762	3539	1552	1770	3533		1681	1570			1754	
Peak-hour factor, PHF	0.93	0.93	0.93	0.94	0.94	0.94	0.90	0.90	0.90	0.66	0.66	0.66
Adj. Flow (vph)	5	717	409	109	571	6	332	2	113	14	9	9
RTOR Reduction (vph)	0	0	166	0	1	0	0	32	0	0	9	0
Lane Group Flow (vph)	5	717	243	109	576	0	229	186	0	0	23	0
Confl. Peds. (#/hr)	5		12	12		5			8	8		
Turn Type	Prot	NA	pm+ov	Prot	NA		Split	NA		Split	NA	
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2									
Actuated Green, G (s)	0.8	23.8	40.4	7.4	30.1		16.6	16.6			3.1	
Effective Green, g (s)	0.8	23.8	40.4	7.4	30.1		16.6	16.6			3.1	
Actuated g/C Ratio	0.01	0.35	0.59	0.11	0.44		0.24	0.24			0.05	
Clearance Time (s)	4.0	5.0	4.0	4.0	5.3		4.0	4.0			4.0	
Vehicle Extension (s)	2.0	3.1	2.0	2.0	4.1		2.0	2.0			2.0	
Lane Grp Cap (vph)	20	1240	923	192	1566		410	383			80	
v/s Ratio Prot	0.00	c0.20	0.06	c0.06	0.16		c0.14	0.12			c0.01	
v/s Ratio Perm			0.09									
v/c Ratio	0.25	0.58	0.26	0.57	0.37		0.56	0.48			0.29	
Uniform Delay, d1	33.3	18.0	6.6	28.7	12.6		22.4	22.0			31.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00			1.00	
Incremental Delay, d2	2.4	0.7	0.1	2.3	0.2		0.9	0.4			0.7	
Delay (s)	35.6	18.6	6.7	31.0	12.8		23.4	22.3			32.1	
Level of Service	D	B	A	C	B		C	C			C	
Approach Delay (s)		14.4			15.7			22.9			32.1	
Approach LOS		B			B			C			C	
Intersection Summary												
HCM 2000 Control Delay			16.7			HCM 2000 Level of Service				B		
HCM 2000 Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			67.9			Sum of lost time (s)			17.3			
Intersection Capacity Utilization			54.6%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis
32: Burgener Blvd. & Field St.

Existing Conditions PM Peak Hour

06/01/2017

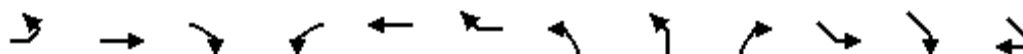
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	39	30	3	63	41	202	3	111	65	330	120	43
Future Volume (vph)	39	30	3	63	41	202	3	111	65	330	120	43
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.88	0.88	0.88	0.97	0.97	0.97
Hourly flow rate (vph)	45	35	3	70	46	224	3	126	74	340	124	44
Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2					
Volume Total (vph)	83	116	224	129	74	340	168					
Volume Left (vph)	45	70	0	3	0	340	0					
Volume Right (vph)	3	0	224	0	74	0	44					
Hadj (s)	0.12	0.34	-0.67	0.05	-0.67	0.53	-0.15					
Departure Headway (s)	7.1	6.9	5.9	6.6	5.9	6.6	6.0					
Degree Utilization, x	0.16	0.22	0.37	0.24	0.12	0.63	0.28					
Capacity (veh/h)	466	487	572	510	566	527	582					
Control Delay (s)	11.4	10.7	11.2	10.5	8.5	19.0	10.0					
Approach Delay (s)	11.4	11.0		9.8		16.0						
Approach LOS	B	B		A		C						
Intersection Summary												
Delay			13.1									
Level of Service			B									
Intersection Capacity Utilization			42.6%	ICU Level of Service		A						
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

33: Clairemont Dr & Iroquois Ave.

Existing Conditions PM Peak Hour

06/01/2017



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER	SER2
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (vph)	39	18	33	66	9	51	115	549	33	44	573	21
Future Volume (vph)	39	18	33	66	9	51	115	549	33	44	573	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.9			4.9		5.0	5.0		5.0	5.0	
Lane Util. Factor		1.00			1.00		1.00	0.97		1.00	0.88	
Frpb, ped/bikes		0.99			0.99		1.00	1.00		1.00	1.00	
Flpb, ped/bikes		1.00			1.00		0.99	1.00		1.00	1.00	
Frt		0.95			0.95		1.00	0.99		1.00	0.85	
Flt Protected		0.98			0.97		0.95	0.95		0.95	1.00	
Satd. Flow (prot)		1720			1702		1750	3417		1766	2787	
Flt Permitted		0.82			0.78		0.38	0.95		0.39	1.00	
Satd. Flow (perm)		1446			1359		702	3417		726	2787	
Peak-hour factor, PHF	0.83	0.83	0.83	0.87	0.87	0.87	0.83	0.83	0.83	0.90	0.90	0.90
Adj. Flow (vph)	47	22	40	76	10	59	139	661	40	49	637	23
RTOR Reduction (vph)	0	23	0	0	28	0	0	9	0	0	9	0
Lane Group Flow (vph)	0	86	0	0	117	0	139	692	0	49	651	0
Confl. Peds. (#/hr)	14		8	8		14	29		6	6		29
Confl. Bikes (#/hr)			1									1
Turn Type	Perm	NA		Perm	NA		Perm	Prot		Perm	Prot	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Actuated Green, G (s)		6.8			6.8		18.7	18.7		18.7	18.7	
Effective Green, g (s)		6.8			6.8		18.7	18.7		18.7	18.7	
Actuated g/C Ratio		0.19			0.19		0.53	0.53		0.53	0.53	
Clearance Time (s)		4.9			4.9		5.0	5.0		5.0	5.0	
Vehicle Extension (s)		2.0			2.0		3.9	3.9		3.9	3.9	
Lane Grp Cap (vph)		277			261		370	1805		383	1472	
v/s Ratio Prot								0.20			c0.23	
v/s Ratio Perm		0.06			c0.09		0.20			0.07		
v/c Ratio		0.31			0.45		0.38	0.38		0.13	0.44	
Uniform Delay, d1		12.3			12.6		4.9	4.9		4.2	5.1	
Progression Factor		1.00			1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2		0.2			0.4		0.9	0.2		0.2	0.3	
Delay (s)		12.5			13.1		5.8	5.1		4.4	5.4	
Level of Service		B			B		A	A		A	A	
Approach Delay (s)		12.5			13.1			5.2		5.4		
Approach LOS		B			B			A		A		

Intersection Summary

HCM 2000 Control Delay	6.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.44		
Actuated Cycle Length (s)	35.4	Sum of lost time (s)	9.9
Intersection Capacity Utilization	58.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

34: Morena Blvd. & Napier St.

Existing Conditions PM Peak Hour

06/01/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	22	51	576	28	54	1371
Future Volume (Veh/h)	22	51	576	28	54	1371
Sign Control	Stop		Free		Free	Free
Grade	0%		0%			0%
Peak Hour Factor	0.76	0.76	0.89	0.89	0.88	0.88
Hourly flow rate (vph)	29	67	647	31	61	1558
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)			191			
pX, platoon unblocked	0.88	0.88			0.88	
vC, conflicting volume	1564	339			678	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1374	0			372	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	74	93			94	
cM capacity (veh/h)	114	958			1045	
Direction, Lane #	WB 1	NB 1	NB 2	SB 1	SB 2	SB 3
Volume Total	96	431	247	61	779	779
Volume Left	29	0	0	61	0	0
Volume Right	67	0	31	0	0	0
cSH	295	1700	1700	1045	1700	1700
Volume to Capacity	0.33	0.25	0.15	0.06	0.46	0.46
Queue Length 95th (ft)	34	0	0	5	0	0
Control Delay (s)	23.0	0.0	0.0	8.7	0.0	0.0
Lane LOS	C			A		
Approach Delay (s)	23.0	0.0		0.3		
Approach LOS	C					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			48.9%		ICU Level of Service	A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis
35: Morena Blvd. & Ashton St.

Existing Conditions PM Peak Hour

06/01/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	63	20	613	66	45	1245
Future Volume (vph)	63	20	613	66	45	1245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9		5.3		4.4	5.4
Lane Util. Factor	1.00		0.95		1.00	0.95
Frpb, ped/bikes	1.00		1.00		1.00	1.00
Flpb, ped/bikes	1.00		1.00		1.00	1.00
Frt	0.97		0.99		1.00	1.00
Flt Protected	0.96		1.00		0.95	1.00
Satd. Flow (prot)	1736		3488		1770	3539
Flt Permitted	0.96		1.00		0.95	1.00
Satd. Flow (perm)	1736		3488		1770	3539
Peak-hour factor, PHF	0.83	0.83	0.88	0.88	0.91	0.91
Adj. Flow (vph)	76	24	697	75	49	1368
RTOR Reduction (vph)	17	0	8	0	0	0
Lane Group Flow (vph)	83	0	764	0	49	1368
Confl. Peds. (#/hr)	19					
Turn Type	Prot		NA		Prot	NA
Protected Phases	8		2		1	6
Permitted Phases						
Actuated Green, G (s)	5.9		25.0		2.5	31.8
Effective Green, g (s)	5.9		25.0		2.5	31.8
Actuated g/C Ratio	0.12		0.52		0.05	0.66
Clearance Time (s)	4.9		5.3		4.4	5.4
Vehicle Extension (s)	2.0		4.3		2.0	4.0
Lane Grp Cap (vph)	213		1816		92	2344
v/s Ratio Prot	c0.05		0.22		0.03	c0.39
v/s Ratio Perm						
v/c Ratio	0.39		0.42		0.53	0.58
Uniform Delay, d1	19.4		7.1		22.2	4.5
Progression Factor	1.00		1.00		1.00	1.00
Incremental Delay, d2	0.4		0.3		2.9	0.4
Delay (s)	19.8		7.3		25.1	4.9
Level of Service	B		A		C	A
Approach Delay (s)	19.8		7.3			5.6
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			0.62			
Actuated Cycle Length (s)			48.0		Sum of lost time (s)	14.6
Intersection Capacity Utilization			47.7%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

36: W Morena Blvd. & Morena Blvd.

Existing Conditions PM Peak Hour

06/01/2017

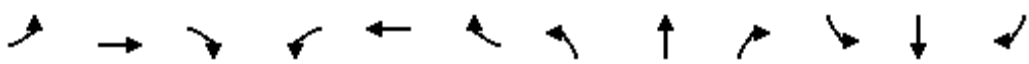
						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	33	272	417	59	254	998
Future Volume (vph)	33	272	417	59	254	998
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.4	5.5		4.4	5.6
Lane Util. Factor	1.00	1.00	0.95		1.00	0.95
Frpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00		1.00	1.00
Frt	1.00	0.85	0.98		1.00	1.00
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1770	1583	3473		1770	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1770	1583	3473		1770	3539
Peak-hour factor, PHF	0.85	0.85	0.83	0.83	0.87	0.87
Adj. Flow (vph)	39	320	502	71	292	1147
RTOR Reduction (vph)	0	103	13	0	0	0
Lane Group Flow (vph)	39	217	560	0	292	1147
Confl. Peds. (#/hr)	1					
Turn Type	Prot	pm+ov	NA		Prot	NA
Protected Phases	8	1	2		1	6
Permitted Phases		8				
Actuated Green, G (s)	2.1	15.3	14.7		13.2	32.2
Effective Green, g (s)	2.1	15.3	14.7		13.2	32.2
Actuated g/C Ratio	0.05	0.34	0.33		0.29	0.72
Clearance Time (s)	4.9	4.4	5.5		4.4	5.6
Vehicle Extension (s)	2.0	2.0	3.9		2.0	3.1
Lane Grp Cap (vph)	82	540	1139		521	2543
v/s Ratio Prot	c0.02	0.12	0.16		c0.17	c0.32
v/s Ratio Perm		0.02				
v/c Ratio	0.48	0.40	0.49		0.56	0.45
Uniform Delay, d1	20.8	11.3	12.1		13.3	2.6
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	1.6	0.2	0.4		0.8	0.1
Delay (s)	22.4	11.4	12.5		14.2	2.8
Level of Service	C	B	B		B	A
Approach Delay (s)	12.6		12.5			5.1
Approach LOS	B		B			A
Intersection Summary						
HCM 2000 Control Delay			8.0		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.54			
Actuated Cycle Length (s)			44.8		Sum of lost time (s)	14.8
Intersection Capacity Utilization			43.1%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

37: Knoxville St. & Morena Blvd.

Existing Conditions PM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↔		↔			↔	
Traffic Volume (vph)	19	304	16	35	332	339	10	5	56	222	3	27
Future Volume (vph)	19	304	16	35	332	339	10	5	56	222	3	27
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		1.00			1.00	0.98		0.99			1.00	
Flpb, ped/bikes		1.00			1.00	1.00		1.00			1.00	
Frt		0.99			1.00	0.85		0.89			0.99	
Flt Protected		1.00			1.00	1.00		0.99			0.96	
Satd. Flow (prot)		1843			1853	1550		1635			1753	
Flt Permitted		0.97			0.94	1.00		0.94			0.68	
Satd. Flow (perm)		1786			1747	1550		1545			1247	
Peak-hour factor, PHF	0.88	0.88	0.88	0.94	0.94	0.94	0.71	0.71	0.71	0.93	0.93	0.93
Adj. Flow (vph)	22	345	18	37	353	361	14	7	79	239	3	29
RTOR Reduction (vph)	0	2	0	0	0	209	0	52	0	0	5	0
Lane Group Flow (vph)	0	383	0	0	390	152	0	48	0	0	266	0
Confl. Peds. (#/hr)	1		9	9		1	1		2	2		1
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6		6	8			4		
Actuated Green, G (s)		17.0			17.0	17.0		13.7			13.7	
Effective Green, g (s)		17.0			17.0	17.0		13.7			13.7	
Actuated g/C Ratio		0.42			0.42	0.42		0.34			0.34	
Clearance Time (s)		4.9			4.9	4.9		4.9			4.9	
Vehicle Extension (s)		3.2			4.3	4.3		2.0			2.0	
Lane Grp Cap (vph)		749			733	650		522			421	
v/s Ratio Prot												
v/s Ratio Perm		0.21			0.22	0.10		0.03			0.21	
v/c Ratio		0.51			0.53	0.23		0.09			0.63	
Uniform Delay, d1		8.7			8.8	7.6		9.2			11.3	
Progression Factor		1.00			1.00	1.00		1.00			1.00	
Incremental Delay, d2		0.6			1.1	0.3		0.0			2.3	
Delay (s)		9.3			9.9	7.9		9.2			13.5	
Level of Service		A			A	A		A			B	
Approach Delay (s)		9.3			8.9			9.2			13.5	
Approach LOS		A			A			A			B	
Intersection Summary												
HCM 2000 Control Delay			9.9									
HCM 2000 Volume to Capacity ratio			0.58									
Actuated Cycle Length (s)			40.5									
Intersection Capacity Utilization			61.6%									
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

38: Tecolote Rd.

Existing Conditions PM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	201	347	376	242	18	473	43	428	32	51	20
Future Volume (vph)	19	201	347	376	242	18	473	43	428	32	51	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		4.9	4.9	4.9	4.9	4.9	
Lane Util. Factor		0.95	0.95	0.91	0.91		0.97	1.00	1.00	1.00	0.95	
Frpb, ped/bikes		0.99	0.97	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	1.00	
Frt		0.96	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.96	
Flt Protected		1.00	1.00	0.95	0.98		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1679	1457	1610	3304		3433	1863	1566	1770	3372	
Flt Permitted		1.00	1.00	0.95	0.98		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1679	1457	1610	3304		3433	1863	1566	1770	3372	
Peak-hour factor, PHF	0.88	0.88	0.88	0.94	0.94	0.94	0.93	0.93	0.93	0.58	0.58	0.58
Adj. Flow (vph)	22	228	394	400	257	19	509	46	460	55	88	34
RTOR Reduction (vph)	0	11	228	0	2	0	0	0	226	0	31	0
Lane Group Flow (vph)	0	330	75	224	450	0	509	46	234	55	91	0
Confl. Peds. (#/hr)			15	15			5		1	1		5
Confl. Bikes (#/hr)			2									
Turn Type	Split	NA	Perm	Split	NA		Split	NA	pm+ov	Split	NA	
Protected Phases	4	4		3	3		2	2		1	1	
Permitted Phases			4						2			
Actuated Green, G (s)		24.1	24.1	22.3	22.3		22.0	22.0	44.3	8.9	8.9	
Effective Green, g (s)		24.1	24.1	22.3	22.3		22.0	22.0	44.3	8.9	8.9	
Actuated g/C Ratio		0.25	0.25	0.23	0.23		0.23	0.23	0.46	0.09	0.09	
Clearance Time (s)		4.9	4.9	4.9	4.9		4.9	4.9	4.9	4.9	4.9	
Vehicle Extension (s)		3.0	3.0	3.0	3.0		5.0	5.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		417	362	370	760		779	422	795	162	309	
v/s Ratio Prot		c0.20		c0.14	0.14		c0.15	0.02	0.07	c0.03	0.03	
v/s Ratio Perm			0.05						0.08			
v/c Ratio		0.79	0.21	0.61	0.59		0.65	0.11	0.29	0.34	0.29	
Uniform Delay, d1		34.1	28.8	33.4	33.2		34.0	29.7	16.5	41.2	41.1	
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		9.9	0.3	2.8	1.2		2.7	0.2	0.2	1.3	0.5	
Delay (s)		44.0	29.1	36.2	34.5		36.6	29.9	16.7	42.5	41.6	
Level of Service		D	C	D	C		D	C	B	D	D	
Approach Delay (s)		37.0			35.0			27.3			41.9	
Approach LOS		D			D			C			D	
Intersection Summary												
HCM 2000 Control Delay			32.9			HCM 2000 Level of Service			C			
HCM 2000 Volume to Capacity ratio			0.65									
Actuated Cycle Length (s)			96.9			Sum of lost time (s)			19.6			
Intersection Capacity Utilization			63.9%			ICU Level of Service			B			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

39: Genesee Ave. & Marlesta Dr.

Existing Conditions PM Peak Hour

06/01/2017

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	164	244	695	124	297	1088
Future Volume (vph)	164	244	695	124	297	1088
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.9	4.4	5.7	4.9	4.4	6.4
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	0.95
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	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	3539
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	1863	1583	1770	3539
Peak-hour factor, PHF	0.77	0.77	0.98	0.98	0.95	0.95
Adj. Flow (vph)	213	317	709	127	313	1145
RTOR Reduction (vph)	0	56	0	35	0	0
Lane Group Flow (vph)	213	261	709	92	313	1145
Confl. Peds. (#/hr)	15					
Turn Type	Prot	pm+ov	NA	pm+ov	Prot	NA
Protected Phases	8	1	2	8	1	6
Permitted Phases		8		2		
Actuated Green, G (s)	13.6	28.7	34.0	47.6	15.1	52.8
Effective Green, g (s)	13.6	28.7	34.0	47.6	15.1	52.8
Actuated g/C Ratio	0.18	0.37	0.44	0.61	0.19	0.68
Clearance Time (s)	4.9	4.4	5.7	4.9	4.4	6.4
Vehicle Extension (s)	2.0	2.0	4.6	2.0	2.0	3.6
Lane Grp Cap (vph)	309	584	815	969	343	2404
v/s Ratio Prot	c0.12	0.09	c0.38	0.02	c0.18	0.32
v/s Ratio Perm		0.08		0.04		
v/c Ratio	0.69	0.45	0.87	0.09	0.91	0.48
Uniform Delay, d1	30.1	18.5	19.8	6.2	30.7	5.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.0	0.2	10.5	0.0	27.2	0.2
Delay (s)	35.1	18.7	30.3	6.2	57.8	6.1
Level of Service	D	B	C	A	E	A
Approach Delay (s)	25.3		26.7			17.2
Approach LOS	C		C			B
Intersection Summary						
HCM 2000 Control Delay			21.5		HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio			0.84			
Actuated Cycle Length (s)			77.7		Sum of lost time (s)	15.0
Intersection Capacity Utilization			74.6%		ICU Level of Service	D
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

40: Linda Vista Rd. & Genesee Ave.

Existing Conditions PM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	113	436	402	501	450	116	124	752	132	239	432	430
Future Volume (vph)	113	436	402	501	450	116	124	752	132	239	432	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.3	5.3	4.4	5.3	5.3	4.4	4.9	4.9	4.4	5.2	5.2
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.96	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	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3539	1553	3433	3539	1555	1770	3539	1518	3433	3539	1560
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3539	1553	3433	3539	1555	1770	3539	1518	3433	3539	1560
Peak-hour factor, PHF	0.92	0.92	0.92	0.85	0.85	0.85	0.95	0.95	0.95	0.94	0.94	0.94
Adj. Flow (vph)	123	474	437	589	529	136	131	792	139	254	460	457
RTOR Reduction (vph)	0	0	194	0	0	96	0	0	96	0	0	224
Lane Group Flow (vph)	123	474	243	589	529	40	131	792	43	254	460	233
Confl. Peds. (#/hr)	8		9	9		8	1		37	37		1
Confl. Bikes (#/hr)									7			2
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2			6			8			4
Actuated Green, G (s)	8.3	20.4	20.4	12.9	25.0	25.0	10.0	26.5	26.5	6.8	23.0	23.0
Effective Green, g (s)	8.3	20.4	20.4	12.9	25.0	25.0	10.0	26.5	26.5	6.8	23.0	23.0
Actuated g/C Ratio	0.10	0.24	0.24	0.15	0.29	0.29	0.12	0.31	0.31	0.08	0.27	0.27
Clearance Time (s)	4.4	5.3	5.3	4.4	5.3	5.3	4.4	4.9	4.9	4.4	5.2	5.2
Vehicle Extension (s)	2.0	4.2	4.2	2.0	4.5	4.5	2.0	5.2	5.2	2.0	3.9	3.9
Lane Grp Cap (vph)	171	843	370	517	1033	454	206	1095	469	272	950	419
v/s Ratio Prot	0.07	0.13		c0.17	0.15		0.07	c0.22		c0.07	0.13	
v/s Ratio Perm			c0.16			0.03			0.03			0.15
v/c Ratio	0.72	0.56	0.66	1.14	0.51	0.09	0.64	0.72	0.09	0.93	0.48	0.56
Uniform Delay, d1	37.5	28.7	29.4	36.3	25.2	22.0	36.1	26.3	21.0	39.2	26.3	26.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	11.4	1.1	4.8	83.9	0.7	0.1	4.7	3.0	0.2	36.6	0.5	1.9
Delay (s)	48.9	29.8	34.2	120.3	25.9	22.2	40.7	29.3	21.2	75.8	26.8	28.8
Level of Service	D	C	C	F	C	C	D	C	C	E	C	C
Approach Delay (s)		33.9			69.8			29.7			38.2	
Approach LOS		C			E			C			D	
Intersection Summary												
HCM 2000 Control Delay			44.0			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.81									
Actuated Cycle Length (s)			85.6			Sum of lost time (s)			19.3			
Intersection Capacity Utilization			81.3%			ICU Level of Service			D			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

Existing Conditions PM Peak Hour

41: SR-163 SB On Ramp/SR-163 SB Ramps & Genesee Ave.

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑	↑				↑	↑↓	↑
Traffic Volume (vph)	0	654	414	0	664	610	0	0	0	317	0	618
Future Volume (vph)	0	654	414	0	664	610	0	0	0	317	0	618
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.8	5.8		5.8	5.8				5.1	5.1	5.1
Lane Util. Factor		0.95	1.00		0.95	1.00				0.95	0.91	0.95
Frt		1.00	0.85		1.00	0.85				1.00	0.86	0.85
Flt Protected		1.00	1.00		1.00	1.00				0.95	1.00	1.00
Satd. Flow (prot)		3539	1583		3539	1583				1681	1458	1504
Flt Permitted		1.00	1.00		1.00	1.00				0.95	1.00	1.00
Satd. Flow (perm)		3539	1583		3539	1583				1681	1458	1504
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.25	0.25	0.25	0.87	0.87	0.87
Adj. Flow (vph)	0	696	440	0	706	649	0	0	0	364	0	710
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	87	87
Lane Group Flow (vph)	0	696	440	0	706	649	0	0	0	328	290	282
Turn Type		NA	custom		NA	custom				Split	NA	Perm
Protected Phases		2			6					4	4	
Permitted Phases			2 4 6			2 4 6						4
Actuated Green, G (s)		44.9	85.3		44.9	85.3				29.5	29.5	29.5
Effective Green, g (s)		44.9	80.2		44.9	80.2				29.5	29.5	29.5
Actuated g/C Ratio		0.53	0.94		0.53	0.94				0.35	0.35	0.35
Clearance Time (s)		5.8			5.8					5.1	5.1	5.1
Vehicle Extension (s)		2.0			2.0					1.5	1.5	1.5
Lane Grp Cap (vph)		1862	1488		1862	1488				581	504	520
v/s Ratio Prot		0.20			0.20					0.20	c0.20	
v/s Ratio Perm			0.28			c0.41						0.19
v/c Ratio		0.37	0.30		0.38	0.44				0.56	0.58	0.54
Uniform Delay, d1		11.9	0.2		12.0	0.3				22.7	22.8	22.5
Progression Factor		1.00	1.00		1.00	1.00				1.00	1.00	1.00
Incremental Delay, d2		0.6	0.0		0.6	0.1				0.8	1.0	0.6
Delay (s)		12.5	0.3		12.5	0.3				23.4	23.8	23.1
Level of Service		B	A		B	A				C	C	C
Approach Delay (s)		7.7			6.7			0.0			23.4	
Approach LOS		A			A			A			C	
Intersection Summary												
HCM 2000 Control Delay			12.1									HCM 2000 Level of Service B
HCM 2000 Volume to Capacity ratio			0.51									
Actuated Cycle Length (s)			85.3							10.9		
Intersection Capacity Utilization			52.9%									ICU Level of Service A
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

42: Cardinal Rd./SR-163 NB Ramps & Genesee Ave.

Existing Conditions PM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	540	356	309	31	681	670	236	170	16	0	0	398
Future Volume (vph)	540	356	309	31	681	670	236	170	16	0	0	398
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.7	5.5		4.7	5.5	5.5		5.1				4.7
Lane Util. Factor	0.97	0.95		1.00	0.91	0.91		0.95				0.88
Frpb, ped/bikes	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
Frt	1.00	0.93		1.00	0.96	0.85		0.99				0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.97				1.00
Satd. Flow (prot)	3433	3292		1770	3238	1418		3423				2787
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.97				1.00
Satd. Flow (perm)	3433	3292		1770	3238	1418		3423				2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.89	0.89	0.89	0.86	0.86	0.86	0.96	0.96	0.96
Adj. Flow (vph)	587	387	336	35	765	753	274	198	19	0	0	415
RTOR Reduction (vph)	0	108	0	0	30	240	0	4	0	0	0	0
Lane Group Flow (vph)	587	615	0	35	1021	227	0	487	0	0	0	415
Confl. Peds. (#/hr)	5					5						
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA				pm+ov
Protected Phases	5	2		1	6		8	8				5
Permitted Phases						6						6 8
Actuated Green, G (s)	16.3	43.9		5.8	33.4	33.4		17.7				72.9
Effective Green, g (s)	16.3	43.9		5.8	33.4	33.4		17.7				67.4
Actuated g/C Ratio	0.20	0.53		0.07	0.40	0.40		0.21				0.81
Clearance Time (s)	4.7	5.5		4.7	5.5	5.5		5.1				4.7
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0		3.0				3.0
Lane Grp Cap (vph)	676	1747		124	1307	572		732				2429
v/s Ratio Prot	c0.17	0.19		0.02	c0.32			c0.14				0.03
v/s Ratio Perm						0.16						0.12
v/c Ratio	0.87	0.35		0.28	0.78	0.40		0.67				0.17
Uniform Delay, d1	32.2	11.2		36.5	21.5	17.5		29.8				1.6
Progression Factor	1.00	1.00		1.00	1.00	1.00		1.00				1.00
Incremental Delay, d2	11.4	0.1		1.3	3.1	0.5		2.3				0.0
Delay (s)	43.6	11.3		37.7	24.6	17.9		32.1				1.7
Level of Service	D	B		D	C	B		C				A
Approach Delay (s)		25.8			22.9			32.1			1.7	
Approach LOS		C			C			C			A	
Intersection Summary												
HCM 2000 Control Delay			22.7				HCM 2000 Level of Service			C		
HCM 2000 Volume to Capacity ratio			0.77									
Actuated Cycle Length (s)			82.7				Sum of lost time (s)		15.3			
Intersection Capacity Utilization			69.4%				ICU Level of Service		C			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

Existing Conditions PM Peak Hour

43: Linda Vista Rd. & Mesa College Dr.

