Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011 | CITY: VALLEY CENTER | PROJECT: CA11-0923-1752-012

VALLEY CENTER BTN MILLER & LILAC

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	22		31					12:00	151		156				
00:15	19		26					12:15	176		152				
00:30	17		23					12:30	168		146				
00:45	11	69	27	107			176	12:45	170	665	159	613			1278
01:00	9		19					13:00	162		167				
01:15	12		16					13:15	152		160				
01:30	7		10					13:30	171		167				
01:45	6	34	9	54			88	13:45	159	644	139	633			1277
02:00	5		12					14:00	186		146				
02:15	6		7					14:15	170		182				
02:30	10		9					14:30	202		165				
02:45	9	30	5	33			63	14:45	189	747	177	670			1417
03:00	10		11					15:00	193		167				
03:15	11		16					15:15	227		198				
03:30	6		21					15:30	218		194				
03:45	14	41	16	64			105	15:45	247	885	190	749			1634
04:00	16		22					16:00	264		196				
04:15	19		33					16:15	218		221				
04:30	23		45					16:30	279		297				
04:45	22	80	53	153			233	16:45	247	1008	269	983			1991
05:00	27		87					17:00	272		273				
05:15	40		93					17:15	252		259				
05:30	46		111					17:30	302		240				
05:45	53	166	118	409			575	17:45	268	1094	194	966			2060
06:00	69		135					18:00	227		166				
06:15	109		173					18:15	234		180				
06:30	120		182					18:30	215		190				
06:45	131	429	190	680			1109	18:45	193	869	170	706			1575
07:00	135		209					19:00	176		182				
07:15	175		245					19:15	180		145				
07:30	191		235					19:30	155		156				
07:45	203	704	207	896			1600	19:45	161	672	139	622			1294
08:00	167		242					20:00	132		122				
08:15	176		233					20:15	113		112				
08:30	147		185					20:30	119		119				
08:45	162	652	173	833			1485	20:45	100	464	125	478			942
09:00	154		155					21:00	101		108				
09:15	147		167					21:15	98		93				
09:30	140		139					21:30	106		102				
09:45	138	579	152	613			1192	21:45	97	402	87	390			792
10:00	154		157					22:00	81		91				
10:15	157		167					22:15	79		73				
10:30	152		182					22:30	71		70				
10:45	150	613	149	655			1268	22:45	54	285	62	296			581
11:00	157		148					23:00	46		57				
11:15	154		158					23:15	29		41				
11:30	157		173					23:30	23		41				
11:45	148	616	157	636			1252	23:45	20	118	36	175			293
Total Vol.		4013		5133			**9146**		7853		7281				**15134**

Daily Totals	NB	SB	EB	WB	Combined
	11866	12414			24280

	AM			PM		
Split %	43.9%	56.1%	**37.7%**	51.9%	48.1%	**62.3%**
Peak Hour	07:30	07:15	**07:15**	17:00	16:30	**16:30**
Volume	737	929	**1665**	1094	1098	**2148**
P.H.F.	0.91	0.95	**0.98**	0.93	0.92	**0.93**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

080609

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011 CITY: VALLEY CENTER PROJECT: CA11-0923-1752-012

VALLEY CENTER BTN MILLER & LILAC

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	22		31					12:00	151		156				
00:15	19		26					12:15	176		152				
00:30	17		23					12:30	168		146				
00:45	11	69	27	107			176	12:45	170	665	159	613			1278
01:00	9		19					13:00	162		167				
01:15	12		16					13:15	152		160				
01:30	7		10					13:30	171		167				
01:45	6	34	9	54			88	13:45	159	644	139	633			1277
02:00	5		12					14:00	186		146				
02:15	6		7					14:15	170		182				
02:30	10		9					14:30	202		165				
02:45	9	30	5	33			63	14:45	189	747	177	670			1417
03:00	10		11					15:00	193		167				
03:15	11		16					15:15	227		198				
03:30	6		21					15:30	218		194				
03:45	14	41	16	64			105	15:45	247	885	190	749			1634
04:00	16		22					16:00	264		196				
04:15	19		33					16:15	218		221				
04:30	23		45					16:30	279		297				
04:45	22	80	53	153			233	16:45	247	1008	269	983			1991
05:00	27		87					17:00	272		273				
05:15	40		93					17:15	252		259				
05:30	46		111					17:30	302		240				
05:45	53	166	118	409			575	17:45	268	1094	194	966			2060
06:00	69		135					18:00	227		166				
06:15	109		173					18:15	234		180				
06:30	120		182					18:30	215		190				
06:45	131	429	190	680			1109	18:45	193	869	170	706			1575
07:00	135		209					19:00	176		182				
07:15	175		245					19:15	180		145				
07:30	191		235					19:30	155		156				
07:45	203	704	207	896			1600	19:45	161	672	139	622			1294
08:00	167		242					20:00	132		122				
08:15	176		233					20:15	113		112				
08:30	147		185					20:30	119		119				
08:45	162	652	173	833			1485	20:45	100	464	125	478			942
09:00	154		155					21:00	101		108				
09:15	147		167					21:15	98		93				
09:30	140		139					21:30	106		102				
09:45	138	579	152	613			1192	21:45	97	402	87	390			792
10:00	154		157					22:00	81		91				
10:15	157		167					22:15	79		73				
10:30	152		182					22:30	71		70				
10:45	150	613	149	655			1268	22:45	54	285	62	296			581
11:00	157		148					23:00	46		57				
11:15	154		158					23:15	29		41				
11:30	157		173					23:30	23		41				
11:45	148	616	157	636			1252	23:45	20	118	36	175			293
Total Vol.		4013		5133			**9146**			7853		7281			**15134**

Daily Totals

NB	SB	EB	WB	Combined
11866	12414			**24280**

	AM			PM		
Split %	43.9%	56.1%	**37.7%**	51.9%	48.1%	**62.3%**
Peak Hour	07:30	07:15	**07:15**	17:00	16:30	**16:30**
Volume	737	929	**1665**	1094	1098	**2148**
P.H.F.	0.91	0.95	**0.98**	0.93	0.92	**0.93**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

TUESDAY - AUGUST 23, 2011 CITY: VALLEY CENTER PROJECT: CA11-0826-02-006

CIRCLE R DRIVE BTN OLD HWY 395 & CIRCLE R VALLEY LANE

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			2		0			12:00			35		37		
00:15			4		1			12:15			29		38		
00:30			3		0			12:30			27		31		
00:45			3	12	1	2	14	12:45			27	118	25	131	249
01:00			1		0			13:00			36		26		
01:15			0		0			13:15			28		27		
01:30			2		1			13:30			22		22		
01:45			0	3	0	1	4	13:45			27	113	26	101	214
02:00			1		0			14:00			32		28		
02:15			1		0			14:15			33		37		
02:30			0		1			14:30			26		18		
02:45			0	2	0	1	3	14:45			29	120	18	101	221
03:00			1		1			15:00			30		17		
03:15			0		2			15:15			22		19		
03:30			2		1			15:30			30		29		
03:45			1	4	0	4	8	15:45			21	103	24	89	192
04:00			0		1			16:00			23		44		
04:15			0		0			16:15			68		42		
04:30			2		1			16:30			55		35		
04:45			1	3	2	4	7	16:45			62	208	38	159	367
05:00			4		4			17:00			65		26		
05:15			8		7			17:15			51		40		
05:30			5		11			17:30			68		33		
05:45			10	27	16	38	65	17:45			61	245	35	134	379
06:00			7		20			18:00			54		31		
06:15			9		28			18:15			42		32		
06:30			12		30			18:30			35		28		
06:45			18	46	32	110	156	18:45			41	172	26	117	289
07:00			11		50			19:00			33		17		
07:15			21		74			19:15			36		18		
07:30			20		55			19:30			35		20		
07:45			20	72	75	254	326	19:45			31	135	15	70	205
08:00			16		68			20:00			28		11		
08:15			22		55			20:15			26		9		
08:30			22		48			20:30			31		7		
08:45			21	81	43	214	295	20:45			25	110	12	39	149
09:00			27		40			21:00			22		5		
09:15			20		29			21:15			18		6		
09:30			13		41			21:30			16		8		
09:45			17	77	39	149	226	21:45			11	67	4	23	90
10:00			24		38			22:00			9		2		
10:15			21		33			22:15			7		1		
10:30			23		53			22:30			9		1		
10:45			25	93	38	162	255	22:45			8	33	2	6	39
11:00			17		33			23:00			4		0		
11:15			32		38			23:15			5		1		
11:30			29		36			23:30			4		2		
11:45			32	110	40	147	257	23:45			2	15	0	3	18
Total Vol.				530		1086	**1616**					1439		973	**2412**

Daily Totals

NB	SB	EB	WB	**Combined**
		1969	2059	**4028**

	AM			**PM**		
Split %	32.8%	67.2%	**40.1%**	59.7%	40.3%	**59.9%**
Peak Hour	11:15	07:15	**07:15**	16:15	16:00	**16:15**
Volume	128	272	**349**	250	159	**391**
P.H.F.	0.91	0.91	**0.92**	0.92	0.90	**0.89**

080609

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011 CITY: VALLEY CENTER PROJECT: CA11-0923-1752-011

VALLEY CENTER BTN COLE GRADE & MILLER

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			44		38			12:00			154		141		
00:15			41		41			12:15			161		137		
00:30			34		44			12:30			166		133		
00:45			32	151	31	154	305	12:45			172	653	154	565	1218
01:00			33		35			13:00			151		158		
01:15			23		33			13:15			142		151		
01:30			19		23			13:30			162		162		
01:45			22	97	18	109	206	13:45			160	615	154	625	1240
02:00			16		18			14:00			157		150		
02:15			20		22			14:15			164		149		
02:30			18		16			14:30			166		132		
02:45			20	74	20	76	150	14:45			162	649	151	582	1231
03:00			25		28			15:00			170		168		
03:15			28		41			15:15			175		154		
03:30			31		44			15:30			184		160		
03:45			28	112	48	161	273	15:45			176	705	175	657	1362
04:00			33		54			16:00			191		180		
04:15			35		51			16:15			235		216		
04:30			40		68			16:30			268		235		
04:45			48	156	60	233	389	16:45			241	935	241	872	1807
05:00			41		68			17:00			229		205		
05:15			55		77			17:15			218		200		
05:30			51		90			17:30			225		191		
05:45			68	215	108	343	558	17:45			251	923	212	808	1731
06:00			99		118			18:00			226		184		
06:15			95		135			18:15			208		180		
06:30			108		141			18:30			212		187		
06:45			130	432	188	582	1014	18:45			201	847	162	713	1560
07:00			151		201			19:00			184		135		
07:15			168		189			19:15			177		144		
07:30			158		235			19:30			162		141		
07:45			192	669	169	794	1463	19:45			142	665	132	552	1217
08:00			177		215			20:00			135		100		
08:15			184		222			20:15			108		95		
08:30			152		199			20:30			115		90		
08:45			149	662	175	811	1473	20:45			90	448	84	369	817
09:00			131		161			21:00			77		82		
09:15			128		154			21:15			76		62		
09:30			122		135			21:30			84		35		
09:45			135	516	133	583	1099	21:45			65	302	44	223	525
10:00			134		141			22:00			44		41		
10:15			148		128			22:15			51		35		
10:30			136		135			22:30			40		30		
10:45			127	545	144	548	1093	22:45			35	170	33	139	309
11:00			122		151			23:00			42		28		
11:15			141		152			23:15			37		26		
11:30			151		156			23:30			31		21		
11:45			142	556	142	601	1157	23:45			33	143	25	100	243
Total Vol.				4185		4995	**9180**					7055		6205	**13260**

Daily Totals

NB	SB	EB	WB	Combined
		11240	11200	**22440**

	AM			PM		
Split %	45.6%	54.4%	**40.9%**	53.2%	46.8%	**59.1%**
Peak Hour	07:30	07:30	**07:30**	16:15	16:15	**16:15**
Volume	711	841	**1552**	973	897	**1870**
P.H.F.	0.93	0.89	**0.96**	0.91	0.93	**0.93**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011 CITY: VALLEY CENTER PROJECT: CA11-0923-1752-011

VALLEY CENTER BTN COLE GRADE & MILLER

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			44		38			12:00			154		141		
00:15			41		41			12:15			161		137		
00:30			34		44			12:30			166		133		
00:45			32	151	31	154	305	12:45			172	653	154	565	1218
01:00			33		35			13:00			151		158		
01:15			23		33			13:15			142		151		
01:30			19		23			13:30			162		162		
01:45			22	97	18	109	206	13:45			160	615	154	625	1240
02:00			16		18			14:00			157		150		
02:15			20		22			14:15			164		149		
02:30			18		16			14:30			166		132		
02:45			20	74	20	76	150	14:45			162	649	151	582	1231
03:00			25		28			15:00			170		168		
03:15			28		41			15:15			175		154		
03:30			31		44			15:30			184		160		
03:45			28	112	48	161	273	15:45			176	705	175	657	1362
04:00			33		54			16:00			191		180		
04:15			35		51			16:15			235		216		
04:30			40		68			16:30			268		235		
04:45			48	156	60	233	389	16:45			241	935	241	872	1807
05:00			41		68			17:00			229		205		
05:15			55		77			17:15			218		200		
05:30			51		90			17:30			225		191		
05:45			68	215	108	343	558	17:45			251	923	212	808	1731
06:00			99		118			18:00			226		184		
06:15			95		135			18:15			208		180		
06:30			108		141			18:30			212		187		
06:45			130	432	188	582	1014	18:45			201	847	162	713	1560
07:00			151		201			19:00			184		135		
07:15			168		189			19:15			177		144		
07:30			158		235			19:30			162		141		
07:45			192	669	169	794	1463	19:45			142	665	132	552	1217
08:00			177		215			20:00			135		100		
08:15			184		222			20:15			108		95		
08:30			152		199			20:30			115		90		
08:45			149	662	175	811	1473	20:45			90	448	84	369	817
09:00			131		161			21:00			77		82		
09:15			128		154			21:15			76		62		
09:30			122		135			21:30			84		35		
09:45			135	516	133	583	1099	21:45			65	302	44	223	525
10:00			134		141			22:00			44		41		
10:15			148		128			22:15			51		35		
10:30			136		135			22:30			40		30		
10:45			127	545	144	548	1093	22:45			35	170	33	139	309
11:00			122		151			23:00			42		28		
11:15			141		152			23:15			37		26		
11:30			151		156			23:30			31		21		
11:45			142	556	142	601	1157	23:45			33	143	25	100	243
Total Vol.				4185		4995	**9180**					7055		6205	**13260**

	AM			PM		
Daily Totals	NB	SB	EB	WB	**Combined**	
			11240	11200	**22440**	
Split %	45.6%	54.4%	**40.9%**	53.2%	46.8%	**59.1%**
Peak Hour	07:30	07:30	**07:30**	16:15	16:15	**16:15**
Volume	711	841	**1552**	973	897	**1870**
P.H.F.	0.93	0.89	**0.96**	0.91	0.93	**0.93**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011 CITY: VALLEY CENTER PROJECT: CA11-0923-1752-010

VALLEY CENTER BTN LIZARD RACKS & COLE GRADE

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			12		12			12:00			66		70		
00:15			5		18			12:15			68		74		
00:30			6		11			12:30			70		84		
00:45			5	28	10	51	79	12:45			81	285	88	316	601
01:00			13		9			13:00			75		74		
01:15			5		7			13:15			70		85		
01:30			1		2			13:30			82		88		
01:45			2	21	1	19	40	13:45			88	315	74	321	636
02:00			1		2			14:00			75		80		
02:15			0		1			14:15			70		81		
02:30			1		0			14:30			82		88		
02:45			1	3	1	4	7	14:45			87	314	95	344	658
03:00			2		1			15:00			91		105		
03:15			1		5			15:15			88		111		
03:30			0		4			15:30			98		115		
03:45			1	4	5	15	19	15:45			104	381	109	440	821
04:00			2		6			16:00			101		131		
04:15			4		7			16:15			151		128		
04:30			5		15			16:30			162		151		
04:45			11	22	11	39	61	16:45			168	582	162	572	1154
05:00			12		19			17:00			121		108		
05:15			11		22			17:15			155		115		
05:30			18		26			17:30			130		121		
05:45			28	69	30	97	166	17:45			162	568	133	477	1045
06:00			33		35			18:00			151		134		
06:15			35		41			18:15			132		131		
06:30			40		54			18:30			141		118		
06:45			51	159	88	218	377	18:45			108	532	106	489	1021
07:00			66		111			19:00			116		121		
07:15			70		80			19:15			90		88		
07:30			112		95			19:30			74		64		
07:45			131	379	106	392	771	19:45			70	350	66	339	689
08:00			124		151			20:00			65		60		
08:15			130		135			20:15			51		51		
08:30			90		80			20:30			42		55		
08:45			105	449	71	437	886	20:45			35	193	42	208	401
09:00			90		84			21:00			44		35		
09:15			77		65			21:15			31		30		
09:30			70		66			21:30			28		28		
09:45			65	302	70	285	587	21:45			33	136	20	113	249
10:00			51		61			22:00			31		26		
10:15			55		68			22:15			28		19		
10:30			48		54			22:30			22		21		
10:45			50	204	50	233	437	22:45			26	107	22	88	195
11:00			56		44			23:00			19		25		
11:15			54		51			23:15			22		15		
11:30			51		62			23:30			20		18		
11:45			55	216	66	223	439	23:45			15	76	13	71	147
Total Vol.				1856		2013	**3869**					3839		3778	**7617**

			Daily Totals		
	NB	SB	EB	WB	Combined
			5695	5791	11486
	AM		PM		
Split %	48.0%	52.0%	50.4%	49.6%	66.3%
Peak Hour	07:30	07:30	16:30	16:00	16:00
Volume	497	487	606	572	1154
P.H.F.	0.95	0.81	0.90	0.88	0.87

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011 | CITY: VALLEY CENTER | PROJECT: CA11-0923-1752-019

MILLER BTN JAKE & VALLEY CENTER

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	0		0					12:00	12		11				
00:15	1		1					12:15	11		15				
00:30	0		0					12:30	9		11				
00:45	0	1	0	1			2	12:45	9	41	16	53			94
01:00	1		1					13:00	7		12				
01:15	0		1					13:15	6		9				
01:30	0		0					13:30	4		7				
01:45	2	3	0	2			5	13:45	10	27	13	41			68
02:00	0		0					14:00	9		11				
02:15	1		0					14:15	7		10				
02:30	0		1					14:30	10		9				
02:45	0	1	1	2			3	14:45	14	40	7	37			77
03:00	0		0					15:00	15		10				
03:15	0		2					15:15	10		9				
03:30	1		0					15:30	16		11				
03:45	0	1	1	3			4	15:45	19	60	12	42			102
04:00	0		1					16:00	18		10				
04:15	0		2					16:15	20		15				
04:30	2		0					16:30	28		18				
04:45	2	4	1	4			8	16:45	18	84	14	57			141
05:00	2		0					17:00	26		12				
05:15	1		1					17:15	25		19				
05:30	0		5					17:30	21		10				
05:45	0	3	4	10			13	17:45	16	88	22	63			151
06:00	1		5					18:00	12		16				
06:15	2		9					18:15	18		11				
06:30	3		16					18:30	11		5				
06:45	4	10	12	42			52	18:45	9	50	10	42			92
07:00	7		20					19:00	12		7				
07:15	5		10					19:15	7		8				
07:30	8		28					19:30	9		9				
07:45	12	32	15	73			105	19:45	7	35	7	31			66
08:00	15		22					20:00	9		10				
08:15	15		27					20:15	5		5				
08:30	10		30					20:30	7		4				
08:45	13	53	22	101			154	20:45	6	27	5	24			51
09:00	7		11					21:00	5		1				
09:15	10		15					21:15	4		1				
09:30	11		12					21:30	5		0				
09:45	8	36	10	48			84	21:45	0	14	1	3			17
10:00	9		9					22:00	2		1				
10:15	12		9					22:15	1		0				
10:30	6		12					22:30	1		0				
10:45	7	34	10	40			74	22:45	2	6	1	2			8
11:00	9		11					23:00	1		2				
11:15	11		9					23:15	2		0				
11:30	10		7					23:30	1		0				
11:45	17	47	10	37			84	23:45	0	4	1	3			7
Total Vol.		225		363			**588**			476		398			**874**

	Daily Totals NB	SB	EB	WB	Combined
	701	761			**1462**
	AM		**PM**		
Split %	38.3%	61.7%	**40.2%**	54.5%	45.5%	**59.8%**
Peak Hour	08:00	08:00	**08:00**	16:30	17:15	**16:30**
Volume	53	101	**154**	97	67	**160**
P.H.F.	0.88	0.84	**0.92**	0.88	0.76	**0.87**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011 | CITY: VALLEY CENTER | PROJECT: CA11-0923-1752-008

COLE GRADE BTN FRIUTVALE & VALLEY CENTER

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	28		20					12:00	54		70				
00:15	21		19					12:15	55		54				
00:30	26		22					12:30	57		55				
00:45	19	94	15	76			170	12:45	62	228	67	246			474
01:00	12		11					13:00	68		61				
01:15	15		14					13:15	60		74				
01:30	11		10					13:30	69		70				
01:45	9	47	9	44			91	13:45	70	267	55	260			527
02:00	10		7					14:00	77		68				
02:15	5		5					14:15	74		60				
02:30	7		5					14:30	75		72				
02:45	8	30	4	21			51	14:45	67	293	51	251			544
03:00	5		1					15:00	65		55				
03:15	4		1					15:15	79		66				
03:30	2		5					15:30	84		70				
03:45	6	17	4	11			28	15:45	77	305	88	279			584
04:00	10		5					16:00	108		99				
04:15	15		6					16:15	121		138				
04:30	12		11					16:30	141		121				
04:45	18	55	15	37			92	16:45	125	495	168	526			1021
05:00	22		10					17:00	138		80				
05:15	19		19					17:15	108		115				
05:30	25		26					17:30	90		92				
05:45	32	98	22	77			175	17:45	109	445	98	385			830
06:00	40		28					18:00	101		97				
06:15	51		35					18:15	90		105				
06:30	65		54					18:30	99		90				
06:45	100	256	88	205			461	18:45	70	360	75	367			727
07:00	138		121					19:00	84		84				
07:15	208		168					19:15	80		88				
07:30	77		215					19:30	65		65				
07:45	68	491	144	648			1139	19:45	51	280	74	311			591
08:00	55		138					20:00	55		70				
08:15	84		108					20:15	68		51				
08:30	70		90					20:30	54		44				
08:45	51	260	55	391			651	20:45	50	227	48	213			440
09:00	55		64					21:00	40		51				
09:15	68		66					21:15	44		52				
09:30	60		51					21:30	35		35				
09:45	42	225	48	229			454	21:45	38	157	28	166			323
10:00	55		51					22:00	31		22				
10:15	50		55					22:15	28		19				
10:30	41		50					22:30	22		25				
10:45	48	194	68	224			418	22:45	26	107	20	86			193
11:00	44		66					23:00	27		19				
11:15	68		60					23:15	20		20				
11:30	66		72					23:30	19		16				
11:45	70	248	68	266			514	23:45	22	88	17	72			160
Total Vol.		2015		2229			**4244**			3252		3162			**6414**

Daily Totals	NB	SB	EB	WB	Combined
	5267	5391			**10658**

	AM			PM		
Split %	47.5%	52.5%	**39.8%**	50.7%	49.3%	**60.2%**
Peak Hour	06:45	07:15	**07:00**	16:15	16:00	**16:15**
Volume	523	665	**1139**	525	526	**1032**
P.H.F.	0.63	0.77	**0.76**	0.91	0.78	**0.88**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011 | CITY: VALLEY CENTER | PROJECT: CA11-0923-1752-007

COLE GRADE BTN MILLER & FRIUTVALE

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB	
00:00	25		22				12:00	64		77				
00:15	22		15				12:15	60		74				
00:30	20		12				12:30	61		68				
00:45	16	83	15	64		147	12:45	55	240	60	279			519
01:00	21		11				13:00	68		75				
01:15	18		9				13:15	78		84				
01:30	20		12				13:30	74		81				
01:45	11	70	16	48		118	13:45	84	304	75	315			619
02:00	9		8				14:00	80		77				
02:15	4		7				14:15	77		84				
02:30	5		5				14:30	74		89				
02:45	7	25	1	21		46	14:45	84	315	68	318			633
03:00	7		5				15:00	85		75				
03:15	9		4				15:15	74		84				
03:30	10		5				15:30	80		81				
03:45	12	38	11	25		63	15:45	92	331	92	332			663
04:00	19		9				16:00	108		98				
04:15	11		15				16:15	115		121				
04:30	15		12				16:30	126		135				
04:45	20	65	18	54		119	16:45	122	471	168	522			993
05:00	16		16				17:00	141		88				
05:15	22		20				17:15	108		101				
05:30	25		28				17:30	111		98				
05:45	35	98	33	97		195	17:45	95	455	105	392			847
06:00	51		32				18:00	101		99				
06:15	68		51				18:15	90		91				
06:30	75		66				18:30	68		84				
06:45	95	289	84	233		522	18:45	75	334	88	362			696
07:00	151		108				19:00	77		85				
07:15	210		166				19:15	70		68				
07:30	77		235				19:30	51		66				
07:45	60	498	141	650		1148	19:45	68	266	74	293			559
08:00	51		135				20:00	43		70				
08:15	88		109				20:15	35		51				
08:30	84		99				20:30	41		45				
08:45	56	279	56	399		678	20:45	44	163	35	201			364
09:00	51		51				21:00	34		33				
09:15	55		55				21:15	30		41				
09:30	48		59				21:30	26		28				
09:45	41	195	51	216		411	21:45	22	112	26	128			240
10:00	55		48				22:00	31		22				
10:15	62		44				22:15	24		19				
10:30	68		51				22:30	28		21				
10:45	77	262	62	205		467	22:45	20	103	22	84			187
11:00	74		66				23:00	16		26				
11:15	74		64				23:15	22		28				
11:30	70		70				23:30	12		20				
11:45	65	283	62	262		545	23:45	21	71	19	93			164
Total Vol.		2185		2274		**4459**			3165		3319			**6484**

Daily Totals

	NB	SB	EB	WB	Combined
	5350	5593			**10943**

	AM			PM		
Split %	49.0%	51.0%	**40.7%**	48.8%	51.2%	**59.3%**
Peak Hour	06:45	07:15	**07:00**	16:15	16:00	**16:15**
Volume	533	677	**1148**	504	522	**1016**
P.H.F.	0.63	0.72	**0.76**	0.96	0.78	**0.88**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Average Daily Traffic Volumes

Prepared by: Field Data Services of Arizona, Inc.