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	574	179	206	665	292	182	336	80	299	650	141
Future Volume (vph)	185	574	179	206	665	292	182	336	80	299	650	141
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	5.8		4.4	5.2		4.4	5.4	
Lane Util. Factor	1.00	0.95		1.00	0.95		0.97	0.95		0.97	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	0.96		1.00	0.95		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	3362		1770	3362		3433	3406		3433	3412	
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1770	3362		1770	3362		3433	3406		3433	3412	
Peak-hour factor, PHF	0.88	0.88	0.88	0.93	0.93	0.93	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	210	652	203	222	715	314	196	361	86	311	677	147
RTOR Reduction (vph)	0	23	0	0	38	0	0	19	0	0	14	0
Lane Group Flow (vph)	210	832	0	222	991	0	196	428	0	311	810	0
Confl. Peds. (#/hr)	2		38	38		2	28		31	31		28
Confl. Bikes (#/hr)			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)	17.2	39.7		18.4	40.0		9.6	24.2		24.8	39.2	
Effective Green, g (s)	17.2	39.7		18.4	40.0		9.6	24.2		24.8	39.2	
Actuated g/C Ratio	0.14	0.32		0.15	0.32		0.08	0.19		0.20	0.31	
Clearance Time (s)	4.4	4.9		4.4	5.8		4.4	5.2		4.4	5.4	
Vehicle Extension (s)	2.0	2.8		2.0	7.6		2.0	4.1		2.0	6.0	
Lane Grp Cap (vph)	241	1059		258	1067		261	654		675	1061	
v/s Ratio Prot	0.12	0.25		c0.13	c0.29		0.06	c0.13		0.09	c0.24	
v/s Ratio Perm												
v/c Ratio	0.87	0.79		0.86	0.93		0.75	0.65		0.46	0.76	
Uniform Delay, d1	53.3	39.3		52.5	41.6		57.0	47.0		44.7	39.2	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	26.6	3.9		23.4	15.0		10.3	5.0		0.2	5.2	
Delay (s)	79.9	43.1		76.0	56.6		67.3	52.1		44.9	44.4	
Level of Service	E	D		E	E		E	D		D	D	
Approach Delay (s)		50.4			60.0			56.7			44.5	
Approach LOS		D			E			E			D	
Intersection Summary												
HCM 2000 Control Delay			52.7			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.85									
Actuated Cycle Length (s)			126.0			Sum of lost time (s)			20.0			
Intersection Capacity Utilization			92.2%			ICU Level of Service			F			
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis 44: Linda Vista Rd. & Kearny High School Dwy./Dwy.

Existing Conditions PM Peak Hour

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	0	28	3	0	7	32	634	4	3	1020	9
Future Volume (Veh/h)	7	0	28	3	0	7	32	634	4	3	1020	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.58	0.58	0.58	0.50	0.50	0.50	0.93	0.93	0.93	0.98	0.98	0.98
Hourly flow rate (vph)	12	0	48	6	0	14	34	682	4	3	1041	9
Pedestrians		7			1							
Lane Width (ft)		12.0			12.0							
Walking Speed (ft/s)		3.5			3.5							
Percent Blockage		1			0							
Right turn flare (veh)												
Median type								Raised			Raised	
Median storage (veh)								1			1	
Upstream signal (ft)											972	
pX, platoon unblocked	0.83	0.83	0.83	0.83	0.83		0.83					
vC, conflicting volume	1482	1814	532	1328	1816	344	1057			687		
vC1, stage 1 conf vol	1058	1058		753	753							
vC2, stage 2 conf vol	423	755		574	1063							
vCu, unblocked vol	1170	1570	26	984	1573	344	658			687		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	100	94	98	100	98	96			100		
cM capacity (veh/h)	240	215	861	271	206	651	763			902		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	60	20	34	455	231	3	694	356				
Volume Left	12	6	34	0	0	3	0	0				
Volume Right	48	14	0	0	4	0	0	9				
cSH	568	459	763	1700	1700	902	1700	1700				
Volume to Capacity	0.11	0.04	0.04	0.27	0.14	0.00	0.41	0.21				
Queue Length 95th (ft)	9	3	3	0	0	0	0	0				
Control Delay (s)	12.1	13.2	9.9	0.0	0.0	9.0	0.0	0.0				
Lane LOS	B	B	A			A						
Approach Delay (s)	12.1	13.2	0.5			0.0						
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.7									
Intersection Capacity Utilization			38.5%		ICU Level of Service				A			
Analysis Period (min)			15									

Intersection Sign configuration not allowed in HCM analysis.

HCM Signalized Intersection Capacity Analysis
46: SR-163 NB Off Ramp & Mesa College Dr.

Existing Conditions PM Peak Hour

06/01/2017

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘↘	↗
Traffic Volume (vph)	473	0	0	1082	236	362
Future Volume (vph)	473	0	0	1082	236	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.1			5.1	5.1	5.1
Lane Util. Factor	0.95			0.95	0.97	0.91
Frt	1.00			1.00	0.94	0.85
Flt Protected	1.00			1.00	0.97	1.00
Satd. Flow (prot)	3539			3539	3291	1441
Flt Permitted	1.00			1.00	0.97	1.00
Satd. Flow (perm)	3539			3539	3291	1441
Peak-hour factor, PHF	0.92	0.92	0.94	0.94	0.94	0.94
Adj. Flow (vph)	514	0	0	1151	251	385
RTOR Reduction (vph)	0	0	0	0	126	158
Lane Group Flow (vph)	514	0	0	1151	306	46
Turn Type	NA			NA	Prot	Perm
Protected Phases	2			6	4	
Permitted Phases						4
Actuated Green, G (s)	25.1			25.1	10.4	10.4
Effective Green, g (s)	25.1			25.1	10.4	10.4
Actuated g/C Ratio	0.55			0.55	0.23	0.23
Clearance Time (s)	5.1			5.1	5.1	5.1
Vehicle Extension (s)	3.0			3.0	3.0	3.0
Lane Grp Cap (vph)	1943			1943	748	327
v/s Ratio Prot	0.15			c0.33	c0.09	
v/s Ratio Perm						0.03
v/c Ratio	0.26			0.59	0.41	0.14
Uniform Delay, d1	5.4			6.9	15.0	14.1
Progression Factor	1.00			1.00	1.00	1.00
Incremental Delay, d2	0.1			0.5	0.4	0.2
Delay (s)	5.5			7.4	15.4	14.3
Level of Service	A			A	B	B
Approach Delay (s)	5.5			7.4	15.0	
Approach LOS	A			A	B	
Intersection Summary						
HCM 2000 Control Delay			9.1	HCM 2000 Level of Service		A
HCM 2000 Volume to Capacity ratio			0.54			
Actuated Cycle Length (s)			45.7	Sum of lost time (s)		10.2
Intersection Capacity Utilization			48.9%	ICU Level of Service		A
Analysis Period (min)			15			
c Critical Lane Group						

HCM Signalized Intersection Capacity Analysis

Existing Conditions PM Peak Hour

47: Mission Bay Dr. & Garnet Ave.

06/01/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	499	835	390	249	909	344	573	319	264	256	297	802
Future Volume (vph)	499	835	390	249	909	344	573	319	264	256	297	802
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	4.4	4.9	4.4	4.4	4.9	4.4	4.4	5.3	4.4
Lane Util. Factor	0.97	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	0.88
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00	0.98	1.00	1.00	0.95	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1559	1770	3539	1552	3433	3539	1501	3433	1863	2726
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1559	1770	3539	1552	3433	3539	1501	3433	1863	2726
Peak-hour factor, PHF	0.91	0.91	0.91	0.93	0.93	0.93	0.89	0.89	0.89	0.92	0.92	0.92
Adj. Flow (vph)	548	918	429	268	977	370	644	358	297	278	323	872
RTOR Reduction (vph)	0	0	71	0	0	68	0	0	21	0	0	42
Lane Group Flow (vph)	548	918	358	268	977	302	644	358	276	278	323	830
Confl. Peds. (#/hr)	9		9	9		9	7		20	20		7
Confl. Bikes (#/hr)						3			7			1
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8		7	4	5	1	6		5	2	3
Permitted Phases			8			4			6			2
Actuated Green, G (s)	29.6	51.0	84.8	28.2	49.6	67.6	33.8	54.2	82.4	18.0	38.0	67.6
Effective Green, g (s)	29.6	51.0	84.8	28.2	49.6	67.6	33.8	54.2	82.4	18.0	38.0	67.6
Actuated g/C Ratio	0.17	0.30	0.50	0.17	0.29	0.40	0.20	0.32	0.48	0.11	0.22	0.40
Clearance Time (s)	4.4	4.9	4.4	4.4	4.9	4.4	4.4	4.9	4.4	4.4	5.3	4.4
Vehicle Extension (s)	2.0	4.1	2.0	2.0	4.3	2.0	2.0	4.5	2.0	2.0	3.3	2.0
Lane Grp Cap (vph)	597	1061	777	293	1032	617	682	1128	727	363	416	1083
v/s Ratio Prot	c0.16	0.26	0.09	0.15	c0.28	0.05	c0.19	0.10	0.06	0.08	c0.17	0.13
v/s Ratio Perm			0.14			0.14			0.12			0.17
v/c Ratio	0.92	0.87	0.46	0.91	0.95	0.49	0.94	0.32	0.38	0.77	0.78	0.77
Uniform Delay, d1	69.0	56.3	27.7	69.7	58.9	38.3	67.2	43.9	27.7	73.9	62.0	44.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	18.7	7.8	0.2	30.7	16.8	0.2	21.5	0.7	0.1	8.4	13.3	3.0
Delay (s)	87.8	64.1	27.9	100.4	75.7	38.5	88.7	44.6	27.8	82.4	75.3	47.3
Level of Service	F	E	C	F	E	D	F	D	C	F	E	D
Approach Delay (s)		62.7			71.3			62.6			60.1	
Approach LOS		E			E			E			E	
Intersection Summary												
HCM 2000 Control Delay			64.3				HCM 2000 Level of Service			E		
HCM 2000 Volume to Capacity ratio			0.90									
Actuated Cycle Length (s)			170.0				Sum of lost time (s)			19.0		
Intersection Capacity Utilization			99.7%				ICU Level of Service			F		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

48: Morena Blvd. SB Ramps

Existing Conditions PM Peak Hour

06/01/2017



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	111	205	0	732	722	0
Future Volume (vph)	111	205	0	732	722	0
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	0.95	
Frt	1.00	0.85		1.00	1.00	
Flt Protected	0.95	1.00		1.00	1.00	
Satd. Flow (prot)	1770	1583		3539	3539	
Flt Permitted	0.95	1.00		1.00	1.00	
Satd. Flow (perm)	1770	1583		3539	3539	
Peak-hour factor, PHF	0.81	0.81	0.94	0.94	0.83	0.83
Adj. Flow (vph)	137	253	0	779	870	0
RTOR Reduction (vph)	0	45	0	0	0	0
Lane Group Flow (vph)	137	208	0	779	870	0
Turn Type	Prot	Perm		NA	NA	
Protected Phases	4			2	6	
Permitted Phases		4				
Actuated Green, G (s)	8.3	8.3		17.9	17.9	
Effective Green, g (s)	8.3	8.3		17.9	17.9	
Actuated g/C Ratio	0.24	0.24		0.51	0.51	
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)	417	373		1799	1799	
v/s Ratio Prot	0.08			0.22	0.25	
v/s Ratio Perm		0.13				
v/c Ratio	0.33	0.56		0.43	0.48	
Uniform Delay, d1	11.1	11.8		5.5	5.6	
Progression Factor	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	1.8		0.2	0.2	
Delay (s)	11.6	13.6		5.6	5.8	
Level of Service	B	B		A	A	
Approach Delay (s)	12.9			5.6	5.8	
Approach LOS	B			A	A	

Intersection Summary

HCM 2000 Control Delay	7.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	35.2	Sum of lost time (s)	9.0
Intersection Capacity Utilization	43.5%	ICU Level of Service	A
Analysis Period (min)	15		

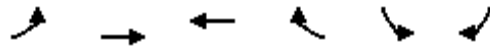
c Critical Lane Group

Intersection Sign configuration not allowed in HCM analysis.

HCM Signalized Intersection Capacity Analysis
50: Balboa Ave. & Moraga Ave.

Existing Conditions PM Peak Hour

06/01/2017



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰↱	↰↱	↰↱	↰	↰	↰
Traffic Volume (vph)	356	1372	1279	91	100	299
Future Volume (vph)	356	1372	1279	91	100	299
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.4	5.7	6.5	6.5	5.6	5.6
Lane Util. Factor	0.97	0.95	0.95	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3433	3539	3539	1583	1770	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	3539	3539	1583	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.93	0.93	0.79	0.79
Adj. Flow (vph)	375	1444	1375	98	127	378
RTOR Reduction (vph)	0	0	0	53	0	213
Lane Group Flow (vph)	375	1444	1375	45	127	165
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)	9.8	47.9	32.9	32.9	11.9	11.9
Effective Green, g (s)	9.8	47.9	32.9	32.9	11.9	11.9
Actuated g/C Ratio	0.14	0.67	0.46	0.46	0.17	0.17
Clearance Time (s)	4.4	5.7	6.5	6.5	5.6	5.6
Vehicle Extension (s)	2.0	4.8	3.9	3.9	2.0	2.0
Lane Grp Cap (vph)	473	2384	1637	732	296	264
v/s Ratio Prot	c0.11	0.41	c0.39		0.07	
v/s Ratio Perm				0.03		c0.10
v/c Ratio	0.79	0.61	0.84	0.06	0.43	0.62
Uniform Delay, d1	29.7	6.4	16.8	10.6	26.6	27.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.3	0.6	4.1	0.0	0.4	3.3
Delay (s)	38.0	7.0	20.9	10.6	26.9	30.8
Level of Service	D	A	C	B	C	C
Approach Delay (s)		13.4	20.2		29.8	
Approach LOS		B	C		C	

Intersection Summary

HCM 2000 Control Delay	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	71.1	Sum of lost time (s)	16.5
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Queues

Existing Conditions AM Peak Hour

1: Regents Rd. & SR-52 WB On Ramp/SR-52 WB Off Ramp

07/05/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	211	3	142	461	555	0	0	447	304
Future Volume (vph)	0	0	0	211	3	142	461	555	0	0	447	304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	185		0	185		0	0		190
Storage Lanes	0		0	0		1	2		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		938			1236			405			1453	
Travel Time (s)		21.3			28.1			9.2			33.0	
Confl. Peds. (#/hr)									2	2		
Peak Hour Factor	0.25	0.25	0.25	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	227	151	490	590	0	0	476	323
v/c Ratio					no cap	1.00	0.63	0.21			0.27	0.34
Control Delay						86.7	25.0	1.6			9.6	2.4
Queue Delay						0.0	0.0	0.0			0.0	0.0
Total Delay					Error	86.7	25.0	1.6			9.6	2.4
Queue Length 50th (ft)					~177	0	82	15			48	0
Queue Length 95th (ft)					#306	#101	124	22			82	35
Internal Link Dist (ft)		858			1156			325			1373	
Turn Bay Length (ft)							185					190
Base Capacity (vph)					1	1222	2855	3539			1765	951
Starvation Cap Reductn					0	0	0	1073			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					227.00	0.12	0.17	0.24			0.27	0.34

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

Existing Conditions AM Peak Hour

2: SR-52 EB Off Ramp/SR-52 EB On Ramp & Regents Rd.

07/05/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	262	0	209	0	0	0	0	766	647	286	364	0
Future Volume (vph)	262	0	209	0	0	0	0	766	647	286	364	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	400		65	0		0	0		50	80		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1493			941			3839			405	
Travel Time (s)		33.9			21.4			87.3			9.2	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Shared Lane Traffic (%)	50%											
Lane Group Flow (vph)	139	140	222	0	0	0	0	815	688	304	387	0
v/c Ratio	0.72	0.73	0.59					0.47	0.71	0.81	0.14	
Control Delay	60.1	60.6	12.3					16.6	13.4	51.2	3.1	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	0.0	
Total Delay	60.1	60.6	12.3					16.6	13.4	51.2	3.1	
Queue Length 50th (ft)	81	82	0					161	143	161	25	
Queue Length 95th (ft)	#168	#170	64					215	295	#272	37	
Internal Link Dist (ft)		1413			861			3759			325	
Turn Bay Length (ft)	400		65						50	80		
Base Capacity (vph)	203	203	386					1752	965	418	2687	
Starvation Cap Reductn	0	0	0					0	0	0	0	
Spillback Cap Reductn	0	0	0					0	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	0.68	0.69	0.58					0.47	0.71	0.73	0.14	

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

Existing Conditions AM Peak Hour

4: Genesee Ave. & SR-52 EB Ramps

07/05/2017

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	58	184	1359	674	344	489
Future Volume (vph)	58	184	1359	674	344	489
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	440	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		45			45
Link Distance (ft)	649		4144			1714
Travel Time (s)	14.8		62.8			26.0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	204	1510	749	382	543
v/c Ratio	0.35	0.59	0.98	0.84	0.87	0.21
Control Delay	39.0	12.9	42.7	21.5	52.8	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.0	12.9	42.7	21.5	52.8	3.6
Queue Length 50th (ft)	31	0	381	179	186	34
Queue Length 95th (ft)	68	58	#584	#446	#361	60
Internal Link Dist (ft)	569		4064			1634
Turn Bay Length (ft)				150	440	
Base Capacity (vph)	655	715	1542	889	437	2621
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.29	0.98	0.84	0.87	0.21

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

5: Clairemont Mesa Blvd & Luna Ave.

Existing Conditions AM Peak Hour

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	549	12	143	8	15	66	128	809	2	9	253	252
Future Volume (vph)	549	12	143	8	15	66	128	809	2	9	253	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		40	160		80
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		267			323			1260			679	
Travel Time (s)		6.1			7.3			28.6			15.4	
Confl. Peds. (#/hr)			12	12					3	3		
Confl. Bikes (#/hr)			3						1			1
Peak Hour Factor	0.97	0.97	0.97	0.72	0.72	0.72	0.94	0.94	0.94	0.86	0.86	0.86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	578	147	0	124	0	136	861	2	10	294	293
v/c Ratio		0.98	0.15		0.15		0.66	0.60	0.00	0.13	0.32	0.47
Control Delay		59.3	1.9		4.9		61.7	43.7	0.0	53.0	36.2	7.4
Queue Delay		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		59.3	1.9		4.9		61.7	43.7	0.0	53.0	36.2	7.4
Queue Length 50th (ft)		355	8		11		93	256	0	7	90	0
Queue Length 95th (ft)		#588	22		25		m143	404	m0	23	134	61
Internal Link Dist (ft)		187			243			1180			599	
Turn Bay Length (ft)							180		40	160		80
Base Capacity (vph)		636	1056		870		296	1431	659	83	907	618
Starvation Cap Reductn		0	0		0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0		0	0	0	0	0	0
Reduced v/c Ratio		0.91	0.14		0.14		0.46	0.60	0.00	0.12	0.32	0.47

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues
8: Moraga Ave. & Clairemont Mesa Blvd

Existing Conditions AM Peak Hour

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	311	88	220	552	12	339	11	143	11	32	10
Future Volume (vph)	5	311	88	220	552	12	339	11	143	11	32	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		50	300		90	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1260			2192			297			170	
Travel Time (s)		28.6			49.8			6.8			3.9	
Confl. Peds. (#/hr)	3		4	4		3	3		5	5		3
Confl. Bikes (#/hr)									3			1
Peak Hour Factor	0.88	0.88	0.88	0.86	0.86	0.86	0.93	0.93	0.93	0.78	0.78	0.78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	6	353	100	256	642	14	0	531	0	0	68	0
v/c Ratio	0.09	0.54	0.27	0.85	0.48	0.02		0.77			0.08	
Control Delay	60.2	42.7	16.9	58.7	34.6	0.3		30.1			12.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Delay	60.2	42.7	16.9	58.7	34.6	0.3		30.1			12.4	
Queue Length 50th (ft)	4	70	0	156	217	0		275			19	
Queue Length 95th (ft)	m15	155	58	#268	276	m0		#490			37	
Internal Link Dist (ft)		1180			2112			217			90	
Turn Bay Length (ft)	140		50	300		90						
Base Capacity (vph)	67	678	381	337	1345	623		693			829	
Starvation Cap Reductn	0	0	0	0	0	0		0			0	
Spillback Cap Reductn	0	0	0	0	0	0		0			0	
Storage Cap Reductn	0	0	0	0	0	0		0			0	
Reduced v/c Ratio	0.09	0.52	0.26	0.76	0.48	0.02		0.77			0.08	

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Existing Conditions AM Peak Hour

9: Clairemont Dr. & Clairemont Mesa Blvd

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	133	237	122	273	408	21	225	219	228	35	198	122
Future Volume (vph)	133	237	122	273	408	21	225	219	228	35	198	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	250		0	240		90	140		0
Storage Lanes	2		0	2		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2192			1197			1097			530	
Travel Time (s)		49.8			27.2			24.9			12.0	
Confl. Peds. (#/hr)	15		4	4		15	6		9	9		6
Confl. Bikes (#/hr)						1			1			
Peak Hour Factor	0.90	0.90	0.90	0.93	0.93	0.93	0.84	0.84	0.84	0.81	0.81	0.81
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	399	0	294	462	0	268	261	271	43	395	0
v/c Ratio	0.39	0.31		0.69	0.34		0.80	0.25	0.42	0.37	0.69	
Control Delay	32.8	12.7		66.3	20.7		58.8	28.7	5.3	56.5	37.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	32.8	12.7		66.3	20.7		58.8	28.7	5.3	56.5	37.0	
Queue Length 50th (ft)	39	34		112	64		178	75	0	29	98	
Queue Length 95th (ft)	m81	m156		157	175		231	90	42	57	121	
Internal Link Dist (ft)		2112			1117			1017			450	
Turn Bay Length (ft)	250			250			240		90	140		
Base Capacity (vph)	377	1283		485	1344		398	1366	752	126	855	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.39	0.31		0.61	0.34		0.67	0.19	0.36	0.34	0.46	

Intersection Summary

Area Type: Other

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Existing Conditions AM Peak Hour

10: Rolfe Rd. & Clairemont Mesa Blvd

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	430	29	27	508	22	92	17	83	5	5	21
Future Volume (vph)	27	430	29	27	508	22	92	17	83	5	5	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	200		0	0		0	0		0
Storage Lanes	2		0	2		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1197			1822			236			196	
Travel Time (s)		27.2			41.4			5.4			4.5	
Confl. Peds. (#/hr)	9		3	3		9	4		1	1		4
Peak Hour Factor	0.89	0.89	0.89	0.84	0.84	0.84	0.91	0.91	0.91	0.65	0.65	0.65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	516	0	32	631	0	0	211	0	8	40	0
v/c Ratio	0.29	0.23		0.22	0.27			0.77		0.05	0.13	
Control Delay	69.2	6.7		46.9	12.8			52.4		34.2	15.5	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	69.2	6.7		46.9	12.8			52.4		34.2	15.5	
Queue Length 50th (ft)	20	41		12	31			115		5	5	
Queue Length 95th (ft)	52	86		37	185			182		12	18	
Internal Link Dist (ft)		1117			1742			156			116	
Turn Bay Length (ft)	100			200								
Base Capacity (vph)	173	2284		181	2372			558		371	620	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.17	0.23		0.18	0.27			0.38		0.02	0.06	
Intersection Summary												
Area Type:	Other											

Queues

Existing Conditions AM Peak Hour

11: Kleefeld Ave./Clairemont Dr. & Clairemont Mesa Blvd

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	457	21	22	584	188	59	31	51	206	32	34
Future Volume (vph)	13	457	21	22	584	188	59	31	51	206	32	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	240		40	0		0	110		0
Storage Lanes	2		0	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1822			2025			246			242	
Travel Time (s)		41.4			46.0			5.6			5.5	
Confl. Peds. (#/hr)	9		1	1		9	4		1	1		4
Peak Hour Factor	0.92	0.92	0.92	0.83	0.83	0.83	0.73	0.73	0.73	0.90	0.90	0.90
Shared Lane Traffic (%)										43%		
Lane Group Flow (vph)	14	520	0	27	704	227	0	193	0	131	134	38
v/c Ratio	0.22	0.27		0.27	0.35	0.25		0.74		0.66	0.66	0.12
Control Delay	45.4	8.7		38.5	17.6	12.7		54.3		60.1	60.1	0.7
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	45.4	8.7		38.5	17.6	12.7		54.3		60.1	60.1	0.7
Queue Length 50th (ft)	10	54		17	180	72		112		92	94	0
Queue Length 95th (ft)	m31	77		m28	285	125		135		151	154	0
Internal Link Dist (ft)		1742			1945			166			162	
Turn Bay Length (ft)	120			240		40				110		
Base Capacity (vph)	65	1902		102	2022	920		482		451	458	534
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0
Reduced v/c Ratio	0.22	0.27		0.26	0.35	0.25		0.40		0.29	0.29	0.07

Intersection Summary

Area Type: Other

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Existing Conditions AM Peak Hour

12: Genesee Ave. & Clairemont Mesa Blvd

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	373	138	99	553	228	178	943	93	81	381	85
Future Volume (vph)	154	373	138	99	553	228	178	943	93	81	381	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	230		0	100		0	150		100
Storage Lanes	2		0	2		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2025			4902			1135			4144	
Travel Time (s)		46.0			111.4			25.8			94.2	
Confl. Peds. (#/hr)	14		7	7		14	7		5	5		7
Confl. Bikes (#/hr)			1									
Peak Hour Factor	0.97	0.97	0.97	0.90	0.90	0.90	0.95	0.95	0.95	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	159	527	0	110	867	0	187	1091	0	90	517	0
v/c Ratio	0.66	0.55		0.22	0.72		0.62	0.90		0.64	0.47	
Control Delay	67.6	31.5		28.6	20.6		56.3	43.8		69.0	28.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	67.6	31.5		28.6	20.6		56.3	43.8		69.0	28.6	
Queue Length 50th (ft)	49	134		22	105		64	361		61	133	
Queue Length 95th (ft)	#98	181		m37	m133		101	452		#120	183	
Internal Link Dist (ft)		1945			4822			1055			4064	
Turn Bay Length (ft)	230			230			100			150		
Base Capacity (vph)	247	1175		499	1212		343	1269		157	1225	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.64	0.45		0.22	0.72		0.55	0.86		0.57	0.42	

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Existing Conditions AM Peak Hour

13: Limerick Ave. & Clairemont Mesa Blvd

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	74	683	114	66	560	202	122	174	123	339	148	98
Future Volume (vph)	74	683	114	66	560	202	122	174	123	339	148	98
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		200	210		40	120		0	150		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4902			2130			991			728	
Travel Time (s)		111.4			48.4			22.5			16.5	
Confl. Peds. (#/hr)	6		19	19		6	25		13	13		25
Confl. Bikes (#/hr)			2			1			2			1
Peak Hour Factor	0.92	0.92	0.92	0.88	0.88	0.88	0.75	0.75	0.75	0.77	0.77	0.77
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	742	124	75	866	0	163	396	0	440	319	0
v/c Ratio	0.75	0.72	0.23	0.71	0.92		0.75	0.90		0.97	0.48	
Control Delay	89.6	34.4	2.5	85.2	51.6		67.2	60.7		77.9	26.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	89.6	34.4	2.5	85.2	51.6		67.2	60.7		77.9	26.4	
Queue Length 50th (ft)	52	277	5	52	292		109	240		~335	151	
Queue Length 95th (ft)	m#123	m342	m12	#121	#395		145	275		#420	193	
Internal Link Dist (ft)		4822			2050			911			648	
Turn Bay Length (ft)	180		200	210			120			150		
Base Capacity (vph)	108	1025	536	108	946		255	487		452	666	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.74	0.72	0.23	0.69	0.92		0.64	0.81		0.97	0.48	

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Existing Conditions AM Peak Hour

15: I-805 NB Off-Ramp/I-805 NB On-Ramp & Clairemont Mesa Blvd

07/05/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑		↑↑	↑			↑↑			↑
Traffic Volume (vph)	0	770	517	0	938	696	0	0	376	0	0	319
Future Volume (vph)	0	770	517	0	938	696	0	0	376	0	0	319
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		250	0		0	0		0	0		0
Storage Lanes	0		1	0		1	0		2	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1563			897			1345			763	
Travel Time (s)		30.4			17.5			30.6			17.3	
Confl. Peds. (#/hr)	1		7	7		1						
Confl. Bikes (#/hr)			2			7						
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.93	0.93	0.93	0.85	0.85	0.85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	828	556	0	998	740	0	0	404	0	0	375
v/c Ratio		0.26	0.37		0.28	0.48			0.43			0.23
Control Delay		7.5	0.7		0.2	1.1			7.4			0.3
Queue Delay		0.0	0.0		0.0	0.0			0.0			0.0
Total Delay		7.5	0.7		0.2	1.1			7.4			0.3
Queue Length 50th (ft)		68	0		0	0			17			0
Queue Length 95th (ft)		87	0		0	0			57			0
Internal Link Dist (ft)		1483			817			1265			683	
Turn Bay Length (ft)			250									
Base Capacity (vph)		3220	1522		3539	1543			932			1611
Starvation Cap Reductn		0	0		0	0			0			0
Spillback Cap Reductn		0	0		0	0			0			0
Storage Cap Reductn		0	0		0	0			0			0
Reduced v/c Ratio		0.26	0.37		0.28	0.48			0.43			0.23

Intersection Summary

Area Type: Other

Queues

16: Genesee Ave. & Derrick Dr.