THURSDAY, SEPTEMBER 22 2011 | CITY: VALLEY CENTER | PROJECT: CA11-0923-1752-009

COLE GRADE BTN VALLEY CENTER & TURTLE ROCK

AM Period	NB		SB		EB	WB	PM Period	NB		SB		EB	WB	
00:00	0		0				12:00	16		19				
00:15	1		0				12:15	20		22				
00:30	0		0				12:30	19		26				
00:45	0	1	1	1		2	12:45	15	70	18	85			155
01:00	0		1				13:00	22		20				
01:15	0		0				13:15	16		15				
01:30	1		0				13:30	10		11				
01:45	0	1	0	1		2	13:45	9	57	17	63			120
02:00	0		2				14:00	11		13				
02:15	1		1				14:15	16		14				
02:30	2		0				14:30	20		10				
02:45	0	3	1	4		7	14:45	19	66	18	55			121
03:00	0		0				15:00	11		13				
03:15	0		0				15:15	15		12				
03:30	0		0				15:30	26		16				
03:45	0	0	1	1		1	15:45	20	72	21	62			134
04:00	1		2				16:00	25		23				
04:15	1		1				16:15	23		20				
04:30	0		0				16:30	20		19				
04:45	0	2	2	5		7	16:45	33	101	25	87			188
05:00	0		1				17:00	31		33				
05:15	1		0				17:15	25		25				
05:30	1		1				17:30	16		26				
05:45	2	4	0	2		6	17:45	21	93	18	102			195
06:00	0		2				18:00	18		19				
06:15	4		1				18:15	20		12				
06:30	5		2				18:30	16		15				
06:45	7	16	6	11		27	18:45	11	65	9	55			120
07:00	10		10				19:00	15		16				
07:15	9		18				19:15	9		7				
07:30	9		14				19:30	7		5				
07:45	15	43	22	64		107	19:45	5	36	4	32			68
08:00	20		28				20:00	1		1				
08:15	16		20				20:15	2		2				
08:30	22		19				20:30	5		1				
08:45	12	70	11	78		148	20:45	1	9	5	9			18
09:00	15		13				21:00	1		4				
09:15	10		11				21:15	2		5				
09:30	19		15				21:30	1		1				
09:45	10	54	7	46		100	21:45	3	7	1	11			18
10:00	9		12				22:00	1		0				
10:15	13		7				22:15	0		1				
10:30	11		8				22:30	1		2				
10:45	15	48	9	36		84	22:45	1	3	1	4			7
11:00	7		12				23:00	2		2				
11:15	9		11				23:15	1		0				
11:30	12		15				23:30	0		1				
11:45	15	43	18	56		99	23:45	0	3	0	3			6
Total Vol.		285		305		**590**		582		568				**1150**

Daily Totals

	NB	SB	EB	WB	Combined
	867	873			**1740**

	AM			PM		
Split %	48.3%	51.7%	**33.9%**	50.6%	49.4%	**66.1%**
Peak Hour	07:45	07:45	**07:45**	16:30	16:45	**16:45**
Volume	73	89	**162**	109	109	**214**
P.H.F.	0.83	0.79	**0.84**	0.87	0.83	**0.84**

PACIFIC TRAFFIC & TRANSIT DATA SERVICES

Prepared by NDS/ATD

VOLUME

Gopher Canyon Rd to City of Vista City Limit

Day: Tuesday
Date: 12/18/2012

City: Vista
Project #: CA12_4433_001

DAILY TOTALS	NB	SB	EB	WB	Total
	10,511	10,510	0	0	21,021

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	12		12						24		12:00	117		132						249	
00:15	20		16						36		12:15	143		128						271	
00:30	20		16						36		12:30	158		146						304	
00:45	14	66	11	55					25	121	12:45	148	566	129	535					277	1101
01:00	15		12						27		13:00	122		112						234	
01:15	14		9						23		13:15	149		123						272	
01:30	5		2						7		13:30	145		160						305	
01:45	6	40	8	31					14	71	13:45	136	552	118	513					254	1065
02:00	7		7						14		14:00	163		128						291	
02:15	6		4						10		14:15	199		143						342	
02:30	7		17						24		14:30	213		151						364	
02:45	3	23	9	37					12	60	14:45	192	767	144	566					336	1333
03:00	4		11						15		15:00	183		163						346	
03:15	7		16						23		15:15	188		139						327	
03:30	14		16						30		15:30	221		165						386	
03:45	12	37	18	61					30	98	15:45	213	805	157	624					370	1429
04:00	9		20						29		16:00	261		155						416	
04:15	14		19						33		16:15	213		194						407	
04:30	24		20						44		16:30	237		159						396	
04:45	33	80	35	94					68	174	16:45	215	926	173	681					388	1607
05:00	36		48						84		17:00	209		147						356	
05:15	53		100						153		17:15	259		184						443	
05:30	67		121						188		17:30	230		172						402	
05:45	77	233	91	360					168	593	17:45	209	907	134	637					343	1544
06:00	132		110						242		18:00	198		117						315	
06:15	116		170						286		18:15	201		102						303	
06:30	135		226						361		18:30	157		93						250	
06:45	178	561	233	739					411	1300	18:45	154	710	84	396					238	1106
07:00	172		253						425		19:00	135		71						206	
07:15	145		307						452		19:15	135		70						205	
07:30	134		330						464		19:30	86		67						153	
07:45	128	579	355	1245					483	1824	19:45	80	436	55	263					135	699
08:00	117		309						426		20:00	101		53						154	
08:15	166		207						373		20:15	106		45						151	
08:30	124		241						365		20:30	100		49						149	
08:45	119	526	267	1024					386	1550	20:45	93	400	63	210					156	610
09:00	132		190						322		21:00	71		48						119	
09:15	132		217						349		21:15	65		40						105	
09:30	149		210						359		21:30	64		63						127	
09:45	118	531	243	860					361	1391	21:45	65	265	48	199					113	464
10:00	147		189						336		22:00	63		36						99	
10:15	146		138						284		22:15	42		42						84	
10:30	164		163						327		22:30	37		34						71	
10:45	152	609	164	654					316	1263	22:45	40	182	32	144					72	326
11:00	184		133						317		23:00	37		32						69	
11:15	134		134						268		23:15	40		17						57	
11:30	113		115						228		23:30	14		17						31	
11:45	164	595	123	505					287	1100	23:45	24	115	11	77					35	192
TOTALS		3880		5665						9545	TOTALS		6631		4845						11476
SPLIT %		40.6%		59.4%						45.4%	SPLIT %		57.8%		42.2%						54.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	10,511	10,510	0	0	21,021

AM Peak Hour	10:15	07:15			07:15	PM Peak Hour	16:00	16:00			16:00
AM Pk Volume	646	1301			1825	PM Pk Volume	926	681			1607
Pk Hr Factor	0.878	0.916			0.945	Pk Hr Factor	0.887	0.878			0.966
7 - 9 Volume	1105	2269	0	0	3374	4 - 6 Volume	1833	1318	0	0	3151
7 - 9 Peak Hour	07:00	07:15			07:15	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	579	1301	0	0	1825	4 - 6 Pk Volume	926	681	0	0	1607
Pk Hr Factor	0.842	0.916	0.000	0.000	0.945	Pk Hr Factor	0.887	0.878	0.000	0.000	0.966

Prepared by NDS/ATD

VOLUME

Valley Center Rd N/o Woods Valley Rd

Day: Tuesday
Date: 12/18/2012

City: Valley Center
Project #: CA12_4433_003

DAILY TOTALS	NB	SB	EB	WB	Total
	10,643	10,647	0	0	21,290

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	15		25						40		12:00	142		196						338	
00:15	32		43						75		12:15	140		157						297	
00:30	23		19						42		12:30	145		141						286	
00:45	14	84	34	121					48	205	12:45	127	554	160	654					287	1208
01:00	8		14						22		13:00	136		153						289	
01:15	14		23						37		13:15	139		153						292	
01:30	12		13						25		13:30	186		137						323	
01:45	4	38	16	66					20	104	13:45	169	630	135	578					304	1208
02:00	4		17						21		14:00	183		175						358	
02:15	5		19						24		14:15	195		161						356	
02:30	11		20						31		14:30	175		179						354	
02:45	9	29	8	64					17	93	14:45	188	741	165	680					353	1421
03:00	11		17						28		15:00	205		159						364	
03:15	5		16						21		15:15	225		168						393	
03:30	7		26						33		15:30	208		186						394	
03:45	6	29	21	80					27	109	15:45	221	859	185	698					406	1557
04:00	2		23						25		16:00	214		173						387	
04:15	13		21						34		16:15	241		161						402	
04:30	16		38						54		16:30	259		177						436	
04:45	17	48	41	123					58	171	16:45	243	957	185	696					428	1653
05:00	14		58						72		17:00	224		159						383	
05:15	30		81						111		17:15	252		192						444	
05:30	57		113						170		17:30	258		165						423	
05:45	60	161	83	335					143	496	17:45	251	985	156	672					407	1657
06:00	70		145						215		18:00	233		135						368	
06:15	118		150						268		18:15	202		113						315	
06:30	110		175						285		18:30	190		88						278	
06:45	150	448	177	647					327	1095	18:45	178	803	92	428					270	1231
07:00	138		171						309		19:00	176		93						269	
07:15	155		198						353		19:15	170		95						265	
07:30	122		252						374		19:30	136		85						221	
07:45	137	552	188	809					325	1361	19:45	129	611	65	338					194	949
08:00	165		183						348		20:00	98		62						160	
08:15	130		263						393		20:15	108		65						173	
08:30	104		223						327		20:30	90		58						148	
08:45	115	514	174	843					289	1357	20:45	102	398	61	246					163	644
09:00	93		191						284		21:00	124		50						174	
09:15	128		189						317		21:15	85		47						132	
09:30	124		173						297		21:30	99		52						151	
09:45	107	452	182	735					289	1187	21:45	60	368	59	208					119	576
10:00	100		185						285		22:00	59		48						107	
10:15	113		173						286		22:15	77		61						138	
10:30	115		172						287		22:30	52		43						95	
10:45	123	451	137	667					260	1118	22:45	51	239	45	197					96	436
11:00	134		147						281		23:00	36		38						74	
11:15	133		162						295		23:15	43		33						76	
11:30	141		182						323		23:30	29		23						52	
11:45	152	560	149	640					301	1200	23:45	24	132	28	122					52	254
TOTALS		3366		5130						8496	TOTALS		7277		5517						12794
SPLIT %		39.6%		60.4%						39.9%	SPLIT %		56.9%		43.1%						60.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	10,643	10,647	0	0	21,290

AM Peak Hour	07:15	07:30			07:30	PM Peak Hour	17:15	16:30			16:30
AM Pk Volume	579	886			1440	PM Pk Volume	994	713			1691
Pk Hr Factor	0.877	0.842			0.916	Pk Hr Factor	0.963	0.928			0.952
7 - 9 Volume	1066	1652	0	0	2718	4 - 6 Volume	1942	1368	0	0	3310
7 - 9 Peak Hour	07:15	07:30			07:30	4 - 6 Peak Hour	17:00	16:30			16:30
7 - 9 Pk Volume	579	886	0	0	1440	4 - 6 Pk Volume	985	713	0	0	1691
Pk Hr Factor	0.877	0.842	0.000	0.000	0.916	Pk Hr Factor	0.954	0.928	0.000	0.000	0.952

Prepared by NDS/ATD

VOLUME

Gopher Canyon Rd to City of Vista City Limit

Day: Tuesday
Date: 12/18/2012

City: Vista
Project #: CA12_4433_001

DAILY TOTALS	NB	SB	EB	WB	Total
	10,511	10,510	0	0	21,021

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	12		12						24		12:00	117		132						249	
00:15	20		16						36		12:15	143		128						271	
00:30	20		16						36		12:30	158		146						304	
00:45	14	66	11	55					25	121	12:45	148	566	129	535					277	1101
01:00	15		12						27		13:00	122		112						234	
01:15	14		9						23		13:15	149		123						272	
01:30	5		2						7		13:30	145		160						305	
01:45	6	40	8	31					14	71	13:45	136	552	118	513					254	1065
02:00	7		7						14		14:00	163		128						291	
02:15	6		4						10		14:15	199		143						342	
02:30	7		17						24		14:30	213		151						364	
02:45	3	23	9	37					12	60	14:45	192	767	144	566					336	1333
03:00	4		11						15		15:00	183		163						346	
03:15	7		16						23		15:15	188		139						327	
03:30	14		16						30		15:30	221		165						386	
03:45	12	37	18	61					30	98	15:45	213	805	157	624					370	1429
04:00	9		20						29		16:00	261		155						416	
04:15	14		19						33		16:15	213		194						407	
04:30	24		20						44		16:30	237		159						396	
04:45	33	80	35	94					68	174	16:45	215	926	173	681					388	1607
05:00	36		48						84		17:00	209		147						356	
05:15	53		100						153		17:15	259		184						443	
05:30	67		121						188		17:30	230		172						402	
05:45	77	233	91	360					168	593	17:45	209	907	134	637					343	1544
06:00	132		110						242		18:00	198		117						315	
06:15	116		170						286		18:15	201		102						303	
06:30	135		226						361		18:30	157		93						250	
06:45	178	561	233	739					411	1300	18:45	154	710	84	396					238	1106
07:00	172		253						425		19:00	135		71						206	
07:15	145		307						452		19:15	135		70						205	
07:30	134		330						464		19:30	86		67						153	
07:45	128	579	355	1245					483	1824	19:45	80	436	55	263					135	699
08:00	117		309						426		20:00	101		53						154	
08:15	166		207						373		20:15	106		45						151	
08:30	124		241						365		20:30	100		49						149	
08:45	119	526	267	1024					386	1550	20:45	93	400	63	210					156	610
09:00	132		190						322		21:00	71		48						119	
09:15	132		217						349		21:15	65		40						105	
09:30	149		210						359		21:30	64		63						127	
09:45	118	531	243	860					361	1391	21:45	65	265	48	199					113	464
10:00	147		189						336		22:00	63		36						99	
10:15	146		138						284		22:15	42		42						84	
10:30	164		163						327		22:30	37		34						71	
10:45	152	609	164	654					316	1263	22:45	40	182	32	144					72	326
11:00	184		133						317		23:00	37		32						69	
11:15	134		134						268		23:15	40		17						57	
11:30	113		115						228		23:30	14		17						31	
11:45	164	595	123	505					287	1100	23:45	24	115	11	77					35	192
TOTALS		3880		5665						9545	TOTALS		6631		4845						11476
SPLIT %		40.6%		59.4%						45.4%	SPLIT %		57.8%		42.2%						54.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	10,511	10,510	0	0	21,021

AM Peak Hour	10:15	07:15			07:15	PM Peak Hour	16:00	16:00			16:00
AM Pk Volume	646	1301			1825	PM Pk Volume	926	681			1607
Pk Hr Factor	0.878	0.916			0.945	Pk Hr Factor	0.887	0.878			0.966
7 - 9 Volume	1105	2269	0	0	3374	4 - 6 Volume	1833	1318	0	0	3151
7 - 9 Peak Hour	07:00	07:15			07:15	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	579	1301	0	0	1825	4 - 6 Pk Volume	926	681	0	0	1607
Pk Hr Factor	0.842	0.916	0.000	0.000	0.945	Pk Hr Factor	0.887	0.878	0.000	0.000	0.966

Prepared by NDS/ATD

VOLUME

Lilac Rd from Couser Canyon Rd to W Lilac Rd

Day: Thursday
Date: 11/29/2012

City: Bonsall
Project #: CA12_4415_013

DAILY TOTALS	NB	SB	EB	WB	Total
	565	584	0	0	1,149

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	6		8						14	
00:15	0		0						0		12:15	9		7						16	
00:30	1		0						1		12:30	10		8						18	
00:45	0	1	0						0	1	12:45	5	30	8	31					13	61
01:00	0		0						0		13:00	6		12						18	
01:15	1		0						1		13:15	5		8						13	
01:30	0		0						0		13:30	11		9						20	
01:45	1	2	0						1	2	13:45	5	27	11	40					16	67
02:00	0		0						0		14:00	13		14						27	
02:15	0		0						0		14:15	16		13						29	
02:30	0		0						0		14:30	15		11						26	
02:45	1	1	0						1	1	14:45	12	56	16	54					28	110
03:00	1		1						2		15:00	6		11						17	
03:15	1		1						2		15:15	15		7						22	
03:30	0		0						0		15:30	15		11						26	
03:45	0	2	1	3					1	5	15:45	11	47	16	45					27	92
04:00	1		1						2		16:00	11		4						15	
04:15	2		2						4		16:15	6		11						17	
04:30	0		0						0		16:30	14		8						22	
04:45	1	4	2	5					3	9	16:45	11	42	14	37					25	79
05:00	1		4						5		17:00	13		12						25	
05:15	2		3						5		17:15	13		10						23	
05:30	3		4						7		17:30	11		8						19	
05:45	3	9	8	19					11	28	17:45	18	55	6	36					24	91
06:00	1		10						11		18:00	11		5						16	
06:15	1		6						7		18:15	9		6						15	
06:30	4		11						15		18:30	12		13						25	
06:45	7	13	7	34					14	47	18:45	11	43	10	34					21	77
07:00	5		13						18		19:00	4		4						8	
07:15	5		18						23		19:15	5		1						6	
07:30	8		13						21		19:30	4		2						6	
07:45	5	23	13	57					18	80	19:45	6	19	2	9					8	28
08:00	11		13						24		20:00	3		2						5	
08:15	5		9						14		20:15	5		2						7	
08:30	5		13						18		20:30	2		3						5	
08:45	6	27	5	40					11	67	20:45	9	19	1	8					10	27
09:00	9		10						19		21:00	4		1						5	
09:15	3		15						18		21:15	13		2						15	
09:30	10		18						28		21:30	8		1						9	
09:45	5	27	15	58					20	85	21:45	11	36	6	10					17	46
10:00	6		6						12		22:00	8		1						9	
10:15	5		7						12		22:15	9		1						10	
10:30	8		6						14		22:30	3		1						4	
10:45	6	25	6	25					12	50	22:45	1	21	0	3					1	24
11:00	5		3						8		23:00	4		0						4	
11:15	6		15						21		23:15	2		1						3	
11:30	9		7						16		23:30	2		0						2	
11:45	7	27	10	35					17	62	23:45	1	9	0	1					1	10
TOTALS		161		276						**437**	**TOTALS**		404		308						**712**
SPLIT %		36.8%		63.2%						**38.0%**	**SPLIT %**		56.7%		43.3%						**62.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	565	584	0	0	1,149

AM Peak Hour	11:45	09:00			**07:15**	**PM Peak Hour**	14:00	14:00			**14:00**
AM Pk Volume	32	58			**86**	**PM Pk Volume**	56	54			**110**
Pk Hr Factor	0.800	0.806			**0.896**	**Pk Hr Factor**	0.875	0.844			**0.948**
7 - 9 Volume	50	97	0	0	**147**	**4 - 6 Volume**	97	73	0	0	**170**
7 - 9 Peak Hour	07:15	07:00			**07:15**	**4 - 6 Peak Hour**	17:00	16:15			**16:30**
7 - 9 Pk Volume	29	57	0	0	**86**	**4 - 6 Pk Volume**	55	45	0	0	**95**
Pk Hr Factor	0.659	0.792	0.000	0.000	**0.896**	**Pk Hr Factor**	0.764	0.804	0.000	0.000	**0.950**

Prepared by NDS/ATD

VOLUME

Pankey Rd from Pala Mesa Dr to SR-76

Day: Thursday
Date: 11/29/2012

City: Bonsall
Project #: CA12_4415_012

DAILY TOTALS	NB	SB	EB	WB	Total
	29	36	0	0	65

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	1		2						3	
00:15	1		1						2		12:15	0		0						0	
00:30	0		0						0		12:30	0		1						1	
00:45	0	1	0	1					0	2	12:45	0	1	0	3					0	4
01:00	0		0						0		13:00	1		3						4	
01:15	0		0						0		13:15	0		2						2	
01:30	1		1						2		13:30	1		3						4	
01:45	0	1	0	1					0	2	13:45	0	2	0	8					0	10
02:00	0		0						0		14:00	0		1						1	
02:15	0		0						0		14:15	0		0						0	
02:30	0		0						0		14:30	0		1						1	
02:45	0		0						0		14:45	0		1	3					1	3
03:00	0		0						0		15:00	0		0						0	
03:15	0		0						0		15:15	3		2						5	
03:30	0		0						0		15:30	1		2						3	
03:45	0		0						0		15:45	0	4	0	4					0	8
04:00	0		0						0		16:00	0		0						0	
04:15	0		0						0		16:15	0		0						0	
04:30	0		0						0		16:30	1		1						2	
04:45	0		0						0		16:45	0	1	0	1					0	2
05:00	0		0						0		17:00	1		0						1	
05:15	0		0						0		17:15	0		1						1	
05:30	0		0						0		17:30	0		0						0	
05:45	0		0						0		17:45	0	1	0	1					0	2
06:00	0		0						0		18:00	0		0						0	
06:15	0		0						0		18:15	0		0						0	
06:30	0		0						0		18:30	0		0						0	
06:45	0		0						0		18:45	0		0						0	
07:00	0		0						0		19:00	1		1						2	
07:15	0		0						0		19:15	0		0						0	
07:30	0		0						0		19:30	0		0						0	
07:45	1	1	0						1	1	19:45	0	1	0	1					0	2
08:00	0		0						0		20:00	0		0						0	
08:15	3		0						3		20:15	0		0						0	
08:30	3		0						3		20:30	0		0						0	
08:45	1	7	0						1	7	20:45	0		0						0	
09:00	0		0						0		21:00	0		0						0	
09:15	0		0						0		21:15	0		0						0	
09:30	3		0						3		21:30	0		0						0	
09:45	0	3	0						0	3	21:45	0		0						0	
10:00	0		0						0		22:00	0		0						0	
10:15	0		1						1		22:15	0		0						0	
10:30	1		1						2		22:30	0		0						0	
10:45	1	2	1	3					2	5	22:45	0		0						0	
11:00	2		3						5		23:00	0		0						0	
11:15	0		6						6		23:15	0		0						0	
11:30	1		0						1		23:30	0		0						0	
11:45	1	4	1	10					2	14	23:45	0		0						0	
TOTALS		19		15						**34**	**TOTALS**		10		21						**31**
SPLIT %		55.9%		44.1%						**52.3%**	**SPLIT %**		32.3%		67.7%						**47.7%**

DAILY TOTALS	NB	SB	EB	WB	Total
	29	36	0	0	65

AM Peak Hour	07:45	10:30			**10:30**	**PM Peak Hour**	14:45	12:45			**12:45**
AM Pk Volume	7	11			**15**	**PM Pk Volume**	4	8			**10**
Pk Hr Factor	0.583	0.458			**0.625**	**Pk Hr Factor**	0.333	0.667			**0.625**
7 - 9 Volume	8	0	0	0	**8**	**4 - 6 Volume**	2	2	0	0	**4**
7 - 9 Peak Hour	07:45				**07:45**	**4 - 6 Peak Hour**	16:15	16:30			**16:30**
7 - 9 Pk Volume	7	0	0	0	**7**	**4 - 6 Pk Volume**	2	2	0	0	**4**
Pk Hr Factor	0.583	0.000	0.000	0.000	**0.583**	**Pk Hr Factor**	0.500	0.500	0.000	0.000	**0.500**

Prepared by NDS/ATD

VOLUME

Old River Rd from SR-76 to Camino Del Rey

Day: Thursday
Date: 11/29/2012

City: Bonsall
Project #: CA12_4415_011

DAILY TOTALS	NB	SB	EB	WB	Total
	2,250	1,818	0	0	4,068

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	3		1						4		12:00	20		31						51	
00:15	2		1						3		12:15	28		27						55	
00:30	0		0						0		12:30	19		30						49	
00:45	1	6	1	3					2	9	12:45	22	89	32	120					54	209
01:00	1		1						2		13:00	34		31						65	
01:15	0		0						0		13:15	52		47						99	
01:30	1		0						1		13:30	153		32						185	
01:45	1	3	1	2					2	5	13:45	118	357	31	141					149	498
02:00	1		1						2		14:00	30		22						52	
02:15	1		0						1		14:15	39		28						67	
02:30	0		0						0		14:30	57		32						89	
02:45	0	2	0	1					0	3	14:45	47	173	30	112					77	285
03:00	0		1						1		15:00	59		32						91	
03:15	0		3						3		15:15	50		28						78	
03:30	2		0						2		15:30	45		32						77	
03:45	0	2	0	4					0	6	15:45	54	208	36	128					90	336
04:00	0		1						1		16:00	37		31						68	
04:15	2		3						5		16:15	53		37						90	
04:30	1		3						4		16:30	50		34						84	
04:45	7	10	3	10					10	20	16:45	49	189	31	133					80	322
05:00	1		11						12		17:00	44		25						69	
05:15	4		7						11		17:15	46		29						75	
05:30	3		8						11		17:30	31		27						58	
05:45	13	21	27	53					40	74	17:45	41	162	20	101					61	263
06:00	7		20						27		18:00	40		14						54	
06:15	16		15						31		18:15	27		14						41	
06:30	14		34						48		18:30	22		10						32	
06:45	21	58	41	110					62	168	18:45	18	107	15	53					33	160
07:00	30		42						72		19:00	11		14						25	
07:15	31		77						108		19:15	18		9						27	
07:30	71		87						158		19:30	8		6						14	
07:45	116	248	64	270					180	518	19:45	9	46	9	38					18	84
08:00	122		49						171		20:00	10		9						19	
08:15	13		30						43		20:15	10		9						19	
08:30	17		40						57		20:30	11		5						16	
08:45	13	165	32	151					45	316	20:45	7	38	5	28					12	66
09:00	25		24						49		21:00	8		6						14	
09:15	25		23						48		21:15	8		6						14	
09:30	22		25						47		21:30	8		7						15	
09:45	23	95	34	106					57	201	21:45	9	33	3	22					12	55
10:00	31		28						59		22:00	9		5						14	
10:15	28		24						52		22:15	3		3						6	
10:30	17		33						50		22:30	2		3						5	
10:45	19	95	24	109					43	204	22:45	4	18	3	14					7	32
11:00	31		21						52		23:00	0		2						2	
11:15	35		31						66		23:15	2		2						4	
11:30	29		21						50		23:30	3		3						6	
11:45	23	118	29	102					52	220	23:45	2	7	0	7					2	14
TOTALS		823		921						**1744**	**TOTALS**		1427		897						**2324**
SPLIT %		47.2%		52.8%						**42.9%**	**SPLIT %**		61.4%		38.6%						**57.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	2,250	1,818	0	0	4,068

AM Peak Hour	07:15	07:15			**07:15**	**PM Peak Hour**	13:00	12:45			**13:00**
AM Pk Volume	340	277			**617**	**PM Pk Volume**	357	142			**498**
Pk Hr Factor	0.697	0.796			**0.857**	**Pk Hr Factor**	0.583	0.755			**0.673**
7 - 9 Volume	413	421	0	0	**834**	**4 - 6 Volume**	351	234	0	0	**585**
7 - 9 Peak Hour	07:15	07:15			**07:15**	**4 - 6 Peak Hour**	16:15	16:00			**16:15**
7 - 9 Pk Volume	340	277	0	0	**617**	**4 - 6 Pk Volume**	196	133	0	0	**323**
Pk Hr Factor	0.697	0.796	0.000	0.000	**0.857**	**Pk Hr Factor**	0.925	0.899	0.000	0.000	**0.897**

Prepared by NDS/ATD

VOLUME

E Vista Way from SR-76 to Gopher Canyon Rd

Day: Thursday
Date: 11/29/2012

City: Bonsall
Project #: CA12_4415_009

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,593	7,521	15,114

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			7		13		20		12:00			97		101		198	
00:15			10		13		23		12:15			116		99		215	
00:30			5		12		17		12:30			100		84		184	
00:45			5	27	7	45	12	72	12:45			92	405	92	376	184	781
01:00			6		6		12		13:00			109		103		212	
01:15			7		5		12		13:15			106		114		220	
01:30			8		9		17		13:30			108		105		213	
01:45			4	25	7	27	11	52	13:45			118	441	95	417	213	858
02:00			5		5		10		14:00			112		114		226	
02:15			3		7		10		14:15			112		127		239	
02:30			2		7		9		14:30			125		112		237	
02:45			9	19	6	25	15	44	14:45			159	508	120	473	279	981
03:00			7		4		11		15:00			163		131		294	
03:15			7		9		16		15:15			152		139		291	
03:30			6		4		10		15:30			145		126		271	
03:45			8	28	16	33	24	61	15:45			154	614	133	529	287	1143
04:00			12		9		21		16:00			166		155		321	
04:15			15		13		28		16:15			157		146		303	
04:30			21		26		47		16:30			163		146		309	
04:45			28	76	23	71	51	147	16:45			175	661	156	603	331	1264
05:00			40		43		83		17:00			161		144		305	
05:15			61		48		109		17:15			161		154		315	
05:30			68		67		135		17:30			145		142		287	
05:45			85	254	73	231	158	485	17:45			124	591	161	601	285	1192
06:00			83		95		178		18:00			124		126		250	
06:15			132		121		253		18:15			98		136		234	
06:30			134		160		294		18:30			87		105		192	
06:45			120	469	145	521	265	990	18:45			72	381	98	465	170	846
07:00			171		167		338		19:00			75		79		154	
07:15			191		158		349		19:15			53		82		135	
07:30			178		157		335		19:30			42		70		112	
07:45			148	688	121	603	269	1291	19:45			44	214	71	302	115	516
08:00			120		106		226		20:00			48		80		128	
08:15			139		110		249		20:15			35		69		104	
08:30			128		105		233		20:30			43		64		107	
08:45			111	498	101	422	212	920	20:45			29	155	53	266	82	421
09:00			105		99		204		21:00			41		64		105	
09:15			98		83		181		21:15			37		57		94	
09:30			114		102		216		21:30			40		76		116	
09:45			110	427	70	354	180	781	21:45			41	159	43	240	84	399
10:00			100		94		194		22:00			30		46		76	
10:15			97		83		180		22:15			20		34		54	
10:30			102		88		190		22:30			22		29		51	
10:45			108	407	91	356	199	763	22:45			27	99	28	137	55	236
11:00			83		88		171		23:00			17		15		32	
11:15			102		93		195		23:15			11		15		26	
11:30			96		86		182		23:30			18		11		29	
11:45			111	392	101	368	212	760	23:45			9	55	15	56	24	111
TOTALS				3310		3056		6366	TOTALS				4283		4465		8748
SPLIT %				52.0%		48.0%		42.1%	SPLIT %				49.0%		51.0%		57.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	7,593	7,521	15,114

AM Peak Hour			07:00	06:30	07:00	PM Peak Hour			16:00	16:00	16:00
AM Pk Volume			688	630	1291	PM Pk Volume			661	603	1264
Pk Hr Factor			0.901	0.943	0.925	Pk Hr Factor			0.944	0.966	0.955
7 - 9 Volume	0	0	1186	1025	2211	4 - 6 Volume	0	0	1252	1204	2456
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	688	603	1291	4 - 6 Pk Volume	0	0	661	603	1264
Pk Hr Factor	0.000	0.000	0.901	0.903	0.925	Pk Hr Factor	0.000	0.000	0.944	0.966	0.955

Prepared by NDS/ATD

VOLUME

Gopher Canyon Rd from E Vista Way to I-15 SB Ramps

Day: Thursday
Date: 11/29/2012

City: Bonsall
Project #: CA12_4415_008

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,164	7,150	15,314

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			10		13		23		12:00			83		58		141	
00:15			15		13		28		12:15			85		80		165	
00:30			4		13		17		12:30			83		80		163	
00:45			4	33	9	48	13	81	12:45			83	334	82	300	165	634
01:00			7		9		16		13:00			91		76		167	
01:15			7		11		18		13:15			90		89		179	
01:30			5		9		14		13:30			101		85		186	
01:45			5	24	11	40	16	64	13:45			111	393	66	316	177	709
02:00			4		8		12		14:00			84		85		169	
02:15			4		7		11		14:15			136		86		222	
02:30			5		8		13		14:30			117		105		222	
02:45			5	18	7	30	12	48	14:45			162	499	78	354	240	853
03:00			8		9		17		15:00			152		101		253	
03:15			4		10		14		15:15			186		125		311	
03:30			8		4		12		15:30			252		113		365	
03:45			7	27	14	37	21	64	15:45			216	806	136	475	352	1281
04:00			9		16		25		16:00			259		131		390	
04:15			15		20		35		16:15			262		143		405	
04:30			19		26		45		16:30			260		154		414	
04:45			33	76	34	96	67	172	16:45			269	1050	117	545	386	1595
05:00			31		51		82		17:00			249		138		387	
05:15			46		60		106		17:15			277		139		416	
05:30			42		107		149		17:30			260		131		391	
05:45			65	184	85	303	150	487	17:45			214	1000	93	501	307	1501
06:00			83		92		175		18:00			152		162		314	
06:15			112		171		283		18:15			161		104		265	
06:30			125		183		308		18:30			110		86		196	
06:45			122	442	226	672	348	1114	18:45			95	518	65	417	160	935
07:00			122		204		326		19:00			81		54		135	
07:15			126		234		360		19:15			75		53		128	
07:30			176		166		342		19:30			57		49		106	
07:45			150	574	158	762	308	1336	19:45			48	261	37	193	85	454
08:00			117		156		273		20:00			66		41		107	
08:15			101		179		280		20:15			56		24		80	
08:30			103		184		287		20:30			45		36		81	
08:45			98	419	142	661	240	1080	20:45			38	205	23	124	61	329
09:00			86		122		208		21:00			54		39		93	
09:15			70		98		168		21:15			60		31		91	
09:30			76		106		182		21:30			52		24		76	
09:45			73	305	92	418	165	723	21:45			35	201	42	136	77	337
10:00			64		63		127		22:00			46		29		75	
10:15			89		57		146		22:15			26		25		51	
10:30			75		73		148		22:30			28		21		49	
10:45			70	298	93	286	163	584	22:45			15	115	20	95	35	210
11:00			60		70		130		23:00			21		13		34	
11:15			95		67		162		23:15			16		9		25	
11:30			83		76		159		23:30			16		15		31	
11:45			80	318	71	284	151	602	23:45			11	64	20	57	31	121
TOTALS				2718		3637		6355	TOTALS				5446		3513		8959
SPLIT %				42.8%		57.2%		41.5%	SPLIT %				60.8%		39.2%		58.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	8,164	7,150	15,314

AM Peak Hour			07:00	06:30	06:45	PM Peak Hour			16:30	15:45	16:30
AM Pk Volume			574	847	1376	PM Pk Volume			1055	564	1603
Pk Hr Factor			0.815	0.905	0.956	Pk Hr Factor			0.952	0.916	0.963
7 - 9 Volume	0	0	993	1423	2416	4 - 6 Volume	0	0	2050	1046	3096
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:30	16:15	16:30
7 - 9 Pk Volume	0	0	574	762	1336	4 - 6 Pk Volume	0	0	1055	552	1603
Pk Hr Factor	0.000	0.000	0.815	0.814	0.928	Pk Hr Factor	0.000	0.000	0.952	0.896	0.963

Prepared by NDS/ATD

VOLUME

Camino Del Rey from Camino Del Cielo to Old Hwy 395

Day: Thursday
Date: 11/29/2012

City: Bonsall
Project #: CA12_4415_007

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,463	2,383	4,846

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		2		2		12:00			31		28		59	
00:15			0		1		1		12:15			40		30		70	
00:30			0		2		2		12:30			29		31		60	
00:45			2	2	1	6	3	8	12:45			43	143	37	126	80	269
01:00			0		3		3		13:00			31		40		71	
01:15			1		1		2		13:15			24		42		66	
01:30			1		1		2		13:30			43		30		73	
01:45			2	4	2	7	4	11	13:45			40	138	30	142	70	280
02:00			0		1		1		14:00			40		38		78	
02:15			0		0		0		14:15			38		36		74	
02:30			0		1		1		14:30			36		45		81	
02:45			0		1	3	1	3	14:45			43	157	48	167	91	324
03:00			0		2		2		15:00			46		38		84	
03:15			4		0		4		15:15			55		50		105	
03:30			2		1		3		15:30			35		87		122	
03:45			2	8	0	3	2	11	15:45			47	183	57	232	104	415
04:00			3		1		4		16:00			49		49		98	
04:15			8		3		11		16:15			41		41		82	
04:30			10		4		14		16:30			26		74		100	
04:45			23	44	3	11	26	55	16:45			34	150	45	209	79	359
05:00			26		7		33		17:00			36		72		108	
05:15			19		10		29		17:15			38		63		101	
05:30			20		8		28		17:30			35		62		97	
05:45			33	98	11	36	44	134	17:45			27	136	44	241	71	377
06:00			40		17		57		18:00			12		53		65	
06:15			51		19		70		18:15			26		65		91	
06:30			63		37		100		18:30			20		30		50	
06:45			59	213	40	113	99	326	18:45			17	75	15	163	32	238
07:00			62		37		99		19:00			22		32		54	
07:15			53		33		86		19:15			19		28		47	
07:30			65		41		106		19:30			17		17		34	
07:45			69	249	31	142	100	391	19:45			25	83	24	101	49	184
08:00			59		20		79		20:00			22		18		40	
08:15			45		35		80		20:15			16		15		31	
08:30			41		25		66		20:30			19		10		29	
08:45			44	189	18	98	62	287	20:45			23	80	20	63	43	143
09:00			34		27		61		21:00			17		17		34	
09:15			50		31		81		21:15			18		21		39	
09:30			37		29		66		21:30			17		16		33	
09:45			33	154	34	121	67	275	21:45			16	68	10	64	26	132
10:00			33		34		67		22:00			3		16		19	
10:15			37		37		74		22:15			2		6		8	
10:30			44		36		80		22:30			2		14		16	
10:45			28	142	45	152	73	294	22:45			1	8	5	41	6	49
11:00			34		37		71		23:00			0		7		7	
11:15			36		31		67		23:15			3		1		4	
11:30			30		30		60		23:30			1		3		4	
11:45			34	134	27	125	61	259	23:45			1	5	6	17	7	22
TOTALS				1237		817		2054	TOTALS				1226		1566		2792
SPLIT %				60.2%		39.8%		42.4%	SPLIT %				43.9%		56.1%		57.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,463	2,383	4,846

AM Peak Hour			07:00	10:15	07:00	PM Peak Hour			15:15	16:30	15:15
AM Pk Volume			249	155	391	PM Pk Volume			186	254	429
Pk Hr Factor			0.902	0.861	0.922	Pk Hr Factor			0.845	0.858	0.879
7 - 9 Volume	0	0	438	240	678	4 - 6 Volume	0	0	286	450	736
7 - 9 Peak Hour			07:00	07:00	07:00	4 - 6 Peak Hour			16:00	16:30	16:30
7 - 9 Pk Volume	0	0	249	142	391	4 - 6 Pk Volume	0	0	150	254	388
Pk Hr Factor	0.000	0.000	0.902	0.866	0.922	Pk Hr Factor	0.000	0.000	0.765	0.858	0.898

Prepared by NDS/ATD

VOLUME

Camino Del Rey from W Lilac Rd to Camino Del Cielo

Day: Thursday
Date: 11/29/2012

City: Bonsall
Project #: CA12_4415_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,247	3,482	6,729

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			3		2		5		12:00			40		46		86	
00:15			1		2		3		12:15			43		49		92	
00:30			1		0		1		12:30			49		42		91	
00:45			1	6	4	8	5	14	12:45			53	185	63	200	116	385
01:00			4		4		8		13:00			56		47		103	
01:15			1		1		2		13:15			59		42		101	
01:30			1		2		3		13:30			57		93		150	
01:45			2	8	3	10	5	18	13:45			49	221	74	256	123	477
02:00			1		1		2		14:00			40		73		113	
02:15			1		0		1		14:15			48		52		100	
02:30			0		0		0		14:30			59		61		120	
02:45			4	6	0	1	4	7	14:45			56	203	67	253	123	456
03:00			3		2		5		15:00			49		66		115	
03:15			2		3		5		15:15			73		74		147	
03:30			2		2		4		15:30			90		63		153	
03:45			2	9	3	10	5	19	15:45			61	273	81	284	142	557
04:00			3		1		4		16:00			56		72		128	
04:15			6		6		12		16:15			60		74		134	
04:30			9		10		19		16:30			71		51		122	
04:45			8	26	22	39	30	65	16:45			58	245	69	266	127	511
05:00			12		20		32		17:00			70		71		141	
05:15			17		17		34		17:15			67		73		140	
05:30			16		23		39		17:30			70		60		130	
05:45			24	69	28	88	52	157	17:45			57	264	54	258	111	522
06:00			39		38		77		18:00			59		33		92	
06:15			33		47		80		18:15			66		58		124	
06:30			65		50		115		18:30			36		45		81	
06:45			64	201	51	186	115	387	18:45			28	189	35	171	63	360
07:00			71		60		131		19:00			30		35		65	
07:15			77		63		140		19:15			26		31		57	
07:30			75		71		146		19:30			20		30		50	
07:45			67	290	79	273	146	563	19:45			28	104	22	118	50	222
08:00			46		76		122		20:00			20		24		44	
08:15			55		50		105		20:15			20		27		47	
08:30			41		45		86		20:30			16		29		45	
08:45			31	173	59	230	90	403	20:45			20	76	26	106	46	182
09:00			44		39		83		21:00			14		23		37	
09:15			49		59		108		21:15			20		25		45	
09:30			51		46		97		21:30			12		24		36	
09:45			53	197	46	190	99	387	21:45			10	56	30	102	40	158
10:00			50		43		93		22:00			19		21		40	
10:15			50		57		107		22:15			7		14		21	
10:30			48		45		93		22:30			14		8		22	
10:45			58	206	35	180	93	386	22:45			7	47	9	52	16	99
11:00			41		46		87		23:00			7		6		13	
11:15			50		51		101		23:15			2		6		8	
11:30			41		39		80		23:30			3		4		7	
11:45			41	173	45	181	86	354	23:45			8	20	4	20	12	40
TOTALS				1364		1396		2760	TOTALS				1883		2086		3969
SPLIT %				49.4%		50.6%		41.0%	SPLIT %				47.4%		52.6%		59.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,247	3,482	6,729

AM Peak Hour			07:00	07:15	07:00	PM Peak Hour			15:15	13:30	15:15
AM Pk Volume			290	289	563	PM Pk Volume			280	292	570
Pk Hr Factor			0.942	0.915	0.964	Pk Hr Factor			0.778	0.785	0.931
7 - 9 Volume	0	0	463	503	966	4 - 6 Volume	0	0	509	524	1033
7 - 9 Peak Hour			07:00	07:15	07:00	4 - 6 Peak Hour			16:30	16:45	16:45
7 - 9 Pk Volume	0	0	290	289	563	4 - 6 Pk Volume	0	0	266	273	538
Pk Hr Factor	0.000	0.000	0.942	0.915	0.964	Pk Hr Factor	0.000	0.000	0.937	0.935	0.954