Existing Conditions AM Peak Hour

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	12	20	150	12	78	26	874	184	73	608	15
Future Volume (vph)	32	12	20	150	12	78	26	874	184	73	608	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	80		0	210		0	250		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		284			343			658			2342	
Travel Time (s)		6.5			7.8			15.0			53.2	
Confl. Peds. (#/hr)	4		3	3		4	3					3
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.73	0.73	0.73	0.78	0.78	0.78	0.91	0.91	0.91	0.96	0.96	0.96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	87	0	0	207	100	29	1162	0	76	649	0
v/c Ratio		0.25			0.64	0.20	0.23	0.48		0.39	0.23	
Control Delay		16.0			32.6	1.1	38.1	17.6		34.2	10.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		16.0			32.6	1.1	38.1	17.6		34.2	10.1	
Queue Length 50th (ft)		21			81	0	19	257		31	39	
Queue Length 95th (ft)		35			104	0	m30	196		66	99	
Internal Link Dist (ft)		204			263			578			2262	
Turn Bay Length (ft)							210			250		
Base Capacity (vph)		664			649	833	136	2411		195	2840	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	0	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.13			0.32	0.12	0.21	0.48		0.39	0.23	

Intersection Summary

Area Type: Other

m Volume for 95th percentile queue is metered by upstream signal.

Queues

17: Genesee Ave. & Mt. Etna Dr.

Existing Conditions AM Peak Hour

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	43	102	103	36	109	146	1083	115	145	571	44
Future Volume (vph)	39	43	102	103	36	109	146	1083	115	145	571	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	140		0	210		0	310		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		503			580			821			658	
Travel Time (s)		11.4			13.2			18.7			15.0	
Confl. Peds. (#/hr)	7		4	4		7	2		3	3		2
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.84	0.84	0.84	0.65	0.65	0.65	0.85	0.85	0.85	0.84	0.84	0.84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	172	0	158	223	0	172	1409	0	173	680	52
v/c Ratio	0.37	0.45		0.96	0.56		0.76	0.48		0.76	0.33	0.06
Control Delay	55.2	26.7		114.4	29.4		73.4	18.0		78.4	16.0	6.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	55.2	26.7		114.4	29.4		73.4	18.0		78.4	16.0	6.4
Queue Length 50th (ft)	37	68		144	92		155	224		137	165	1
Queue Length 95th (ft)	67	113		142	84		m214	301		229	230	25
Internal Link Dist (ft)		423			500			741			578	
Turn Bay Length (ft)	140			140			210			310		
Base Capacity (vph)	193	543		258	555		336	2914		336	2059	917
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.24	0.32		0.61	0.40		0.51	0.48		0.51	0.33	0.06

Intersection Summary

Area Type: Other

m Volume for 95th percentile queue is metered by upstream signal.

Queues

18: Genesee Ave. & Balboa Ave.

Existing Conditions AM Peak Hour

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	909	185	50	848	252	179	637	141	156	421	169
Future Volume (vph)	290	909	185	50	848	252	179	637	141	156	421	169
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	520		0	280		0	210		0	470		260
Storage Lanes	1		0	2		0	2		0	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4323			1881			837			821	
Travel Time (s)		98.3			42.8			19.0			18.7	
Confl. Peds. (#/hr)			10	10			7					7
Peak Hour Factor	0.90	0.90	0.90	0.97	0.97	0.97	0.95	0.95	0.95	0.89	0.89	0.89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	322	1216	0	52	1134	0	188	819	0	175	473	190
v/c Ratio	0.88	0.65		0.38	0.63		0.69	0.73		0.67	0.61	0.39
Control Delay	78.5	25.8		65.8	23.5		58.4	34.6		79.3	44.9	8.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	78.5	25.8		65.8	23.5		58.4	34.6		79.3	44.9	8.0
Queue Length 50th (ft)	285	430		21	378		87	250		84	202	43
Queue Length 95th (ft)	386	507		45	313		97	297		127	185	18
Internal Link Dist (ft)		4243			1801			757			741	
Turn Bay Length (ft)	520			280			210			470		260
Base Capacity (vph)	437	1867		142	1791		292	1202		285	836	511
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.74	0.65		0.37	0.63		0.64	0.68		0.61	0.57	0.37

Intersection Summary

Area Type: Other

Queues

Existing Conditions AM Peak Hour

19: Genesee Ave. & Mt. Alifan Dr.

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	138	108	171	214	61	62	800	84	40	564	86
Future Volume (vph)	107	138	108	171	214	61	62	800	84	40	564	86
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		140	210		120	210		160
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		674			1711			2759			837	
Travel Time (s)		15.3			38.9			62.7			19.0	
Confl. Peds. (#/hr)	11		7	7		11	13		2	2		13
Confl. Bikes (#/hr)			2			3			1			
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.95	0.95	0.95	0.93	0.93	0.93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	379	0	0	410	65	65	842	88	43	606	92
v/c Ratio		0.79			0.78	0.19	0.54	0.35	0.11	0.21	0.33	0.11
Control Delay		63.0			75.7	5.5	78.7	26.4	5.4	46.0	20.3	7.1
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		63.0			75.7	5.5	78.7	26.4	5.4	46.0	20.3	7.1
Queue Length 50th (ft)		156			155	0	58	186	0	19	119	0
Queue Length 95th (ft)		206			193	m9	107	249	34	m42	217	m30
Internal Link Dist (ft)		594			1631			2679			757	
Turn Bay Length (ft)						140	210		120	210		160
Base Capacity (vph)		816			843	472	171	2405	776	217	1855	840
Starvation Cap Reductn		0			0	0	0	0	0	0	0	0
Spillback Cap Reductn		0			0	0	0	0	0	0	0	0
Storage Cap Reductn		0			0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.46			0.49	0.14	0.38	0.35	0.11	0.20	0.33	0.11

Intersection Summary

Area Type: Other

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Existing Conditions AM Peak Hour

21: Mt. Alifan Dr./Mt. Abernathy Ave. & Balboa Ave.

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 			 	 	
Traffic Volume (vph)	66	1003	23	189	1088	126	56	151	339	190	158	102
Future Volume (vph)	66	1003	23	189	1088	126	56	151	339	190	158	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	220		0	70		80	150		110
Storage Lanes	1		0	1		0	1		1	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1881			1426			259			517	
Travel Time (s)		42.8			32.4			5.9			11.8	
Confl. Peds. (#/hr)	8		6	6		8	7		10	10		7
Confl. Bikes (#/hr)									3			
Peak Hour Factor	0.92	0.92	0.92	0.91	0.91	0.91	0.96	0.96	0.96	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	72	1115	0	208	1334	0	58	157	353	200	166	107
v/c Ratio	0.57	0.44		0.71	0.44		0.42	0.73	0.66	0.68	0.27	0.28
Control Delay	80.1	17.4		73.4	19.5		83.5	75.3	24.9	73.5	50.4	6.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	80.1	17.4		73.4	19.5		83.5	75.3	24.9	73.5	50.4	6.1
Queue Length 50th (ft)	58	223		169	152		26	123	99	92	70	0
Queue Length 95th (ft)	m89	252		284	184		53	187	163	134	100	33
Internal Link Dist (ft)		1801			1346			179			437	
Turn Bay Length (ft)	230			220			70		80	150		110
Base Capacity (vph)	163	2516		336	3017		145	520	569	348	1198	610
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.44		0.62	0.44		0.40	0.30	0.62	0.57	0.14	0.18

Intersection Summary

Area Type: Other

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Existing Conditions AM Peak Hour

23: Mt. Albertine Ave./Cannington Dr. & Balboa Ave.

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (vph)	19	1495	26	54	1505	25	17	15	125	42	12	40
Future Volume (vph)	19	1495	26	54	1505	25	17	15	125	42	12	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1426			1286			1017			414	
Travel Time (s)		32.4			29.2			23.1			9.4	
Confl. Peds. (#/hr)	2		5	5		2			5	5		
Confl. Bikes (#/hr)			1						1			
Peak Hour Factor	0.96	0.96	0.96	0.90	0.90	0.90	0.74	0.74	0.74	0.78	0.78	0.78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	1584	0	60	1700	0	0	212	0	0	120	0
v/c Ratio	0.26	0.50		0.51	0.51			0.79			0.69	
Control Delay	79.9	8.6		63.6	18.9			45.1			68.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	79.9	8.6		63.6	18.9			45.1			68.8	
Queue Length 50th (ft)	0	145		55	290			74			86	
Queue Length 95th (ft)	m35	205		m104	418			101			124	
Internal Link Dist (ft)		1346			1206			937			334	
Turn Bay Length (ft)	210			240								
Base Capacity (vph)	77	3180		123	3358			462			400	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.26	0.50		0.49	0.51			0.46			0.30	

Intersection Summary

Area Type: Other

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Existing Conditions AM Peak Hour

24: Eckstrom Ave./Charger Blvd. & Balboa Ave.

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  				 			
Traffic Volume (vph)	11	1623	103	289	1344	182	97	75	418	269	116	10
Future Volume (vph)	11	1623	103	289	1344	182	97	75	418	269	116	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	320		150	30		350	60		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1286			1066			461			674	
Travel Time (s)		29.2			24.2			10.5			15.3	
Confl. Peds. (#/hr)	6		9	9		6	24					24
Confl. Bikes (#/hr)						1			1			1
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.89	0.89	0.89	0.73	0.73	0.73
Shared Lane Traffic (%)							13%					
Lane Group Flow (vph)	11	1798	0	307	1430	194	95	98	470	368	173	0
v/c Ratio	0.22	0.90		0.94	0.48	0.20	0.87	0.86	0.62	0.96	0.43	
Control Delay	100.3	35.1		94.1	15.7	7.2	120.8	116.9	27.2	90.5	50.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	100.3	35.1		94.1	15.7	7.2	120.8	116.9	27.2	90.5	50.2	
Queue Length 50th (ft)	9	606		296	254	45	91	94	103	332	134	
Queue Length 95th (ft)	m22	#653		#465	291	82	#203	#206	139	352	164	
Internal Link Dist (ft)		1206			986			381			594	
Turn Bay Length (ft)	220			320		150	30		350	60		
Base Capacity (vph)	51	1988		336	2976	947	109	114	778	393	409	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.22	0.90		0.91	0.48	0.20	0.87	0.86	0.60	0.94	0.42	

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

25: I-805 SB Ramps & Balboa Ave.

Existing Conditions AM Peak Hour

07/05/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗			↗↗
Traffic Volume (vph)	0	1890	346	0	1609	189	0	0	395	0	0	214
Future Volume (vph)	0	1890	346	0	1609	189	0	0	395	0	0	214
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		140	0		0	0		0	0		0
Storage Lanes	0		1	0		1	0		1	0		2
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1066			1032			719			1021	
Travel Time (s)		16.2			15.6			16.3			23.2	
Confl. Peds. (#/hr)			1	1			3		2	2		3
Confl. Bikes (#/hr)			1						2			3
Peak Hour Factor	0.96	0.96	0.96	0.93	0.93	0.93	0.82	0.82	0.82	0.79	0.79	0.79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1969	360	0	1730	203	0	0	482	0	0	271
v/c Ratio		0.39	0.23		0.56	0.13			0.30			0.35
Control Delay		0.1	0.2		10.5	0.2			0.5			18.7
Queue Delay		0.0	0.0		0.0	0.0			0.0			0.0
Total Delay		0.1	0.2		10.5	0.2			0.5			18.7
Queue Length 50th (ft)		0	0		151	0			0			47
Queue Length 95th (ft)		0	m0		239	0			0			59
Internal Link Dist (ft)		986			952			639			941	
Turn Bay Length (ft)			140									
Base Capacity (vph)		5034	1534		3064	1567			1574			1029
Starvation Cap Reductn		0	0		0	0			0			0
Spillback Cap Reductn		0	0		0	0			0			0
Storage Cap Reductn		0	0		0	0			0			0
Reduced v/c Ratio		0.39	0.23		0.56	0.13			0.31			0.26

Intersection Summary

Area Type: Other

m Volume for 95th percentile queue is metered by upstream signal.

Queues

26: I-805 NB Ramps & Balboa Ave.

Existing Conditions AM Peak Hour

07/05/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗			↗
Traffic Volume (vph)	0	1507	781	0	1499	544	0	0	431	0	0	275
Future Volume (vph)	0	1507	781	0	1499	544	0	0	431	0	0	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		130	0		0	0		0
Storage Lanes	0		1	0		1	0		2	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1032			494			1325			728	
Travel Time (s)		15.6			7.5			30.1			16.5	
Peak Hour Factor	0.98	0.98	0.98	0.91	0.91	0.91	0.85	0.85	0.85	0.78	0.78	0.78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1538	797	0	1647	598	0	0	507	0	0	353
v/c Ratio		0.68	0.50		0.32	0.38			0.42			0.22
Control Delay		20.0	1.1		0.2	0.7			16.0			0.3
Queue Delay		0.0	0.0		0.0	0.0			0.0			0.0
Total Delay		20.0	1.1		0.2	0.7			16.0			0.3
Queue Length 50th (ft)		223	0		0	0			87			0
Queue Length 95th (ft)		275	0		0	0			119			0
Internal Link Dist (ft)		952			414			1245			648	
Turn Bay Length (ft)						130						
Base Capacity (vph)		2254	1583		5085	1583			1237			1611
Starvation Cap Reductn		0	0		0	0			0			0
Spillback Cap Reductn		0	0		0	0			0			0
Storage Cap Reductn		0	0		0	0			0			0
Reduced v/c Ratio		0.68	0.50		0.32	0.38			0.41			0.22

Intersection Summary

Area Type: Other

Queues

27: Clairemont Dr. & Balboa Ave.

Existing Conditions AM Peak Hour

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	208	815	69	337	768	90	139	322	332	152	271	310
Future Volume (vph)	208	815	69	337	768	90	139	322	332	152	271	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	260		0	240		110	160		0
Storage Lanes	2		0	2		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			No			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3337			2236			2104			1415	
Travel Time (s)		75.8			50.8			47.8			32.2	
Confl. Peds. (#/hr)	6		12	12		6	18		21	21		18
Confl. Bikes (#/hr)			2			2						
Peak Hour Factor	0.85	0.85	0.85	0.93	0.93	0.93	0.79	0.79	0.79	0.89	0.89	0.89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	245	1040	0	362	923	0	176	408	420	171	652	0
v/c Ratio	0.46	0.87		0.78	0.84		0.74	0.58	0.79	0.77	0.81	
Control Delay	46.0	41.5		57.4	40.7		64.8	40.8	39.1	69.4	34.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	46.0	41.5		57.4	40.7		64.8	40.8	39.1	69.4	34.4	
Queue Length 50th (ft)	78	344		128	317		119	136	243	118	153	
Queue Length 95th (ft)	130	441		#218	395		180	159	293	#245	216	
Internal Link Dist (ft)		3257			2156			2024			1335	
Turn Bay Length (ft)	260			260			240		110	160		
Base Capacity (vph)	533	1358		498	1441		278	1162	550	239	1142	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.46	0.77		0.73	0.64		0.63	0.35	0.76	0.72	0.57	

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

Existing Conditions AM Peak Hour

29: I-5 NB Off Ramp/I-5 NB On Ramp & Clairemont Dr.

07/05/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	266	289	0	0	871	566	35	3	352	0	0	0
Future Volume (vph)	266	289	0	0	871	566	35	3	352	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	0		310	0		0	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		529			989			1005			878	
Travel Time (s)		10.3			19.3			22.8			20.0	
Confl. Peds. (#/hr)	4		4	4		4						
Confl. Bikes (#/hr)			11			5						
Peak Hour Factor	0.81	0.81	0.81	0.95	0.95	0.95	0.94	0.94	0.94	0.25	0.25	0.25
Shared Lane Traffic (%)						23%						
Lane Group Flow (vph)	328	357	0	0	1054	459	0	40	374	0	0	0
v/c Ratio	1.13	0.19			0.98	0.60		0.16	0.30			
Control Delay	138.4	15.4			63.0	6.4		46.7	1.2			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	138.4	15.4			63.0	6.4		46.7	1.2			
Queue Length 50th (ft)	~295	73			438	0		27	0			
Queue Length 95th (ft)	#407	90			#594	90		61	25			
Internal Link Dist (ft)		449			909			925			798	
Turn Bay Length (ft)	220					310						
Base Capacity (vph)	290	1857			1076	765		258	1243			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	1.13	0.19			0.98	0.60		0.16	0.30			

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

30: Denver St. & Clairemont Dr.

Existing Conditions AM Peak Hour

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	488	134	83	923	35	192	27	56	77	31	276
Future Volume (vph)	97	488	134	83	923	35	192	27	56	77	31	276
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	170		0	85		0	100		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		989			3289			422			450	
Travel Time (s)		22.5			74.8			9.6			10.2	
Confl. Peds. (#/hr)			2	2			6		5	5		6
Peak Hour Factor	0.81	0.81	0.81	0.96	0.96	0.96	0.83	0.83	0.83	0.88	0.88	0.88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	120	602	165	86	997	0	231	100	0	88	349	0
v/c Ratio	1.06	0.47	0.25	0.54	0.78		0.61	0.21		0.58	0.85	
Control Delay	149.0	28.1	5.2	56.7	34.9		44.0	10.8		59.0	36.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	149.0	28.1	5.2	56.7	34.9		44.0	10.8		59.0	36.6	
Queue Length 50th (ft)	~85	160	0	53	290		135	15		55	104	
Queue Length 95th (ft)	#171	209	33	#118	#490		198	42		102	178	
Internal Link Dist (ft)		909			3209			342			370	
Turn Bay Length (ft)	260			170			85			100		
Base Capacity (vph)	113	1292	672	170	1285		376	645		182	675	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	1.06	0.47	0.25	0.51	0.78		0.61	0.16		0.48	0.52	

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

31: Burgener Blvd. & Clairemont Dr.

Existing Conditions AM Peak Hour

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	399	224	83	551	3	484	3	124	2	3	0
Future Volume (vph)	4	399	224	83	551	3	484	3	124	2	3	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		170	130		0	120		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3289			1269			376			167	
Travel Time (s)		74.8			28.8			8.5			3.8	
Confl. Peds. (#/hr)	4		3	3		4	3		6	6		3
Peak Hour Factor	0.88	0.88	0.88	0.87	0.87	0.87	0.93	0.93	0.93	0.63	0.63	0.63
Shared Lane Traffic (%)							35%					
Lane Group Flow (vph)	5	453	255	95	636	0	338	318	0	0	8	0
v/c Ratio	0.03	0.47	0.23	0.34	0.42		0.59	0.56			0.04	
Control Delay	34.0	22.3	1.3	30.6	14.9		21.6	19.6			33.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	34.0	22.3	1.3	30.6	14.9		21.6	19.6			33.6	
Queue Length 50th (ft)	2	63	0	27	61		88	73			2	
Queue Length 95th (ft)	14	166	22	95	207		246	217			13	
Internal Link Dist (ft)		3209			1189			296			87	
Turn Bay Length (ft)	120		170	130			120					
Base Capacity (vph)	198	1554	1392	669	2362		1142	1090			1046	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.03	0.29	0.18	0.14	0.27		0.30	0.29			0.01	
Intersection Summary												
Area Type:	Other											

Queues

33: Clairemont Dr. & Iroquois Ave.

Existing Conditions AM Peak Hour

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	13	67	113	7	66	18	431	37	39	497	16
Future Volume (vph)	36	13	67	113	7	66	18	431	37	39	497	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	80		0	180		0
Storage Lanes	0		0	0		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		298			338			1269			3883	
Travel Time (s)		6.8			7.7			28.8			88.3	
Confl. Peds. (#/hr)	9		9	9		9	19					19
Confl. Bikes (#/hr)			1			2			2			1
Peak Hour Factor	0.88	0.88	0.88	0.91	0.91	0.91	0.90	0.90	0.90	0.79	0.79	0.79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	0	0	205	0	20	520	0	49	649	0
v/c Ratio		0.30			0.52		0.06	0.34		0.13	0.43	
Control Delay		7.8			15.4		7.5	7.8		8.1	8.5	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		7.8			15.4		7.5	7.8		8.1	8.5	
Queue Length 50th (ft)		8			27		2	31		5	41	
Queue Length 95th (ft)		39			85		12	71		19	77	
Internal Link Dist (ft)		218			258			1189			3803	
Turn Bay Length (ft)							80			180		
Base Capacity (vph)		1430			1295		740	3491		857	3513	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.09			0.16		0.03	0.15		0.06	0.18	

Intersection Summary

Area Type: Other

Queues

35: Morena Blvd. & Ashton St.

Existing Conditions AM Peak Hour

06/01/2017

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	43	27	1026	35	8	519
Future Volume (vph)	43	27	1026	35	8	519
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	323		2442			191
Travel Time (s)	7.3		55.5			4.3
Confl. Peds. (#/hr)	1					
Peak Hour Factor	0.80	0.80	0.94	0.94	0.85	0.85
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	0	1128	0	9	611
v/c Ratio	0.31		0.48		0.04	0.25
Control Delay	15.6		7.0		21.0	4.0
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	15.6		7.0		21.0	4.0
Queue Length 50th (ft)	12		63		2	28
Queue Length 95th (ft)	43		200		14	52
Internal Link Dist (ft)	243		2362			111
Turn Bay Length (ft)					50	
Base Capacity (vph)	1249		3241		221	3433
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.07		0.35		0.04	0.18
Intersection Summary						
Area Type:	Other					

Queues

Existing Conditions AM Peak Hour

36: W Morena Blvd. & Morena Blvd.

06/01/2017

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	15	419	641	16	106	413
Future Volume (vph)	15	419	641	16	106	413
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	200		0	220	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	1152		882			2442
Travel Time (s)	26.2		20.0			55.5
Peak Hour Factor	0.94	0.94	0.84	0.84	0.88	0.88
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	446	782	0	120	469
v/c Ratio	0.07	0.66	0.65		0.18	0.14
Control Delay	21.5	14.2	15.1		12.0	0.9
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	21.5	14.2	15.1		12.0	0.9
Queue Length 50th (ft)	3	59	75		15	0
Queue Length 95th (ft)	21	176	155		68	31
Internal Link Dist (ft)	1072		802			2362
Turn Bay Length (ft)		200			220	
Base Capacity (vph)	1186	806	2817		803	3450
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.01	0.55	0.28		0.15	0.14
Intersection Summary						

Area Type: Other

Queues

37: Knoxville St. & Morena Blvd.

Existing Conditions AM Peak Hour

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	119	3	47	405	302	42	9	72	431	14	44
Future Volume (vph)	44	119	3	47	405	302	42	9	72	431	14	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1152			396			251			279	
Travel Time (s)		26.2			9.0			5.7			6.3	
Confl. Peds. (#/hr)			7	7			1		3	3		1
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.94	0.94	0.94	0.84	0.84	0.84	0.93	0.93	0.93	0.84	0.84	0.84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	177	0	0	538	360	0	132	0	0	582	0
v/c Ratio		0.46			0.83	0.45		0.19			0.90	
Control Delay		27.1			38.5	4.4		6.6			39.7	
Queue Delay		0.0			1.7	0.1		0.0			0.0	
Total Delay		27.1			40.2	4.5		6.6			39.7	
Queue Length 50th (ft)		82			301	0		16			297	
Queue Length 95th (ft)		146			394	41		47			#480	
Internal Link Dist (ft)		1072			316			171			199	
Turn Bay Length (ft)												
Base Capacity (vph)		484			825	916		856			803	
Starvation Cap Reductn		0			143	100		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.37			0.79	0.44		0.15			0.72	
Intersection Summary												
Area Type:	Other											
#	95th percentile volume exceeds capacity, queue may be longer.											
	Queue shown is maximum after two cycles.											

Queues
38: Tecolote Rd.

Existing Conditions AM Peak Hour

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	136	480	352	203	19	508	79	334	8	16	39
Future Volume (vph)	24	136	480	352	203	19	508	79	334	8	16	39
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	160		0	230		230	170		0
Storage Lanes	0		1	2		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		396			383			608			509	
Travel Time (s)		9.0			8.7			13.8			11.6	
Confl. Peds. (#/hr)			9	9			4		9	9		4
Confl. Bikes (#/hr)			3									
Peak Hour Factor	0.85	0.85	0.85	0.89	0.89	0.89	0.87	0.87	0.87	0.53	0.53	0.53
Shared Lane Traffic (%)			36%	46%								
Lane Group Flow (vph)	0	391	362	214	431	0	584	91	384	15	104	0
v/c Ratio		0.87	0.56	0.61	0.59		0.70	0.20	0.42	0.11	0.34	
Control Delay		54.8	7.5	43.2	38.3		39.5	31.9	2.7	48.5	21.3	
Queue Delay		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		54.8	7.5	43.2	38.3		39.5	31.9	2.7	48.5	21.3	
Queue Length 50th (ft)		229	0	134	132		174	46	0	9	9	
Queue Length 95th (ft)		#431	60	230	197		239	90	35	18	11	
Internal Link Dist (ft)		316			303			528			429	
Turn Bay Length (ft)				160			230		230	170		
Base Capacity (vph)		447	649	445	915		1045	567	992	325	633	
Starvation Cap Reductn		0	0	0	0		0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0		0	0	0	0	0	
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio		0.87	0.56	0.48	0.47		0.56	0.16	0.39	0.05	0.16	

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

39: Genesee Ave. & Marlesta Dr.

Existing Conditions AM Peak Hour

06/01/2017

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	128	221	787	160	364	570
Future Volume (vph)	128	221	787	160	364	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	140		320	400	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	775		1639			2065
Travel Time (s)	17.6		37.3			46.9
Confl. Peds. (#/hr)	20					
Peak Hour Factor	0.87	0.87	0.85	0.85	0.94	0.94
Shared Lane Traffic (%)						
Lane Group Flow (vph)	147	254	926	188	387	606
v/c Ratio	0.59	0.40	1.05	0.17	1.20	0.24
Control Delay	40.1	15.2	65.7	3.6	146.4	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	15.2	65.7	3.6	146.4	4.5
Queue Length 50th (ft)	65	66	~474	20	~221	42
Queue Length 95th (ft)	114	116	#686	36	#410	75
Internal Link Dist (ft)	695		1559			1985
Turn Bay Length (ft)		140		320	400	
Base Capacity (vph)	618	643	885	1430	323	2504
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.40	1.05	0.13	1.20	0.24

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

Existing Conditions AM Peak Hour

40: Linda Vista Rd. & Genesee Ave.

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	439	234	489	424	205	79	445	107	230	607	323
Future Volume (vph)	136	439	234	489	424	205	79	445	107	230	607	323
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		300	190		300	280		0	200		0
Storage Lanes	1		1	2		1	1		1	3		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1730			924			712			3179	
Travel Time (s)		39.3			21.0			16.2			72.3	
Confl. Peds. (#/hr)	6		2	2		6	8		91	91		8
Confl. Bikes (#/hr)									13			3
Peak Hour Factor	0.92	0.92	0.92	0.91	0.91	0.91	0.91	0.91	0.91	0.83	0.83	0.83
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	477	254	537	466	225	87	489	118	277	731	389
v/c Ratio	0.67	0.64	0.51	0.77	0.46	0.37	0.51	0.52	0.25	0.71	0.67	0.52
Control Delay	57.6	39.3	12.0	45.9	30.5	6.0	54.8	31.4	4.3	53.6	33.6	5.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.6	39.3	12.0	45.9	30.5	6.0	54.8	31.4	4.3	53.6	33.6	5.8
Queue Length 50th (ft)	84	138	20	155	121	0	50	130	0	83	207	0
Queue Length 95th (ft)	#197	219	97	#300	198	57	114	195	28	#155	280	45
Internal Link Dist (ft)		1650			844			632			3099	
Turn Bay Length (ft)	280		300	190		300	280			200		
Base Capacity (vph)	266	1262	693	746	1499	788	242	1476	673	403	1394	844
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.38	0.37	0.72	0.31	0.29	0.36	0.33	0.18	0.69	0.52	0.46

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

Existing Conditions AM Peak Hour

41: SR-163 SB On Ramp/SR-163 SB Ramps & Genesee Ave.

07/06/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑		↑↑	↑				↑	↑↓	↑
Traffic Volume (vph)	0	573	456	0	755	205	0	0	0	847	0	519
Future Volume (vph)	0	573	456	0	755	205	0	0	0	847	0	519
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	1000		970
Storage Lanes	0		1	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		793			254			714			1353	
Travel Time (s)		13.5			4.3			16.2			30.8	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)										44%		18%
Lane Group Flow (vph)	0	597	475	0	786	214	0	0	0	494	485	444
v/c Ratio		0.37	0.30		0.49	0.14				0.70	0.71	0.66
Control Delay		19.0	0.5		20.5	0.2				25.9	25.2	21.6
Queue Delay		0.0	0.0		0.0	0.0				0.0	0.0	0.0
Total Delay		19.0	0.5		20.5	0.2				25.9	25.2	21.6
Queue Length 50th (ft)		109	0		154	0				225	219	169
Queue Length 95th (ft)		207	0		283	0				330	330	267
Internal Link Dist (ft)		713			174			634			1273	
Turn Bay Length (ft)										1000		970
Base Capacity (vph)		1606	1583		1606	1551				1068	1016	979
Starvation Cap Reductn		0	0		0	0				0	0	0
Spillback Cap Reductn		0	0		0	0				0	0	0
Storage Cap Reductn		0	0		0	0				0	0	0
Reduced v/c Ratio		0.37	0.30		0.49	0.14				0.46	0.48	0.45
Intersection Summary												
Area Type:	Other											

Queues

Existing Conditions AM Peak Hour

42: Cardinal Rd./SR-163 NB Ramps & Genesee Ave.

07/06/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	402	1448	323	51	227	320	245	210	23	0	0	493
Future Volume (vph)	402	1448	323	51	227	320	245	210	23	0	0	493
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	185		0	50		0	140		0	0		350
Storage Lanes	2		0	1		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		431			161			348			1191	
Travel Time (s)		7.3			2.7			7.9			27.1	
Confl. Peds. (#/hr)	6					6						
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Shared Lane Traffic (%)						47%						
Lane Group Flow (vph)	452	1990	0	57	424	191	0	537	0	0	0	554
v/c Ratio	0.76	0.94		0.29	0.25	0.23		0.78				0.20
Control Delay	63.0	36.7		63.2	14.4	3.5		59.9				0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0				0.0
Total Delay	63.0	36.7		63.2	14.4	3.5		59.9				0.2
Queue Length 50th (ft)	201	878		48	80	0		243				0
Queue Length 95th (ft)	270	#1186		98	132	46		305				0
Internal Link Dist (ft)		351			81			268			1111	
Turn Bay Length (ft)	185			50								350
Base Capacity (vph)	703	2108		203	1733	841		987				2778
Starvation Cap Reductn	0	0		0	0	0		0				0
Spillback Cap Reductn	0	0		0	0	0		0				0
Storage Cap Reductn	0	0		0	0	0		0				0
Reduced v/c Ratio	0.64	0.94		0.28	0.24	0.23		0.54				0.20

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

Existing Conditions AM Peak Hour

43: Linda Vista Rd. & Mesa College Dr.

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	123	419	103	248	833	217	195	351	176	272	326	141
Future Volume (vph)	123	419	103	248	833	217	195	351	176	272	326	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	250		0	280		0	300		0
Storage Lanes	1		0	1		0	2		0	2		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		217			622			972			1476	
Travel Time (s)		4.9			14.1			22.1			33.5	
Confl. Peds. (#/hr)	51		95	95		51	75		100	100		75
Confl. Bikes (#/hr)			2			1						3
Peak Hour Factor	0.83	0.83	0.83	0.88	0.88	0.88	0.86	0.86	0.86	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	629	0	282	1194	0	227	613	0	286	491	0
v/c Ratio	0.72	0.83		0.56	0.91		0.58	0.72		0.87	0.63	
Control Delay	73.6	55.1		44.7	47.2		59.3	43.7		81.6	43.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	73.6	55.1		44.7	47.2		59.3	43.7		81.6	43.2	
Queue Length 50th (ft)	116	250		187	459		92	223		121	177	
Queue Length 95th (ft)	#207	272		#341	#620		125	250		#204	223	
Internal Link Dist (ft)		137			542			892			1396	
Turn Bay Length (ft)				250			280			300		
Base Capacity (vph)	208	892		506	1314		397	1008		329	936	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.71	0.71		0.56	0.91		0.57	0.61		0.87	0.52	

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

46: SR-163 NB Off Ramp & Mesa College Dr.

Existing Conditions AM Peak Hour

07/06/2017

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘↙↗	↖
Traffic Volume (vph)	511	0	0	1015	435	593
Future Volume (vph)	511	0	0	1015	435	593
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		480	480
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	472			375	1095	
Travel Time (s)	10.7			8.5	24.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)						45%
Lane Group Flow (vph)	555	0	0	1103	763	355
v/c Ratio	0.32			0.64	0.64	0.54
Control Delay	10.3			13.8	16.5	8.3
Queue Delay	0.0			0.0	0.0	0.0
Total Delay	10.3			13.8	16.5	8.3
Queue Length 50th (ft)	55			135	86	20
Queue Length 95th (ft)	115			264	184	106
Internal Link Dist (ft)	392			295	1015	
Turn Bay Length (ft)					480	480
Base Capacity (vph)	3148			3148	2422	1113
Starvation Cap Reductn	0			0	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.18			0.35	0.32	0.32
Intersection Summary						
Area Type:	Other					

Queues

Existing Conditions AM Peak Hour

47: Mission Bay Dr. & Garnet Ave.

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	742	862	467	165	693	228	398	362	209	234	208	404
Future Volume (vph)	742	862	467	165	693	228	398	362	209	234	208	404
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		130	420		0	330		130	250		300
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		660			1616			594			616	
Travel Time (s)		15.0			36.7			13.5			14.0	
Confl. Peds. (#/hr)	1		8	8		1	5		22	22		5
Confl. Bikes (#/hr)			2			3			10			
Peak Hour Factor	0.88	0.88	0.88	0.96	0.96	0.96	0.96	0.96	0.96	0.97	0.97	0.97
Shared Lane Traffic (%)												
Lane Group Flow (vph)	843	980	531	172	722	238	415	377	218	241	214	416
v/c Ratio	0.80	0.69	0.54	0.77	0.92	0.41	0.80	0.43	0.36	0.71	0.60	0.29
Control Delay	55.0	41.9	11.3	85.2	74.8	20.1	72.9	48.8	19.7	76.8	62.6	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.0	41.9	11.3	85.2	74.8	20.1	72.9	48.8	19.7	76.8	62.6	16.4
Queue Length 50th (ft)	390	415	141	165	367	88	205	165	90	119	193	97
Queue Length 95th (ft)	#532	552	248	243	#485	156	253	209	139	162	280	147
Internal Link Dist (ft)		580			1536			514			536	
Turn Bay Length (ft)			130	420			330		130	250		300
Base Capacity (vph)	1053	1422	1046	245	784	667	682	974	633	535	428	1431
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.69	0.51	0.70	0.92	0.36	0.61	0.39	0.34	0.45	0.50	0.29

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

48: Morena Blvd. SB Ramps

Existing Conditions AM Peak Hour

06/01/2017

						
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	73	94	0	784	204	0
Future Volume (vph)	73	94	0	784	204	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	533			187	321	
Travel Time (s)	12.1			4.3	7.3	
Peak Hour Factor	0.76	0.76	0.87	0.87	0.93	0.93
Shared Lane Traffic (%)						
Lane Group Flow (vph)	96	124	0	901	219	0
v/c Ratio	0.34	0.35		0.39	0.09	
Control Delay	15.8	6.4		4.3	3.3	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	15.8	6.4		4.3	3.3	
Queue Length 50th (ft)	14	0		35	6	
Queue Length 95th (ft)	31	16		53	13	
Internal Link Dist (ft)	453			107	241	
Turn Bay Length (ft)	100					
Base Capacity (vph)	282	356		2374	2374	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.34	0.35		0.38	0.09	
Intersection Summary						

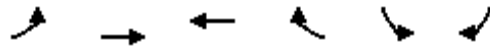
Area Type: Other

Queues

50: Balboa Ave. & Moraga Ave.

Existing Conditions AM Peak Hour

06/01/2017



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰↰	↱↱	↰↰	↱	↰	↱
Traffic Volume (vph)	324	990	1141	81	99	267
Future Volume (vph)	324	990	1141	81	99	267
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280			800	165	0
Storage Lanes	2			1	1	1
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		1041	3337		361	
Travel Time (s)		23.7	75.8		8.2	
Confl. Peds. (#/hr)					1	3
Peak Hour Factor	0.95	0.95	0.90	0.90	0.77	0.77
Shared Lane Traffic (%)						
Lane Group Flow (vph)	341	1042	1268	90	129	347
v/c Ratio	0.64	0.44	0.81	0.12	0.45	0.75
Control Delay	36.9	6.4	22.3	3.6	33.9	20.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.9	6.4	22.3	3.6	33.9	20.1
Queue Length 50th (ft)	70	83	233	0	51	37
Queue Length 95th (ft)	#157	178	393	25	94	84
Internal Link Dist (ft)		961	3257		281	
Turn Bay Length (ft)	280			800	165	
Base Capacity (vph)	573	2973	2086	970	790	837
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.35	0.61	0.09	0.16	0.41

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

Existing Conditions PM Peak Hour

1: Regents Rd. & SR-52 WB On Ramp/SR-52 WB Off Ramp

07/06/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	770	1	197	252	467	0	0	492	170
Future Volume (vph)	0	0	0	770	1	197	252	467	0	0	492	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	1000		0	185		0	0		190
Storage Lanes	0		0	0		1	2		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		938			1283			511			1484	
Travel Time (s)		21.3			29.2			11.6			33.7	
Confl. Peds. (#/hr)									2	2		
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
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	812	207	265	492	0	0	518	179
v/c Ratio					5.56	0.87	0.52	0.19			0.29	0.20
Control Delay					2077.4	50.7	27.6	2.7			9.5	2.3
Queue Delay					0.0	0.0	0.0	0.0			0.0	0.0
Total Delay					2077.4	50.7	27.6	2.7			9.5	2.3
Queue Length 50th (ft)					~580	33	46	21			53	0
Queue Length 95th (ft)					#799	#144	78	32			86	26
Internal Link Dist (ft)		858			1203			431			1404	
Turn Bay Length (ft)							185					190
Base Capacity (vph)					146	965	2271	3539			1785	887
Starvation Cap Reductn					0	0	0	0			0	0
Spillback Cap Reductn					0	0	0	0			0	0
Storage Cap Reductn					0	0	0	0			0	0
Reduced v/c Ratio					5.56	0.21	0.12	0.14			0.29	0.20

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

Existing Conditions PM Peak Hour

2: SR-52 EB Off Ramp/SR-52 EB On Ramp & Regents Rd.

07/06/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	360	5	824	0	0	0	0	423	263	102	1142	0
Future Volume (vph)	360	5	824	0	0	0	0	423	263	102	1142	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	900		65	0		0	0		50	80		0
Storage Lanes	1		1	0		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1093			941			3985			412	
Travel Time (s)		24.8			21.4			90.6			9.4	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	187	185	841	0	0	0	0	432	268	104	1165	0
v/c Ratio	0.22	0.22	0.98					0.52	0.53	0.57	0.90	
Control Delay	13.0	13.0	48.4					34.1	16.1	51.0	38.5	
Queue Delay	0.0	0.0	0.0					0.0	0.0	0.0	20.7	
Total Delay	13.0	13.0	48.4					34.1	16.1	51.0	59.2	
Queue Length 50th (ft)	58	57	412					118	44	57	325	
Queue Length 95th (ft)	100	98	#695					168	123	108	#454	
Internal Link Dist (ft)		1013			861			3905			332	
Turn Bay Length (ft)	900		65						50	80		
Base Capacity (vph)	857	860	854					828	506	202	1289	
Starvation Cap Reductn	0	0	0					0	0	0	162	
Spillback Cap Reductn	0	0	0					0	0	0	0	
Storage Cap Reductn	0	0	0					0	0	0	0	
Reduced v/c Ratio	0.22	0.22	0.98					0.52	0.53	0.51	1.03	

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

Existing Conditions PM Peak Hour

4: Genesee Ave. & SR-52 EB Ramps

07/06/2017

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	262	219	580	208	528	1133
Future Volume (vph)	262	219	580	208	528	1133
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		150	440	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		45			45
Link Distance (ft)	722		4144			1526
Travel Time (s)	16.4		62.8			23.1
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Shared Lane Traffic (%)						
Lane Group Flow (vph)	291	243	644	231	587	1259
v/c Ratio	0.68	0.43	0.64	0.38	1.30	0.60
Control Delay	36.9	6.2	28.6	5.9	180.0	11.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.9	6.2	28.6	5.9	180.0	11.9
Queue Length 50th (ft)	130	0	145	3	~377	184
Queue Length 95th (ft)	234	55	223	55	#705	303
Internal Link Dist (ft)	642		4064			1446
Turn Bay Length (ft)				150	440	
Base Capacity (vph)	902	926	3124	1423	451	3539
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.26	0.21	0.16	1.30	0.36

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

5: Clairemont Mesa Blvd. & Luna Ave.

Existing Conditions PM Peak Hour

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	313	24	161	3	20	25	170	318	10	53	1240	647
Future Volume (vph)	313	24	161	3	20	25	170	318	10	53	1240	647
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	180		40	160		80
Storage Lanes	0		1	0		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		267			323			1260			679	
Travel Time (s)		6.1			7.3			28.6			15.4	
Confl. Peds. (#/hr)			4	4					2	2		
Confl. Bikes (#/hr)			1						1			
Peak Hour Factor	0.90	0.90	0.90	0.71	0.71	0.71	0.91	0.91	0.91	0.93	0.93	0.93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	375	179	0	67	0	187	349	11	57	1333	696
v/c Ratio		0.94	0.26		0.13		0.82	0.18	0.01	0.52	0.84	0.84
Control Delay		76.7	17.3		17.7		77.1	23.2	4.7	73.4	37.3	33.0
Queue Delay		0.0	0.0		0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		76.7	17.3		17.7		77.1	23.2	4.7	73.4	37.3	33.0
Queue Length 50th (ft)		294	68		18		156	108	1	46	518	388
Queue Length 95th (ft)		#483	115		38		m#228	m142	m7	91	626	#644
Internal Link Dist (ft)		187			243			1180			599	
Turn Bay Length (ft)							180		40	160		80
Base Capacity (vph)		411	714		547		255	1905	854	133	1592	825
Starvation Cap Reductn		0	0		0		0	0	0	0	0	0
Spillback Cap Reductn		0	0		0		0	0	0	0	0	0
Storage Cap Reductn		0	0		0		0	0	0	0	0	0
Reduced v/c Ratio		0.91	0.25		0.12		0.73	0.18	0.01	0.43	0.84	0.84

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

8: Moraga Ave. & Clairemont Mesa Blvd.

Existing Conditions PM Peak Hour

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	965	417	285	355	17	112	31	268	23	24	4
Future Volume (vph)	22	965	417	285	355	17	112	31	268	23	24	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		50	300		90	0		0	0		0
Storage Lanes	1		1	1		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1260			2192			297			170	
Travel Time (s)		28.6			49.8			6.8			3.9	
Confl. Peds. (#/hr)	9		4	4		9	4		5	5		4
Confl. Bikes (#/hr)			1						4			1
Peak Hour Factor	0.95	0.95	0.95	0.96	0.96	0.96	0.91	0.91	0.91	0.80	0.80	0.80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	23	1016	439	297	370	18	0	452	0	0	64	0
v/c Ratio	0.30	0.70	0.64	0.87	0.18	0.02		0.94			0.18	
Control Delay	94.0	19.3	14.9	62.4	9.9	0.6		65.4			31.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Delay	94.0	19.3	14.9	62.4	9.9	0.6		65.4			31.7	
Queue Length 50th (ft)	20	434	306	206	65	0		296			35	
Queue Length 95th (ft)	m25	509	m387	#272	59	m0		#491			63	
Internal Link Dist (ft)		1180			2112			217			90	
Turn Bay Length (ft)	140		50	300		90						
Base Capacity (vph)	83	1444	688	387	2075	900		517			396	
Starvation Cap Reductn	0	0	0	0	0	0		0			0	
Spillback Cap Reductn	0	0	0	0	0	0		0			0	
Storage Cap Reductn	0	0	0	0	0	0		0			0	
Reduced v/c Ratio	0.28	0.70	0.64	0.77	0.18	0.02		0.87			0.16	

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

9: Clairemont Dr & Clairemont Mesa Blvd.

Existing Conditions PM Peak Hour

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	532	389	406	452	33	146	288	295	54	229	165
Future Volume (vph)	270	532	389	406	452	33	146	288	295	54	229	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	250		0	240		90	140		0
Storage Lanes	2		0	2		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2192			1197			1102			530	
Travel Time (s)		49.8			27.2			25.0			12.0	
Confl. Peds. (#/hr)	22		17	17		22	20		15	15		20
Confl. Bikes (#/hr)			5			4			2			4
Peak Hour Factor	0.98	0.98	0.98	0.94	0.94	0.94	0.96	0.96	0.96	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	276	940	0	432	516	0	152	300	307	60	437	0
v/c Ratio	0.71	0.62		0.81	0.31		0.75	0.41	0.56	0.53	0.76	
Control Delay	78.8	11.2		62.9	22.7		75.9	44.9	8.4	73.4	44.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	78.8	11.2		62.9	22.7		75.9	44.9	8.4	73.4	44.7	
Queue Length 50th (ft)	124	70		190	105		121	114	0	48	128	
Queue Length 95th (ft)	m164	m244		245	252		192	148	75	94	178	
Internal Link Dist (ft)		2112			1117			1022			450	
Turn Bay Length (ft)	250			250			240		90	140		
Base Capacity (vph)	461	1508		600	1674		247	924	614	136	752	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.60	0.62		0.72	0.31		0.62	0.32	0.50	0.44	0.58	

Intersection Summary

Area Type: Other

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Existing Conditions PM Peak Hour

10: Rolfe Rd. & Clairemont Mesa Blvd.

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	639	73	106	634	73	46	15	48	64	23	63
Future Volume (vph)	64	639	73	106	634	73	46	15	48	64	23	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		0	200		0	0		0	0		0
Storage Lanes	2		0	2		0	0		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1197			1822			236			196	
Travel Time (s)		27.2			41.4			5.4			4.5	
Confl. Peds. (#/hr)	4		4	4		4	2		2	2		2
Confl. Bikes (#/hr)						2			1			1
Peak Hour Factor	0.91	0.91	0.91	0.95	0.95	0.95	0.83	0.83	0.83	0.89	0.89	0.89
Shared Lane Traffic (%)												
Lane Group Flow (vph)	70	782	0	112	744	0	0	131	0	72	97	0
v/c Ratio	0.53	0.33		0.65	0.30			0.80		0.68	0.40	
Control Delay	77.0	10.1		53.7	17.1			73.3		82.5	22.2	
Queue Delay	0.0	0.0		0.0	0.0			0.0		0.0	0.0	
Total Delay	77.0	10.1		53.7	17.1			73.3		82.5	22.2	
Queue Length 50th (ft)	57	155		96	120			81		57	20	
Queue Length 95th (ft)	m85	266		153	385			131		105	68	
Internal Link Dist (ft)		1117			1742			156			116	
Turn Bay Length (ft)	100			200								
Base Capacity (vph)	219	2365		317	2499			363		266	495	
Starvation Cap Reductn	0	0		0	0			0		0	0	
Spillback Cap Reductn	0	0		0	0			0		0	0	
Storage Cap Reductn	0	0		0	0			0		0	0	
Reduced v/c Ratio	0.32	0.33		0.35	0.30			0.36		0.27	0.20	

Intersection Summary

Area Type: Other

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Existing Conditions PM Peak Hour

11: Kleefeld Ave./Clairemont Dr. & Clairemont Mesa Blvd.

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	724	55	39	794	255	65	36	25	345	35	57
Future Volume (vph)	24	724	55	39	794	255	65	36	25	345	35	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		0	240		40	0		0	110		0
Storage Lanes	2		0	1		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1822			2025			246			242	
Travel Time (s)		41.4			46.0			5.6			5.5	
Confl. Peds. (#/hr)	9		5	5		9	9		8	8		9
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.89	0.89	0.89	0.96	0.96	0.96	0.77	0.77	0.77	0.92	0.92	0.92
Shared Lane Traffic (%)										45%		
Lane Group Flow (vph)	27	875	0	41	827	266	0	163	0	206	207	62
v/c Ratio	0.30	0.48		0.40	0.43	0.31		0.73		0.77	0.77	0.19
Control Delay	81.8	12.3		52.2	38.8	30.4		68.2		69.5	68.8	3.3
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	0.0
Total Delay	81.8	12.3		52.2	38.8	30.4		68.2		69.5	68.8	3.3
Queue Length 50th (ft)	22	109		33	354	141		123		171	172	0
Queue Length 95th (ft)	57	308		m46	m377	m208		157		245	246	12
Internal Link Dist (ft)		1742			1945			166			162	
Turn Bay Length (ft)	120			240		40				110		
Base Capacity (vph)	97	1828		114	1921	867		413		388	392	427
Starvation Cap Reductn	0	0		0	0	0		0		0	0	0
Spillback Cap Reductn	0	0		0	0	0		0		0	0	0
Storage Cap Reductn	0	0		0	0	0		0		0	0	0
Reduced v/c Ratio	0.28	0.48		0.36	0.43	0.31		0.39		0.53	0.53	0.15

Intersection Summary

Area Type: Other

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Existing Conditions PM Peak Hour

12: Genesee Ave. & Clairemont Mesa Blvd.

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	150	642	345	234	798	83	265	444	121	127	862	105
Future Volume (vph)	150	642	345	234	798	83	265	444	121	127	862	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	230		0	100		0	150		100
Storage Lanes	2		0	2		0	2		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2025			4902			1161			4144	
Travel Time (s)		46.0			111.4			26.4			94.2	
Confl. Peds. (#/hr)	11		24	24		11	13		16	16		13
Confl. Bikes (#/hr)						1						
Peak Hour Factor	0.97	0.97	0.97	0.96	0.96	0.96	0.97	0.97	0.97	0.91	0.91	0.91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	155	1018	0	244	917	0	273	583	0	140	1062	0
v/c Ratio	0.63	0.87		0.78	0.73		0.79	0.54		0.72	0.94	
Control Delay	71.7	43.6		89.8	24.2		72.2	36.6		74.5	57.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	71.7	43.6		89.8	24.2		72.2	36.6		74.5	57.9	
Queue Length 50th (ft)	56	290		97	267		113	196		112	441	
Queue Length 95th (ft)	106	#363		m#152	266		#169	266		179	#582	
Internal Link Dist (ft)		1945			4822			1081			4064	
Turn Bay Length (ft)	230			230			100			150		
Base Capacity (vph)	267	1185		324	1257		365	1083		247	1134	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.58	0.86		0.75	0.73		0.75	0.54		0.57	0.94	

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Existing Conditions PM Peak Hour

13: Limerick Ave. & Clairemont Mesa Blvd.

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	808	142	188	1015	205	107	101	95	166	120	44
Future Volume (vph)	60	808	142	188	1015	205	107	101	95	166	120	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	180		200	210		40	120		0	150		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		4902			2130			991			728	
Travel Time (s)		111.4			48.4			22.5			16.5	
Confl. Peds. (#/hr)	5		18	18		5	43		6	6		43
Confl. Bikes (#/hr)			1						1			2
Peak Hour Factor	0.94	0.94	0.94	0.93	0.93	0.93	0.84	0.84	0.84	0.76	0.76	0.76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	860	151	202	1311	0	127	233	0	218	216	0
v/c Ratio	0.54	0.57	0.21	0.79	0.74		0.82	0.80		0.94	0.61	
Control Delay	75.5	24.5	5.6	73.6	28.5		93.4	63.3		100.1	49.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	75.5	24.5	5.6	73.6	28.5		93.4	63.3		100.1	49.9	
Queue Length 50th (ft)	45	290	27	159	438		103	159		179	153	
Queue Length 95th (ft)	m68	m427	m53	#248	605		#184	213		#250	177	
Internal Link Dist (ft)		4822			2050			911			648	
Turn Bay Length (ft)	180		200	210			120			150		
Base Capacity (vph)	125	1498	714	278	1782		162	420		233	484	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.51	0.57	0.21	0.73	0.74		0.78	0.55		0.94	0.45	

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Existing Conditions PM Peak Hour

15: I-805 NB Off-Ramp/I-805 NB On-Ramp & Clairemont Mesa Blvd.

07/06/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑		↑↑	↑			↑↑			↑
Traffic Volume (vph)	0	1395	323	0	1770	1190	0	0	922	0	0	576
Future Volume (vph)	0	1395	323	0	1770	1190	0	0	922	0	0	576
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		1000	0		0	0		0	0		0
Storage Lanes	0		1	0		1	0		2	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1563			951			1423			763	
Travel Time (s)		30.4			18.5			32.3			17.3	
Confl. Peds. (#/hr)	3		1	1		3						
Confl. Bikes (#/hr)						2						
Peak Hour Factor	0.93	0.93	0.93	0.96	0.96	0.96	0.81	0.81	0.81	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1500	347	0	1844	1240	0	0	1138	0	0	606
v/c Ratio		0.59	0.22		0.52	0.81			1.07			0.38
Control Delay		16.9	0.3		0.6	4.6			76.7			0.7
Queue Delay		0.0	0.0		0.0	0.0			0.0			0.0
Total Delay		16.9	0.3		0.6	4.6			76.7			0.7
Queue Length 50th (ft)		209	0		0	0			~405			0
Queue Length 95th (ft)		254	0		0	0			#452			0
Internal Link Dist (ft)		1483			871			1343			683	
Turn Bay Length (ft)			1000									
Base Capacity (vph)		2559	1548		3539	1538			1063			1611
Starvation Cap Reductn		0	0		0	0			0			0
Spillback Cap Reductn		0	0		0	0			0			0
Storage Cap Reductn		0	0		0	0			0			0
Reduced v/c Ratio		0.59	0.22		0.52	0.81			1.07			0.38

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

16: Genesee Ave. & Derrick Dr.