Prepared by NDS/ATD

VOLUME

Camino Del Rey from Old River Rd to W Lilac Rd

Day: Thursday
Date: 11/29/2012

City: Bonsall
Project #: CA12_4415_005

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,392	4,248	8,640

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			3		4		7		12:00			62		60		122	
00:15			4		1		5		12:15			60		55		115	
00:30			0		1		1		12:30			43		65		108	
00:45			5	12	2	8	7	20	12:45			73	238	73	253	146	491
01:00			4		4		8		13:00			57		68		125	
01:15			1		1		2		13:15			60		82		142	
01:30			2		1		3		13:30			190		80		270	
01:45			3	10	2	8	5	18	13:45			122	429	65	295	187	724
02:00			2		1		3		14:00			98		89		187	
02:15			1		1		2		14:15			62		110		172	
02:30			1		1		2		14:30			73		76		149	
02:45			0	4	3	6	3	10	14:45			87	320	70	345	157	665
03:00			3		3		6		15:00			81		67		148	
03:15			2		2		4		15:15			81		94		175	
03:30			3		2		5		15:30			73		109		182	
03:45			3	11	2	9	5	20	15:45			93	328	91	361	184	689
04:00			1		3		4		16:00			85		78		163	
04:15			7		8		15		16:15			91		74		165	
04:30			14		11		25		16:30			59		89		148	
04:45			25	47	10	32	35	79	16:45			86	321	74	315	160	636
05:00			22		13		35		17:00			82		82		164	
05:15			21		16		37		17:15			79		83		162	
05:30			30		19		49		17:30			66		78		144	
05:45			36	109	25	73	61	182	17:45			70	297	72	315	142	612
06:00			56		41		97		18:00			46		66		112	
06:15			58		44		102		18:15			65		67		132	
06:30			59		74		133		18:30			49		40		89	
06:45			66	239	74	233	140	472	18:45			39	199	39	212	78	411
07:00			74		90		164		19:00			38		31		69	
07:15			78		110		188		19:15			37		28		65	
07:30			130		122		252		19:30			27		25		52	
07:45			173	455	119	441	292	896	19:45			37	139	29	113	66	252
08:00			133		125		258		20:00			36		24		60	
08:15			54		86		140		20:15			33		22		55	
08:30			48		57		105		20:30			30		18		48	
08:45			63	298	51	319	114	617	20:45			28	127	22	86	50	213
09:00			50		51		101		21:00			25		14		39	
09:15			63		62		125		21:15			29		21		50	
09:30			47		60		107		21:30			31		15		46	
09:45			47	207	63	236	110	443	21:45			33	118	9	59	42	177
10:00			51		63		114		22:00			21		19		40	
10:15			58		61		119		22:15			16		7		23	
10:30			47		55		102		22:30			8		15		23	
10:45			41	197	64	243	105	440	22:45			11	56	6	47	17	103
11:00			49		50		99		23:00			6		8		14	
11:15			58		66		124		23:15			8		4		12	
11:30			51		48		99		23:30			4		5		9	
11:45			47	205	50	214	97	419	23:45			8	26	8	25	16	51
TOTALS				1794		1822		3616	TOTALS				2598		2426		5024
SPLIT %				49.6%		50.4%		41.9%	SPLIT %				51.7%		48.3%		58.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	4,392	4,248	8,640

AM Peak Hour			07:15	07:15	07:15	PM Peak Hour			13:30	15:15	13:30
AM Pk Volume			514	476	990	PM Pk Volume			472	372	816
Pk Hr Factor			0.743	0.952	0.848	Pk Hr Factor			0.621	0.853	0.756
7 - 9 Volume	0	0	753	760	1513	4 - 6 Volume	0	0	618	630	1248
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			16:00	16:30	16:15
7 - 9 Pk Volume	0	0	514	476	990	4 - 6 Pk Volume	0	0	321	328	637
Pk Hr Factor	0.000	0.000	0.743	0.952	0.848	Pk Hr Factor	0.000	0.000	0.882	0.921	0.965

Prepared by NDS/ATD

VOLUME

Olive Hill Rd from Shamrock to SR-76

Day: Thursday
Date: 11/29/2012

City: Bonsall
Project #: CA12_4415_004

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,636	1,746	3,382

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			3		7		10		12:00			24		23		47	
00:15			0		1		1		12:15			26		19		45	
00:30			1		1		2		12:30			28		30		58	
00:45			1	5	0	9	1	14	12:45			38	116	45	117	83	233
01:00			0		1		1		13:00			17		25		42	
01:15			0		1		1		13:15			35		30		65	
01:30			0		1		1		13:30			34		32		66	
01:45			1	1	1	4	2	5	13:45			26	112	33	120	59	232
02:00			0		2		2		14:00			31		36		67	
02:15			1		0		1		14:15			28		44		72	
02:30			1		0		1		14:30			18		25		43	
02:45			0	2	0	2	0	4	14:45			24	101	26	131	50	232
03:00			3		1		4		15:00			27		44		71	
03:15			1		0		1		15:15			22		32		54	
03:30			2		0		2		15:30			40		37		77	
03:45			5	11	1	2	6	13	15:45			19	108	33	146	52	254
04:00			1		0		1		16:00			30		35		65	
04:15			4		2		6		16:15			30		48		78	
04:30			4		2		6		16:30			15		39		54	
04:45			10	19	0	4	10	23	16:45			25	100	36	158	61	258
05:00			12		2		14		17:00			22		37		59	
05:15			9		5		14		17:15			29		49		78	
05:30			20		0		20		17:30			25		38		63	
05:45			19	60	2	9	21	69	17:45			23	99	39	163	62	262
06:00			23		7		30		18:00			13		32		45	
06:15			21		6		27		18:15			12		31		43	
06:30			25		23		48		18:30			14		33		47	
06:45			30	99	26	62	56	161	18:45			11	50	28	124	39	174
07:00			38		17		55		19:00			6		19		25	
07:15			46		16		62		19:15			7		31		38	
07:30			72		17		89		19:30			10		17		27	
07:45			50	206	29	79	79	285	19:45			3	26	21	88	24	114
08:00			40		33		73		20:00			2		15		17	
08:15			28		19		47		20:15			10		18		28	
08:30			26		14		40		20:30			3		17		20	
08:45			25	119	16	82	41	201	20:45			6	21	20	70	26	91
09:00			25		12		37		21:00			3		15		18	
09:15			43		20		63		21:15			6		14		20	
09:30			35		18		53		21:30			1		21		22	
09:45			33	136	13	63	46	199	21:45			4	14	10	60	14	74
10:00			26		20		46		22:00			5		16		21	
10:15			38		26		64		22:15			2		12		14	
10:30			26		32		58		22:30			4		11		15	
10:45			27	117	29	107	56	224	22:45			0	11	8	47	8	58
11:00			28		25		53		23:00			1		7		8	
11:15			21		24		45		23:15			0		0		0	
11:30			26		18		44		23:30			3		2		5	
11:45			24	99	20	87	44	186	23:45			0	4	3	12	3	16
TOTALS				874		510		1384	TOTALS				762		1236		1998
SPLIT %				63.2%		36.8%		40.9%	SPLIT %				38.1%		61.9%		59.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,636	1,746	3,382

AM Peak Hour			07:15	10:15	07:15	PM Peak Hour			13:15	17:00	15:30
AM Pk Volume			208	112	303	PM Pk Volume			126	163	272
Pk Hr Factor			0.722	0.875	0.851	Pk Hr Factor			0.900	0.832	0.872
7 - 9 Volume	0	0	325	161	486	4 - 6 Volume	0	0	199	321	520
7 - 9 Peak Hour			07:15	07:30	07:15	4 - 6 Peak Hour			16:45	17:00	17:00
7 - 9 Pk Volume	0	0	208	98	303	4 - 6 Pk Volume	0	0	101	163	262
Pk Hr Factor	0.000	0.000	0.722	0.742	0.851	Pk Hr Factor	0.000	0.000	0.871	0.832	0.840

Prepared by NDS/ATD

VOLUME

Camino Del Cielo from Camino Del Rey to W Lilac Rd

Day: Tuesday
Date: 12/11/2012

City: Bonsall
Project #: CA12_4415_003

DAILY TOTALS	NB	SB	EB	WB	Total
	318	313	0	0	631

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	1		0						1		12:00	5		2						7	
00:15	1		0						1		12:15	2		4						6	
00:30	0		0						0		12:30	4		3						7	
00:45	1	3	1	1					2	4	12:45	7	18	4	13					11	31
01:00	0		0						0		13:00	6		5						11	
01:15	0		0						0		13:15	6		6						12	
01:30	0		0						0		13:30	5		5						10	
01:45	0		0						0		13:45	5	22	4	20					9	42
02:00	1		0						1		14:00	5		4						9	
02:15	0		0						0		14:15	6		11						17	
02:30	0		0						0		14:30	6		2						8	
02:45	0	1	0						0	1	14:45	5	22	2	19					7	41
03:00	0		0						0		15:00	9		14						23	
03:15	0		0						0		15:15	9		11						20	
03:30	0		0						0		15:30	3		4						7	
03:45	0		0						0		15:45	8	29	5	34					13	63
04:00	0		0						0		16:00	5		3						8	
04:15	1		1						2		16:15	6		5						11	
04:30	1		1						2		16:30	6		3						9	
04:45	0	2	1	3					1	5	16:45	10	27	6	17					16	44
05:00	0		1						1		17:00	8		9						17	
05:15	0		2						2		17:15	4		2						6	
05:30	0		2						2		17:30	5		4						9	
05:45	2	2	3	8					5	10	17:45	5	22	2	17					7	39
06:00	0		0						0		18:00	7		1						8	
06:15	1		8						9		18:15	8		3						11	
06:30	4		10						14		18:30	9		3						12	
06:45	1	6	6	24					7	30	18:45	5	29	3	10					8	39
07:00	3		6						9		19:00	5		3						8	
07:15	7		11						18		19:15	4		2						6	
07:30	8		13						21		19:30	9		0						9	
07:45	15	33	13	43					28	76	19:45	4	22	3	8					7	30
08:00	11		8						19		20:00	1		2						3	
08:15	4		10						14		20:15	2		0						2	
08:30	2		5						7		20:30	4		2						6	
08:45	2	19	5	28					7	47	20:45	0	7	0	4					0	11
09:00	3		6						9		21:00	4		2						6	
09:15	1		10						11		21:15	2		1						3	
09:30	6		6						12		21:30	3		1						4	
09:45	2	12	3	25					5	37	21:45	4	13	3	7					7	20
10:00	1		3						4		22:00	0		1						1	
10:15	2		3						5		22:15	0		0						0	
10:30	3		3						6		22:30	2		0						2	
10:45	5	11	3	12					8	23	22:45	0	2	0	1					0	3
11:00	2		0						2		23:00	0		1						1	
11:15	4		5						9		23:15	0		0						0	
11:30	5		7						12		23:30	1		0						1	
11:45	3	14	6	18					9	32	23:45	1	2	0	1					1	3
TOTALS		103		162						**265**	**TOTALS**		215		151						**366**
SPLIT %		38.9%		61.1%						**42.0%**	**SPLIT %**		58.7%		41.3%						**58.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	318	313	0	0	631

AM Peak Hour	07:15	07:15			**07:15**	**PM Peak Hour**	16:15	15:00			**15:00**
AM Pk Volume	41	45			**86**	**PM Pk Volume**	30	34			**63**
Pk Hr Factor	0.683	0.865			**0.768**	**Pk Hr Factor**	0.750	0.607			**0.685**
7 - 9 Volume	52	71	0	0	**123**	**4 - 6 Volume**	49	34	0	0	**83**
7 - 9 Peak Hour	07:15	07:15			**07:15**	**4 - 6 Peak Hour**	16:15	16:15			**16:15**
7 - 9 Pk Volume	41	45	0	0	**86**	**4 - 6 Pk Volume**	30	23	0	0	**53**
Pk Hr Factor	0.683	0.865	0.000	0.000	**0.768**	**Pk Hr Factor**	0.750	0.639	0.000	0.000	**0.779**

Prepared by NDS/ATD

VOLUME

W Lilac Rd from Camino Del Rey to Camino Del Cielo

Day: Thursday
Date: 11/29/2012

City: Bonsall
Project #: CA12_4415_002

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,085	1,180	2,265

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		0		1		12:00			13		21		34	
00:15			2		0		2		12:15			17		10		27	
00:30			0		0		0		12:30			5		23		28	
00:45			0	3	1	1	1	4	12:45			10	45	22	76	32	121
01:00			2		0		2		13:00			13		16		29	
01:15			0		0		0		13:15			20		27		47	
01:30			0		0		0		13:30			94		29		123	
01:45			0	2	0		0	2	13:45			52	179	10	82	62	261
02:00			0		0		0		14:00			33		60		93	
02:15			1		0		1		14:15			15		63		78	
02:30			0		0		0		14:30			14		20		34	
02:45			0	1	0		0	1	14:45			20	82	13	156	33	238
03:00			0		0		0		15:00			21		17		38	
03:15			0		0		0		15:15			11		27		38	
03:30			0		0		0		15:30			21		19		40	
03:45			1	1	1	1	2	2	15:45			16	69	32	95	48	164
04:00			0		0		0		16:00			19		19		38	
04:15			1		1		2		16:15			17		20		37	
04:30			2		3		5		16:30			16		21		37	
04:45			2	5	1	5	3	10	16:45			16	68	22	82	38	150
05:00			0		3		3		17:00			19		13		32	
05:15			3		2		5		17:15			12		20		32	
05:30			3		2		5		17:30			14		16		30	
05:45			13	19	3	10	16	29	17:45			19	64	11	60	30	124
06:00			14		5		19		18:00			17		7		24	
06:15			10		10		20		18:15			10		2		12	
06:30			11		11		22		18:30			9		7		16	
06:45			20	55	16	42	36	97	18:45			6	42	12	28	18	70
07:00			12		21		33		19:00			5		2		7	
07:15			19		41		60		19:15			7		2		9	
07:30			42		60		102		19:30			3		7		10	
07:45			86	159	91	213	177	372	19:45			10	25	2	13	12	38
08:00			75		77		152		20:00			12		2		14	
08:15			10		34		44		20:15			7		1		8	
08:30			6		12		18		20:30			3		4		7	
08:45			7	98	23	146	30	244	20:45			4	26	4	11	8	37
09:00			18		14		32		21:00			2		2		4	
09:15			6		17		23		21:15			4		0		4	
09:30			5		13		18		21:30			12		2		14	
09:45			5	34	11	55	16	89	21:45			5	23	1	5	6	28
10:00			8		15		23		22:00			3		0		3	
10:15			11		12		23		22:15			0		1		1	
10:30			8		13		21		22:30			0		2		2	
10:45			7	34	9	49	16	83	22:45			4	7	0	3	4	10
11:00			11		7		18		23:00			0		0		0	
11:15			12		15		27		23:15			2		2		4	
11:30			13		8		21		23:30			2		2		4	
11:45			4	40	13	43	17	83	23:45			0	4	0	4	0	8
TOTALS				451		565		1016	TOTALS				634		615		1249
SPLIT %				44.4%		55.6%		44.9%	SPLIT %				50.8%		49.2%		55.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,085	1,180	2,265

AM Peak Hour			07:15	07:15	07:15	PM Peak Hour			13:15	13:30	13:30
AM Pk Volume			222	269	491	PM Pk Volume			199	162	356
Pk Hr Factor			0.645	0.739	0.694	Pk Hr Factor			0.529	0.643	0.724
7 - 9 Volume	0	0	257	359	616	4 - 6 Volume	0	0	132	142	274
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			16:00	16:00	16:00
7 - 9 Pk Volume	0	0	222	269	491	4 - 6 Pk Volume	0	0	68	82	150
Pk Hr Factor	0.000	0.000	0.645	0.739	0.694	Pk Hr Factor	0.000	0.000	0.895	0.932	0.987

Prepared by NDS/ATD

VOLUME

E Dulin Rd from Old Hwy 395 to SR-76

Day: Tuesday
Date: 12/11/2012

City: Bonsall
Project #: CA12_4415_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	905	920	1,825

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			2		0		2		12:00			13		8		21	
00:15			1		1		2		12:15			10		15		25	
00:30			2		1		3		12:30			6		5		11	
00:45			2	7	1	3	3	10	12:45			9	38	7	35	16	73
01:00			3		0		3		13:00			13		9		22	
01:15			0		0		0		13:15			8		12		20	
01:30			0		0		0		13:30			5		14		19	
01:45			0	3	1	1	1	4	13:45			9	35	16	51	25	86
02:00			0		0		0		14:00			12		13		25	
02:15			0		0		0		14:15			7		19		26	
02:30			0		1		1		14:30			17		16		33	
02:45			0		0	1	0	1	14:45			28	64	12	60	40	124
03:00			2		0		2		15:00			23		12		35	
03:15			1		0		1		15:15			39		19		58	
03:30			1		2		3		15:30			22		7		29	
03:45			2	6	4	6	6	12	15:45			22	106	6	44	28	150
04:00			0		2		2		16:00			21		10		31	
04:15			0		2		2		16:15			31		12		43	
04:30			0		6		6		16:30			23		13		36	
04:45			0		3	13	3	13	16:45			23	98	8	43	31	141
05:00			0		11		11		17:00			27		13		40	
05:15			2		16		18		17:15			30		10		40	
05:30			1		14		15		17:30			41		14		55	
05:45			2	5	9	50	11	55	17:45			18	116	8	45	26	161
06:00			1		25		26		18:00			32		6		38	
06:15			5		24		29		18:15			22		7		29	
06:30			4		20		24		18:30			17		14		31	
06:45			2	12	31	100	33	112	18:45			18	89	3	30	21	119
07:00			8		53		61		19:00			16		7		23	
07:15			2		43		45		19:15			13		7		20	
07:30			9		55		64		19:30			15		4		19	
07:45			16	35	20	171	36	206	19:45			12	56	4	22	16	78
08:00			25		17		42		20:00			11		7		18	
08:15			14		14		28		20:15			12		7		19	
08:30			4		11		15		20:30			10		4		14	
08:45			3	46	16	58	19	104	20:45			12	45	7	25	19	70
09:00			8		17		25		21:00			6		6		12	
09:15			8		12		20		21:15			13		4		17	
09:30			3		12		15		21:30			3		0		3	
09:45			8	27	12	53	20	80	21:45			5	27	1	11	6	38
10:00			4		10		14		22:00			4		3		7	
10:15			8		7		15		22:15			6		5		11	
10:30			6		13		19		22:30			5		3		8	
10:45			10	28	9	39	19	67	22:45			5	20	3	14	8	34
11:00			10		8		18		23:00			3		0		3	
11:15			6		10		16		23:15			2		2		4	
11:30			6		9		15		23:30			2		2		4	
11:45			12	34	14	41	26	75	23:45			1	8	0	4	1	12
TOTALS				203		536		739	TOTALS				702		384		1086
SPLIT %				27.5%		72.5%		40.5%	SPLIT %				64.6%		35.4%		59.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	905	920	1,825

AM Peak Hour			07:30	06:45	07:00	PM Peak Hour			16:45	13:45	14:30
AM Pk Volume			64	182	206	PM Pk Volume			121	64	166
Pk Hr Factor			0.640	0.827	0.805	Pk Hr Factor			0.738	0.842	0.716
7 - 9 Volume	0	0	81	229	310	4 - 6 Volume	0	0	214	88	302
7 - 9 Peak Hour			07:30	07:00	07:00	4 - 6 Peak Hour			16:45	16:15	16:45
7 - 9 Pk Volume	0	0	64	171	206	4 - 6 Pk Volume	0	0	121	46	166
Pk Hr Factor	0.000	0.000	0.640	0.777	0.805	Pk Hr Factor	0.000	0.000	0.738	0.885	0.755

PEAK HOUR VOLUME DATA

Peak hour volume data consists of hourly volume relationships and data location. The hourly volumes are expressed as a percentage of the Annual Average Daily Traffic (AADT). The percentages are shown for both the AM and the PM peak periods.

The principle data described here are the K factor, the D factor and their product (KD). The K factor is the percentage of AADT during the peak hour for both directions of travel. The D factor is the percentage of the peak hour travel in the peak direction. KD multiplied with the AADT gives the one way peak period directional flow rate or the design hourly volume (DHV). The design hourly volume is used for either Operational Analysis or Design Analysis. Refer to the 2000 Highway Capacity Manual for more details.

Following is a glossary of terms used in this listing of peak hour volume data:

Dir	Indicates direction of travel for peak volume
AADT	Annual Average Daily Traffic in vehicles per day (vpd).
AM Peak	Represents the morning peak period for traffic analysis
CS	Control Station Number, Caltrans identification number for monitoring site.
CO	County abbreviation used by Caltrans
D	D factor. The percentage of traffic in the peak direction during the peak hour. Values in this book are derived by dividing the measured PHV by the sum of both directions of travel during the peak hour.
DAY	Day of week for the peak volume.
DDHV	The directional design hour volume, in vehicles per hour (vph) DDHV=AADTxKxD. See equation (8-1) on page 8-11 of the 2000 Highway Capacity Manual.
DI	Caltrans has twelve transportation districts statewide. This abbreviation identifies the district in which the count station is located.
HR	The ending time for the peak hour volume listed. The volume observed fro 1 to 2 would be recorded as 2.

K	The percentage of the AADT in both directions during the peak hour. Values in this table are derived by dividing the measured 2-way PHV by the AADT.
KD	The product of K and D. The percentage of AADT in the peak direction during the peak hour. Values in this table are derived by dividing the measured 1-way PHV by the AADT.
LEG	For traffic counting purposes, a highway intersection or interchange is assigned two legs according to increasing postmiles (route direction) and with a postmile reference at the center of the intersection or interchange. The volume of traffic on each leg is denoted by an A, B or O. A = ahead leg, B = back leg, and O – traffic volume being same for both back and ahead legs.
MNTH	The month that the peak volume occurred.
PHV	Peak Hour Volume in the peak direction. A one way volume in vehicles per hour (vph) as used here. The PHV is analogous to the DDHV as used for design purposes.
PM	The Post Mile is the mileage measured from the county line, or from the beginning of a route. Each postmile along a route in a county is a unique location on the state highway system.
PM Peak	Represents the afternoon peak period for traffic analysis.
PRE	The postmile may have a prefix like R, T, L, M, etc. When a length of highway is changed due to construction or realigment, new postmile values are assigned. To distinguish the new values from the old, an alpha code is prefixed to the new postmile.
RTE	The state highway route number
YR	The year when the count was made. Traffic counting is on a 3-year cycle.