Existing Conditions PM Peak Hour

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	39	32	35	250	26	104	25	951	265	119	1112	33
Future Volume (vph)	39	32	35	250	26	104	25	951	265	119	1112	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	80		0	210		0	250		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		284			343			658			2869	
Travel Time (s)		6.5			7.8			15.0			65.2	
Confl. Peds. (#/hr)	13		16	16		13	8		6	6		8
Confl. Bikes (#/hr)			4									2
Peak Hour Factor	0.88	0.88	0.88	0.86	0.86	0.86	0.94	0.94	0.94	0.91	0.91	0.91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	120	0	0	321	121	27	1294	0	131	1258	0
v/c Ratio		0.34			0.90	0.22	0.17	0.53		0.72	0.47	
Control Delay		31.2			73.1	5.6	56.1	25.4		81.4	24.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay		31.2			73.1	5.6	56.1	25.4		81.4	24.9	
Queue Length 50th (ft)		69			279	0	19	146		117	295	
Queue Length 95th (ft)		107			337	35	m35	329		182	389	
Internal Link Dist (ft)		204			263			578			2789	
Turn Bay Length (ft)							210			250		
Base Capacity (vph)		457			463	679	166	2419		247	2771	
Starvation Cap Reductn		0			0	0	0	0		0	0	
Spillback Cap Reductn		0			0	0	0	0		0	47	
Storage Cap Reductn		0			0	0	0	0		0	0	
Reduced v/c Ratio		0.26			0.69	0.18	0.16	0.53		0.53	0.46	

Intersection Summary

Area Type: Other

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Existing Conditions PM Peak Hour

17: Genesee Ave. & Mt. Etna Dr.

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	65	121	134	53	152	152	1090	140	234	1095	67
Future Volume (vph)	51	65	121	134	53	152	152	1090	140	234	1095	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	140		0	140		0	210		0	310		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		503			580			821			658	
Travel Time (s)		11.4			13.2			18.7			15.0	
Confl. Peds. (#/hr)	13		3	3		13	5		7	7		5
Peak Hour Factor	0.76	0.76	0.76	0.95	0.95	0.95	0.91	0.91	0.91	0.91	0.91	0.91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	245	0	141	216	0	167	1352	0	257	1203	74
v/c Ratio	0.45	0.62		1.10	0.52		0.58	0.52		0.83	0.64	0.09
Control Delay	55.9	42.4		160.3	28.6		53.4	21.1		79.5	11.3	0.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	55.9	42.4		160.3	28.6		53.4	21.1		79.5	11.3	0.8
Queue Length 50th (ft)	54	150		~143	91		151	219		207	148	1
Queue Length 95th (ft)	79	171		#241	159		m189	417		192	150	m4
Internal Link Dist (ft)		423			500			741			578	
Turn Bay Length (ft)	140			140			210			310		
Base Capacity (vph)	206	517		177	531		295	2587		412	1882	837
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.33	0.47		0.80	0.41		0.57	0.52		0.62	0.64	0.09

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Existing Conditions PM Peak Hour

18: Genesee Ave. & Balboa Ave.

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	347	746	127	166	935	231	266	664	169	300	720	223
Future Volume (vph)	347	746	127	166	935	231	266	664	169	300	720	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	520		0	280		0	210		0	470		260
Storage Lanes	1		0	2		0	2		0	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2816			1881			837			821	
Travel Time (s)		64.0			42.8			19.0			18.7	
Confl. Peds. (#/hr)	4		8	8		4	7					7
Confl. Bikes (#/hr)												1
Peak Hour Factor	0.97	0.97	0.97	0.95	0.95	0.95	0.94	0.94	0.94	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	358	900	0	175	1227	0	283	886	0	316	758	235
v/c Ratio	0.92	0.78		0.26	0.80		0.85	0.76		0.85	0.89	0.43
Control Delay	81.8	46.6		46.7	45.9		105.8	26.2		83.3	49.7	9.5
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	81.8	46.6		46.7	45.9		105.8	26.2		83.3	49.7	9.5
Queue Length 50th (ft)	313	396		81	423		136	216		146	347	17
Queue Length 95th (ft)	#475	437		m122	464		#213	100		m#222	#382	m93
Internal Link Dist (ft)		2736			1801			757			741	
Turn Bay Length (ft)	520			280			210			470		260
Base Capacity (vph)	424	1483		665	1526		339	1198		383	887	560
Starvation Cap Reductn	0	0		0	0		0	0		0	0	0
Spillback Cap Reductn	0	0		0	0		0	0		0	0	0
Storage Cap Reductn	0	0		0	0		0	0		0	0	0
Reduced v/c Ratio	0.84	0.61		0.26	0.80		0.83	0.74		0.83	0.85	0.42

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

19: Genesee Ave. & Mt. Alifan Dr.

Existing Conditions PM Peak Hour

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕			↕↕	↗	↗	↕↕↕	↗	↗	↕↕	↗
Traffic Volume (vph)	159	224	80	282	308	89	109	1014	194	46	793	180
Future Volume (vph)	159	224	80	282	308	89	109	1014	194	46	793	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		140	210		120	210		160
Storage Lanes	0		0	0		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		674			1711			2484			837	
Travel Time (s)		15.3			38.9			56.5			19.0	
Confl. Peds. (#/hr)	11		17	17		11	7		8	8		7
Confl. Bikes (#/hr)									2			
Peak Hour Factor	0.90	0.90	0.90	0.96	0.96	0.96	0.95	0.95	0.95	0.91	0.91	0.91
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	515	0	0	615	93	115	1067	204	51	871	198
v/c Ratio		0.84			0.85	0.22	0.72	0.56	0.32	0.27	0.64	0.30
Control Delay		65.9			83.7	13.2	86.7	38.7	17.2	40.1	24.0	6.8
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		65.9			83.7	13.2	86.7	38.7	17.2	40.1	24.0	6.8
Queue Length 50th (ft)		233			294	22	103	307	57	22	173	4
Queue Length 95th (ft)		286			268	m28	170	367	131	m48	226	m24
Internal Link Dist (ft)		594			1631			2404			757	
Turn Bay Length (ft)						140	210		120	210		160
Base Capacity (vph)		755			818	463	187	1999	664	202	1360	665
Starvation Cap Reductn		0			0	0	0	0	0	0	0	0
Spillback Cap Reductn		0			0	0	0	0	0	0	0	0
Storage Cap Reductn		0			0	0	0	0	0	0	0	0
Reduced v/c Ratio		0.68			0.75	0.20	0.61	0.53	0.31	0.25	0.64	0.30

Intersection Summary

Area Type: Other

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Existing Conditions PM Peak Hour

21: Mt. Alifan Dr./Mt. Abernathy Ave. & Balboa Ave.

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  		 			 	 	
Traffic Volume (vph)	170	1265	64	276	1581	128	93	121	180	197	319	155
Future Volume (vph)	170	1265	64	276	1581	128	93	121	180	197	319	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	230		0	220		0	70		80	150		110
Storage Lanes	1		0	1		0	1		1	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1881			1426			259			517	
Travel Time (s)		42.8			32.4			5.9			11.8	
Confl. Peds. (#/hr)	20		5	5		20	13		17	17		13
Confl. Bikes (#/hr)			1			1						1
Peak Hour Factor	0.87	0.87	0.87	0.95	0.95	0.95	0.89	0.89	0.89	0.87	0.87	0.87
Shared Lane Traffic (%)												
Lane Group Flow (vph)	195	1528	0	291	1799	0	104	136	202	226	367	178
v/c Ratio	0.71	0.64		0.82	0.69		0.55	0.64	0.38	0.86	0.76	0.49
Control Delay	56.0	32.8		87.5	22.4		81.1	80.4	15.2	92.5	68.8	11.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.0	32.8		87.5	22.4		81.1	80.4	15.2	92.5	68.8	11.8
Queue Length 50th (ft)	146	397		263	591		49	119	57	106	172	0
Queue Length 95th (ft)	m209	437		374	258		m79	m179	91	#170	211	58
Internal Link Dist (ft)		1801			1346			179			437	
Turn Bay Length (ft)	230			220			70		80	150		110
Base Capacity (vph)	276	2379		376	2597		205	520	553	263	1044	579
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.64		0.77	0.69		0.51	0.26	0.37	0.86	0.35	0.31

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Existing Conditions PM Peak Hour

23: Mt. Albertine Ave./Cannington Dr. & Balboa Ave.

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  			 			 	
Traffic Volume (vph)	45	1749	58	97	1996	78	22	23	80	43	26	41
Future Volume (vph)	45	1749	58	97	1996	78	22	23	80	43	26	41
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	210		0	240		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1426			1286			1017			414	
Travel Time (s)		32.4			29.2			23.1			9.4	
Confl. Peds. (#/hr)	6		3	3		6			13	13		
Confl. Bikes (#/hr)			3			1			2			1
Peak Hour Factor	0.94	0.94	0.94	0.96	0.96	0.96	0.95	0.95	0.95	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	1923	0	101	2160	0	0	131	0	0	120	0
v/c Ratio	0.49	0.64		0.64	0.66			0.70			0.69	
Control Delay	66.6	17.8		67.2	30.5			53.4			71.6	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay	66.6	17.8		67.2	30.5			53.4			71.6	
Queue Length 50th (ft)	37	306		91	525			64			92	
Queue Length 95th (ft)	m63	338		m144	486			131			155	
Internal Link Dist (ft)		1346			1206			937			334	
Turn Bay Length (ft)	210			240								
Base Capacity (vph)	104	3027		176	3252			412			195	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.46	0.64		0.57	0.66			0.32			0.62	

Intersection Summary

Area Type: Other

m Volume for 95th percentile queue is metered by upstream signal.

Queues

Existing Conditions PM Peak Hour

24: Eckstrom Ave./Charger Blvd. & Balboa Ave.

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		  			  				 			
Traffic Volume (vph)	13	1666	133	358	2008	262	109	47	219	196	130	16
Future Volume (vph)	13	1666	133	358	2008	262	109	47	219	196	130	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	320		150	30		350	60		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1286			1066			461			674	
Travel Time (s)		29.2			24.2			10.5			15.3	
Confl. Peds. (#/hr)	5		1	1		5	14					14
Confl. Bikes (#/hr)						1						4
Peak Hour Factor	0.91	0.91	0.91	0.95	0.95	0.95	0.78	0.78	0.78	0.78	0.78	0.78
Shared Lane Traffic (%)							30%					
Lane Group Flow (vph)	14	1977	0	377	2114	276	98	102	281	251	188	0
v/c Ratio	0.22	1.04		0.96	0.69	0.28	0.64	0.64	0.26	0.83	0.60	
Control Delay	83.4	60.9		90.1	21.6	7.9	79.8	79.8	14.7	78.1	59.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	83.4	60.9		90.1	21.6	7.9	79.8	79.8	14.7	78.1	59.6	
Queue Length 50th (ft)	13	~690		~351	441	49	90	94	40	223	156	
Queue Length 95th (ft)	m23	#791		#563	590	116	#188	#193	63	257	190	
Internal Link Dist (ft)		1206			986			381			594	
Turn Bay Length (ft)	220			320		150	30		350	60		
Base Capacity (vph)	67	1892		393	3055	970	154	159	1079	391	407	
Starvation Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Storage Cap Reductn	0	0		0	0	0	0	0	0	0	0	
Reduced v/c Ratio	0.21	1.04		0.96	0.69	0.28	0.64	0.64	0.26	0.64	0.46	

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Queues

25: I-805 SB Ramps & Balboa Ave.

Existing Conditions PM Peak Hour

07/06/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗			↗↗
Traffic Volume (vph)	0	1431	659	0	2250	275	0	0	516	0	0	408
Future Volume (vph)	0	1431	659	0	2250	275	0	0	516	0	0	408
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		140	0		0	0		0	0		0
Storage Lanes	0		1	0		1	0		1	0		2
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		1066			858			719			1088	
Travel Time (s)		16.2			13.0			16.3			24.7	
Confl. Peds. (#/hr)			1	1			3		2	2		3
Confl. Bikes (#/hr)			1						2			3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.91	0.91	0.91	0.84	0.84	0.84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1491	686	0	2344	286	0	0	567	0	0	486
v/c Ratio		0.29	0.44		0.73	0.18			0.36			0.65
Control Delay		0.1	0.9		13.1	0.3			0.6			32.0
Queue Delay		0.0	0.0		0.0	0.0			0.0			0.0
Total Delay		0.1	0.9		13.1	0.3			0.6			32.0
Queue Length 50th (ft)		0	0		315	0			0			130
Queue Length 95th (ft)		0	0		374	0			0			171
Internal Link Dist (ft)		986			778			639			1008	
Turn Bay Length (ft)			140									
Base Capacity (vph)		5055	1541		3220	1574			1581			823
Starvation Cap Reductn		0	0		0	0			0			0
Spillback Cap Reductn		0	0		0	0			0			0
Storage Cap Reductn		0	0		0	0			0			0
Reduced v/c Ratio		0.29	0.45		0.73	0.18			0.36			0.59

Intersection Summary

Area Type: Other

Queues

26: I-805 NB Ramps & Balboa Ave.

Existing Conditions PM Peak Hour

07/06/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↗		↑↑↑	↗			↗↗			↗
Traffic Volume (vph)	0	1577	366	0	1926	784	0	0	870	0	0	511
Future Volume (vph)	0	1577	366	0	1926	784	0	0	870	0	0	511
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		130	0		0	0		0
Storage Lanes	0		1	0		1	0		2	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			30			30	
Link Distance (ft)		858			506			1375			728	
Travel Time (s)		13.0			7.7			31.3			16.5	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.93	0.93	0.93	0.78	0.78	0.78
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1626	377	0	1986	808	0	0	935	0	0	655
v/c Ratio		0.54	0.24		0.39	0.51			1.12			0.41
Control Delay		11.9	0.4		0.2	1.2			100.4			0.8
Queue Delay		0.0	0.0		0.0	0.0			0.0			0.0
Total Delay		11.9	0.4		0.2	1.2			100.4			0.8
Queue Length 50th (ft)		187	0		0	0			~341			0
Queue Length 95th (ft)		226	0		0	0			#475			0
Internal Link Dist (ft)		778			426			1295			648	
Turn Bay Length (ft)						130						
Base Capacity (vph)		3005	1543		5085	1583			834			1611
Starvation Cap Reductn		0	0		0	0			0			0
Spillback Cap Reductn		0	0		0	0			0			0
Storage Cap Reductn		0	0		0	0			0			0
Reduced v/c Ratio		0.54	0.24		0.39	0.51			1.12			0.41

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

27: Clairemont Dr & Balboa Ave.

Existing Conditions PM Peak Hour

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	379	1083	57	410	1020	104	83	306	336	250	504	291
Future Volume (vph)	379	1083	57	410	1020	104	83	306	336	250	504	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	260		0	240		110	160		0
Storage Lanes	2		0	2		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			No			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3337			3740			2104			1415	
Travel Time (s)		75.8			85.0			47.8			32.2	
Confl. Peds. (#/hr)	13		17	17		13	10		16	16		10
Confl. Bikes (#/hr)									2			2
Peak Hour Factor	0.96	0.96	0.96	0.94	0.94	0.94	0.94	0.94	0.94	0.95	0.95	0.95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	395	1187	0	436	1196	0	88	326	357	263	837	0
v/c Ratio	0.85	0.92		0.88	0.93		0.72	0.53	0.71	0.89	0.87	
Control Delay	76.1	53.7		78.5	54.0		94.5	54.5	46.2	87.0	54.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay	76.1	53.7		78.5	54.0		94.5	54.5	46.2	87.0	54.4	
Queue Length 50th (ft)	187	534		209	544		81	145	276	245	364	
Queue Length 95th (ft)	#312	#719		#334	#699		#176	195	385	#450	448	
Internal Link Dist (ft)		3257			3660			2024			1335	
Turn Bay Length (ft)	260			260			240		110	160		
Base Capacity (vph)	465	1436		500	1460		136	867	507	297	1164	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.85	0.83		0.87	0.82		0.65	0.38	0.70	0.89	0.72	

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

Existing Conditions PM Peak Hour

29: I-5 NB Off Ramp/I-5 NB On Ramp & Clairemont Dr

07/06/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 							
Traffic Volume (vph)	43	554	0	0	564	348	89	7	769	0	0	0
Future Volume (vph)	43	554	0	0	564	348	89	7	769	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	0		400	0		0	0		0
Storage Lanes	1		0	0		1	0		1	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		466			1024			1038			878	
Travel Time (s)		9.1			19.9			23.6			20.0	
Confl. Peds. (#/hr)	5		7	7		5						
Confl. Bikes (#/hr)			8			8						
Peak Hour Factor	0.93	0.93	0.93	0.97	0.97	0.97	0.88	0.88	0.88	0.25	0.25	0.25
Shared Lane Traffic (%)						21%						
Lane Group Flow (vph)	46	596	0	0	656	284	0	109	874	0	0	0
v/c Ratio	0.36	0.39			0.63	0.45		0.35	0.65			
Control Delay	51.4	20.5			32.5	5.9		40.1	3.0			
Queue Delay	0.0	0.0			0.0	0.0		0.0	0.0			
Total Delay	51.4	20.5			32.5	5.9		40.1	3.0			
Queue Length 50th (ft)	29	133			191	0		62	0			
Queue Length 95th (ft)	64	178			264	65		111	32			
Internal Link Dist (ft)		386			944			958			798	
Turn Bay Length (ft)	220					400						
Base Capacity (vph)	164	1521			1041	632		309	1332			
Starvation Cap Reductn	0	0			0	0		0	0			
Spillback Cap Reductn	0	0			0	0		0	0			
Storage Cap Reductn	0	0			0	0		0	0			
Reduced v/c Ratio	0.28	0.39			0.63	0.45		0.35	0.66			

Intersection Summary

Area Type: Other

Queues

30: Denver St. & Clairemont Dr

Existing Conditions PM Peak Hour

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	965	260	122	611	51	170	23	136	78	18	147
Future Volume (vph)	137	965	260	122	611	51	170	23	136	78	18	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	260		0	170		0	85		0	100		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		989			3289			422			450	
Travel Time (s)		22.5			74.8			9.6			10.2	
Confl. Peds. (#/hr)	1		2	2		1	6		8	8		6
Peak Hour Factor	0.96	0.96	0.96	0.97	0.97	0.97	0.90	0.90	0.90	0.94	0.94	0.94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	143	1005	271	126	683	0	189	177	0	83	175	0
v/c Ratio	0.63	0.73	0.35	0.65	0.54		0.74	0.47		0.44	0.61	
Control Delay	43.8	22.6	3.8	49.5	20.4		49.2	12.5		37.7	17.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	43.8	22.6	3.8	49.5	20.4		49.2	12.5		37.7	17.3	
Queue Length 50th (ft)	59	187	0	53	119		79	10		34	8	
Queue Length 95th (ft)	#138	288	45	#137	190		#190	65		76	61	
Internal Link Dist (ft)		909			3209			342			370	
Turn Bay Length (ft)	260			170			85			100		
Base Capacity (vph)	237	1385	770	193	1263		257	859		257	857	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.60	0.73	0.35	0.65	0.54		0.74	0.21		0.32	0.20	

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

31: Burgener Blvd. & Clairemont Dr

Existing Conditions PM Peak Hour

06/01/2017

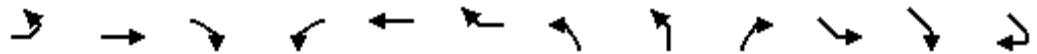
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (vph)	5	667	380	102	537	6	299	2	102	9	6	6
Future Volume (vph)	5	667	380	102	537	6	299	2	102	9	6	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	120		170	130		0	120		0	0		0
Storage Lanes	1		0	1		0	1		0	0		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3289			1269			376			167	
Travel Time (s)		74.8			28.8			8.5			3.8	
Confl. Peds. (#/hr)	5		12	12		5			8	8		
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.90	0.90	0.90	0.66	0.66	0.66
Shared Lane Traffic (%)							31%					
Lane Group Flow (vph)	5	717	409	109	577	0	229	218	0	0	32	0
v/c Ratio	0.03	0.61	0.37	0.40	0.35		0.53	0.50			0.18	
Control Delay	38.6	23.7	1.8	36.0	13.4		29.1	24.0			31.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	38.6	23.7	1.8	36.0	13.4		29.1	24.0			31.7	
Queue Length 50th (ft)	2	138	0	44	73		91	67			9	
Queue Length 95th (ft)	14	257	31	110	174		192	160			28	
Internal Link Dist (ft)		3209			1189			296			87	
Turn Bay Length (ft)	120		170	130			120					
Base Capacity (vph)	179	1797	1317	604	2366		900	857			911	
Starvation Cap Reductn	0	0	0	0	0		0	0			0	
Spillback Cap Reductn	0	0	0	0	0		0	0			0	
Storage Cap Reductn	0	0	0	0	0		0	0			0	
Reduced v/c Ratio	0.03	0.40	0.31	0.18	0.24		0.25	0.25			0.04	
Intersection Summary												
Area Type:	Other											

Queues

Existing Conditions PM Peak Hour

33: Clairemont Dr & Iroquois Ave.

06/01/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER	SER2
Lane Configurations		↔			↔		↔	↔		↔	↔	
Traffic Volume (vph)	39	18	33	66	9	51	115	549	33	44	573	21
Future Volume (vph)	39	18	33	66	9	51	115	549	33	44	573	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0		80	0	180	0	
Storage Lanes	0		0	0		0		2	0	1	2	
Taper Length (ft)	25			25				25		25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30		30		
Link Distance (ft)		298			338			1269		3883		
Travel Time (s)		6.8			7.7			28.8		88.3		
Confl. Peds. (#/hr)	14		8	8		14	29		6	6		29
Confl. Bikes (#/hr)			1									1
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.83	0.83	0.83	0.90	0.90	0.90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	109	0	0	145	0	139	701	0	49	660	0
v/c Ratio		0.31			0.43		0.35	0.36		0.12	0.41	
Control Delay		11.9			14.0		9.9	6.3		6.6	6.9	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		11.9			14.0		9.9	6.3		6.6	6.9	
Queue Length 50th (ft)		11			15		14	35		4	38	
Queue Length 95th (ft)		41			56		48	71		19	89	
Internal Link Dist (ft)		218			258			1189		3803		
Turn Bay Length (ft)							80	80		180		
Base Capacity (vph)		1395			1312		690	3413		724	2787	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.08			0.11		0.20	0.21		0.07	0.24	

Intersection Summary

Area Type: Other

Queues

35: Morena Blvd. & Ashton St.

Existing Conditions PM Peak Hour

06/01/2017

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	63	20	613	66	45	1245
Future Volume (vph)	63	20	613	66	45	1245
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	50	
Storage Lanes	1	0		0	1	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	323		2442			191
Travel Time (s)	7.3		55.5			4.3
Confl. Peds. (#/hr)	19					
Peak Hour Factor	0.83	0.83	0.88	0.88	0.91	0.91
Shared Lane Traffic (%)						
Lane Group Flow (vph)	100	0	772	0	49	1368
v/c Ratio	0.34		0.37		0.20	0.56
Control Delay	18.3		8.7		21.1	6.4
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	18.3		8.7		21.1	6.4
Queue Length 50th (ft)	16		38		10	90
Queue Length 95th (ft)	51		135		40	173
Internal Link Dist (ft)	243		2362			111
Turn Bay Length (ft)					50	
Base Capacity (vph)	1232		2956		315	3474
Starvation Cap Reductn	0		0		0	0
Spillback Cap Reductn	0		0		0	0
Storage Cap Reductn	0		0		0	0
Reduced v/c Ratio	0.08		0.26		0.16	0.39
Intersection Summary						
Area Type:	Other					

Queues

36: W Morena Blvd. & Morena Blvd.

Existing Conditions PM Peak Hour

06/01/2017

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			 			 
Traffic Volume (vph)	33	272	417	59	254	998
Future Volume (vph)	33	272	417	59	254	998
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	200		0	220	
Storage Lanes	1	1		0	1	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	1152		882			2442
Travel Time (s)	26.2		20.0			55.5
Confl. Peds. (#/hr)	1					
Peak Hour Factor	0.85	0.85	0.83	0.83	0.87	0.87
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	320	573	0	292	1147
v/c Ratio	0.15	0.44	0.48		0.52	0.37
Control Delay	22.2	6.4	13.8		17.4	2.6
Queue Delay	0.0	0.0	0.0		0.0	0.0
Total Delay	22.2	6.4	13.8		17.4	2.6
Queue Length 50th (ft)	7	23	42		44	0
Queue Length 95th (ft)	34	60	114		144	100
Internal Link Dist (ft)	1072		802			2362
Turn Bay Length (ft)		200			220	
Base Capacity (vph)	1202	969	2707		860	3468
Starvation Cap Reductn	0	0	0		0	0
Spillback Cap Reductn	0	0	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.03	0.33	0.21		0.34	0.33
Intersection Summary						
Area Type:	Other					

Queues

37: Knoxville St. & Morena Blvd.

Existing Conditions PM Peak Hour

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	304	16	35	332	339	10	5	56	222	3	27
Future Volume (vph)	19	304	16	35	332	339	10	5	56	222	3	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1152			396			251			279	
Travel Time (s)		26.2			9.0			5.7			6.3	
Confl. Peds. (#/hr)	1		9	9		1	1		2	2		1
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.71	0.71	0.71	0.93	0.93	0.93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	385	0	0	390	361	0	100	0	0	271	0
v/c Ratio		0.52			0.54	0.42		0.18			0.65	
Control Delay		12.6			13.1	3.1		5.3			20.1	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		12.6			13.1	3.1		5.3			20.1	
Queue Length 50th (ft)		56			58	0		3			45	
Queue Length 95th (ft)		152			163	39		19			137	
Internal Link Dist (ft)		1072			316			171			199	
Turn Bay Length (ft)												
Base Capacity (vph)		1669			1632	1469		1368			1100	
Starvation Cap Reductn		0			13	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.23			0.24	0.25		0.07			0.25	
Intersection Summary												

Area Type: Other

Queues
38: Tecolote Rd.

Existing Conditions PM Peak Hour

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	201	347	376	242	18	473	43	428	32	51	20
Future Volume (vph)	19	201	347	376	242	18	473	43	428	32	51	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	160		0	230		230	170		0
Storage Lanes	0		1	2		0	1		1	1		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		396			383			608			509	
Travel Time (s)		9.0			8.7			13.8			11.6	
Confl. Peds. (#/hr)			15	15			5		1	1		5
Confl. Bikes (#/hr)			2									
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.93	0.93	0.93	0.58	0.58	0.58
Shared Lane Traffic (%)			23%	44%								
Lane Group Flow (vph)	0	341	303	224	452	0	509	46	460	55	122	0
v/c Ratio		0.80	0.52	0.61	0.60		0.66	0.11	0.49	0.34	0.36	
Control Delay		50.7	7.6	42.9	37.8		39.6	32.7	4.0	51.4	36.0	
Queue Delay		0.1	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		50.7	7.6	42.9	37.8		39.6	32.7	4.0	51.4	36.0	
Queue Length 50th (ft)		205	0	139	139		155	24	14	34	28	
Queue Length 95th (ft)		#403	69	252	217		224	57	64	50	34	
Internal Link Dist (ft)		316			303			528			429	
Turn Bay Length (ft)				160			230		230	170		
Base Capacity (vph)		467	616	459	944		1057	574	1004	337	668	
Starvation Cap Reductn		2	0	0	0		0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0		0	0	0	0	0	
Storage Cap Reductn		0	0	0	0		0	0	0	0	0	
Reduced v/c Ratio		0.73	0.49	0.49	0.48		0.48	0.08	0.46	0.16	0.18	

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

39: Genesee Ave. & Marlesta Dr.

Existing Conditions PM Peak Hour

06/01/2017

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	164	244	695	124	297	1088
Future Volume (vph)	164	244	695	124	297	1088
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	140		320	400	
Storage Lanes	1	1		1	2	
Taper Length (ft)	25				25	
Right Turn on Red		Yes		Yes		
Link Speed (mph)	30		30			30
Link Distance (ft)	775		2325			2335
Travel Time (s)	17.6		52.8			53.1
Confl. Peds. (#/hr)	15					
Peak Hour Factor	0.77	0.77	0.98	0.98	0.95	0.95
Shared Lane Traffic (%)						
Lane Group Flow (vph)	213	317	709	127	313	1145
v/c Ratio	0.69	0.43	0.87	0.11	0.91	0.48
Control Delay	42.0	12.6	34.8	1.7	64.4	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	12.6	34.8	1.7	64.4	7.2
Queue Length 50th (ft)	98	71	299	5	149	116
Queue Length 95th (ft)	137	101	#575	19	#326	202
Internal Link Dist (ft)	695		2245			2255
Turn Bay Length (ft)		140		320	400	
Base Capacity (vph)	593	735	814	1353	344	2405
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.43	0.87	0.09	0.91	0.48
Intersection Summary						
Area Type:	Other					
#	95th percentile volume exceeds capacity, queue may be longer.					
	Queue shown is maximum after two cycles.					