CALIFORNIA DEPARTMENT OF TRANSPORT

REPORT : OTM32420

REPORT TITLE : PRINT TRAFFIC BOOK

PARAMETERS

YEAR : 2011

									AM PEAK								PM PEAK						
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
08	010	RIV		43.36	109	A	10	E	3929	7.13	58.93	4.2	9	WED	NOV	W	4533	8.17	59.38	4.85	13	SUN	JAN
08	010	RIV	R	58.92	873	A	09	E	1748	14.91	54.52	8.13	12	MON	SEP	E	2061	15.53	61.73	9.58	13	SAT	NOV
04	012	SON		9.23	66	A	11	E	1408	9.23	62.16	5.74	8	WED	FEB	E	1168	8.55	55.7	4.76	15	WED	FEB
04	012	SON	R	15.3	67	A	11	E	3237	7.57	56.39	4.27	8	TUE	FEB	W	3772	8.73	57.01	4.98	16	MON	NOV
04	012	SON	T	17.53	69	B	11	W	2915	7.78	59.8	4.65	8	WED	NOV	E	3732	8.51	69.93	5.95	19	TUE	AUG
04	012	SON		20.1	71	A	11	W	1479	8.23	64.22	5.28	7	TUE	FEB	W	1558	9.33	59.67	5.57	16	TUE	FEB
04	012	SON		30.65	72	A	11	W	665	8.77	52.08	4.57	4	WED	MAY	W	714	9.35	52.46	4.9	16	THU	AUG
04	012	SON		37.51	73	B	11	E	650	8.05	56.18	4.52	12	MON	NOV	W	643	8.3	53.9	4.47	14	SAT	NOV
04	012	NAP		0	6	A	11	E	1156	7.1	67.33	4.78	12	FRI	JUN	E	1494	8.48	72.88	6.18	16	TUE	DEC
04	012	NAP		2.3	906	B	11	W	1548	7.86	62.45	4.91	7	MON	OCT	E	1522	8.66	55.71	4.82	15	THU	AUG
04	012	SOL	L	1.801	313	A	11	W	1839	10.35	59.61	6.17	7	MON	DEC	E	1739	9.42	61.93	5.83	17	TUE	DEC
04	012	SOL		19.17	315	B	11	E	786	12.56	61.41	7.71	12	SAT	SEP	E	793	12.04	64.63	7.78	13	SAT	SEP
04	012	SOL		19.17	316	A	11	W	757	7.74	71.96	5.57	7	THU	MAR	E	874	9.91	64.89	6.43	16	THU	SEP
04	012	SOL		26.28	317	B	11	W	839	7.54	62.66	4.73	7	MON	SEP	E	987	9.31	59.71	5.56	16	THU	SEP
04	013	ALA		4.262	27	A	09	N	2611	9.27	60	5.56	8	THU	MAR	N	2537	10.24	52.78	5.41	17	TUE	SEP
07	014	LA	R	26	779	A	10	S	8133	6.65	76.65	5.1	6	MON	MAY	N	7721	7.25	66.78	4.84	16	THU	MAR
07	014	LA	R	32.24	403	B	10	S	6245	6.89	78.08	5.38	5	THU	APR	N	6115	7.78	67.72	5.27	16	THU	APR
07	014	LA	R	54.2	712	B	09	S	5054	6.15	84.63	5.21	5	TUE	MAR	N	5044	7.73	67.26	5.2	17	FRI	OCT
07	014	LA	R	59.80	338	A	11	S	3137	7.07	51.78	3.66	6	TUE	MAR	S	3914	8.08	56.59	4.57	17	FRI	MAY
07	014	LA	R	73	63	O	09	S	1410	6.09	65.89	4.01	11	MON	MAY	S	1797	9.18	55.69	5.11	16	THU	AUG
06	014	KER	L	16.87	912	O	11	S	853	8.78	60.37	5.3	12	FRI	FEB	N	1114	11.53	60.02	6.92	15	MON	FEB
06	014	KER		22.15	298	A	10	N	495	13.32	58.51	7.79	12	WED	DEC	S	797	15.85	79.15	12.55	16	SUN	NOV
06	014	KER		57.77	301	B	11	S	379	11.69	60.45	7.06	11	SUN	JAN	S	556	13.51	76.69	10.36	15	MON	JAN
06	014	KER		57.77	302	A	11	S	391	10.28	79.31	8.16	10	MON	JUL	S	564	15.87	74.11	11.76	14	SUN	AUG
06	014	KER		64.56	971	B	11	S	299	14.18	68.89	9.77	12	SUN	JUN	S	461	19.47	77.35	15.06	14	SUN	AUG
11	015	SD		.405	909	A	11	S	4746	8.09	61.23	4.95	6	WED	NOV	N	5025	9.64	54.38	5.24	15	TUE	MAY
11	015	SD		2.226	836	B	11	S	5202	7.62	59.5	4.53	6	TUE	MAY	N	6120	9.66	55.18	5.33	15	TUE	MAY
11	015	SD	R	3.367	910	A	11	N	7630	7.96	60.3	4.8	7	TUE	APR	N	6802	8.39	51	4.28	15	MON	FEB
11	015	SD	R	6.132	813	B	11	N	8470	8.25	63.22	5.22	7	WED	MAY	S	7856	8.32	58.17	4.84	16	WED	FEB
11	015	SD	R	6.132	911	A	11	N	10239	8.29	62.3	5.16	7	MON	MAY	S	9319	8.19	57.37	4.7	17	THU	SEP
11	015	SD	M	20.57	980	B	11	S	9806	7.72	56.42	4.36	7	TUE	MAY	N	9631	7.97	53.68	4.28	17	WED	OCT
11	015	SD	M	26.03	934	B	11	S	9281	7.39	63.34	4.68	7	WED	APR	N	9700	7.91	61.91	4.89	16	TUE	MAY
11	015	SD	M	26.03	935	A	11	S	9417	7.44	61.87	4.61	7	MON	SEP	N	10095	8.43	58.59	4.94	16	FRI	APR

									AM PEAK								PM PEAK						
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
11	015	SD	R	31.52	915	A	11	S	6316	6.36	78.19	4.98	6	THU	MAY	N	6605	8.18	63.64	5.2	15	FRI	FEB
11	015	SD	R	36.64	916	A	11	S	6963	7.58	78.3	5.93	6	WED	JAN	N	6546	6.86	81.35	5.58	19	MON	APR
11	015	SD	R	46.49	967	B	11	S	6844	8.02	80.02	6.41	6	MON	APR	N	6277	8.58	68.58	5.88	16	WED	AUG
11	015	SD	R	46.49	969	A	11	S	7240	7.94	80.53	6.39	6	MON	APR	N	6483	8.35	68.57	5.72	16	TUE	AUG
11	015	SD	R	54.07	917	B	11	S	8019	7.47	80.03	5.98	6	TUE	DEC	N	7164	7.69	69.4	5.34	16	MON	MAY
11	015	SD	R	54.07	919	A	11	S	7568	7.33	77.34	5.67	6	TUE	FEB	N	7032	7.77	67.79	5.27	16	TUE	MAR
08	015	RIV		8.737	901	B	10	S	7131	6.94	56.56	3.92	10	SAT	MAY	N	7654	7.12	59.12	4.21	17	MON	MAR
08	015	RIV		38.69	849	A	11	N	6068	6.89	53.69	3.7	11	SAT	JUL	N	6355	6.83	56.68	3.87	14	WED	MAR
08	015	RIV		51.47	159	X	10	S	6035	7.2	57.83	4.16	7	MON	FEB	N	5904	7.13	57.1	4.07	16	MON	FEB
08	015	SBD		70.10	515	B	11	S	3459	9.55	62.12	5.94	12	SUN	SEP	S	3582	10.11	60.77	6.15	13	SUN	JUL
08	015	SBD	R	81.83	604	B	09	N	2793	11.17	62.57	6.99	9	THU	NOV	N	2941	12.2	60.34	7.36	13	FRI	JUL
08	015	SBD	R	138.5	907	A	11	S	2894	10.91	69.04	7.53	11	MON	SEP	N	2897	10.9	69.19	7.54	15	FRI	FEB
03	016	COL		0	100	A	11	W	170	23.94	97.14	23.26	11	SUN	OCT	W	218	30.1	99.09	29.82	13	FRI	OCT
03	016	YOL		18.13	104	O	10	W	233	15.37	78.45	12.05	11	SAT	OCT	E	206	13.55	78.63	10.66	18	SAT	OCT
03	016	YOL		25.15	332	O	10	W	469	6.01	73.51	4.42	11	SAT	OCT	W	616	8.24	70.4	5.8	13	SAT	OCT
03	016	YOL		31.87	103	B	10	W	661	7.21	67.18	4.85	12	SAT	OCT	W	695	8.54	59.66	5.1	16	SAT	APR
03	016	YOL		32.23	102	A	10	W	311	6.79	61.46	4.17	11	SAT	OCT	W	374	8.57	58.53	5.02	17	TUE	APR
03	016	YOL		40.57	101	B	10	E	493	8.06	55.71	4.49	12	WED	APR	E	568	9.86	52.5	5.17	16	FRI	JAN
03	016	YOL	R	40.57	105	A	10	W	334	8.79	51.94	4.56	8	MON	OCT	E	385	9.67	54.38	5.26	15	FRI	OCT
03	016	YOL	R	43.42	111	B	10	W	191	7.51	63.88	4.8	11	SAT	OCT	W	198	9.92	50.13	4.97	16	FRI	OCT
03	016	SAC	R	22.85	910	A	11	W	326	7.52	69.36	5.22	7	THU	OCT	E	363	9.39	61.84	5.81	17	FRI	OCT
10	016	AMA		9.093	84	A	09	W	509	8.13	73.77	6	6	FRI	OCT	E	565	10.26	64.94	6.66	17	WED	NOV
10	016	AMA		9.093	129	B	09	E	438	10.59	57.33	6.07	12	SAT	NOV	E	490	10.43	65.16	6.79	17	WED	NOV
05	017	SCR		5.453	173	A	11	N	2960	8.64	67.08	5.8	7	WED	FEB	S	2634	8.27	62.37	5.16	17	TUE	FEB
05	017	SCR		5.453	550	B	11	S	2803	8.47	60.88	5.16	11	SAT	SEP	N	2839	9.55	54.74	5.23	15	SUN	JUN
08	018	SBD		84.33	914	B	11	N	446	7.14	66.07	4.72	11	MON	SEP	N	523	10.19	54.31	5.53	18	FRI	FEB
07	018	LA		4.5	64	B	11	S	255	7.98	58.76	4.69	12	FRI	OCT	S	361	10.6	62.57	6.63	16	FRI	OCT
07	019	LA		5.888	66	B	10	S	1560	7.52	57.06	4.29	11	SAT	OCT	S	1806	8.27	60.06	4.97	17	MON	OCT
01	020	MEN		17.29	117	O	11	E	180	12.26	69.77	8.55	10	SUN	AUG	E	170	13.83	58.42	8.08	15	SUN	AUG
01	020	MEN		31.1	765	B	11	E	204	13.66	60.36	8.24	12	SUN	AUG	E	192	13.9	55.81	7.76	14	SUN	AUG
01	020	MEN		33.32	721	A	11	E	766	7.83	86.85	6.8	7	THU	NOV	E	1000	9.82	90.42	8.88	17	THU	NOV
03	020	COL	R	22.12	127	B	10	E	285	8.58	56.44	4.84	12	SUN	APR	W	364	11.37	54.41	6.18	16	FRI	OCT
03	020	COL		28.69	129	A	10	E	318	7.05	56.99	4.02	8	TUE	OCT	E	425	10.08	53.26	5.37	15	FRI	OCT

2010

Annual Average Daily Truck Traffic on the California State Highway System

Compiled by
Traffic and Vehicle Data Systems

State of California
Business, Transportation and Housing Agency
Department of Transportation

Prepared in cooperation with the
U.S. Department of Transportation
Federal Highway Administration

PREFACE

The annual average daily truck traffic is shown for selected locations on the State Highway System. Truck traffic is classified by number of axles. The two-axle class includes 11/2-ton trucks with dual rear tires and excludes pickups and vans with only four tires. Total vehicle AADT for the same year is taken from the Traffic Volumes on California State Highways booklet also published by the California Department of Transportation.

Annual average daily truck traffic is the total truck traffic volume divided by 365 days. Truck counting is done throughout the state in a program of continuous truck count sampling. The sampling includes a partial day, 24-hour, 7-day and continuous vehicle classification counts. The partial day and 24-hour counts are usually made on high volume, urban highways. The 7-day counts are made on low volume, rural highways. The counts are usually taken only once in the year. About one-sixth of the locations are counted annually. The resulting counts are adjusted to an estimate of annual average daily truck traffic by compensating for seasonal influence, weekly variation, and other variables that may be present. Annual average daily truck traffic is necessary for presenting a statewide picture of truck flow, evaluating truck trends, planning and designing highways and for other purposes.

The column entitled "Year Ver/Est" indicates the year the truck percents were either verified (V) or estimated (E). It represents the year the truck percentages were verified (counted continuously or quarterly) or estimated. Selected points on a route will be counted and the ones in between will be estimated. At some locations, truck volumes are static and no new counts are made until there is a change in traffic on the route. All truck AADT's listed are for 2010.

California State Highways are listed in legislative route number order. The legislative route number is the same as the signed route number in most cases.

Each count location is identified by the post mile value corresponding to that point on the highway. The post mile values increase from the beginning of a route within a county to the next county line. The post mile values start over again at each county line. Post mile values increase usually from south to north or west to east depending on the general direction the route follows within the state.

The post mile at a given location will remain the same year after year except in a few cases when the route was relocated/redesignated. When a section of road is relocated, new post miles (usually noted by an alphabetical prefix such as "R" or "M") are established for it. If relocation results in a change in length, "post mile equations" are introduced so that post miles on the remainder of the route within the county will remain unchanged. Post mile equations are not shown on this listing.

A leg is given for each count location and is denoted by an A, B or O. For traffic volumes purposes, a highway intersection or interchange has two legs. According to ascending post miles (route direction) and a post mile reference at the center of the intersection or interchange, B = back leg, A = ahead leg, and O = traffic volume is equal for the back and ahead legs.

Truck AADT's are shown as two-way traffic. Equivalent axle loading (EAL) are calculated to represent two-way travel.

Data compiled by:

Division of Traffic Operations, Office of System Planning Management
Traffic Data Branch
(916) 654-3072

Price: $15.00

RTE	DIST	CNTY	POST MILE	LEG	DESCRIPTION	VEHICLE AADT TOTAL	TRUCK AADT TOTAL	TRUCK % TOT VEH	TRUCK AADT TOTAL ---- By Axle ---- 2	3	4	5+	% TRUCK AADT ---- By Axle ---- 2	3	4	5+	EAL 2-WAY (1000)	YEAR VER/ EST
015	11	SD	2.226	B	JCT. RTE. 94	116,000	5,916	5.10	3,029	1,006	296	1,585	51.20	17.00	5.00	26.80	789	85V
015	11	SD	R 3.367	B	JCT. RTE. 805	109,000	5,559	5.10	2,846	945	278	1,490	51.20	17.00	5.00	26.80	741	85E
015	11	SD	R 3.367	A	JCT. RTE. 805	159,000	3,498	2.20	2,526	357	108	507	72.20	10.20	3.10	14.50	312	85V
015	11	SD	R 6.132	B	JCT. RTE. 8	162,000	3,564	2.20	2,573	367	110	513	72.20	10.30	3.10	14.40	317	85E
015	11	SD	R 6.132	A	JCT. RTE. 8	200,000	9,960	4.98	6,219	712	234	2,794	62.44	7.15	2.35	28.05	1,281	07V
015	11	SD	M 12.124	A	JCT. RTE. 163	296,000	11,041	3.73	6,784	795	305	3,158	61.44	7.20	2.76	28.60	1,445	07E
015	11	SD	M 14.285	B	SAN DIEGO, MIRAMAR/ POMERADO ROADS	293,000	11,017	3.76	6,769	793	304	3,151	61.44	7.20	2.76	28.60	1,442	07E
015	11	SD	M 14.285	A	SAN DIEGO, MIRAMAR/ POMERADO ROADS	275,000	10,725	3.90	6,285	1,126	418	2,896	58.60	10.50	3.90	27.00	1,384	85V
015	11	SD	M 18.176	B	SAN DIEGO, POWAY ROAD	236,000	16,756	7.10	8,177	1,893	938	5,747	48.80	11.30	5.60	34.30	2,581	96E
015	11	SD	M 18.176	A	SAN DIEGO, POWAY ROAD	208,000	14,768	7.10	7,207	1,669	827	5,065	48.80	11.30	5.60	34.30	2,275	96E
015	11	SD	M 27.65	A	ESCONDIDO, SOUTH JUNCTION OF CENTRE CITY PARKWAY	176,000	12,496	7.10	6,098	1,412	700	4,286	48.80	11.30	5.60	34.30	1,925	96E
015	11	SD	R 30.627	B	VALLEY PARKWAY	181,000	12,851	7.10	6,271	1,452	720	4,408	48.80	11.30	5.60	34.30	1,980	96E
015	11	SD	R 31.517	B	JCT. RTE. 78	194,000	13,774	7.10	6,722	1,556	771	4,724	48.80	11.30	5.60	34.30	2,122	96E
015	11	SD	R 31.517	A	JCT. RTE. 78	128,000	12,928	10.10	5,714	1,112	672	5,430	44.20	8.60	5.20	42.00	2,274	80V
015	11	SD	R 36.636	A	DEER SPRINGS ROAD	120,000	15,840	13.20	5,592	1,283	665	8,300	35.30	8.10	4.20	52.40	3,275	86V
015	11	SD	R 46.491	B	JCT. RTE. 76	110,000	11,253	10.23	3,581	895	384	6,394	31.82	7.95	3.41	56.82	2,470	00E
015	11	SD	R 46.491	A	JCT. RTE. 76	116,000	9,442	8.14	3,068	720	320	5,335	32.49	7.63	3.39	56.50	2,061	00E

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4261_001 DB

Day: THURSDAY

City: City of Bonsall

Date: 11/17/2011

AM

NS/EW Streets:	East Vista Way			East Vista Way			Gopher Canyon Rd/Ormsby St			Gopher Canyon Rd/Ormsby St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1	0	0	1	0	0	1	0	
7:00 AM	0	61	78	33	112				0	210		90	584
7:15 AM	0	83	81	44	135				0	194		58	595
7:30 AM	0	78	77	43	125				0	198		61	582
7:45 AM	6	69	105	31	88				0	198		63	560
8:00 AM	0	54	66	31	97				0	148		60	456
8:15 AM	0	71	84	27	92				0	135		41	450
8:30 AM	0	78	73	32	100				0	99		34	416
8:45 AM	0	62	56	28	82				1	119		43	391
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	6	556	620	269	831	0	0	0	1	1301	0	450	4034
APPROACH %'s :	0.51%	47.04%	52.45%	24.45%	75.55%	0.00%	0.00%	0.00%	100.00%	74.30%	0.00%	25.70%	
PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	6	291	341	151	460	0	0	0	0	800	0	272	2321
PEAK HR FACTOR :		0.886			0.853			0.000			0.893		0.975

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4261_001 DB

Day: THURSDAY

City: City of Bonsall

Date: 11/17/2011

PM

NS/EW Streets:	East Vista Way			East Vista Way			Gopher Canyon Rd/Ormsby St			Gopher Canyon Rd/Ormsby St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	1	1	0	0	1	0	0	1	0	
4:00 PM	1	109	171	66	84	1	0		1	98	1	24	556
4:15 PM	0	85	227	73	87	1	0		0	96	0	38	607
4:30 PM	0	94	208	68	94	2	1		0	96	0	53	616
4:45 PM	0	93	195	83	78	0	0		0	110	0	46	605
5:00 PM	0	87	230	84	97	1	0		0	96	0	35	630
5:15 PM	0	105	234	75	111	2	0		0	98	0	50	675
5:30 PM	0	109	230	59	79	0	0		0	85	1	45	608
5:45 PM	1	128	208	59	91	0	0		0	23	0	23	533
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	810	1703	567	721	7	1	0	1	702	2	314	4830
APPROACH %'s :	0.08%	32.21%	67.71%	43.78%	55.68%	0.54%	50.00%	0.00%	50.00%	68.96%	0.20%	30.84%	

PEAK HR START TIME :	430 PM												TOTAL
PEAK HR VOL :	0	379	867	310	380	5	1	0	0	400	0	184	2526
PEAK HR FACTOR :		0.919			0.924			0.250			0.936		0.936

CONTROL : Signalized

LOS Engineering, Inc.

5629 Willowmere Lane, San Diego, CA 92130

Counted By: Emp. #03 | Start Date: 11/13/2008

Location: Old River Road/ East Vista Way & SR-76 (Mission Road) | File Name: 932-06-2

	East Vista Way Northbound				Old River Road Southbound				SR-76 (Mission Road) Eastbound				SR-76 (Mission Road) Westbound				Vehicle
Start Time	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Interval Total
16:00	50	6	95	0	1	14	14	0	11	244	52	0	91	169	3	0	750
16:15	54	13	85	0	2	22	13	0	18	253	59	0	100	174	2	0	795
16:30	37	20	94	0	0	15	17	0	21	251	49	0	89	175	6	0	774
16:45	41	23	74	0	0	17	14	0	20	233	39	0	95	175	4	0	735
Total	182	62	348	0	3	68	58	0	70	981	199	0	375	693	15	0	3054
17:00	45	25	79	0	0	12	16	0	15	206	52	0	95	182	4	0	731
17:15	49	15	88	0	0	28	19	0	25	213	40	0	102	164	5	0	748
17:30	40	20	93	0	2	16	9	0	27	218	52	0	97	174	2	0	750
17:45	50	16	95	0	2	11	7	0	13	215	45	0	92	150	3	0	699
Total	184	76	355	0	4	67	51	0	80	852	189	0	386	670	14	0	2928
Grand Total	366	138	703	0	7	135	109	0	150	1833	388	0	761	1363	29	0	5982
Approach%	30.3	11.4	58.2	-	2.8	53.8	43.4	-	6.3	77.3	16.4	-	35.3	63.3	1.3	-	
Total%	6.1	2.3	11.8	-	0.1	2.3	1.8	-	2.5	30.6	6.5	-	12.7	22.8	0.5	-	

Peak hour analysis for the period 16:00 to 16:45

Volume	182	62	348	-	3	68	58	-	70	981	199	-	375	693	15	-	3,054
Approach%	30.7	10.5	58.8	-	2.3	52.7	45.0	-	5.6	78.5	15.9	-	34.6	64.0	1.4	-	
Total%	6.0	2.0	11.4	-	0.1	2.2	1.9	-	2.3	32.1	6.5	-	12.3	22.7	0.5	-	
PHF				0.97				0.87				0.95				0.98	

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LOS Engineering, Inc.

5629 Willowmere Lane, San Diego, CA 92130

Counted By: Emp. #03 | Start Date: 11/13/2008

Location: Old River Road/ East Vista Way & SR-76 (Mission Road) | File Name: 932-06-1

	East Vista Way Northbound				Old River Road Southbound				SR-76 (Mission Road) Eastbound				SR-76 (Mission Road) Westbound				Vehicle
Start Time	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Left	Thru	Right	Ped	Interval Total
7:00	66	7	73	0	0	45	68	0	7	124	59	0	63	187	0	0	699
7:15	49	11	67	0	2	44	53	0	7	111	70	0	64	183	1	0	662
7:30	60	10	66	0	0	40	25	0	8	143	53	3	80	206	4	0	695
7:45	74	18	72	0	3	38	55	1	8	142	56	0	61	223	1	0	751
Total	249	46	278	0	5	167	201	1	30	520	238	3	268	799	6	0	2807
8:00	44	7	57	0	1	41	48	0	6	121	46	0	68	225	0	0	664
8:15	35	5	50	0	0	27	29	0	9	153	31	1	74	234	1	0	648
8:30	42	3	49	0	1	16	19	0	6	104	32	0	84	190	4	0	550
8:45	40	15	53	0	1	14	18	0	1	118	39	0	62	185	0	0	546
Total	161	30	209	0	3	98	114	0	22	496	148	1	288	834	5	0	2408
Grand Total	410	76	487	0	8	265	315	1	52	1016	386	4	556	1633	11	0	5215
Approach%	42.1	7.8	50.1	-	1.4	45.0	53.5	0.2	3.6	69.7	26.5	0.3	25.3	74.2	0.5	-	
Total%	7.9	1.5	9.3	-	0.2	5.1	6.0	0.0	1.0	19.5	7.4	0.1	10.7	31.3	0.2	-	

Peak hour analysis for the period 07:00 to 07:45

Volume	249	46	278	-	5	167	201	1	30	520	238	3	268	799	6	-	2,807
Approach%	43.5	8.0	48.5	-	1.3	44.7	53.7	0.3	3.8	65.7	30.1	0.4	25.0	74.5	0.6	-	
Total%	8.9	1.6	9.9	-	0.2	5.9	7.2	0.0	1.1	18.5	8.5	0.1	9.5	28.5	0.2	-	
PHF				0.87				0.83				0.96				0.93	

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Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4416_001 **Day:** THURSDAY

City: City of Bonsall **Date:** 11/29/2012

AM

NS/EW Streets:	Old River Rd			Old River Rd			Camino Del Rey			Camino Del Rey			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	1	1	1	1	0	
7:00 AM	22		10					66	22	26	59		205
7:15 AM	24		9					70	40	29	56		228
7:30 AM	51		23					144	58	18	33		327
7:45 AM	61		25					183	50	16	40		375
8:00 AM	82		16					47	19	35	88		287
8:15 AM	9		3					51	10	17	68		158
8:30 AM	12		5					44	17	19	39		136
8:45 AM	11		5					53	15	19	35		138
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	272	0	96	0	0	0	0	658	231	179	418	0	1854
APPROACH %'s :	73.91%	0.00%	26.09%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	74.02%	25.98%	29.98%	70.02%	0.00%	
PEAK HR START TIME :	715 AM												TOTAL
PEAK HR VOL :	218	0	73	0	0	0	0	444	167	98	217	0	1217
PEAK HR FACTOR :		0.742			0.000			0.656			0.640		0.811

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

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4416_001 **Day:** THURSDAY

City: City of Bonsall **Date:** 11/29/2012

PM

NS/EW Streets:	Old River Rd			Old River Rd			Camino Del Rey			Camino Del Rey			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	0	1	0	0	0	0	1	1	1	1	0	
4:00 PM	22		17					72	12	20	55		198
4:15 PM	30		24					54	19	19	57		203
4:30 PM	33		16					45	17	16	69		196
4:45 PM	24		28					63	18	10	67		210
5:00 PM	18		29					57	12	15	69		200
5:15 PM	24		19					50	11	18	65		187
5:30 PM	12		18					53	12	18	65		178
5:45 PM	26		18					43	8	11	59		165
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	189	0	169	0	0	0	0	437	109	127	506	0	1537
APPROACH %'s :	52.79%	0.00%	47.21%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	80.04%	19.96%	20.06%	79.94%	0.00%	
PEAK HR START TIME :	415 PM												TOTAL
PEAK HR VOL :	105	0	97	0	0	0	0	219	66	60	262	0	809
PEAK HR FACTOR :		0.935			0.000			0.880			0.947		0.963

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

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Old River Rd and Camino Del Rey , City of Bonsall

Date: 11/29/2012

Day: Thursday

Project #: CA12_4416_001

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	415 PM

Peak Hour Summary

Southbound Approach (Old River Rd)

	Lanes	0	0	0		
AM		0	0	0	0	AM
NOON		0	0	0	0	NOON
PM		0	0	0	0	PM

Eastbound Approach (Camino Del Rey)

Lanes	AM	NOON	PM
	435	0	367
0	0	0	0
1	444	0	219
1	167	0	66

Westbound Approach

AM	NOON	PM	Lanes
0	0	0	0
217	0	262	1
98	0	60	1
517	0	316	

Northbound Approach

AM	265	218	0	73
NOON	0	0	0	0
PM	126	105	0	97
Lanes		1	0	1

CONTROL

3-Way Stop (NB/EB/WB)

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		
	0	0	AM
	0	0	NOON
	0	0	PM

West Leg	AM	NOON	PM
	435	0	367
	611	0	285

East Leg	AM	NOON	PM
	315	0	322
	517	0	316

	South Leg	
AM	265	291
NOON	0	0
PM	126	202

Total Volume Per Leg

	North Leg
AM	0
NOON	0
PM	0

West Leg	AM	NOON	PM
	1046	0	652

East Leg	AM	NOON	PM
	832	0	638

	South Leg
AM	556
NOON	0
PM	328

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4364_001 **Day:** TUESDAY

City: City of Escondido **Date:** 10/16/2012

AM

NS/EW Streets:	Lilac Rd			Lilac Rd			Covey Lane			Covey Lane			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
7:00 AM	1	1	0		1	0	1	0	1	0	0	0	5
7:15 AM	2	4	0		3	1	1	0	5	0	1	0	17
7:30 AM	0	0	0		2	0	2	1	0	0	0	0	5
7:45 AM	1	2	0		1	3	2	0	1	0	0	0	10
8:00 AM	2	2	0		3	2	1	0	1	0	0	1	12
8:15 AM	0	5	1		0	0	1	0	3	2	0	1	13
8:30 AM	1	4	0		2	0	5	0	0	1	0	0	13
8:45 AM	0	0	0		4	0	2	0	1	1	0	1	9
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	7	18	1	0	16	6	15	1	12	4	1	3	84
APPROACH %'s :	26.92%	69.23%	3.85%	0.00%	72.73%	27.27%	53.57%	3.57%	42.86%	50.00%	12.50%	37.50%	

PEAK HR START TIME :	745 AM												TOTAL
PEAK HR VOL :	4	13	1	0	6	5	9	0	5	3	0	2	48
PEAK HR FACTOR :		0.750			0.550			0.700			0.417		0.923

CONTROL : No Control

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: CA12_4364_001 **Day:** TUESDAY

City: City of Escondido **Date:** 10/16/2012

PM

NS/EW Streets:	Lilac Rd			Lilac Rd			Covey Lane			Covey Lane			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	0	0	1	0	0	1	0	0	1	0	
4:00 PM	1	3	0	0	5	2	2	0	1	1	0	0	15
4:15 PM	0	2	1	1	5	3	0	0	1	0	0	0	13
4:30 PM	1	3	0	0	3	2	1	0	1	0	0	0	11
4:45 PM	2	3	0	0	1	3	0	1	1	0	0	0	11
5:00 PM	1	6	0	0	2	2	1	1	1	0	1	0	15
5:15 PM	3	5	1	0	5	0	0	0	1	0	1	0	16
5:30 PM	2	4	0	1	3	2	1	0	6	0	0	1	20
5:45 PM	1	1	1	0	0	1	1	0	2	0	0	0	7
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	11	27	3	2	24	15	6	2	14	1	2	1	108
APPROACH %'s :	26.83%	65.85%	7.32%	4.88%	58.54%	36.59%	27.27%	9.09%	63.64%	25.00%	50.00%	25.00%	
PEAK HR START TIME :	445 PM												TOTAL
PEAK HR VOL :	8	18	1	1	11	7	2	2	9	0	2	1	62
PEAK HR FACTOR :		0.750			0.792			0.464			0.750		0.775

CONTROL : No Control

ITM Peak Hour Summary

Prepared by:

National Data & Surveying Services

Lilac Rd and Covey Lane , City of Escondido

Date: 10/16/2012

Day: Tuesday

Project #: CA12_4364_001

AM Peak Hour	745 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (Lilac Rd)

Lanes	0	1	0		
AM	5	6	0	24	AM
NOON	0	0	0	0	NOON
PM	7	11	1	21	PM

Eastbound Approach (Covey Lane)

Lanes	AM	NOON	PM
	9	0	17
0	9	0	2
1	0	0	2
0	5	0	9

Westbound Approach

AM	NOON	PM	Lanes
2	0	1	0
0	0	2	1
3	0	0	0
1	0	4	

CONTROL: No Control

Northbound Approach

AM	14	4	13	1	AM
NOON	0	0	0	0	NOON
PM	20	8	18	1	PM
		0	1	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		East Leg			West Leg			South Leg	
AM	11	24	5	0	3	9	0	17	14	18
NOON	0	0	1	0	4	14	0	13	0	0
PM	19	21							20	27

Total Volume Per Leg

	North Leg	East Leg	West Leg	South Leg
AM	35	6	23	32
NOON	0	0	0	0
PM	40	7	30	47

100602

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

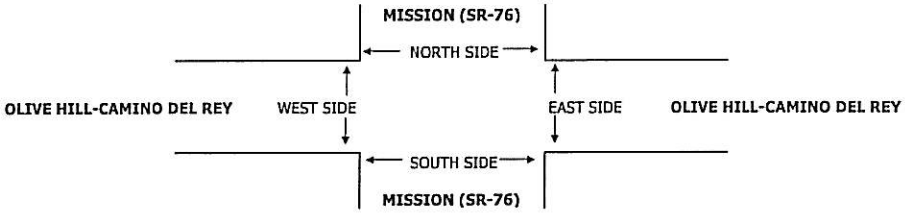
DATE: 9/22/11 THURSDAY	LOCATION:	BONSALL	PROJECT #:	CA11-0923-1782
	NORTH & SOUTH:	MISSION (SR-76)	LOCATION #:	1
	EAST & WEST:	OLIVE HILL-CAMINO DEL REY	CONTROL:	SIGNAL

NOTES:

AM PM MD OTHER OTHER

N ▲ ◄ W E ► S ▼

		NORTHBOUND MISSION (SR-76)			SOUTHBOUND MISSION (SR-76)			EASTBOUND OLIVE HILL-CAMINO DEL REY			WESTBOUND OLIVE HILL-CAMINO DEL REY				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 1	WR 1	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	12	144	10	39	217	5	16	29	21	7	12	54	566					0
	7:15 AM	7	176	24	57	197	4	16	33	19	15	8	45	601					0
	7:30 AM	20	158	26	114	166	4	8	66	13	13	26	58	672					0
	7:45 AM	8	140	23	50	175	6	14	43	21	14	29	88	611					0
	8:00 AM	4	152	11	32	181	12	21	23	21	25	20	64	566					0
	8:15 AM	9	168	4	26	209	6	22	18	23	7	17	37	546					0
	8:30 AM	13	150	9	36	199	3	26	8	19	8	10	29	510					0
	8:45 AM	11	154	7	30	190	5	20	12	17	10	15	31	502					0
	VOLUMES	84	1,242	114	384	1,534	45	143	232	154	99	137	406	4,574	0	0	0	0	0
	APPROACH %	6%	86%	8%	20%	78%	2%	27%	44%	29%	15%	21%	63%						
	APP/DEPART	1,440	/	1,791	1,963	/	1,787	529	/	730	642	/	266	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	39	626	84	253	719	26	59	165	74	67	83	255	2,450					
	APPROACH %	5%	84%	11%	25%	72%	3%	20%	55%	25%	17%	20%	63%						
	PEAK HR FACTOR		0.905			0.879			0.856			0.773		0.911					
	APP/DEPART	749	/	940	998	/	860	298	/	502	405	/	148	0					
PM	4:00 PM	15	266	15	44	200	9	21	13	11	15	25	71	705					0
	4:15 PM	13	283	13	49	213	8	27	16	13	19	24	78	756					0
	4:30 PM	17	247	13	53	176	8	15	16	15	14	25	79	678					0
	4:45 PM	14	277	17	50	187	11	23	19	18	21	32	88	757					0
	5:00 PM	13	288	13	48	211	13	26	13	15	14	22	81	757					0
	5:15 PM	8	268	14	42	222	8	28	14	19	10	11	74	718					0
	5:30 PM	12	254	18	55	203	11	20	17	21	15	19	71	716					0
	5:45 PM	11	261	12	41	207	9	22	13	14	11	18	72	691					0
	VOLUMES	103	2,144	115	382	1,619	77	182	121	126	119	176	614	5,778	0	0	0	0	0
	APPROACH %	4%	91%	5%	18%	78%	4%	42%	28%	29%	13%	19%	68%						
	APP/DEPART	2,362	/	2,940	2,078	/	1,864	429	/	618	909	/	356	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	47	1,087	62	195	823	43	97	63	73	60	84	314	2,948					
	APPROACH %	4%	91%	5%	18%	78%	4%	42%	27%	31%	13%	18%	69%						
	PEAK HR FACTOR		0.952			0.975			0.955			0.812		0.974					
	APP/DEPART	1,196	/	1,498	1,061	/	956	233	/	320	458	/	174	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 1104.12.W.LILAC RD.CAMINO DEL REY
Site Code : 00000000
Start Date : 1/11/2011
Page No : 1

Groups Printed- Vehicles

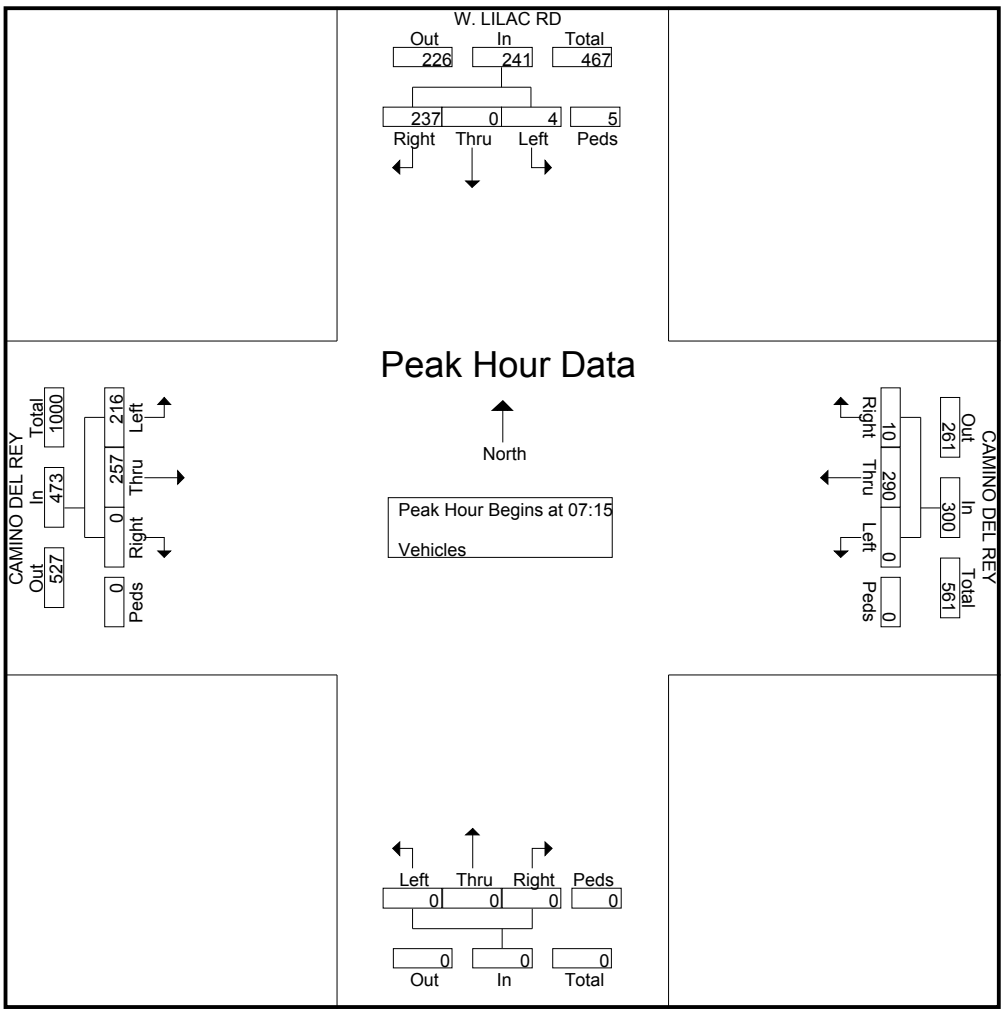
	W. LILAC RD Southbound				CAMINO DEL REY Westbound				Northbound				CAMINO DEL REY Eastbound				
Start Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Int. Total
07:00	0	0	30	0	0	47	1	0	0	0	0	0	7	42	0	0	127
07:15	0	0	25	0	0	73	1	0	0	0	0	0	14	56	0	0	169
07:30	1	0	67	2	0	82	1	0	0	0	0	0	52	61	0	0	266
07:45	0	0	83	1	0	90	6	0	0	0	0	0	93	62	0	0	335
Total	1	0	205	3	0	292	9	0	0	0	0	0	166	221	0	0	897
08:00	3	0	62	2	0	45	2	0	0	0	0	0	57	78	0	0	249
08:15	2	0	22	1	0	43	0	0	0	0	0	1	12	53	0	0	134
08:30	1	0	10	0	0	46	0	0	0	0	0	0	9	40	0	0	106
08:45	2	0	10	0	0	47	0	0	0	0	0	0	11	28	0	0	98
Total	8	0	104	3	0	181	2	0	0	0	0	1	89	199	0	0	587
*** BREAK ***																	
16:00	1	0	19	1	0	62	0	0	0	0	0	1	15	68	0	0	167
16:15	0	0	18	0	0	73	1	0	0	0	0	0	16	66	0	0	174
16:30	0	0	27	2	0	60	1	0	0	0	0	0	20	65	0	0	175
16:45	0	0	24	0	0	53	0	0	0	0	0	0	21	80	0	0	178
Total	1	0	88	3	0	248	2	0	0	0	0	1	72	279	0	0	694
17:00	1	0	32	0	0	73	2	0	0	0	0	0	24	69	0	0	201
17:15	2	0	20	2	0	57	2	0	0	0	0	0	23	71	0	0	177
17:30	2	0	13	0	0	67	1	0	0	0	0	0	15	60	0	0	158
17:45	2	0	9	0	0	58	0	0	0	0	0	0	15	52	0	0	136
Total	7	0	74	2	0	255	5	0	0	0	0	0	77	252	0	0	672
Grand Total	17	0	471	11	0	976	18	0	0	0	0	2	404	951	0	0	2850
Apprch %	3.4	0	94.4	2.2	0	98.2	1.8	0	0	0	0	100	29.8	70.2	0	0	
Total %	0.6	0	16.5	0.4	0	34.2	0.6	0	0	0	0	0.1	14.2	33.4	0	0	

True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 1104.12.W.LILAC RD.CAMINO DEL REY
Site Code : 00000000
Start Date : 1/11/2011
Page No : 2

	W. LILAC RD Southbound					CAMINO DEL REY Westbound					Northbound					CAMINO DEL REY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	0	25	0	25	0	73	1	0	74	0	0	0	0	0	14	56	0	0	70	169
07:30	1	0	67	**2**	70	0	82	1	0	83	0	0	0	0	0	52	61	0	0	113	266
07:45	0	0	**83**	1	**84**	0	**90**	**6**	0	**96**	0	0	0	0	0	**93**	62	0	0	**155**	**335**
08:00	**3**	0	62	2	67	0	45	2	0	47	0	0	0	0	0	57	**78**	0	0	135	249
Total Volume	4	0	237	5	246	0	290	10	0	300	0	0	0	0	0	216	257	0	0	473	1019
% App. Total	1.6	0	96.3	2		0	96.7	3.3	0		0	0	0	0		45.7	54.3	0	0		
PHF	.333	.000	.714	.625	.732	.000	.806	.417	.000	.781	.000	.000	.000	.000	.000	.581	.824	.000	.000	.763	.760

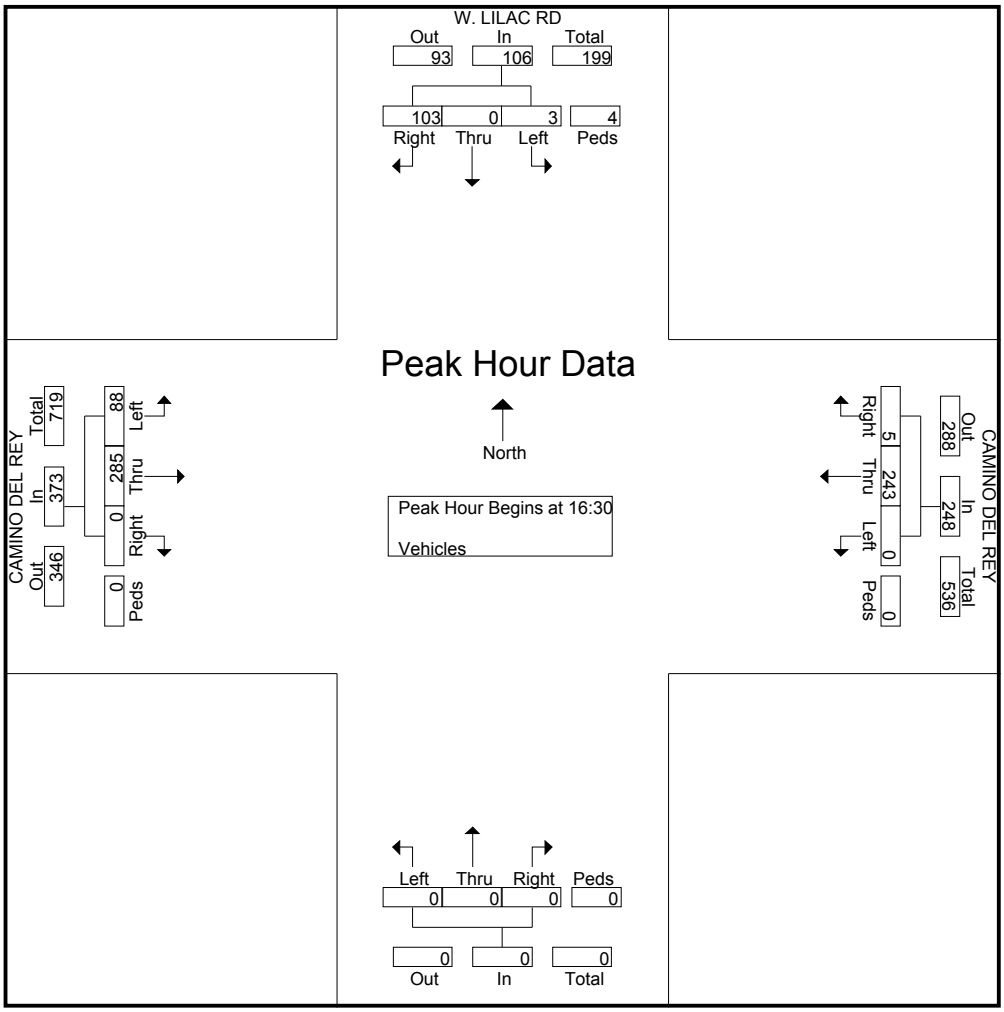


True Count

4401 Twain Ave, Suite 27
San Diego, CA 92120

File Name : 1104.12.W.LILAC RD.CAMINO DEL REY
Site Code : 00000000
Start Date : 1/11/2011
Page No : 3

	W. LILAC RD Southbound					CAMINO DEL REY Westbound					Northbound					CAMINO DEL REY Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	0	27	**2**	29	0	60	1	0	61	0	0	0	0	0	20	65	0	0	85	175
16:45	0	0	24	0	24	0	53	0	0	53	0	0	0	0	0	21	**80**	0	0	**101**	178
17:00	1	0	**32**	0	**33**	0	**73**	**2**	0	**75**	0	0	0	0	0	**24**	69	0	0	93	**201**
17:15	**2**	0	20	2	24	0	57	2	0	59	0	0	0	0	0	23	71	0	0	94	177
Total Volume	3	0	103	4	110	0	243	5	0	248	0	0	0	0	0	88	285	0	0	373	731
% App. Total	2.7	0	93.6	3.6		0	98	2	0		0	0	0	0		23.6	76.4	0	0		
PHF	.375	.000	.805	.500	.833	.000	.832	.625	.000	.827	.000	.000	.000	.000	.000	.917	.891	.000	.000	.923	.909