Queues

Existing Conditions PM Peak Hour

40: Linda Vista Rd. & Genesee Ave.

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 		 	 			 		 	 	
Traffic Volume (vph)	113	436	402	501	450	116	124	752	132	239	432	430
Future Volume (vph)	113	436	402	501	450	116	124	752	132	239	432	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280		100	190		300	280		100	200		100
Storage Lanes	1		1	2		1	1		1	3		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		1693			924			712			3179	
Travel Time (s)		38.5			21.0			16.2			72.3	
Confl. Peds. (#/hr)	8		9	9		8	1		37	37		1
Confl. Bikes (#/hr)									7			2
Peak Hour Factor	0.92	0.92	0.92	0.85	0.85	0.85	0.95	0.95	0.95	0.94	0.94	0.94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	123	474	437	589	529	136	131	792	139	254	460	457
v/c Ratio	0.72	0.57	0.78	1.14	0.52	0.24	0.64	0.73	0.24	0.94	0.49	0.72
Control Delay	66.3	31.9	23.2	121.1	27.6	4.3	54.5	31.4	4.4	85.5	29.4	17.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.3	31.9	23.2	121.1	27.6	4.3	54.5	31.4	4.4	85.5	29.4	17.1
Queue Length 50th (ft)	62	114	86	~178	120	0	63	187	0	67	106	64
Queue Length 95th (ft)	#205	189	227	#377	185	27	#183	313	34	#197	185	207
Internal Link Dist (ft)		1613			844			632			3099	
Turn Bay Length (ft)	280		100	190		300	280		100	200		100
Base Capacity (vph)	171	1427	777	516	1617	792	238	1604	767	270	1393	799
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.72	0.33	0.56	1.14	0.33	0.17	0.55	0.49	0.18	0.94	0.33	0.57

Intersection Summary

Area Type: Other

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

Existing Conditions PM Peak Hour

41: SR-163 SB On Ramp/SR-163 SB Ramps & Genesee Ave.

07/06/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗		↑↑	↗				↗	↕	↗
Traffic Volume (vph)	0	654	414	0	664	610	0	0	0	317	0	618
Future Volume (vph)	0	654	414	0	664	610	0	0	0	317	0	618
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0		0	1000		970
Storage Lanes	0		1	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		800			172			714			1137	
Travel Time (s)		13.6			2.9			16.2			25.8	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Shared Lane Traffic (%)										10%		48%
Lane Group Flow (vph)	0	667	422	0	678	622	0	0	0	291	335	328
v/c Ratio		0.35	0.27		0.35	0.39				0.54	0.59	0.56
Control Delay		13.3	0.4		13.3	0.7				25.7	16.3	15.3
Queue Delay		0.0	0.0		0.0	0.0				0.0	0.0	0.0
Total Delay		13.3	0.4		13.3	0.7				25.7	16.3	15.3
Queue Length 50th (ft)		92	0		94	0				126	83	75
Queue Length 95th (ft)		197	0		201	0				196	165	151
Internal Link Dist (ft)		720			92			634			1057	
Turn Bay Length (ft)										1000		970
Base Capacity (vph)		1924	1583		1924	1583				928	869	895
Starvation Cap Reductn		0	0		0	0				0	0	0
Spillback Cap Reductn		0	0		0	0				0	0	0
Storage Cap Reductn		0	0		0	0				0	0	0
Reduced v/c Ratio		0.35	0.27		0.35	0.39				0.31	0.39	0.37

Intersection Summary

Area Type: Other

Queues

Existing Conditions PM Peak Hour

42: Cardinal Rd./SR-163 NB Ramps & Genesee Ave.

07/06/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	540	356	309	31	681	670	236	170	16	0	0	398
Future Volume (vph)	540	356	309	31	681	670	236	170	16	0	0	398
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		0	50		0	130		0	0		350
Storage Lanes	3		0	1		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		431			217			326			1098	
Travel Time (s)		7.3			3.7			7.4			25.0	
Confl. Peds. (#/hr)	5					5						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Shared Lane Traffic (%)						38%						
Lane Group Flow (vph)	540	665	0	31	936	415	0	422	0	0	0	398
v/c Ratio	0.74	0.35		0.09	0.75	0.53		0.58				0.14
Control Delay	36.1	8.5		27.6	24.4	4.7		30.5				0.1
Queue Delay	0.0	0.0		0.0	0.0	0.0		0.0				0.0
Total Delay	36.1	8.5		27.6	24.4	4.7		30.5				0.1
Queue Length 50th (ft)	125	36		12	191	0		97				0
Queue Length 95th (ft)	#206	127		37	289	61		142				0
Internal Link Dist (ft)		351			137			246			1018	
Turn Bay Length (ft)	220			50								350
Base Capacity (vph)	733	1913		347	1320	814		1707				2751
Starvation Cap Reductn	0	0		0	0	0		0				0
Spillback Cap Reductn	0	0		0	0	0		0				0
Storage Cap Reductn	0	0		0	0	0		0				0
Reduced v/c Ratio	0.74	0.35		0.09	0.71	0.51		0.25				0.14
Intersection Summary												
Area Type:	Other											
#	95th percentile volume exceeds capacity, queue may be longer.											
	Queue shown is maximum after two cycles.											

Queues

Existing Conditions PM Peak Hour

43: Linda Vista Rd. & Mesa College Dr.

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	185	574	179	206	665	292	182	336	80	299	650	141
Future Volume (vph)	185	574	179	206	665	292	182	336	80	299	650	141
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	250		0	280		0	300		0
Storage Lanes	1		0	1		0	2		0	2		0
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		217			622			972			1476	
Travel Time (s)		4.9			14.1			22.1			33.5	
Confl. Peds. (#/hr)	2		38	38		2	28		31	31		28
Confl. Bikes (#/hr)			1						2			
Peak Hour Factor	0.88	0.88	0.88	0.93	0.93	0.93	0.93	0.93	0.93	0.96	0.96	0.96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	210	855	0	222	1029	0	196	447	0	311	824	0
v/c Ratio	0.87	0.79		0.86	0.93		0.75	0.67		0.46	0.77	
Control Delay	85.6	44.7		81.4	54.8		74.7	49.9		47.2	43.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	85.6	44.7		81.4	54.8		74.7	49.9		47.2	43.9	
Queue Length 50th (ft)	167	331		175	417		81	173		114	314	
Queue Length 95th (ft)	#294	405		#302	#564		#131	221		165	385	
Internal Link Dist (ft)		137			542			892			1396	
Turn Bay Length (ft)				250			280			300		
Base Capacity (vph)	252	1080		282	1105		272	1035		676	1110	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.83	0.79		0.79	0.93		0.72	0.43		0.46	0.74	

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

46: SR-163 NB Off Ramp & Mesa College Dr.

Existing Conditions PM Peak Hour

07/06/2017

	→	↘	↙	←	↖	↗
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↘↙↗	↖
Traffic Volume (vph)	473	0	0	1082	236	362
Future Volume (vph)	473	0	0	1082	236	362
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	0		300	300
Storage Lanes		0	0		1	1
Taper Length (ft)			25		25	
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	472			357	1088	
Travel Time (s)	10.7			8.1	24.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Shared Lane Traffic (%)						47%
Lane Group Flow (vph)	493	0	0	1127	423	200
v/c Ratio	0.26			0.59	0.49	0.42
Control Delay	6.0			8.6	12.2	6.5
Queue Delay	0.0			0.0	0.0	0.0
Total Delay	6.0			8.6	12.2	6.5
Queue Length 50th (ft)	28			83	27	0
Queue Length 95th (ft)	60			160	75	47
Internal Link Dist (ft)	392			277	1008	
Turn Bay Length (ft)					300	300
Base Capacity (vph)	3539			3539	2341	1064
Starvation Cap Reductn	0			0	0	0
Spillback Cap Reductn	0			0	0	0
Storage Cap Reductn	0			0	0	0
Reduced v/c Ratio	0.14			0.32	0.18	0.19
Intersection Summary						

Area Type: Other

Queues

Existing Conditions PM Peak Hour

47: Mission Bay Dr. & Garnet Ave.

06/01/2017

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	499	835	390	249	909	344	573	319	264	256	297	802
Future Volume (vph)	499	835	390	249	909	344	573	319	264	256	297	802
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		130	420		0	330		130	250		300
Storage Lanes	2		1	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		660			1616			594			616	
Travel Time (s)		15.0			36.7			13.5			14.0	
Confl. Peds. (#/hr)	9		9	9		9	7		20	20		7
Confl. Bikes (#/hr)						3			7			1
Peak Hour Factor	0.91	0.91	0.91	0.93	0.93	0.93	0.89	0.89	0.89	0.92	0.92	0.92
Shared Lane Traffic (%)												
Lane Group Flow (vph)	548	918	429	268	977	370	644	358	297	278	323	872
v/c Ratio	0.92	0.87	0.50	0.91	0.95	0.54	0.94	0.32	0.39	0.77	0.77	0.76
Control Delay	89.4	66.0	18.6	103.5	76.7	26.6	89.8	45.8	23.7	87.7	76.2	43.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	89.4	66.0	18.6	103.5	76.7	26.6	89.8	45.8	23.7	87.7	76.2	43.3
Queue Length 50th (ft)	310	515	196	292	562	206	367	162	165	157	349	423
Queue Length 95th (ft)	#421	606	290	#459	#693	291	#469	214	248	206	#489	515
Internal Link Dist (ft)		580			1536			514			536	
Turn Bay Length (ft)			130	420			330		130	250		300
Base Capacity (vph)	608	1060	859	311	1045	728	698	1129	767	456	425	1149
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.90	0.87	0.50	0.86	0.93	0.51	0.92	0.32	0.39	0.61	0.76	0.76

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Queues

48: Morena Blvd. SB Ramps

Existing Conditions PM Peak Hour

06/01/2017



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	111	205	0	732	722	0
Future Volume (vph)	111	205	0	732	722	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	0	0			0
Storage Lanes	1	1	0			0
Taper Length (ft)	25		25			
Right Turn on Red		Yes				Yes
Link Speed (mph)	30			30	30	
Link Distance (ft)	533			187	321	
Travel Time (s)	12.1			4.3	7.3	
Peak Hour Factor	0.81	0.81	0.94	0.94	0.83	0.83
Shared Lane Traffic (%)						
Lane Group Flow (vph)	137	253	0	779	870	0
v/c Ratio	0.27	0.51		0.40	0.44	
Control Delay	11.3	12.1		7.5	7.9	
Queue Delay	0.0	0.0		0.0	0.0	
Total Delay	11.3	12.1		7.5	7.9	
Queue Length 50th (ft)	19	28		46	54	
Queue Length 95th (ft)	43	64		103	105	
Internal Link Dist (ft)	453			107	241	
Turn Bay Length (ft)	100					
Base Capacity (vph)	952	879		2147	2147	
Starvation Cap Reductn	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	
Storage Cap Reductn	0	0		0	0	
Reduced v/c Ratio	0.14	0.29		0.36	0.41	

Intersection Summary

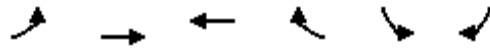
Area Type: Other

Queues

50: Balboa Ave. & Moraga Ave.

Existing Conditions PM Peak Hour

06/01/2017



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰↰	↱↱	↰↰	↱	↰	↱
Traffic Volume (vph)	356	1372	1279	91	100	299
Future Volume (vph)	356	1372	1279	91	100	299
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	280			800	165	0
Storage Lanes	2			1	1	1
Taper Length (ft)	25				25	
Right Turn on Red				Yes		Yes
Link Speed (mph)		30	30		30	
Link Distance (ft)		1041	3337		361	
Travel Time (s)		23.7	75.8		8.2	
Peak Hour Factor	0.95	0.95	0.93	0.93	0.79	0.79
Shared Lane Traffic (%)						
Lane Group Flow (vph)	375	1444	1375	98	127	378
v/c Ratio	0.79	0.61	0.84	0.13	0.43	0.79
Control Delay	44.8	8.7	24.3	3.8	30.6	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	8.7	24.3	3.8	30.6	22.3
Queue Length 50th (ft)	81	142	255	0	50	49
Queue Length 95th (ft)	#173	305	#489	27	82	96
Internal Link Dist (ft)		961	3257		281	
Turn Bay Length (ft)	280			800	165	
Base Capacity (vph)	475	2383	1634	783	774	836
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.61	0.84	0.13	0.16	0.45

Intersection Summary

Area Type: Other

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

This Page Intentionally Left Blank

Appendix H

Peak Hour Freeway Volume Information

2015 Traffic Volumes on California State Highways

Dist	Route	County	Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
11	005	SD	R 16.311	SAN DIEGO, SIXTH AVENUE	16600	230000	213000	16600	230000	213000
11	005	SD	R 16.589	SAN DIEGO, FIRST AVENUE	16600	230000	213000	12800	181000	169000
11	005	SD	R 16.912	SAN DIEGO, HAWTHORN STREET	12800	181000	169000	15800	220000	201000
11	005	SD	R 17.25	SAN DIEGO, INDIA/SASSAFRAS STREETS	15800	220000	201000	15400	212000	195000
11	005	SD	R 17.53	PACIFIC HIGHWAY VIADUCT	15400	212000	195000	12400	171000	157000
11	005	SD	R 17.77	SAN DIEGO, SASSAFRAS STREET	12400	171000	157000	12300	163000	153000
11	005	SD	R 18.283	SAN DIEGO, WASHINGTON STREET	12300	163000	153000	16200	217000	202000
11	005	SD	R 19.033	SAN DIEGO, OLD TOWN AVENUE	16200	217000	202000	16100	232000	203000
11	005	SD	R 20.056	JCT. RTE. 8/CAMINO DEL RIO	16100	232000	203000	16300	220000	205000
11	005	SD	R 20.818	SAN DIEGO, MISSION BAY DRIVE/SEA WORLD DRIVE	16300	220000	205000	17600	234000	221000
11	005	SD	R 22.262	CLAIREMONT DRIVE	17600	234000	221000	16900	209000	204000
11	005	SD	R 22.872	SAN DIEGO, DE ANZA ROAD	16900	209000	204000	13600	167000	162000
11	005	SD	R 23.476	SAN DIEGO, BALBOA AVENUE	13600	167000	162000	12500	152000	146000
11	005	SD	R 23.93	SAN DIEGO, MISSION BAY DRIVE	12500	152000	146000	16600	210000	205000
11	005	SD	R 25.947	JCT. RTE. 52 EAST	16600	210000	205000	14100	196000	191000
11	005	SD	R 26.79	SAN DIEGO, GILMAN DRIVE	14100	196000	191000	12900	180000	172000
11	005	SD	R 28.159	SAN DIEGO, NOBEL DRIVE	12900	180000	172000	11300	159000	151000
11	005	SD	R 28.428	SAN DIEGO, LA JOLLA DRIVE	11300	159000	151000	11900	166000	165000
11	005	SD	R 29.463	SAN DIEGO, GENESEE AVENUE	11900	166000	165000	12400	173000	172000
11	005	SD	R 30.426	R SAN DIEGO, SORRENTO VALLEY RD,BEGIN RIGHT ALIGN				6700	81000	75000
11	005	SD	R 30.682	R SAN DIEGO, NORTH JCT. RTE. 805	6700	81000	75000	6400	80000	75000
11	005	SD	R 31.188	R END RIGHT ALIGN	8100	114000	107000			
11	005	SD	R 30.345	L BEG LEFT ALIGN				6100	76000	70000
11	005	SD	R 30.682	L SAN DIEGO, NORTH JCT. RTE. 805	6100	76000	70000	8200	105000	99000
11	005	SD	R 31.155	L END LEFT ALIGN	8200	105000	99000			
11	005	SD	R 31.805	SAN DIEGO, CARMEL MOUNTAIN ROAD	15200	219000	206000	15200	219000	206000
11	005	SD	R 32.841	JCT. RTE. 56	15200	219000	206000	15200	219000	206000
11	005	SD	R 32.901	SAN DIEGO, CARMEL VALLEY ROAD	15200	219000	206000	16500	253000	250000
11	005	SD	R 34.134	SAN DIEGO, DEL MAR HEIGHTS ROAD	16500	253000	250000	16200	249000	248000
11	005	SD	R 36.266	VIA DE LA VALLE	16200	249000	248000	17000	240000	231000
11	005	SD	R 37.384	SOLANA BEACH, LOMAS SANTA FE DRIVE	17000	240000	231000	16200	245000	232000
11	005	SD	R 38.624	MANCHESTER AVENUE	16200	245000	232000	14300	217000	204000
11	005	SD	R 39.83	BIRMINGHAM DRIVE	14300	217000	204000	14300	217000	202000
11	005	SD	R 40.597	ENCINITAS, SANTA FE DRIVE	14300	217000	202000	15100	224000	211000
11	005	SD	R 41.509	ENCINITAS BOULEVARD	15100	224000	211000	15600	224000	212000
11	005	SD	R 42.712	LEUCADIA BOULEVARD	15600	224000	212000	15500	224000	209000
11	005	SD	R 44.071	LEUCADIA, LA COSTA AVENUE	15500	224000	209000	15200	219000	205000
11	005	SD	R 45.571	CARLSBAD, POINSETTIA LANE	15200	219000	205000	15100	217000	202000
11	005	SD	R 47.032	CARLSBAD, PALOMAR AIRPORT ROAD	15100	217000	202000	15000	215000	199000

2015 Traffic Volumes on California State Highways

Dist	Route	County	Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
03	051	SAC	5.498	SACRAMENTO, MARCONI AVENUE	11400	155000	149300	9500	134000	128700
03	051	SAC	5.783	SACRAMENTO, AUBURN BOULEVARD	9500	134000	128700	9500	134000	128700
03	051	SAC	5.963	SACRAMENTO, HOWE AVENUE	9500	134000	128700	9500	135000	130800
03	051	SAC	6.213	SACRAMENTO, BELL STREET	9500	135000	130800	9500	134000	129200
03	051	SAC	6.788	SACRAMENTO, FULTON AVENUE	9500	134000	129200	10800	150000	144300
03	051	SAC	7.701	SACRAMENTO, AUBURN BOULEVARD	10800	150000	144300	10100	139000	133900
03	051	SAC	7.969	SACRAMENTO, WATT AVENUE	10100	139000	133900	10100	137000	132600
03	051	SAC	8.86	JCT. RTE. 80 WEST	10100	137000	132600			
11	052	SD	.324	JCT. RTE. 5				7300	88000	83000
11	052	SD	1.346	REGENTS ROAD	7300	88000	83000	6700	83000	81000
11	052	SD	2.292	SAN DIEGO, GENESEE AVENUE	6700	83000	81000	7700	92000	88000
11	052	SD	3.761	JCT. RTE. 805	7700	92000	88000	10200	112000	108000
11	052	SD	5.494	CONVOY STREET	10200	112000	108000	10200	118000	113000
11	052	SD	6.602	JCT. RTE. 163	10200	118000	113000	9100	100000	98000
11	052	SD	6.926	KEARNEY VILLA OC	9100	100000	98000	9100	100000	98000
11	052	SD	7.314	JCT. RTE. 15	9100	100000	98000	8800	102000	99000
11	052	SD	8.713	SANTO ROAD	8800	102000	99000	8300	97000	93000
11	052	SD	13.273	MAST BOULEVARD	8100	97000	94000	7200	84000	81000
11	052	SD	13.972	MISSION GORGE	7200	84000	81000	7200	84000	82000
11	052	SD	14.962	JCT. RTE. 125	7200	84000	82000	7500	82000	79000
11	052	SD	16.144	CUYAMACA STREET	7500	82000	79000	6900	79000	76000
11	052	SD	17.22	JCT. RTE. 67	6900	79000	76000			
01	053	LAK	0	LOWER LAKE, JCT. RTE. 29				2950	19600	18300
01	053	LAK	1.47	LAKESHORE DRIVE, OLD STATE HIGHWAY	2550	18700	17300	2550	19800	18200
01	053	LAK	2.96	CLEARLAKE HIGHLANDS, 40TH AVENUE	2550	19800	18200	1250	10800	9300
01	053	LAK	7.445	JCT. RTE. 20	840	8900	8500			
11	054	SD	0	R JCT. RTE. 5, BEGIN RIGHT ALIGN				5100	56000	54000
11	054	SD	.401	R NATIONAL CITY BOULEVARD	5100	56000	54000	4650	60000	59000
11	054	SD	.899	R NATIONAL CITY, HIGHLAND AVENUE OC	4650	60000	59000	5000	65000	62000
11	054	SD	1.753	R END RIGHT ALIGN	5000	65000	62000			
11	054	SD	0	L WB OFF TO SB 5, BEGIN LEFT ALIGN				4100	51000	49000
11	054	SD	.406	L NATIONAL CITY, NATIONAL CITY BOULEVARD	4100	51000	49000	4400	58000	56000
11	054	SD	.904	L NATIONAL CITY, HIGHLAND AVENUE OC	4400	58000	56000	4850	62000	60000
11	054	SD	1.797	L END LEFT ALIGN	4850	62000	60000			
11	054	SD	1.88	JCT. RTE. 805	10200	132000	129000	10800	139000	136000
11	054	SD	2.968	REO DRIVE	10800	139000	136000	10200	129000	123000
11	054	SD	4.207	WOODMAN STREET	10200	129000	123000	9600	120000	115000
11	054	SD	4.994	BRIARWOOD ROAD	9600	120000	115000	9100	107000	105000
11	054	SD	T 10.993	JCT. RTE. 94	9100	107000	105000	3450	40000	39500

2015 Traffic Volumes on California State Highways

Dist	Route	County	Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
11	163	SD	2.984	SAN DIEGO, SIXTH STREET	10200	134000	130000	13100	171000	162000
11	163	SD	3.742	SAN DIEGO, JCT. RTE. 8	13100	171000	162000	12100	159000	153000
11	163	SD	4.371	FRIARS ROAD	12100	159000	153000	16200	186000	179000
11	163	SD	5.792	SAN DIEGO, GENESEE AVENUE	16200	186000	179000	14700	168000	163000
11	163	SD	6.54	SAN DIEGO, MESA COLLEGE DRIVE	14700	168000	163000	13400	154000	149000
11	163	SD	7.043	SAN DIEGO, JCT. RTE. 805	13400	154000	149000	12700	144000	136000
11	163	SD	8.01	SAN DIEGO, BALBOA AVENUE	12700	144000	136000	13000	150000	141000
11	163	SD	8.807	SAN DIEGO, CLAIREMONT MESA BOULEVARD	13000	150000	141000	13200	150000	142000
11	163	SD	9.552	JCT. RTE. 52	13200	150000	142000	15200	154000	150000
11	163	SD R	10.837	SAN DIEGO, KEARNEY VILLA ROAD	15200	154000	150000	14000	137000	133000
11	163	SD R	11.23	JCT. RTE. 15S	14000	137000	133000	13700	140000	133000
11	163	SD R	11.662	JCT. RTE. 15	13700	140000	133000			
07	164	LA	1.385	GALLATIN ROAD				3700	43000	39500
07	164	LA	2.41	SAN GABRIEL BOULEVARD	3700	43000	39500	2400	29000	26000
07	164	LA	3.341	JCT. RTE. 60	2400	29000	26000	4000	50000	46000
07	164	LA	4.81	SOUTH EL MONTE, GARVEY AVENUE	4400	57000	53000	6100	83000	77000
07	164	LA	5.599	EL MONTE, JCT. RTE. 10	6100	83000	77000	4100	58000	53000
07	164	LA	6.224	ROSEMEAD, VALLEY BOULEVARD	4100	58000	53000	4550	65000	59000
07	164	LA	6.64	ROSEMEAD, LOWER AZUSA ROAD	3550	50000	45500	3150	44000	40000
07	164	LA	6.899	END OF ROUTE	3150	44000	40000			
10	165	MER L	0	JCT. RTE. 5				300	2300	1450
10	165	MER	3.749	CHARLESTON AVE	330	2600	1550	290	2950	2050
10	165	MER	7.782	PIONEER ROAD	420	6000	4300	660	7200	6400
10	165	MER	8.24	SCRIPPS DR	660	7200	6700	960	10600	7600
10	165	MER	8.786	LOS BANOS, JCT. RTE. 152	990	13000	12000	1650	20800	16000
10	165	MER	9.469	EAST B STREET	1450	14500	12000	1450	17100	13500
10	165	MER	9.947	LOS BANOS, OVERLAND AVENUE	1450	18200	13200	1250	11400	11000
10	165	MER	11.733	HENRY MILLER AVENUE	1300	13700	6600	690	8300	7600
10	165	MER	26.872	JCT. RTE. 140	690	6000	5500	630	7300	6200
10	165	MER	27.88	THIRD AVE	580	7200	5500	810	10600	6200
10	165	MER	30.175	WESTSIDE BOULEVARD/RIVER ROAD	750	9800	6400	870	10800	6700
10	165	MER	32.366	WILLIAMS AVE	860	10800	8600	1200	14700	9200
10	165	MER	33.365	BLOSS AVENUE, HILMAR	1550	19400	10200	1600	21100	10800
10	165	MER	33.616	FIRST STREET, HILMAR	1600	21100	10800	1500	24700	11800
10	165	MER	33.864	AMERICAN AVENUE	1500	24700	12400	1700	24700	14600
10	165	MER	36.445	BRADBURY ROAD	1700	24700	14700	1950	27500	14900
10	165	MER	36.722	MERCED / STANISLAUS COUNTY LINE	1950	27500	14900			
10	165	STA	0	MERCED / STANISLAUS COUNTY LINE				1950	27500	14900
10	165	STA	1.545	JCT. RTE. 99, NEAR TURLOCK	2400	32000	18800			

2015 Traffic Volumes on California State Highways

Dist	Route	County	Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
07	710	LA	T 32.08	PASADENA	5500	53000	47000	5500	53000	47000
07	710	LA	T 32.105	PASADENA, DEL MAR BOULEVARD	5500	53000	47000	7700	74000	66000
07	710	LA	R 32.72	PASADENA, JCT. RTES. 134/210	7700	74000	66000			
04	780	SOL	1.221	BEGIN ROUTE				4750	55000	53000
04	780	SOL	2.015	BENICIA, SECOND STREET	5000	57000	55000	5100	58000	56000
04	780	SOL	2.955	BENICIA, WEST 7TH STREET	5100	58000	56000	5100	59000	56000
04	780	SOL	3.995	WEST BENICIA	5100	58000	56000	5100	60000	58000
04	780	SOL	4.77	COLUMBUS PARKWAY	5100	60000	58000	4400	52000	50000
04	780	SOL	5.998	GLEN COVE ROAD	4400	52000	50000	5000	59000	57000
04	780	SOL	6.656	BENECIA, HOME ACRES AVENUE POC	5000	59000	57000	5000	59000	57000
04	780	SOL	7.186	VALLEJO, JCT. RTE. 80	5000	59000	57000	2050	26000	25000
04	780	SOL	7.441	LEMON STREET	2050	26000	25000			
11	805	SD	.486	SAN DIEGO, JCT. RTE. 5				3950	53000	48000
11	805	SD	.652	SAN DIEGO, SAN YSIDRO BOULEVARD	3950	53000	48000	5200	64000	63000
11	805	SD	1.805	SAN DIEGO, JCT. RTE. 905	5200	64000	63000	10100	129000	125000
11	805	SD	2.897	SAN DIEGO, PALM AVENUE	10100	129000	125000	10900	149000	147000
11	805	SD	3.654	CHULA VISTA, AUTO PARKWAY DRIVE/MAIN STREET	10900	149000	147000	10900	154000	151000
11	805	SD	4.415	CHULA VISTA, ORANGE AVENUE	10900	154000	151000	12900	168000	161000
11	805	SD	6.059	TELEGRAPH CANYON ROAD	12900	168000	161000	14400	207000	203000
11	805	SD	7.163	CHULA VISTA, H STREET	14400	207000	203000	15400	225000	220000
11	805	SD	7.756	CHULA VISTA, BONITA ROAD	15400	225000	220000	18700	241000	238000
11	805	SD	8.854	JCT. RTE. 54, SWEETWATER ROAD	18700	241000	238000	16700	220000	214000
11	805	SD	10.281	NATIONAL CITY, PLAZA BOULEVARD	16700	220000	214000	17000	225000	214000
11	805	SD	11.096	SAN DIEGO, 47TH STREET	17000	225000	214000	16600	229000	226000
11	805	SD	12.344	SAN DIEGO, IMPERIAL AVENUE	16600	229000	226000	18200	247000	245000
11	805	SD	12.953	SAN DIEGO, MARKET STREET	18200	247000	245000	17100	231000	223000
11	805	SD	13.507	SAN DIEGO, JCT. RTE. 94	17100	231000	223000	17600	230000	224000
11	805	SD	13.95	SAN DIEGO, HOME AVENUE	17600	230000	224000	17400	233000	228000
11	805	SD	14.641	SAN DIEGO, JCT. RTE. 15	17400	233000	228000	13600	181000	175000
11	805	SD	15.95	SAN DIEGO, UNIVERSITY AVENUE	13600	181000	175000	15100	186000	181000
11	805	SD	16.431	EL CAJON BOULEVARD	15100	186000	181000	15200	186000	185000
11	805	SD	16.989	SAN DIEGO, ADAMS AVENUE	15200	186000	185000	17000	207000	205000
11	805	SD	17.645	JCT. RTE. 8	17000	207000	205000	16300	203000	201000
11	805	SD	18.888	MURRAY RIDGE	16300	203000	201000	16800	200000	197000
11	805	SD	20.23	SAN DIEGO, KEARNY VILLA ROAD	16800	200000	197000	14600	178000	174000
11	805	SD	20.6	SAN DIEGO, JCT. RTE. 163	14600	178000	174000	16800	203000	195000
11	805	SD	21.654	SAN DIEGO, BALBOA AVENUE	16800	203000	195000	16200	196000	193000
11	805	SD	22.561	SAN DIEGO, CLAIREMONT MESA DRIVE	16200	196000	193000	14300	187000	183000
11	805	SD	23.651	JCT. RTE. 52	14300	187000	183000	16000	214000	202000

2015 Daily Truck Traffic

RTE	DIST	CNTY	POST MILE	L E G	DESCRIPTION	VEHICLE	TRUCK	TRUCK	TRUCK		AADT	TOTAL	%	TRUCK	AADT	EAL		YEAR
						AADT TOTAL	AADT TOTAL	% TOT VEH	2	3	By Axle 4	5+	2	3	By Axle 4	5+	2-WAY (1000)	VER/ EST
5	11	SD	R14.077	A	SAN DIEGO, JCT. RTE. 75 SOUTH	169,000	6,760	4.00	4,130	811	264	1,555	61.10	12.00	3.90	23.00	794	78E
5	11	SD	R15.036	B	SAN DIEGO, JCT. RTE. 94	173,000	6,574	3.80	4,017	789	256	1,512	61.10	12.00	3.90	23.00	772	78V
5	11	SD	R15.036	A	SAN DIEGO, JCT. RTE. 94	223,000	8,920	4.00	6,217	981	259	1,463	69.70	11.00	2.90	16.40	851	87V
5	11	SD	R16.069	B	SAN DIEGO, JCT. RTE. 163	223,000	8,250	3.70	5,462	825	305	1,658	66.20	10.00	3.70	20.10	884	78E
5	11	SD	R16.069	A	SAN DIEGO, JCT. RTE. 163	213,000	8,733	4.10	5,484	777	245	2,227	62.80	8.90	2.80	25.50	1,068	85V
5	11	SD	R20.056	B	JCT. RTE. 8/CAMINO DEL RIO	203,000	8,323	4.10	5,227	741	233	2,122	62.80	8.90	2.80	25.50	1,017	85V
5	11	SD	R20.056	A	JCT. RTE. 8/CAMINO DEL RIO	205,000	6,970	3.40	4,600	697	300	1,373	66.00	10.00	4.30	19.70	743	84V
5	11	SD	R23.476	B	SAN DIEGO, BALBOA AVE	162,000	7,289	4.50	4,811	729	313	1,436	66.00	10.00	4.30	19.70	777	84E
5	11	SD	R23.476	A	SAN DIEGO, BALBOA AVE	146,000	5,840	4.00	3,451	654	187	1,548	59.10	11.20	3.20	26.50	743	78V
5	11	SD	R25.947	A	JCT. RTE. 52 EAST	191,000	7,831	4.10	4,432	822	337	2,240	56.60	10.50	4.30	28.60	1,053	87V
5	11	SD	R30.682	A	SAN DIEGO, NORTH JCT. RTE. 805	75,000	2,850	3.80	1,254	214	91	1,291	44.00	7.50	3.20	45.30	1,045	00E
5	11	SD	R41.509	B	ENCINITAS BLVD	211,000	14,581	6.91	8,584	1,602	823	3,572	58.87	10.99	5.64	24.50	1,801	14V
5	11	SD	R42.712	B	LEUCADIA BLVD	212,000	10,028	4.73	4,806	673	277	4,272	47.93	6.71	2.76	42.60	1,745	15V
5	11	SD	R51.201	B	JCT. RTE. 78 EAST	195,000	9,381	4.81	3,677	732	366	4,606	39.20	7.80	3.90	49.10	1,839	07V
5	11	SD	R51.201	A	JCT. RTE. 78 EAST	199,000	9,552	4.80	3,744	745	373	4,690	39.20	7.80	3.90	49.10	1,872	07E
5	11	SD	R53.43	A	MISSION AVE	174,000	10,406	5.98	4,079	812	406	5,109	39.20	7.80	3.90	49.10	2,040	07E

2015 Daily Truck Traffic

RTE	DIST	CNTY	POST MILE	L E G	DESCRIPTION	VEHICLE	TRUCK	TRUCK	TRUCK			AADT	TOTAL	%	TRUCK			AADT	EAL 2-WAY (1000)	YEAR VER/ EST
						AADT TOTAL	AADT TOTAL	% TOT VEH	2	3	By Axle 4	5+	2	3	By Axle 4	5+				
51	3	SAC	0	A	SACRAMENTO, JCT. RTE. 50/99	146,500	7,927	5.41	4,115	743	426	2,643	51.92	9.37	5.38	33.34	1,187	04E		
51	3	SAC	3.357	B	SACRAMENTO, EXPOSITION BLVD	167,700	7,949	4.74	4,433	748	386	2,382	55.77	9.41	4.85	29.97	1,103	13V		
51	3	SAC	3.688	B	SACRAMENTO, JCT. RTE. 160 WEST	154,300	3,565	2.31	1,091	611	371	1,492	30.62	17.14	10.40	41.85	664	11V		
51	3	SAC	3.688	A	SACRAMENTO, JCT. RTE. 160 WEST	79,000	3,689	4.67	1,915	346	198	1,230	51.92	9.37	5.38	33.34	1,105	04E		
51	3	SAC	6.788	A	SACRAMENTO, FULTON AVE	144,300	8,226	5.70	4,853	823	165	2,385	59.00	10.00	2.00	29.00	1,093	83E		
51	3	SAC	8.86	B	JCT. RTE. 80 WEST	132,600	7,558	5.70	4,474	741	174	2,169	59.20	9.80	2.30	28.70	999	81V		
52	11	SD	0.324	A	JCT. RTE. 5	83,000	2,739	3.30	1,865	397	66	411	68.10	14.50	2.40	15.00	253	87E		
52	11	SD	2.292	B	SAN DIEGO, GENESEE AVE	81,000	2,673	3.30	1,820	388	64	401	68.10	14.50	2.40	15.00	247	87E		
52	11	SD	3.761	B	JCT. RTE. 805	88,000	2,729	3.10	1,896	486	85	262	69.50	17.80	3.10	9.60	214	96E		
52	11	SD	8.713	A	SANTO RD	93,000	2,419	2.60	1,896	305	44	174	78.40	12.60	1.80	7.20	161	96E		
53	1	LAK	0	A	LOWER LAKE, JCT. RTE. 29	18,300	916	5.00	458	101	9	348	50.00	11.00	1.00	38.00	147	93E		
53	1	LAK	7.445	B	JCT. RTE. 20	8,500	537	6.30	262	61	5	209	48.80	11.40	0.90	38.90	88	95E		
54	11	SD	1.88	A	JCT. RTE. 805	136,000	3,537	2.60	2,772	446	64	255	78.40	12.60	1.80	7.20	235	96E		
54	11	SD	2.968	B	REO DRIVE	136,000	2,585	1.90	2,026	326	47	186	78.40	12.60	1.80	7.20	172	96E		
54	11	SD	T10.993	A	JCT. RTE. 94	39,500	1,540	3.90	1,119	220	15	186	72.60	14.30	1.00	12.10	126	87V		
55	12	ORA	0.267	A	JCT. RTE. 1	55,700	2,006	3.60	1,420	309	56	221	70.80	15.40	2.80	11.00	163	81E		

2015 Daily Truck Traffic

RTE	DIST	CNTY	POST MILE	L E G	DESCRIPTION	VEHICLE	TRUCK	TRUCK	TRUCK			AADT	TOTAL	%	TRUCK		AADT	EAL		YEAR
						AADT TOTAL	AADT TOTAL	% TOT VEH	2	3	By Axle		4	5+	2	3	By Axle		4	5+
162	3	BUT	9.726	B	JCT. RTE. 99	1,150	231	20.10	31	17	6	177	13.43	7.46	2.49	76.62	65	07E		
162	3	BUT	R9.726	A	JCT. RTE. 99	2,500	244	9.74	109	51	39	45	44.49	20.91	15.97	18.63	30	00E		
162	3	BUT	15.831	B	OROVILLE, JCT. RTE. 70	13,200	1,209	9.16	247	432	370	160	20.41	35.71	30.61	13.27	158	00E		
162	3	BUT	17.142	B	OROVILLE, LINCOLN ST	28,500	2,850	10.00	1,710	627	57	456	60.00	22.00	2.00	16.00	283	83E		
162	3	BUT	18.006	A	OROVILLE, LOWER WYANDOTE RD	20,900	858	4.10	434	212	37	175	50.60	24.70	4.30	20.40	101	85V		
162	3	BUT	24.194	B	FORBESTOWN RD	4,550	455	10.00	273	100	9	73	60.00	22.00	2.00	16.00	45	83E		
162	3	BUT	24.194	A	FORBESTOWN RD	1,850	185	10.00	111	39	7	28	60.00	21.10	3.80	15.10	18	83E		
162	3	BUT	31.07	B	FOREMAN RD	1,500	150	10.00	90	31	6	23	60.00	20.70	4.00	15.30	15	83E		
163	11	SD	0.89	A	JCT. RTE. 5	114,000	3,420	3.00	2,476	424	72	448	72.40	12.40	2.10	13.10	291	86V		
163	11	SD	3.742	B	SAN DIEGO, JCT. RTE. 8	162,000	4,861	3.00	3,519	603	102	637	72.40	12.40	2.10	13.10	413	86E		
163	11	SD	3.742	A	SAN DIEGO, JCT. RTE. 8	153,000	5,662	3.70	3,646	872	142	1,002	64.40	15.40	2.50	17.70	574	86V		
163	11	SD	7.043	B	SAN DIEGO, JCT. RTE. 805	149,000	5,513	3.70	3,550	849	138	976	64.40	15.40	2.50	17.70	559	86E		
163	11	SD	7.043	A	SAN DIEGO, JCT. RTE. 805	136,000	6,936	5.10	3,829	1,068	236	1,803	55.20	15.40	3.40	26.00	889	86E		
163	11	SD	8.01	A	SAN DIEGO, BALBOA AVE	141,000	3,990	2.83	2,070	659	386	875	51.89	16.51	9.67	21.93	492	04E		
163	11	SD	R10.837	B	SAN DIEGO, KEARNEY VILLA RD	150,000	4,636	3.09	3,031	503	277	825	65.38	10.85	5.97	17.80	478	15V		
163	11	SD	R11.662	B	JCT. RTE. 15	133,000	4,203	3.16	2,181	694	406	922	51.88	16.51	9.67	21.93	518	04E		

2015 Daily Truck Traffic

RTE	DIST	CNTY	POST MILE	L E G	DESCRIPTION	VEHICLE	TRUCK	TRUCK	TRUCK		AADT	TOTAL	%	TRUCK	AADT	EAL		YEAR
						AADT TOTAL	AADT TOTAL	% TOT VEH	2	3	By Axle 4	5+	2	3	By Axle 4	5+	2-WAY (1000)	VER/ EST
805	11	SD	20.6	B	SAN DIEGO, JCT. RTE. 163	174,000	11,309	6.50	6,375	1,048	392	3,494	56.37	9.27	3.47	30.89	1,583	04E
805	11	SD	20.6	A	SAN DIEGO, JCT. RTE. 163	195,000	12,675	6.50	7,145	1,175	440	3,915	56.37	9.27	3.47	30.89	1,774	04E
805	11	SD	23.651	B	JCT. RTE. 52	183,000	12,517	6.84	7,056	1,160	434	3,867	56.37	9.27	3.47	30.89	1,752	04V
805	11	SD	23.651	A	JCT. RTE. 52	202,000	11,191	5.54	6,149	1,034	360	3,648	54.95	9.24	3.22	32.60	1,622	07E
805	11	SD	24.44	X	GOVERNOR DRIVE	189,000	9,204	4.87	4,377	995	344	3,488	47.55	10.81	3.74	37.90	1,499	14E
805	11	SD	28.502	B	JCT. RTE. 5	156,000	11,888	7.62	6,532	1,098	383	3,875	54.95	9.24	3.22	32.60	1,723	07V
880	4	SCL	0	A	JCT. RTE. 280	164,000	4,641	2.83	2,643	712	233	1,053	56.95	15.34	5.02	22.69	556	00V
880	4	SCL	2.075	B	SAN JOSE, JCT. RTE. 82	162,000	4,795	2.96	2,780	702	160	1,153	57.98	14.64	3.33	24.05	583	00V
880	4	SCL	2.075	A	SAN JOSE, JCT. RTE. 82	162,000	5,152	3.18	3,019	823	161	1,149	58.59	15.98	3.12	22.30	601	00V
880	4	SCL	4.078	B	SAN JOSE, JCT. RTE. 101	165,000	6,914	4.19	3,766	990	145	2,013	54.47	14.32	2.09	29.12	939	00V
880	4	SCL	4.078	A	SAN JOSE, JCT. RTE. 101	177,000	7,611	4.30	3,501	1,378	251	2,481	46.00	18.10	3.30	32.60	1,142	96E
880	4	SCL	8.422	A	JCT. RTE. 237	217,000	12,369	5.70	5,455	2,288	557	4,069	44.10	18.50	4.50	32.90	1,887	96E
880	4	ALA	2.283	B	FREMONT, JCT. RTE. 262 EAST	209,000	9,196	4.40	4,055	920	331	3,890	44.10	10.00	3.60	42.30	1,617	96V
880	4	ALA	2.283	A	FREMONT, JCT. RTE. 262 EAST	189,000	9,072	4.80	4,345	980	581	3,166	47.90	10.80	6.40	34.90	1,420	96V
880	4	ALA	8.842	B	FREMONT, SOUTH JCT. RTE. 84	208,000	12,272	5.90	5,314	1,301	945	4,712	43.30	10.60	7.70	38.40	2,070	96E
880	4	ALA	8.842	A	FREMONT, SOUTH JCT. RTE. 84	211,000	13,925	6.60	5,626	2,186	1114	4,999	40.40	15.70	8.00	35.90	2,286	96E

OTM32420
07/28/2016
09:36:50

CALTRANS TRAFFIC VOLUMES
LATEST TRAFFIC YEAR SELECTED
PEAK HOUR VOLUME DATA

PAGE # 3

DI	RTE	CO	PRE	PM CS	LEG	YR	Dir	AM PEAK					1 WAY PHV	Dir	PM PEAK					1 WAY PHV	Dir	Mnth	
								% K	% D	% KD	HR	DAY			% K	% D	% KD	HR	DAY				
04	004	CC		12.67	24	A	15	W	3859	8.46	53.73	4.54	7	TUE	DEC	E	3666	7.31	59.04	4.32	15	THU	DEC
04	004	CC	R	20.10	416	A	15	W	6375	5.24	84.4	4.43	5	TUE	JUN	E	6028	6.77	61.85	4.18	17	TUE	MAR
04	004	CC	R	41.96	486	B	15	E	772	8.25	65.37	5.39	11	WED	JUN	E	502	6.36	55.17	3.51	13	WED	JUN
10	004	SJ		4.421	12	O	14	W	499	7.66	74.48	5.71	5	MON	JUN	E	595	10.64	63.91	6.8	16	THU	JUN
10	004	SJ	T	14.05	54	A	15	W	776	8.36	72.66	6.07	6	WED	SEP	E	1262	13.04	75.75	9.88	16	FRI	JUN
10	004	SJ		15.91	113	B	15	W	907	7.09	69.4	4.92	6	TUE	OCT	E	1398	10.43	72.7	7.59	16	FRI	JUL
10	004	SJ	T	15.32	116	A	14	W	912	9.13	56.93	5.2	7	THU	AUG	E	1266	9.93	72.68	7.22	16	WED	MAY
10	004	SJ	R	16.06	58	B	14	W	920	7.76	67.6	5.24	6	THU	AUG	E	1266	9.93	72.68	7.21	16	WED	MAY
10	004	SJ	R	16.06	59	A	15	E	3191	8.15	51.23	4.17	7	TUE	FEB	E	3202	8.04	52.07	4.19	16	WED	NOV
10	004	SJ		24.87	313	A	15	W	372	11.5	64.25	7.39	11	SUN	AUG	W	431	12.13	70.54	8.56	14	SUN	JUL
10	004	SJ		24.87	336	B	15	W	318	11.04	61.75	6.82	11	SUN	AUG	E	392	12.74	65.99	8.4	14	FRI	JUL
10	004	SJ		33.08	48	A	13	W	409	12.35	71.38	8.82	11	SUN	JUN	W	462	13.02	76.49	9.96	16	SUN	AUG
10	004	SJ		33.08	352	B	13	W	359	10.47	78.04	8.17	12	SUN	NOV	W	424	12.72	75.85	9.65	16	SUN	AUG
10	004	CAL		29.38	37	A	13	W	407	8.89	66.4	5.9	12	SUN	OCT	W	478	10.92	63.48	6.93	14	SUN	JUL
11	005	SD	R	.878	501	A	15	S	1589	6.18	59.69	3.69	11	SAT	JUL	S	2883	9	74.4	6.69	15	FRI	FEB
11	005	SD		4.632	901	A	15	N	5973	5.04	75.87	3.82	6	TUE	OCT	S	7712	7.92	62.32	4.93	17	FRI	OCT
11	005	SD		8.562	902	B	15	N	7134	5.62	74.72	4.2	6	TUE	NOV	S	8274	8.04	60.59	4.87	15	MON	DEC
11	005	SD	R	11.13	952	A	15	N	8874	6.43	71.53	4.6	6	WED	OCT	S	9222	8.2	58.3	4.78	15	THU	NOV
11	005	SD	R	12.65	903	A	15	N	8750	6.82	78.55	5.35	6	WED	MAY	S	7807	7.75	61.6	4.78	14	THU	AUG
11	005	SD	R	14.74	956	A	15	N	8352	7.78	62.01	4.82	7	TUE	SEP	S	7379	7.12	59.89	4.26	17	MON	APR
11	005	SD	R	17.53	896	A	15	N	6460	7.6	54	4.11	7	TUE	OCT	S	6639	7.09	59.47	4.22	17	SAT	APR
11	005	SD	R	20.06	800	B	15	S	8088	7.08	56.37	3.99	8	THU	JAN	S	8416	7.35	56.51	4.15	15	TUE	JUN
11	005	SD	R	22.26	801	B	15	N	8768	6.96	56.94	3.96	7	FRI	JUN	S	9419	7.93	53.67	4.26	15	WED	MAR
11	005	SD	R	25.95	802	B	15	N	9737	7.4	64.2	4.75	7	THU	JAN	S	9885	7.83	61.63	4.83	15	WED	JUN
11	005	SD	R	30.68	502	A	15	S	8276	7.22	55.63	4.01	8	WED	FEB	N	7875	6.41	59.54	3.82	14	THU	JUN
11	005	SD	R	30.68	803	B	15	S	6080	7.52	55.54	4.18	8	MON	JAN	N	6357	7.98	54.76	4.37	15	WED	FEB
11	005	SD	R	36.27	898	A	15	S	9122	6.73	58.69	3.95	8	THU	NOV	N	9184	7.47	53.23	3.98	15	TUE	MAR
11	005	SD	R	42.71	661	B	15	N	7322	6.69	52.04	3.48	12	SUN	APR	N	7885	7.1	52.79	3.75	15	TUE	MAY
11	005	SD	R	49.28	904	B	15	S	7433	5.7	65.86	3.75	6	TUE	NOV	N	7741	6.85	57.02	3.91	16	WED	JUN
11	005	SD	R	51.20	905	A	15	N	7368	7.16	51.63	3.7	10	SUN	AUG	N	7270	6.84	53.31	3.65	14	SUN	NOV
11	005	SD	R	53.93	906	B	15	S	6888	7.87	50.26	3.96	11	SUN	APR	S	6884	7.5	52.68	3.95	19	SUN	APR
11	005	SD	R	54.39	954	A	15	N	5818	7.45	58.29	4.34	12	MON	MAY	S	5585	8.19	50.9	4.17	16	SUN	MAY
12	005	ORA		.483	401	O	15	N	5887	7.46	57.05	4.26	11	SUN	MAY	N	5701	7.25	56.85	4.12	18	SUN	APR

OTM32420
07/28/2016
09:36:50

CALTRANS TRAFFIC VOLUMES
LATEST TRAFFIC YEAR SELECTED
PEAK HOUR VOLUME DATA

PAGE # 16

DI	RTE	CO	PRE	PM CS	LEG	YR	Dir	AM PEAK						PM PEAK									
								1 WAY		%	%	%	HR	DAY	MNTH	Dir	1 WAY		%	%	%		
								PHV	K	D	KD	PHV					K	D	KD	HR	DAY	MNTH	
03	050	SAC	R	5.336	230	A	15	W	8313	8.9	51.51	4.59	7	MON	MAY	W	8133	8.5	52.78	4.49	16	THU	JUN
03	050	SAC	R	7.746	232	A	15	W	8577	9.23	51.95	4.8	7	THU	SEP	E	8247	8.97	51.41	4.61	16	THU	MAY
03	050	SAC	R	10.92	234	A	15	W	7638	8.87	59.15	5.25	7	TUE	NOV	E	7612	8.13	64.33	5.23	16	MON	FEB
03	050	SAC		17.01	313	A	15	E	4786	9.75	50.83	4.96	7	THU	OCT	E	5009	8.47	61.26	5.19	15	WED	OCT
03	050	ED	R	8.564	245	B	15	E	3259	8.56	59.34	5.08	11	SAT	OCT	E	3521	9.26	59.25	5.48	15	FRI	JAN
03	050	ED		18.03	314	A	15	E	2123	9.84	60.16	5.92	10	SUN	OCT	E	2186	10.15	60.07	6.1	14	FRI	AUG
03	050	ED	R	31.30	315	A	15	W	1342	19.08	65.56	12.51	11	SUN	JUN	W	1350	17.77	70.83	12.58	14	SUN	AUG
03	050	ED		70.62	382	B	15	W	1171	13.23	83.94	11.11	8	MON	SEP	W	1031	17.17	56.96	9.78	14	SUN	AUG
03	050	ED		70.62	383	A	15	W	1323	15.95	65.82	10.5	12	SUN	AUG	W	1119	12.57	70.6	8.88	17	SUN	JUL
03	050	ED		78.42	384	B	15	W	1496	8.86	59.18	5.24	10	SUN	JUN	E	1489	10.02	52.1	5.22	13	MON	DEC
03	050	ED		78.42	385	A	15	W	1500	10.12	50.85	5.14	12	SAT	JUL	W	1530	9.25	56.71	5.25	15	SAT	JUN
03	050	ED		80.44	387	O	15	W	1324	9.25	52.23	4.83	11	FRI	JUL	W	1596	11.49	50.67	5.82	16	THU	JUL
03	051	SAC		3.357	430	B	15	S	6259	7.1	52.58	3.73	7	TUE	FEB	N	5934	6.92	51.16	3.54	13	SAT	APR
03	051	SAC		4.061	432	A	15	S	7855	7.75	61.11	4.73	7	THU	JAN	N	7029	7.37	57.5	4.24	16	THU	APR
03	051	SAC		7.969	433	A	15	S	5112	6.1	63.2	3.85	6	THU	MAY	N	6128	7.62	60.65	4.62	17	THU	OCT
11	052	SD		3.324	720	A	15	W	3781	7.42	61.15	4.54	7	THU	JUN	E	4353	8.37	62.46	5.23	16	TUE	MAY
11	052	SD		3.761	703	B	15	E	3819	8.36	51.67	4.32	7	TUE	DEC	E	4514	8.43	60.56	5.11	15	TUE	FEB
11	052	SD		8.713	727	B	15	W	6653	9	74.73	6.73	7	TUE	FEB	E	5661	8.74	65.48	5.72	15	FRI	FEB
11	052	SD		8.713	728	A	15	W	5971	8.76	73.12	6.41	7	THU	SEP	E	5748	8.79	70.19	6.17	16	THU	JUN
11	052	SD		13.27	729	B	15	W	5993	8.53	74.93	6.39	7	WED	JAN	E	5622	8.62	69.63	6	16	WED	JAN
11	052	SD		13.27	730	A	15	W	4124	6.7	75.95	5.09	6	THU	APR	E	4662	8.49	67.69	5.75	16	FRI	APR
11	052	SD		14.96	732	B	15	W	4320	7.06	75.1	5.3	6	THU	MAY	E	4680	8.9	64.48	5.74	15	WED	JAN
11	052	SD		15.83	733	O	15	W	3299	6.45	65.61	4.23	6	THU	JAN	E	4248	8.95	60.89	5.45	15	MON	NOV
11	052	SD		16.74	734	O	15	W	3320	5.99	72.98	4.37	6	TUE	OCT	E	4050	8.42	63.28	5.33	16	TUE	MAR
01	053	LAK		7.413	729	B	15	N	327	8.81	72.19	6.36	12	FRI	JUN	N	363	10.26	68.75	7.06	13	SUN	JUL
11	054	SD		0	812	A	15	W	4181	6.43	63.17	4.06	7	THU	JUN	E	5018	7.61	64.05	4.88	16	THU	JAN
11	054	SD		1.88	814	A	15	W	6675	7.55	65.18	4.92	7	TUE	SEP	E	6142	7.78	58.21	4.53	16	TUE	FEB
11	054	SD		4.207	815	B	15	W	6108	7.79	63.8	4.97	7	THU	JAN	E	5567	8.16	55.48	4.53	16	TUE	JUN
11	054	SD		4.994	743	A	15	W	5107	8.4	57.71	4.85	7	THU	JAN	W	4466	8.22	51.62	4.24	17	THU	FEB
12	055	ORA	R	2.772	909	B	15	N	4081	7.25	58.27	4.22	7	WED	MAR	N	3625	6.3	59.57	3.75	15	SAT	MAR
12	055	ORA	R	3.776	910	B	15	N	12758	13.53	79.05	10.69	7	THU	AUG	N	10792	12.89	70.16	9.04	15	WED	JUL
11	056	SD		.309	751	A	15	W	5478	9.82	62.34	6.12	7	THU	MAR	E	5366	8.19	73.17	5.99	16	MON	DEC
11	056	SD		.82	752	A	15	W	5145	9.55	65.21	6.23	7	TUE	OCT	E	5037	8.1	75.27	6.1	17	FRI	APR