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

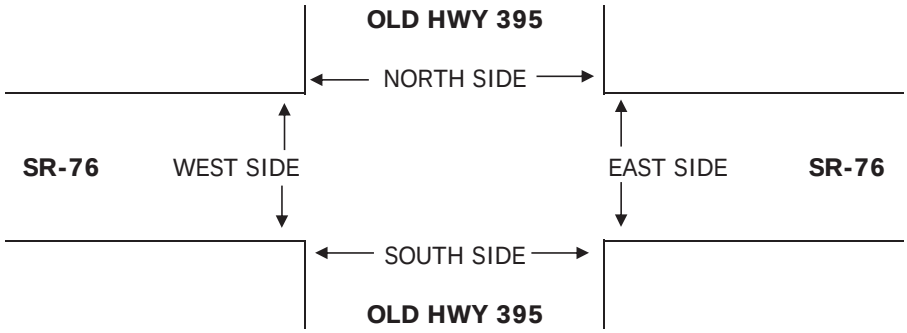
DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
3/2/11	NORTH & SOUTH:	OLD HWY 395	LOCATION #:	7
WEDNESDAY	EAST & WEST:	SR-76	CONTROL:	SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

N
W
E
S

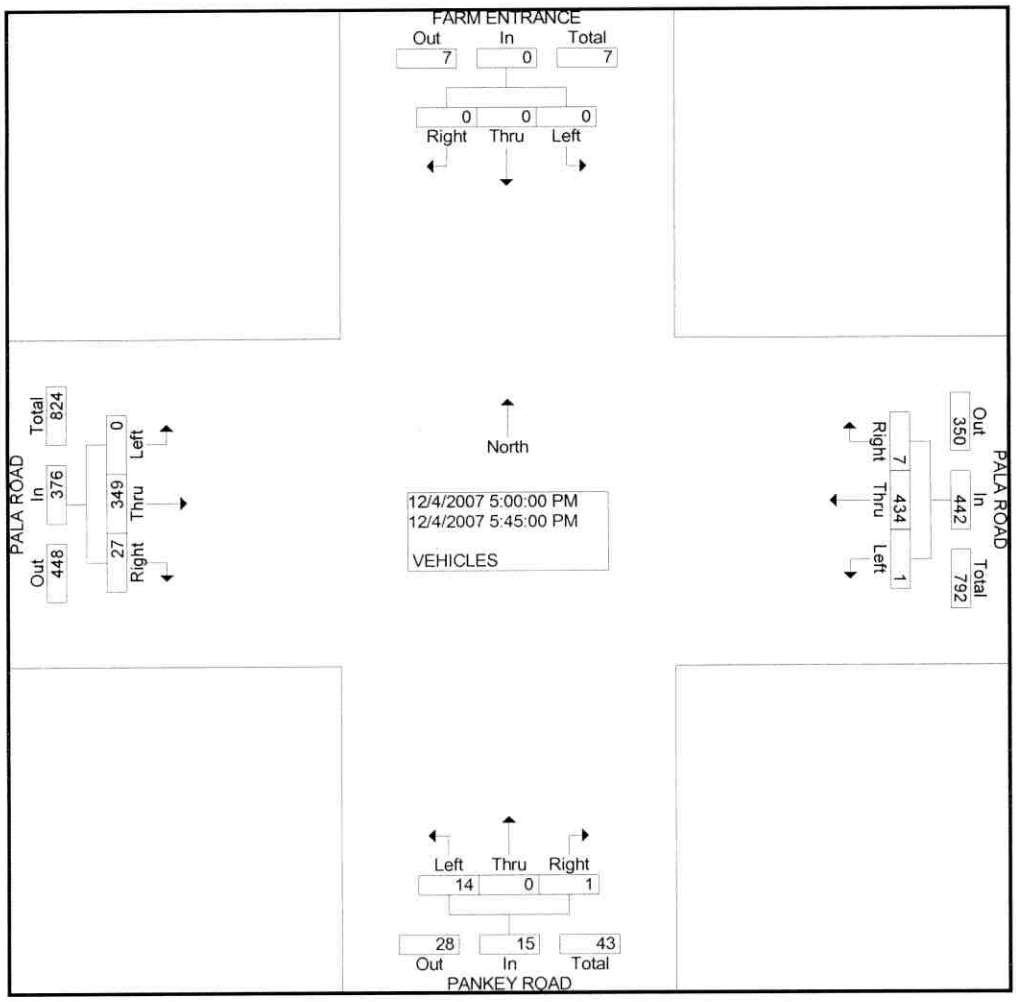
		NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND SR-76			WESTBOUND SR-76			
	LANES:	NL 0	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
AM	6:00 AM	9	4	7	36	15	11	6	70	3	16	223	7	407
	6:15 AM	15	21	6	43	25	13	3	80	4	14	183	5	412
	6:30 AM	12	5	5	56	20	11	2	78	6	9	182	16	402
	6:45 AM	20	9	12	57	32	15	8	122	13	11	157	12	468
	7:00 AM	17	8	12	61	24	14	11	111	8	10	188	22	486
	7:15 AM	30	19	8	71	21	15	14	102	5	8	169	24	486
	7:30 AM	33	13	10	66	25	12	13	114	7	7	178	29	507
	7:45 AM	21	12	11	55	20	15	10	98	6	6	159	28	441
	VOLUMES	157	91	71	445	182	106	67	775	52	81	1,439	143	3,609
	APPROACH %	49%	29%	22%	61%	25%	14%	7%	87%	6%	5%	87%	9%	
	APP/DEPART	319	/	301	733	/	315	894	/	1,291	1,663	/	1,702	0
	BEGIN PEAK HR		6:45 AM											
	VOLUMES	100	49	42	255	102	56	46	449	33	36	692	87	1,947
	APPROACH %	52%	26%	22%	62%	25%	14%	9%	85%	6%	4%	85%	11%	
	PEAK HR FACTOR		0.838			0.965			0.923			0.926		0.960
	APP/DEPART	191	/	182	413	/	171	528	/	746	815	/	848	0
PM	4:00 PM	9	25	19	41	13	14	13	196	14	11	151	55	561
	4:15 PM	10	25	15	58	21	8	10	186	10	10	153	52	558
	4:30 PM	13	41	16	56	22	19	19	205	15	11	134	37	588
	4:45 PM	26	41	9	51	10	15	12	176	14	14	154	54	576
	5:00 PM	14	16	10	44	9	10	15	181	19	10	140	56	524
	5:15 PM	18	26	12	50	28	9	18	209	24	11	133	46	584
	5:30 PM	20	25	16	54	14	12	14	187	21	9	142	50	564
	5:45 PM	16	22	12	43	16	10	16	176	18	13	123	42	507
	VOLUMES	126	221	109	397	133	97	117	1,516	135	89	1,130	392	4,462
	APPROACH %	28%	48%	24%	63%	21%	15%	7%	86%	8%	6%	70%	24%	
	APP/DEPART	456	/	730	627	/	357	1,768	/	2,022	1,611	/	1,353	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	58	132	59	206	66	56	54	763	53	46	592	198	2,283
	APPROACH %	23%	53%	24%	63%	20%	17%	6%	88%	6%	6%	71%	24%	
	PEAK HR FACTOR		0.819			0.845			0.910			0.941		0.971
	APP/DEPART	249	/	384	328	/	165	870	/	1,028	836	/	706	0



Transportation Studies, Inc.
1350 Reynolds Avenue
Suite 115
Irvine, CA. 92614

File Name : H0711122
Site Code : 00000000
Start Date : 12/4/2007
Page No : 3

	FARM ENTRANCE Southbound				PALA ROAD Westbound				PANKEY ROAD Northbound				PALA ROAD Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Intersection	05:00 PM																
Volume	0	0	0	0	7	434	1	442	1	0	14	15	27	349	0	376	833
Percent	0.0	0.0	0.0		1.6	98.2	0.2		6.7	0.0	93.3		7.2	92.8	0.0		
05:00 Volume	0	0	0	0	0	115	1	116	1	0	5	6	9	83	0	92	214
Peak Factor																	0.973
High Int.					05:15 PM				05:00 PM				05:30 PM				
Volume	0	0	0	0	0	118	0	118	1	0	5	6	3	93	0	96	
Peak Factor								0.936				0.625				0.979	



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
3/2/11	NORTH & SOUTH:	OLD HWY 395	LOCATION #:	8
WEDNESDAY	EAST & WEST:	DULIN	CONTROL:	1- WAY STOP (WB)

NOTES:

AM
PM
MD
OTHER
OTHER

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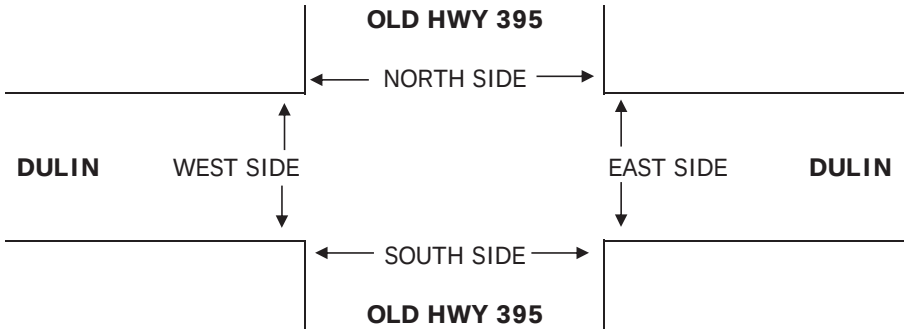
S

		NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND DULIN			WESTBOUND DULIN			
	LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL
AM	6:00 AM		4	2	4	21					29		19	79
	6:15 AM		16	2	6	22					38		24	108
	6:30 AM		12	3	3	29					45		17	109
	6:45 AM		14	3	7	50					37		23	134
	7:00 AM		18	6	3	37					53		26	143
	7:15 AM		22	5	5	45					66		35	178
	7:30 AM		16	4	6	41					56		32	155
	7:45 AM		15	6	4	35					43		26	129
	VOLUMES	0	117	31	38	280	0	0	0	0	367	0	202	1,035
	APPROACH %	0%	79%	21%	12%	88%	0%	0%	0%	0%	64%	0%	36%	
	APP/DEPART	148	/	319	318	/	647	0	/	69	569	/	0	0
	BEGIN PEAK HR		6:45 AM											
	VOLUMES	0	70	18	21	173	0	0	0	0	212	0	116	610
	APPROACH %	0%	80%	20%	11%	89%	0%	0%	0%	0%	65%	0%	35%	
	PEAK HR FACTOR		0.815			0.851			0.000			0.812		0.857
	APP/DEPART	88	/	186	194	/	385	0	/	39	328	/	0	0
PM	4:00 PM		30	15	7	32					14		13	111
	4:15 PM		39	25	25	33					4		12	138
	4:30 PM		36	34	25	20					9		21	145
	4:45 PM		54	26	17	24					3		23	147
	5:00 PM		42	27	20	21					7		15	132
	5:15 PM		39	21	23	19					11		17	130
	5:30 PM		35	23	33	20					6		14	131
	5:45 PM		35	22	25	17					9		15	123
	VOLUMES	0	310	193	175	186	0	0	0	0	63	0	130	1,057
	APPROACH %	0%	62%	38%	48%	52%	0%	0%	0%	0%	33%	0%	67%	
	APP/DEPART	503	/	440	361	/	249	0	/	368	193	/	0	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	171	112	87	98	0	0	0	0	23	0	71	562
	APPROACH %	0%	60%	40%	47%	53%	0%	0%	0%	0%	24%	0%	76%	
	PEAK HR FACTOR		0.884			0.797			0.000			0.783		0.956
	APP/DEPART	283	/	242	185	/	121	0	/	199	94	/	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
3/2/11	NORTH & SOUTH:	OLD HWY 395	LOCATION #:	1
WEDNESDAY	EAST & WEST:	W. LILAC	CONTROL:	2-WAY STOP (EW)

NOTES:

AM
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OTHER
OTHER

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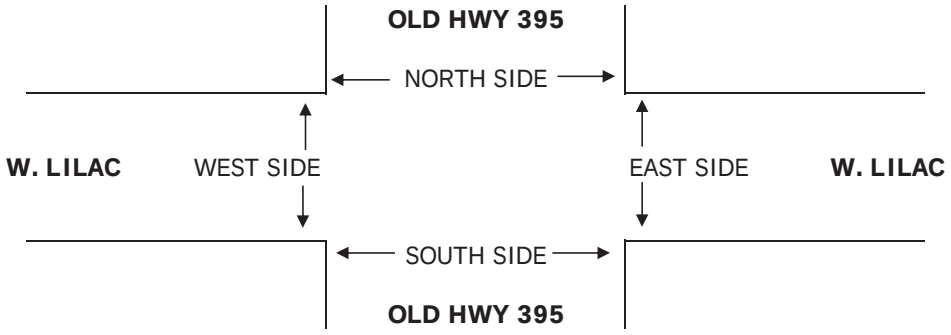
		NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND W. LILAC			WESTBOUND W. LILAC			
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 2	SR 0	EL 0.5	ET 0.5	ER 1	WL 0.5	WT 0.5	WR 1	TOTAL
AM	6:00 AM	2	2	1	1	56	8	3	2	18	5	0	5	103
	6:15 AM	3	7	7	6	60	6	2	1	18	5	1	3	119
	6:30 AM	9	11	4	3	74	14	1	0	9	7	1	4	137
	6:45 AM	4	11	8	2	77	11	4	2	5	9	4	0	137
	7:00 AM	4	3	1	1	61	11	3	1	6	11	4	6	112
	7:15 AM	6	9	2	0	60	24	6	1	11	8	1	6	134
	7:30 AM	9	11	4	3	42	61	12	2	16	10	11	6	187
	7:45 AM	13	8	5	1	42	49	38	2	24	7	4	7	200
	VOLUMES	50	62	32	17	472	184	69	11	107	62	26	37	1,129
	APPROACH %	35%	43%	22%	3%	70%	27%	37%	6%	57%	50%	21%	30%	
	APP/DEPART	144	/	168	673	/	641	187	/	60	125	/	260	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	32	31	12	5	205	145	59	6	57	36	20	25	633
	APPROACH %	43%	41%	16%	1%	58%	41%	48%	5%	47%	44%	25%	31%	
	PEAK HR FACTOR		0.721			0.837			0.477			0.750		0.791
	APP/DEPART	75	/	115	355	/	298	122	/	23	81	/	197	0
PM	4:00 PM	6	56	2	7	19	11	7	2	5	6	5	4	130
	4:15 PM	17	45	5	7	9	9	12	3	8	7	3	4	129
	4:30 PM	18	53	9	6	18	5	16	0	14	2	3	9	153
	4:45 PM	18	53	7	3	18	5	11	3	6	4	1	7	136
	5:00 PM	19	54	4	5	15	3	10	3	9	3	2	5	132
	5:15 PM	9	45	5	3	13	5	12	4	7	2	1	4	110
	5:30 PM	6	44	9	4	15	6	8	5	4	1	1	4	107
	5:45 PM	9	46	7	3	12	7	10	5	3	2	1	6	111
	VOLUMES	102	396	48	38	119	51	86	25	56	27	17	43	1,008
	APPROACH %	19%	73%	9%	18%	57%	25%	51%	15%	34%	31%	20%	49%	
	APP/DEPART	546	/	525	208	/	202	167	/	111	87	/	170	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	72	205	25	21	60	22	49	9	37	16	9	25	550
	APPROACH %	24%	68%	8%	20%	58%	21%	52%	9%	39%	32%	18%	50%	
	PEAK HR FACTOR		0.944			0.888			0.792			0.893		0.899
	APP/DEPART	302	/	279	103	/	113	95	/	55	50	/	103	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
3/2/11	NORTH & SOUTH:	OLD HWY 395	LOCATION #:	9
WEDNESDAY	EAST & WEST:	I-15 SB RAMPS	CONTROL:	1-WAY STOP (WB)

NOTES:

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MD
OTHER
OTHER

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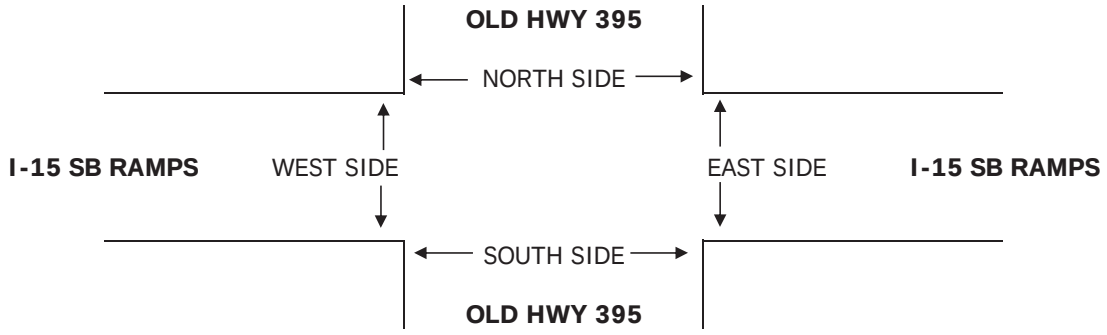
		NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND I-15 SB RAMPS			WESTBOUND I-15 SB RAMPS			
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 1	EL X	ET X	ER X	WL 0.5	WT 0.5	WR 1	TOTAL
AM	6:00 AM	1	23			13	51				6	2	1	97
	6:15 AM	2	32			15	58				8	2	3	120
	6:30 AM	1	22			17	68				15	2	2	127
	6:45 AM	4	28			21	62				12	1	6	134
	7:00 AM	0	26			20	62				16	0	0	124
	7:15 AM	1	25			19	49				12	2	0	108
	7:30 AM	4	25			14	57				13	2	1	116
	7:45 AM	3	33			14	35				15	1	2	103
	VOLUMES	16	214	0	0	133	442	0	0	0	97	12	15	929
	APPROACH %	7%	93%	0%	0%	23%	77%	0%	0%	0%	78%	10%	12%	
	APP/DEPART	230	/	229	575	/	230	0	/	0	124	/	470	0
	BEGIN PEAK HR		6:15 AM											
	VOLUMES	7	108	0	0	73	250	0	0	0	51	5	11	505
	APPROACH %	6%	94%	0%	0%	23%	77%	0%	0%	0%	76%	7%	16%	
	PEAK HR FACTOR		0.846			0.950			0.000			0.882		0.942
	APP/DEPART	115	/	119	323	/	124	0	/	0	67	/	262	0
PM	4:00 PM	0	60			12	25				12	2	2	113
	4:15 PM	0	69			16	30				17	1	0	133
	4:30 PM	4	62			10	26				13	1	0	116
	4:45 PM	0	59			9	32				14	1	2	117
	5:00 PM	0	62			5	26				18	0	4	115
	5:15 PM	2	58			7	17				25	1	5	115
	5:30 PM	2	65			11	20				6	0	1	105
	5:45 PM	2	55			12	16				5	0	1	91
	VOLUMES	10	490	0	0	82	192	0	0	0	110	6	15	905
	APPROACH %	2%	98%	0%	0%	30%	70%	0%	0%	0%	84%	5%	11%	
	APP/DEPART	500	/	505	274	/	192	0	/	0	131	/	208	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	4	252	0	0	40	114	0	0	0	62	3	6	481
	APPROACH %	2%	98%	0%	0%	26%	74%	0%	0%	0%	87%	4%	8%	
	PEAK HR FACTOR		0.928			0.837			0.000			0.807		0.904
	APP/DEPART	256	/	258	154	/	102	0	/	0	71	/	121	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
3/2/11	NORTH & SOUTH:	OLD HWY 395	LOCATION #:	10
WEDNESDAY	EAST & WEST:	I-15 NB RAMPS	CONTROL:	1-WAY STOP (EB)

NOTES:

AM
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OTHER
OTHER

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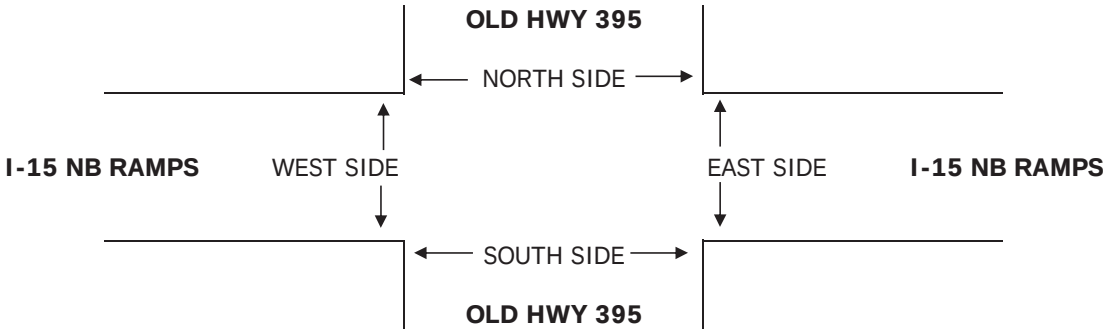
		NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND I-15 NB RAMPS			WESTBOUND I-15 NB RAMPS			
	LANES:	NL X	NT 1	NR 1	SL X	ST 1	SR 1	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL
AM	6:00 AM		10	4		11	4	18		1				48
	6:15 AM		10	1		32	0	14		0				57
	6:30 AM		8	4		32	0	16		0				60
	6:45 AM		10	5		35	0	18		1				69
	7:00 AM		17	9		31	2	11		3				73
	7:15 AM		12	9		30	1	14		0				66
	7:30 AM		12	12		24	1	16		1				66
	7:45 AM		22	3		32	1	18		1				77
	VOLUMES	0	101	47	0	227	9	125	0	7	0	0	0	516
	APPROACH %	0%	68%	32%	0%	96%	4%	95%	0%	5%	0%	0%	0%	
	APP/DEPART	148	/	226	236	/	234	132	/	47	0	/	9	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	63	33	0	117	5	59	0	5	0	0	0	282
	APPROACH %	0%	66%	34%	0%	96%	4%	92%	0%	8%	0%	0%	0%	
	PEAK HR FACTOR		0.923			0.924			0.842			0.000		0.916
	APP/DEPART	96	/	122	122	/	122	64	/	33	0	/	5	0
PM	4:00 PM		18	14		24	1	38		2				97
	4:15 PM		35	20		22	2	32		3				114
	4:30 PM		31	15		24	2	44		7				123
	4:45 PM		23	13		21	1	40		3				101
	5:00 PM		21	16		14	1	42		4				98
	5:15 PM		18	21		23	3	41		1				107
	5:30 PM		21	16		18	4	46		5				110
	5:45 PM		12	7		26	0	34		3				82
	VOLUMES	0	179	122	0	172	14	317	0	28	0	0	0	832
	APPROACH %	0%	59%	41%	0%	92%	8%	92%	0%	8%	0%	0%	0%	
	APP/DEPART	301	/	496	186	/	200	345	/	122	0	/	14	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	110	64	0	81	6	158	0	17	0	0	0	436
	APPROACH %	0%	63%	37%	0%	93%	7%	90%	0%	10%	0%	0%	0%	
	PEAK HR FACTOR		0.791			0.837			0.858			0.000		0.886
	APP/DEPART	174	/	268	87	/	98	175	/	64	0	/	6	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
3/2/11	NORTH & SOUTH:	OLD HWY 395	LOCATION #:	11
WEDNESDAY	EAST & WEST:	CAMINO DEL REY	CONTROL:	1-WAY STOP (EB)