OTM32420
07/28/2016
09:36:50

CALTRANS TRAFFIC VOLUMES
LATEST TRAFFIC YEAR SELECTED
PEAK HOUR VOLUME DATA

PAGE # 35

DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	AM PEAK						PM PEAK								
									1 WAY		%	%	%	1 WAY		%	%	%	1 WAY		%	%	%
									PHV		K	D	KD	HR	DAY	MNTH	Dir	PHV		K	D	KD	HR
06	155	KER	R	11.02	565	B	15	W	68	17.44	81.93	14.29	5	FRI	JUN	E	40	12.82	65.57	8.4	14	TUE	JUN
06	155	KER	R	11.02	566	A	15	W	23	24.1	57.5	13.86	12	SUN	JUN	E	18	12.65	85.71	10.84	13	SUN	SEP
06	155	KER	R	60.64	157	B	15	W	102	11.91	50.75	6.04	11	SUN	SEP	E	99	10.01	58.58	5.87	13	MON	SEP
06	155	KER	R	70.98	107	B	15	W	453	12.68	64.9	8.23	12	SAT	SEP	E	363	9.43	69.94	6.6	17	SUN	SEP
05	156	MON	T	5.185	251	B	13	W	1704	6.39	92.66	5.92	11	FRI	AUG	E	1889	6.58	99.79	6.56	17	THU	JAN
05	156	SBT		0	249	A	13	W	1261	8.43	69.86	5.89	7	WED	SEP	E	1147	9	59.49	5.35	17	FRI	DEC
05	156	SBT	R	18.43	712	B	13	W	682	9.37	56.98	5.34	12	SAT	JUN	E	929	10.66	68.21	7.27	17	FRI	DEC
04	156	SCL	R	.602	62	B	13	W	803	11.16	57.6	6.43	11	SAT	JUL	E	781	10.59	59.03	6.25	17	FRI	OCT
09	158	MNO		0	946	A	15	N	177	19.05	59.2	11.27	11	SAT	AUG	N	167	18.03	59.01	10.64	13	THU	JUL
09	158	MNO		3.86	508	A	15	N	127	18.29	50.8	9.29	12	FRI	AUG	S	131	17.26	55.51	9.58	15	WED	JUL
09	158	MNO		15.84	947	B	15	N	65	28.44	53.28	15.15	11	SUN	AUG	S	63	24.94	58.88	14.69	15	SAT	SEP
03	160	SAC		5.95	816	A	14	N	146	10.1	51.96	5.25	12	SAT	JUL	S	226	11.21	72.44	8.12	15	SUN	JUL
03	160	SAC		11.46	818	A	14	N	193	10.37	59.2	6.14	9	THU	OCT	S	235	10.47	71.43	7.48	15	SUN	JUL
03	160	SAC		26.25	312	B	14	S	116	8.05	67.44	5.43	6	TUE	JUL	N	146	12.17	56.15	6.83	16	FRI	JUL
03	160	SAC		46.58	830	B	15	S	2371	8.95	70.44	6.31	7	TUE	MAR	N	3381	12.65	71.1	8.99	16	THU	APR
02	161	SIS		.037	151	A	14	W	50	14.51	68.49	9.94	10	THU	NOV	W	57	12.92	87.69	11.33	22	SAT	SEP
02	161	SIS		19.36	152	B	14	W	67	12.38	59.29	7.34	8	THU	NOV	W	61	11.39	58.65	6.68	16	WED	FEB
03	162	GLE	R	45.12	915	A	13	E	105	18.62	88.24	16.43	9	SUN	FEB	W	44	12.36	55.7	6.89	15	FRI	MAY
03	162	GLE		64.88	925	A	13	W	125	7.53	70.23	5.29	7	SAT	NOV	E	142	8.97	66.98	6.01	17	MON	NOV
03	162	GLE		67.11	851	A	13	W	160	9.32	62.99	5.87	7	TUE	MAY	E	157	10.6	54.33	5.76	18	THU	FEB
03	162	GLE		76.27	852	B	15	W	133	7.36	84.18	6.19	6	SAT	AUG	E	133	11.04	56.12	6.19	15	FRI	SEP
03	162	GLE		84.59	854	O	14	W	91	9.02	66.42	5.99	6	THU	APR	E	95	8.43	74.22	6.25	15	TUE	FEB
03	162	BUT		0	854	O	14	W	91	9.02	66.42	5.99	6	THU	APR	E	95	8.43	74.22	6.25	15	TUE	FEB
03	162	BUT		9.726	856	B	15	W	84	9.07	81.55	7.39	6	WED	MAY	E	86	11.09	68.25	7.57	15	THU	JUL
03	162	BUT	R	9.726	857	A	14	W	114	7.83	58.76	4.6	11	MON	OCT	E	144	9.89	58.78	5.81	14	TUE	AUG
03	162	BUT		17.14	764	B	13	W	1363	9.11	52.5	4.78	12	WED	JUN	E	1395	9.46	51.78	4.9	16	FRI	DEC
11	163	SD		.89	885	B	15	S	3004	9.03	59.54	5.37	8	WED	NOV	N	2972	8.49	62.66	5.32	17	TUE	FEB
11	163	SD		2.49	933	A	15	S	4168	7.84	54.86	4.3	7	THU	JUL	N	3895	7.89	50.9	4.02	17	TUE	SEP
11	163	SD		4.371	957	A	15	N	9021	8.84	57.03	5.04	7	WED	MAR	S	7772	8.41	51.6	4.34	16	THU	JUN
11	163	SD	R	11.66	921	B	15	S	8002	9.26	64.94	6.01	7	WED	JAN	N	7162	10.09	53.37	5.38	16	THU	OCT
05	166	SB		0	130	A	14	W	693	9.79	82.21	8.04	5	WED	AUG	E	545	10.37	61.03	6.33	16	FRI	JUN
05	166	SB		7.87	132	B	15	E	751	8.41	50.34	4.23	12	SAT	APR	E	879	9.61	51.55	4.95	16	FRI	APR
05	166	SLO		8.927	227	A	15	E	203	10.51	66.34	6.97	10	SUN	JUL	E	244	9.1	92.08	8.38	0	MON	JUL

OTM32420
07/28/2016
09:36:50

CALTRANS TRAFFIC VOLUMES
LATEST TRAFFIC YEAR SELECTED
PEAK HOUR VOLUME DATA

PAGE # 46

DI	RTE	CO	PRE	PM CS	LEG	YR	Dir	AM PEAK						PM PEAK									
								1 WAY	%	%	%	1 WAY	%	%	%								
								PHV	K	D	KD	HR	DAY	MNTH	Dir	PHV	K	D	KD	HR	DAY	MNTH	
11	805	SD		23.65	929	B	15	N	7461	5.71	71.34	4.07	6	WED	JUN	S	8763	7.73	61.88	4.79	15	WED	NOV
11	805	SD		24.44	683	X	13	N	9360	6.71	71.23	4.78	6	MON	SEP	S	8586	7.28	60.22	4.39	16	MON	JUN
04	880	ALA		2.283	127	A	14	S	7785	6.93	56.71	3.93	7	TUE	NOV	N	8790	7.67	57.79	4.43	14	FRI	MAY
04	880	ALA		26.61	129	A	14	N	7220	6.63	51.11	3.39	7	MON	MAY	N	7521	6.53	54.03	3.53	16	FRI	MAY
11	905	SD		3.207	932	A	15	W	2476	8.35	53.91	4.5	7	FRI	FEB	E	2669	9.24	52.48	4.85	16	FRI	FEB
11	905	SD		5.164	942	A	15	E	3987	8.47	66.99	5.67	7	MON	MAY	W	3775	8.46	63.51	5.37	16	THU	OCT
11	905	SD	R	9.778	128	B	15	W	2084	6.73	59.34	3.99	12	FRI	APR	W	2487	8.26	57.69	4.76	16	FRI	JUL
11	905	SD	R	11.37	126	B	15	W	1630	6.71	58.89	3.95	7	WED	APR	W	1849	7.3	61.37	4.48	13	MON	DEC
11	905	SD	R	11.37	127	A	15	W	1525	5.16	94.78	4.89	5	MON	DEC	E	1399	7.12	63.05	4.49	16	FRI	AUG

This Page Intentionally Left Blank

Appendix I

Caltrans Ramp Meter Rates

Sea World Dr to 5 NB

meter ID	ML	Ramp	veh /cyc	SOV Lane	HOV Lane
16210	4	2	2	1	1

(AM)

RATE	Cyc/Min	Sec/Cyc	cyc/Hr	Veh/Hr
1	8.30	7.2	498	996
2	8.04	7.5	482.4	964.8
3	7.78	7.7	466.8	933.6
4	7.52	8.0	451.2	902.4
5	7.26	8.3	435.6	871.2
6	7.00	8.6	420	840
7	6.74	8.9	404.4	808.8
8	6.48	9.3	388.8	777.6
9	6.22	9.6	373.2	746.4
10	5.96	10.1	357.6	715.2
11	5.70	10.5	342	684
12	5.44	11.0	326.4	652.8
13	5.18	11.6	310.8	621.6
14	4.92	12.2	295.2	590.4
15	4.66	12.9	279.6	559.2

(PM)

RATE	Cyc/Min	Sec/Cyc	cyc/Hr	Veh/Hr
1	8.3	7.2	498	996
2	8.1	7.4	486	972
3	7.9	7.6	474	948
4	7.7	7.8	462	924
5	7.5	8.0	450	900
6	7.3	8.2	438	876
7	7.1	8.5	426	852
8	6.9	8.7	414	828
9	6.7	9.0	402	804
10	6.5	9.2	390	780
11	6.3	9.5	378	756
12	6.1	9.8	366	732
13	5.9	10.2	354	708
14	5.7	10.5	342	684
15	5.5	10.9	330	660

Seaworld Dr to 5 SB

meter ID	ML	Ramp	veh /cyc	SOV Lane	HOV Lane
16201	5	2	1	1	1

(AM)

RATE	Cyc/Min	Sec/Cyc	cyc/Hr	Veh/Hr
1	9.5	6.3	570	570
2	9.2	6.5	552	552
3	8.9	6.7	534	534
4	8.6	7.0	516	516
5	8.3	7.2	498	498
6	8	7.5	480	480
7	7.7	7.8	462	462
8	7.4	8.1	444	444
9	7.1	8.5	426	426
10	6.8	8.8	408	408
11	6.5	9.2	390	390
12	6.2	9.7	372	372
13	5.9	10.2	354	354
14	5.6	10.7	336	336
15	5.3	11.3	318	318

(PM)

RATE	Cyc/Min	Sec/Cyc	cyc/Hr	Veh/Hr
1	9.5	6.3	570	570
2	9.2	6.5	552	552
3	8.9	6.7	534	534
4	8.6	7.0	516	516
5	8.3	7.2	498	498
6	8	7.5	480	480
7	7.7	7.8	462	462
8	7.4	8.1	444	444
9	7.1	8.5	426	426
10	6.8	8.8	408	408
11	6.5	9.2	390	390
12	6.2	9.7	372	372
13	5.9	10.2	354	354
14	5.6	10.7	336	336
15	5.3	11.3	318	318

Clairemont Dr to 5 NB

meter ID	ML	Ramp	veh /cyc	SOV Lane	HOV Lane
151	4	2	1	1	1

(AM)

RATE	Cyc/Min	Sec/Cyc	cyc/Hr	Veh/Hr
1	8.3	7.2	498	498
2	8.11	7.4	486.6	487
3	7.92	7.6	475.2	475
4	7.73	7.8	463.8	464
5	7.54	8.0	452.4	452
6	7.35	8.2	441	441
7	7.16	8.4	429.6	430
8	6.97	8.6	418.2	418
9	6.78	8.8	406.8	407
10	6.59	9.1	395.4	395
11	6.4	9.4	384	384
12	6.21	9.7	372.6	373
13	6.02	10.0	361.2	361
14	5.83	10.3	349.8	350
15	5.64	10.6	338.4	338

(PM)

RATE	Cyc/Min	Sec/Cyc	cyc/Hr	Veh/Hr
1	8.3	7.2	498	498
2	8	7.5	480	480
3	7.7	7.8	462	462
4	7.4	8.1	444	444
5	7.1	8.5	426	426
6	6.8	8.8	408	408
7	6.5	9.2	390	390
8	6.2	9.7	372	372
9	5.9	10.2	354	354
10	5.6	10.7	336	336
11	5.3	11.3	318	318
12	5	12.0	300	300
13	4.7	12.8	282	282
14	4.4	13.6	264	264
15	4.1	14.6	246	246

Clairemont Dr WB to 5 SB

meter ID	ML	Ramp	veh /cyc	SOV Lane	HOV Lane
242	0	2	2	1	1

(AM)

RATE	Cyc/Min	Sec/Cyc	cyc/Hr	Veh/Hr
1	8.3	7.2	498	996
2	8	7.5	480	960
3	7.7	7.8	462	924
4	7.4	8.1	444	888
5	7.1	8.5	426	852
6	6.8	8.8	408	816
7	6.5	9.2	390	780
8	6.2	9.7	372	744
9	5.9	10.2	354	708
10	5.6	10.7	336	672
11	5.3	11.3	318	636
12	5	12.0	300	600
13	4.7	12.8	282	564
14	4.4	13.6	264	528
15	4.1	14.6	246	492

(PM)

RATE	Cyc/Min	Sec/Cyc	cyc/Hr	Veh/Hr
1	8.3	7.2	498	996
2	8	7.5	480	960
3	7.7	7.8	462	924
4	7.4	8.1	444	888
5	7.1	8.5	426	852
6	6.8	8.8	408	816
7	6.5	9.2	390	780
8	6.2	9.7	372	744
9	5.9	10.2	354	708
10	5.6	10.7	336	672
11	5.3	11.3	318	636
12	5	12.0	300	600
13	4.7	12.8	282	564
14	4.4	13.6	264	528
15	4.1	14.6	246	492

Clairemont Dr EB to 5 SB

meter ID	ML	Ramp	veh /cyc	SOV Lane	HOV Lane
241	5	1	1	1	1

(AM)

RATE	Cyc/Min	Sec/Cyc	cyc/Hr	Veh/Hr
1	9.5	6.3	570	570
2	9.2	6.5	552	552
3	8.9	6.7	534	534
4	8.6	7.0	516	516
5	8.3	7.2	498	498
6	8	7.5	480	480
7	7.7	7.8	462	462
8	7.4	8.1	444	444
9	7.1	8.5	426	426
10	6.8	8.8	408	408
11	6.5	9.2	390	390
12	6.2	9.7	372	372
13	5.9	10.2	354	354
14	5.6	10.7	336	336
15	5.3	11.3	318	318

(PM)

RATE	Cyc/Min	Sec/Cyc	cyc/Hr	Veh/Hr
1	9.5	6.3	570	570
2	9.2	6.5	552	552
3	8.9	6.7	534	534
4	8.6	7.0	516	516
5	8.3	7.2	498	498
6	8	7.5	480	480
7	7.7	7.8	462	462
8	7.4	8.1	444	444
9	7.1	8.5	426	426
10	6.8	8.8	408	408
11	6.5	9.2	390	390
12	6.2	9.7	372	372
13	5.9	10.2	354	354
14	5.6	10.7	336	336
15	5.3	11.3	318	318

Balboa Ave to 5 SB

meter ID	ML	Ramp	veh /cyc	SOV Lane	HOV Lane
16205	4	2	2	2	0

(PM)

RATE	Cyc/Min	Sec/Cyc	cyc/Hr	Veh/Hr
1	8.3	7.2	498	996
2	8.03	7.5	482	964
3	7.76	7.7	466	931
4	7.49	8.0	449	899
5	7.22	8.3	433	866
6	6.95	8.6	417	834
7	6.68	9.0	401	802
8	6.41	9.4	385	769
9	6.14	9.8	368	737
10	5.87	10.2	352	704
11	5.6	10.7	336	672
12	5.33	11.3	320	640
13	5.06	11.9	304	607
14	4.79	12.5	287	575
15	4.52	13.3	271	542

Mission Bay Dr to 5 NB

meter ID	ML	Ramp	veh /cyc	SOV Lane	HOV Lane
215	4	2	2	1	1

(AM)

RATE	Cyc/Min	Sec/Cyc	cyc/Hr	Veh/Hr
1	8.3	7.2	498	996
2	8.19	7.3	491	982.8
3	8.08	7.4	485	969.6
4	7.97	7.5	478	956.4
5	7.86	7.6	472	943.2
6	7.75	7.7	465	930
7	7.64	7.9	458	916.8
8	7.53	8.0	452	903.6
9	7.42	8.1	445	890.4
10	7.31	8.2	439	877.2
11	7.2	8.3	432	864
12	7.09	8.5	425	850.8
13	6.98	8.6	419	837.6
14	6.87	8.7	412	824.4
15	6.76	8.9	406	811.2

Mission Bay Dr/Grand Ave to 5 SB

meter ID	ML	Ramp	veh /cyc	SOV Lane	HOV Lane
16203	4	3	2	2	0

(PM)

RATE	Cyc/Min	Sec/Cyc	cyc/Hr	Veh/Hr
1	8.3	7.2	498	996
2	7.99	7.5	479	959
3	7.68	7.8	461	922
4	7.37	8.1	442	884
5	7.06	8.5	424	847
6	6.75	8.9	405	810
7	6.44	9.3	386	773
8	6.13	9.8	368	736
9	5.82	10.3	349	698
10	5.51	10.9	331	661
11	5.2	11.5	312	624
12	4.89	12.3	293	587
13	4.58	13.1	275	550
14	4.27	14.1	256	512
15	3.96	15.2	238	475

airemont Mesa Blvd EB to 805 NB

meter ID	ML	Ramp	veh /cyc	SOV Lane	HOV Lane
167	4	2	1	1	1

(AM)

RATE	Cyc/Min	Sec/Cyc	cyc/Hr	Veh/Hr
1	9.5	6.3	570	570
2	9.19	6.5	551	551
3	8.88	6.8	533	533
4	8.57	7.0	514	514
5	8.26	7.3	496	496
6	7.95	7.5	477	477
7	7.64	7.9	458	458
8	7.33	8.2	440	440
9	7.02	8.5	421	421
10	6.71	8.9	403	403
11	6.4	9.4	384	384
12	6.09	9.9	365	365
13	5.78	10.4	347	347
14	5.47	11.0	328	328
15	5.16	11.6	310	310

Clairemont Mesa Blvd EB to 805 SB

meter ID	ML	Ramp	veh /cyc	SOV Lane	HOV Lane
64	5	2	1	2	0

(PM)

RATE	Cyc/Min	Sec/Cyc	cyc/Hr	Veh/Hr
1	9.5	6.3	570	570
2	9.24	6.5	554.4	554
3	8.98	6.7	538.8	539
4	8.72	6.9	523.2	523
5	8.46	7.1	507.6	508
6	8.2	7.3	492	492
7	7.94	7.6	476.4	476
8	7.68	7.8	460.8	461
9	7.42	8.1	445.2	445
10	7.16	8.4	429.6	430
11	6.9	8.7	414	414
12	6.64	9.0	398.4	398
13	6.38	9.4	382.8	383
14	6.12	9.8	367.2	367
15	5.86	10.2	351.6	352

Balboa Ave EB to 805 NB

meter ID	ML	Ramp	veh /cyc	SOV Lane	HOV Lane
10106	0	2	1	1	1

(AM)

RATE	Cyc/Min	Sec/Cyc	cyc/Hr	Veh/Hr
1	9.5	6.3	570	570
2	9.28	6.5	557	557
3	9.06	6.6	544	544
4	8.84	6.8	530	530
5	8.62	7.0	517	517
6	8.4	7.1	504	504
7	8.18	7.3	491	491
8	7.96	7.5	478	478
9	7.74	7.8	464	464
10	7.52	8.0	451	451
11	7.3	8.2	438	438
12	7.08	8.5	425	425
13	6.86	8.7	412	412
14	6.64	9.0	398	398
15	6.42	9.3	385	385

Balboa Ave EB to 805 SB

meter ID	ML	Ramp	veh /cyc	SOV Lane	HOV Lane
10107	5	2	1	2	0

(PM)

RATE	Cyc/Min	Sec/Cyc	cyc/Hr	Veh/Hr
1	8.3	7.2	498	498
2	8.02	7.5	481	481
3	7.74	7.8	464	464
4	7.46	8.0	448	448
5	7.18	8.4	431	431
6	6.9	8.7	414	414
7	6.62	9.1	397	397
8	6.34	9.5	380	380
9	6.06	9.9	364	364
10	5.78	10.4	347	347
11	5.5	10.9	330	330
12	5.22	11.5	313	313
13	4.94	12.1	296	296
14	4.66	12.9	280	280
15	4.38	13.7	263	263

This Page Intentionally Left Blank

Appendix J

Parking Utilization Data

#	Street and Bounds	Link Length (mi)	Percent Occupied					
			EB / NB AM Peak Hour (7:30 - 9:00 am)	WB / SB AM Peak Hour (7:30 - 9:00 am)	EB / NB MD Peak Hour (12:30 - 2:00 pm)	WB / SB MD Peak Hour (12:30 - 2:00 pm)	EB / NB PM Peak Hour (4:30 - 6:00 pm)	WB / SB PM Peak Hour (4:30 - 6:00 pm)
Clairemont Mesa Boulevard								
1	Luna Avenue to Moraga Avenue	0.23	40%	35%	20%	35%	35%	35%
2	Moraga Avenue to Pocahontas Avenue	0.27	75%	35%	30%	50%	35%	50%
3	Pocahontas Avenue to Clairemont Drive	0.16	60%	40%	30%	50%	25%	50%
4	Clairemont Drive to Onandaga Road	0.06	x	x	x	x	x	x
5	Onandaga Road to Shopping Center Driveway	0.04						
6	Shopping Center Driveway to Rolfe Road	0.12						
7	Rolfe Road to Lakehurst Drive	0.21						
8	Lakehurst Drive to Kleefeld Road / Clairemont Drive	0.14	x	25%		10%		10%
9	Kleefeld Road / Clairemont Drive to Dubois Road	0.21	90%	80%	60%	80%	60%	80%
10	Dubois Road to Genesee Avenue	0.17	65%	65%	35%	70%	35%	70%
11	Genesee Avenue to Frink Street	0.19	40%	75%	65%	60%	65%	60%
12	Frink Street to Shopping Center Driveway	0.14	40%	80%	60%	95%	60%	95%
13	Shopping Center Driveway to Diane Street	0.12		25%		10%		10%
14	Diane Street to LongfordStreet	0.26		40%		65%		50%
15	LongfordStreet to Limerick Avenue	0.23	60%	80%	95%	80%	95%	80%
16	Limerick Avenue to Doliva Street	0.18	50%	55%	70%	40%	70%	40%
17	Doliva Street to I-805 SB Ramps	0.16	10%	80%	20%	15%	20%	15%
Clairemont Drive								
18	I-5 Ramps to Denver Street	0.13	x	75%	x	100%	x	30%
18	Denver Street to Erie Street	0.07	0%	40%	0%	40%	0%	40%
19	Erie Street to Galveston Street	0.14		0%		0%		0%
20	Galveston Street to Hartford Street	0.07	0%		0%		0%	
21	Hartford Street to Clairemont Court	0.06	0%	0%	0%	0%	0%	0%
22	Clairemont Court to Edison Street	0.05		x		x		x
23	Edison Street to Fairfield Street	0.04		60%		60%		85%
24	Fairfield Street to Burgener Street	0.21		30%		15%		50%
25	Burgener Street to Iroquois Street	0.23	50%	40%	40%	30%	40%	40%
26	Iroquois Street to Calle Neil	0.20	60%	60%	60%	30%	65%	65%
27	Calle Neil to Blackfoot Street	0.09	50%	60%	85%	30%	100%	65%
28	Blackfoot Street to Knapp Street	0.05		50%		20%		
29	Knapp Street to Dakota Street	0.13		60%		50%	70%	
30	Dakota Street to Rappahannock Street	0.25		40%		20%	15%	
31	Rappahannock Street to Ute Street	0.25	5%	20%	25%	10%	0%	15%
32	Ute Street to Balboa Avenue	0.17	50%	40%	35%	25%	50%	40%
33	Balboa Avenue to Chippewa Court	0.13	x	90%	x	70%	x	65%
34	Chippewa Court to Dalles Street	0.11	50%	40%	40%		50%	35%
35	Dalles Street to Emet Court	0.04	100%		100%	45%	50%	
36	Emet Court to Feather Avenue	0.12	30%		15%	25%		
37	Feather Avenue to Gila Avenue	0.07	20%		50%	10%	30%	
38	Gila Avenue to Feather Avenue	0.09	70%	70%	10%	40%	85%	50%
39	Feather Avenue to Hiawatha Street	0.05				40%		55%
40	Hiawatha Street to Indian Street	0.15		75%		40%		60%
41	Indian Street to Joplin Street	0.18		80%		40%		60%
42	Joplin Street to Clairemont Mesa Boulevard	0.22	x	85%	x	50%	x	60%
43	Clairemont Mesa Boulevard to Lakehurst Avenue	0.22		70%		25%		55%
44	Lakehurst Avenue to Merrimac Street	0.26		25%		20%		25%
45	Merrimac Street to Cole Street	0.08		65%		60%		20%
46	Cole Street to Kleefeld Street	0.05		50%		40%		40%
Genesee Avenue								
47	Genesee Court E. to Apartment Driveway	0.12	50%	65%	90%	30%	100%	100%
48	Apartment Driveway to Mt. Alifan Street	0.11	85%	80%	85%	70%	100%	100%
49	Mt. Alifan Street to Balboa Avenue	0.15	100%	40%	100%	70%	100%	100%
50	Chicksaw Court / Sauk Avenue to Bannock Street	0.07	50%	x	20%	x	75%	x
51	Bannock Street to Manitou Way	0.05	0%	0%	0%	25%	0%	20%
52	Manitou Way to Clairemont Mesa Boulevard	0.06	50%	x	0%	x	0%	x
53	Clairemont Mesa Boulevard to Conrad Road	0.06	x	x	0%	x	x	x
54	Conrad Road to Appleton Street	0.18	0%	40%	10%	20%	20%	50%
Mt. Alifan Drive								
55	Genesee Avenue to Mt. Aguilar Road	0.20	85%	65%	95%	75%	100%	100%
56	Mt. Aguilar Road to Mt. Abraham Street	0.14	40%	75%	30%	50%	100%	90%
57	Mt. Abraham Street to Balboa Avenue	0.03	x	x	x	x	x	x
58	Balboa Avenue to Balboa Arms Street	0.10	50%	40%	50%	0%	100%	40%
59	Balboa Arms Street to Chateau Road	0.08	50%	50%	65%	40%	90%	70%
Linda Vista Road								
60	Mesa College Drive to Markham Road	0.12	x	x	x	x	x	x
61	Markham Road to Baltic Street	0.25	85%	70%	65%	55%	80%	50%
62	Baltic Street to Stalman Road	0.16	90%	100%	85%	100%	90%	100%
Morena Boulevard								
63	Tecolote Road to Knoxville Street	0.07	x	x	x	x	x	x
64	Knoxville Street to Lehigh Street	0.06	x	100%	x	100%	x	100%
65	Lehigh Street to Nashville Street	0.06	x	100%	x	100%	x	100%
66	Nashville Street to Frankfort Street	0.06	50%	70%	90%	80%	50%	90%
67	Frankfort Street to W. Morena Boulevard	0.05	x	x	x	x	x	x
68	W. Morena Boulevard to Asher Street	0.28	50%	x	60%	x	50%	x
69	Asher Street to Littlefield Street	0.09	60%	x	55%	x	60%	x
70	Littlefield Street to Ashton Street	0.09	60%	0%	100%	100%	60%	20%
71	Ashton Street to Napier Street	0.04	x	x	x	x	x	x
72	Napier Street to Milton Street	0.17	80%	x	45%	x	80%	x
73	Milton Street to Lister Street	0.08	75%	x	85%	x	75%	x
74	Lister Street to Kane Street	0.08	40%	x	55%	x	40%	x
75	Kane Street to Jeillett Street	0.08	10%	x	40%	x	10%	x
76	Jeillett Street to Ingulf Street	0.08	x	x	x	x	x	x
77	Ingulf Street to Gesner Street	0.17	50%	x	20%	x	50%	x
78	Gesner Street to McGraw Street	0.05	75%	x	50%	x	75%	x
79	McGraw Street to Baker Street	0.60	10%	x	10%	x	10%	x
80	Baker Street to Ticonderoga Street	0.14	0%	x	0%	x	0%	x
81	Ticonderoga Street to Paul Jones Street	0.07	0%	x	0%	x	0%	x
82	Paul Jones Street to Balboa Avenue	0.18	0%	x	0%	x	0%	x
83	Balboa Avenue to Avati Drive	0.62	x	x	x	x	x	x
84	Avati Drive to Costco Driveway	0.61	0%	10%	5%	15%	0%	5%
85	Costco Driveway to Jutland Drive	0.33	10%	x	35%	x	10%	x