NOTES:

AM
PM
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OTHER
OTHER

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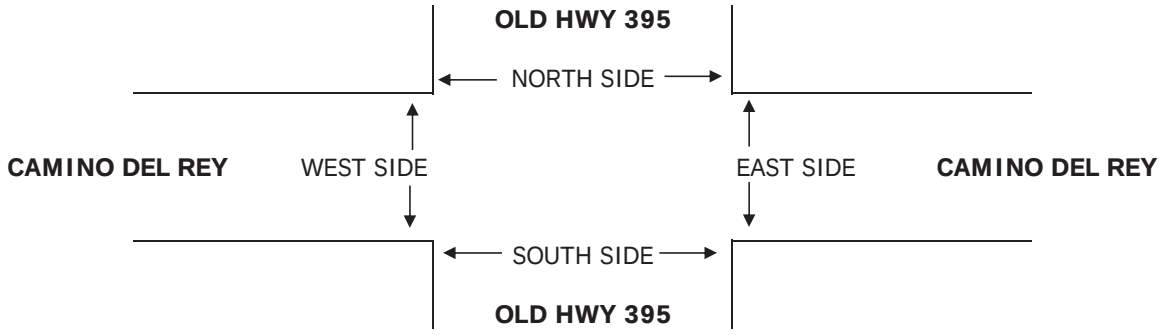
		NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND CAMINO DEL REY			WESTBOUND CAMINO DEL REY			
	LANES:	NL 1	NT 1	NR X	SL X	ST 1	SR 0	EL 0.5	ET X	ER 0.5	WL X	WT X	WR X	TOTAL
AM	6:00 AM	11	12			11	0	1		31				66
	6:15 AM	10	6			33	5	1		38				93
	6:30 AM	17	9			33	7	1		35				102
	6:45 AM	33	16			35	2	0		52				138
	7:00 AM	23	15			35	3	2		34				112
	7:15 AM	30	15			31	3	4		54				137
	7:30 AM	23	20			28	8	4		49				132
	7:45 AM	23	17			31	7	5		43				126
	VOLUMES	170	110	0	0	237	35	18	0	336	0	0	0	906
	APPROACH %	61%	39%	0%	0%	87%	13%	5%	0%	95%	0%	0%	0%	
	APP/DEPART	280	/	128	272	/	573	354	/	0	0	/	205	0
	BEGIN PEAK HR		6:45 AM											
	VOLUMES	109	66	0	0	129	16	10	0	189	0	0	0	519
	APPROACH %	62%	38%	0%	0%	89%	11%	5%	0%	95%	0%	0%	0%	
	PEAK HR FACTOR		0.893			0.954			0.858			0.000		0.940
	APP/DEPART	175	/	76	145	/	318	199	/	0	0	/	125	0
PM	4:00 PM	46	38			26	3	3		38				154
	4:15 PM	46	44			24	4	5		33				156
	4:30 PM	39	52			22	3	8		38				162
	4:45 PM	48	27			25	4	9		45				158
	5:00 PM	66	36			14	1	6		26				149
	5:15 PM	61	32			26	1	6		31				157
	5:30 PM	63	34			24	3	7		34				165
	5:45 PM	48	24			20	7	4		24				127
	VOLUMES	417	287	0	0	181	26	48	0	269	0	0	0	1,228
	APPROACH %	59%	41%	0%	0%	87%	13%	15%	0%	85%	0%	0%	0%	
	APP/DEPART	704	/	335	207	/	450	317	/	0	0	/	443	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	179	161	0	0	97	14	25	0	154	0	0	0	630
	APPROACH %	53%	47%	0%	0%	87%	13%	14%	0%	86%	0%	0%	0%	
	PEAK HR FACTOR		0.934			0.957			0.829			0.000		0.972
	APP/DEPART	340	/	186	111	/	251	179	/	0	0	/	193	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
3/8/11	NORTH & SOUTH:	OLD HWY 395	LOCATION #:	12
TUESDAY	EAST & WEST:	CIRCLE R	CONTROL:	1-WAY STOP (WB)

NOTES:

AM
PM
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OTHER
OTHER

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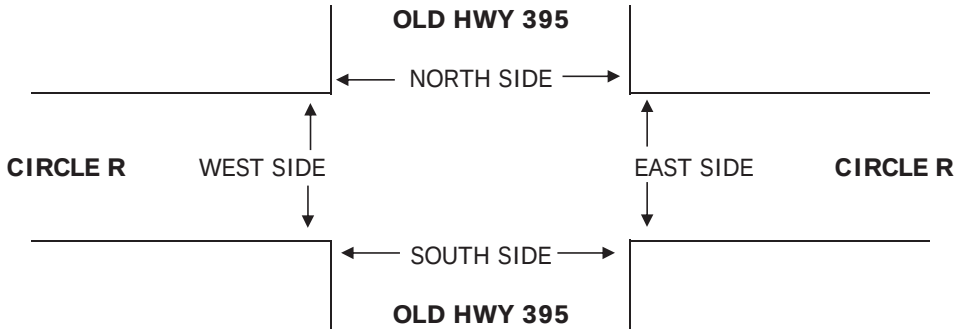
		NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND CIRCLE R			WESTBOUND CIRCLE R			
	LANES:	NL X	NT 1	NR 0	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 0.5	WT X	WR 0.5	TOTAL
AM	6:00 AM		17	7	0	52					36		3	115
	6:15 AM		22	17	6	62					39		1	147
	6:30 AM		21	17	6	75					41		10	170
	6:45 AM		44	19	3	85					48		6	205
	7:00 AM		31	16	5	74					64		9	199
	7:15 AM		39	9	3	77					54		12	194
	7:30 AM		40	15	5	84					52		9	205
	7:45 AM		37	12	3	83					59		5	199
	VOLUMES	0	251	112	31	592	0	0	0	0	393	0	55	1,434
	APPROACH %	0%	69%	31%	5%	95%	0%	0%	0%	0%	88%	0%	12%	
	APP/DEPART	363	/	306	623	/	985	0	/	143	448	/	0	0
	BEGIN PEAK HR		6:45 AM											
	VOLUMES	0	154	59	16	320	0	0	0	0	218	0	36	803
	APPROACH %	0%	72%	28%	5%	95%	0%	0%	0%	0%	86%	0%	14%	
	PEAK HR FACTOR		0.845			0.944			0.000			0.870		0.979
	APP/DEPART	213	/	190	336	/	538	0	/	75	254	/	0	0
PM	4:00 PM		79	36	1	47					36		10	209
	4:15 PM		93	62	11	55					37		5	263
	4:30 PM		87	38	10	51					26		9	221
	4:45 PM		82	51	4	66					34		4	241
	5:00 PM		105	56	4	52					17		5	239
	5:15 PM		96	45	9	41					34		8	233
	5:30 PM		103	52	8	65					17		4	249
	5:45 PM		79	58	7	47					23		3	217
	VOLUMES	0	724	398	54	424	0	0	0	0	224	0	48	1,872
	APPROACH %	0%	65%	35%	11%	89%	0%	0%	0%	0%	82%	0%	18%	
	APP/DEPART	1,122	/	772	478	/	648	0	/	452	272	/	0	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	367	207	29	224	0	0	0	0	114	0	23	964
	APPROACH %	0%	64%	36%	11%	89%	0%	0%	0%	0%	83%	0%	17%	
	PEAK HR FACTOR		0.891			0.904			0.000			0.815		0.916
	APP/DEPART	574	/	390	253	/	338	0	/	236	137	/	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	
11/1/11	NORTH & SOUTH:	I-15 NB RAMPS	LOCATION #:	2
TUESDAY	EAST & WEST:	GOPHER CANYON	CONTROL:	

NOTES:

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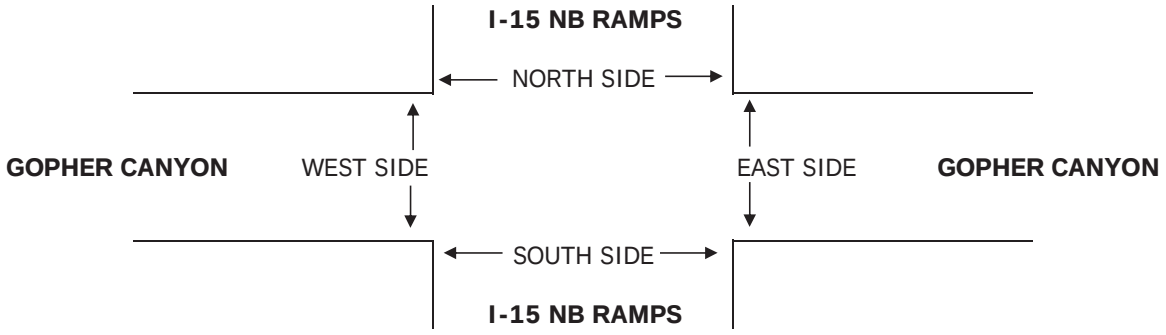
		NORTHBOUND I-15 NB RAMPS			SOUTHBOUND I-15 NB RAMPS			EASTBOUND GOPHER CANYON			WESTBOUND GOPHER CANYON			
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
AM	7:00 AM	51	0	31				33	41			142	18	316
	7:15 AM	49	0	34				39	35			147	13	317
	7:30 AM	37	1	36				37	37			118	16	282
	7:45 AM	25	1	29				34	35			117	15	256
	8:00 AM	34	0	38				31	33			105	11	252
	8:15 AM	37	2	31				38	35			96	12	251
	8:30 AM	24	0	24				34	36			96	9	223
	8:45 AM	20	1	26				35	28			90	13	213
	VOLUMES	277	5	249	0	0	0	281	280	0	0	911	107	2,110
	APPROACH %	52%	1%	47%	0%	0%	0%	50%	50%	0%	0%	89%	11%	
	APP/DEPART	531	/	393	0	/	0	561	/	529	1,018	/	1,188	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	162	2	130	0	0	0	143	148	0	0	524	62	1,171
	APPROACH %	55%	1%	44%	0%	0%	0%	49%	51%	0%	0%	89%	11%	
	PEAK HR FACTOR		0.886			0.000			0.983			0.916		0.924
	APP/DEPART	294	/	207	0	/	0	291	/	278	586	/	686	0
PM	4:00 PM	48	0	105				118	54			92	20	437
	4:15 PM	41	0	99				130	61			105	19	455
	4:30 PM	31	0	92				119	52			73	16	383
	4:45 PM	52	0	98				138	52			86	17	443
	5:00 PM	41	0	105				141	65			101	15	468
	5:15 PM	49	0	116				145	63			88	15	476
	5:30 PM	56	0	112				149	51			104	23	495
	5:45 PM	44	0	95				132	66			95	19	451
	VOLUMES	362	0	822	0	0	0	1,072	464	0	0	744	144	3,608
	APPROACH %	31%	0%	69%	0%	0%	0%	70%	30%	0%	0%	84%	16%	
	APP/DEPART	1,184	/	1,216	0	/	0	1,536	/	1,286	888	/	1,106	0
	BEGIN PEAK HR		5:00 PM											
	VOLUMES	190	0	428	0	0	0	567	245	0	0	388	72	1,890
	APPROACH %	31%	0%	69%	0%	0%	0%	70%	30%	0%	0%	84%	16%	
	PEAK HR FACTOR		0.920			0.000			0.976			0.906		0.955
	APP/DEPART	618	/	639	0	/	0	812	/	673	460	/	578	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	
11/1/11	NORTH & SOUTH:	I-15 SB RAMPS	LOCATION #:	1
TUESDAY	EAST & WEST:	GOPHER CANYON	CONTROL:	

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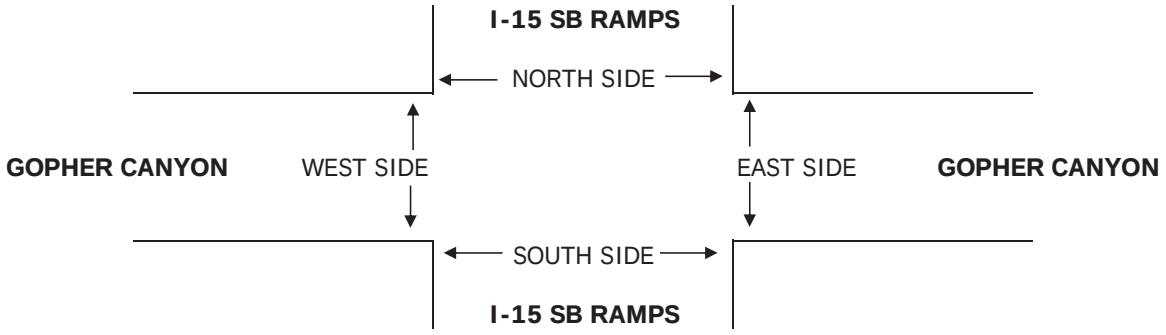
		NORTHBOUND I-15 SB RAMPS			SOUTHBOUND I-15 SB RAMPS			EASTBOUND GOPHER CANYON			WESTBOUND GOPHER CANYON			
	LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
AM	7:00 AM				10	1	139		48	34	101	95		428
	7:15 AM				10	0	150		52	57	94	93		456
	7:30 AM				17	0	138		79	71	87	63		455
	7:45 AM				16	1	126		54	64	91	51		403
	8:00 AM				15	0	116		58	68	97	50		404
	8:15 AM				9	0	84		50	60	86	43		332
	8:30 AM				12	1	88		55	54	70	42		322
	8:45 AM				16	1	70		46	40	72	49		294
	VOLUMES	0	0	0	105	4	911	0	442	448	698	486	0	3,094
	APPROACH %	0%	0%	0%	10%	0%	89%	0%	50%	50%	59%	41%	0%	
	APP/DEPART	0	/	0	1,020	/	1,150	890	/	547	1,184	/	1,397	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	0	0	53	2	553	0	233	226	373	302	0	1,742
	APPROACH %	0%	0%	0%	9%	0%	91%	0%	51%	49%	55%	45%	0%	
	PEAK HR FACTOR		0.000			0.950			0.765			0.861		0.955
	APP/DEPART	0	/	0	608	/	601	459	/	286	675	/	855	0
PM	4:00 PM				8	0	45		183	77	71	75		459
	4:15 PM				8	3	50		170	88	63	83		465
	4:30 PM				12	2	49		173	87	57	58		438
	4:45 PM				8	0	50		184	82	55	83		462
	5:00 PM				14	0	42		181	70	53	94		454
	5:15 PM				9	1	42		203	83	45	97		480
	5:30 PM				11	0	45		184	88	46	99		473
	5:45 PM				12	0	40		177	89	40	89		447
	VOLUMES	0	0	0	82	6	363	0	1,455	664	430	678	0	3,678
	APPROACH %	0%	0%	0%	18%	1%	80%	0%	69%	31%	39%	61%	0%	
	APP/DEPART	0	/	0	451	/	1,100	2,119	/	1,537	1,108	/	1,041	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	0	0	0	42	1	179	0	752	323	199	373	0	1,869
	APPROACH %	0%	0%	0%	19%	0%	81%	0%	70%	30%	35%	65%	0%	
	PEAK HR FACTOR		0.000			0.957			0.940			0.973		0.973
	APP/DEPART	0	/	0	222	/	523	1,075	/	794	572	/	552	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
3/8/11	NORTH & SOUTH:	OLD HWY 395	LOCATION #:	13
TUESDAY	EAST & WEST:	GOHPER CANYON	CONTROL:	SIGNAL

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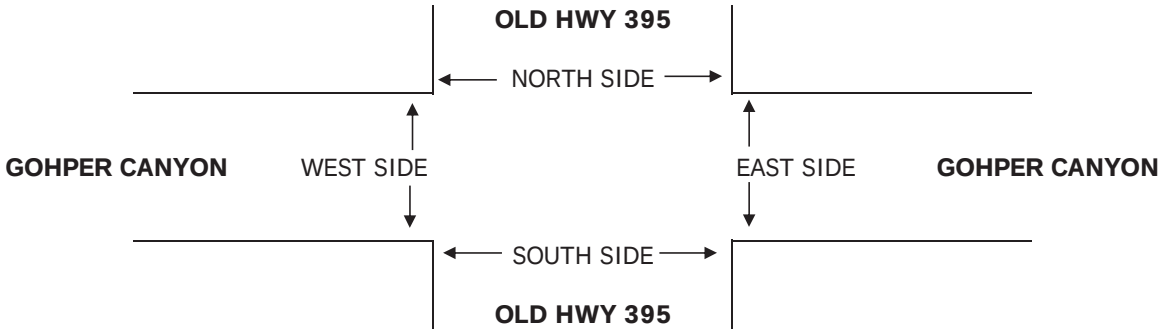
		NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND GOHPER CANYON			WESTBOUND GOHPER CANYON			
	LANES:	NL 1	NT 1	NR X	SL X	ST 2	SR 0	EL 1	ET X	ER 1	WL X	WT X	WR X	TOTAL
AM	6:00 AM	34	11			20	76	25		25				191
	6:15 AM	47	17			33	73	20		21				211
	6:30 AM	39	21			42	81	21		28				232
	6:45 AM	62	20			31	100	39		36				288
	7:00 AM	58	13			43	87	32		32				265
	7:15 AM	69	21			47	88	31		27				283
	7:30 AM	65	21			56	82	31		40				295
	7:45 AM	55	22			57	95	31		46				306
	VOLUMES	429	146	0	0	329	682	230	0	255	0	0	0	2,071
	APPROACH %	75%	25%	0%	0%	33%	67%	47%	0%	53%	0%	0%	0%	
	APP/DEPART	575	/	376	1,011	/	584	485	/	0	0	/	1,111	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	247	77	0	0	203	352	125	0	145	0	0	0	1,149
	APPROACH %	76%	24%	0%	0%	37%	63%	46%	0%	54%	0%	0%	0%	
	PEAK HR FACTOR		0.900			0.913			0.877			0.000		0.939
	APP/DEPART	324	/	202	555	/	348	270	/	0	0	/	599	0
PM	4:00 PM	46	41			33	52	84		68				324
	4:15 PM	60	43			32	52	93		52				332
	4:30 PM	58	46			30	60	93		69				356
	4:45 PM	43	45			34	45	105		69				341
	5:00 PM	58	56			26	37	92		66				335
	5:15 PM	58	41			31	49	111		60				350
	5:30 PM	53	40			34	58	93		67				345
	5:45 PM	31	45			28	51	75		56				286
	VOLUMES	407	357	0	0	248	404	746	0	507	0	0	0	2,669
	APPROACH %	53%	47%	0%	0%	38%	62%	60%	0%	40%	0%	0%	0%	
	APP/DEPART	764	/	1,103	652	/	755	1,253	/	0	0	/	811	0
	BEGIN PEAK HR		4:30 PM											
	VOLUMES	217	188	0	0	121	191	401	0	264	0	0	0	1,382
	APPROACH %	54%	46%	0%	0%	39%	61%	60%	0%	40%	0%	0%	0%	
	PEAK HR FACTOR		0.888			0.867			0.955			0.000		0.971
	APP/DEPART	405	/	589	312	/	385	665	/	0	0	/	408	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
3/8/11	NORTH & SOUTH:	OLD HWY 395	LOCATION #:	14
TUESDAY	EAST & WEST:	OLD CASTLE	CONTROL:	1-WAY STOP (WB)

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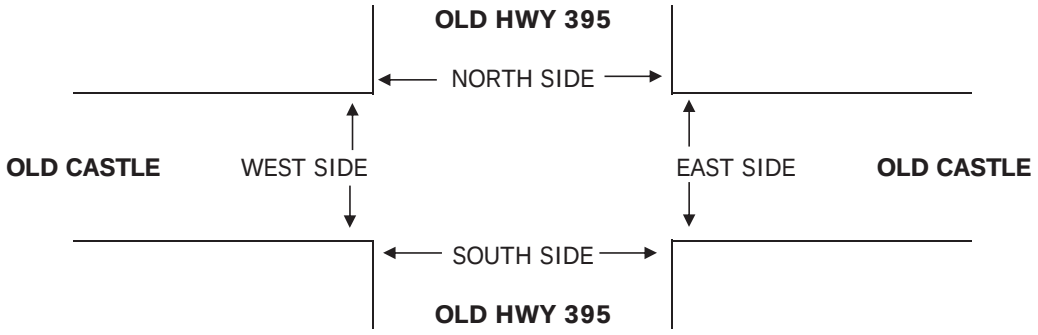
		NORTHBOUND OLD HWY 395			SOUTHBOUND OLD HWY 395			EASTBOUND OLD CASTLE			WESTBOUND OLD CASTLE			
	LANES:	NL X	NT 1	NR 0	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 1	WT X	WR 1	TOTAL
AM	6:00 AM		9	1	22	15					5		30	82
	6:15 AM		7	2	25	31					15		44	124
	6:30 AM		16	4	33	29					16		56	154
	6:45 AM		15	9	39	26					26		57	172
	7:00 AM		8	7	41	43					19		64	182
	7:15 AM		13	13	36	44					27		79	212
	7:30 AM		10	4	35	41					22		71	183
	7:45 AM		21	5	47	55					20		54	202
	VOLUMES	0	99	45	278	284	0	0	0	0	150	0	455	1,311
	APPROACH %	0%	69%	31%	49%	51%	0%	0%	0%	0%	25%	0%	75%	
	APP/DEPART	144	/	554	562	/	434	0	/	323	605	/	0	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	52	29	159	183	0	0	0	0	88	0	268	779
	APPROACH %	0%	64%	36%	46%	54%	0%	0%	0%	0%	25%	0%	75%	
	PEAK HR FACTOR		0.779			0.838			0.000			0.840		0.919
	APP/DEPART	81	/	320	342	/	271	0	/	188	356	/	0	0
PM	4:00 PM		48	23	67	25					8		39	210
	4:15 PM		43	22	69	25					10		56	225
	4:30 PM		46	20	74	29					12		53	234
	4:45 PM		47	23	66	19					12		54	221
	5:00 PM		57	27	58	19					7		55	223
	5:15 PM		53	19	71	19					9		52	223
	5:30 PM		43	20	76	27					9		51	226
	5:45 PM		44	22	70	21					11		45	213
	VOLUMES	0	381	176	551	184	0	0	0	0	78	0	405	1,775
	APPROACH %	0%	68%	32%	75%	25%	0%	0%	0%	0%	16%	0%	84%	
	APP/DEPART	557	/	786	735	/	262	0	/	727	483	/	0	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	193	92	267	92	0	0	0	0	41	0	218	903
	APPROACH %	0%	68%	32%	74%	26%	0%	0%	0%	0%	16%	0%	84%	
	PEAK HR FACTOR		0.848			0.871			0.000			0.981		0.965
	APP/DEPART	285	/	411	359	/	133	0	/	359	259	/	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
3/8/11	NORTH & SOUTH:	MOUNTIAN RIDGE / RED HAWK	LOCATION #:	15
TUESDAY	EAST & WEST:	CIRCLE R	CONTROL:	2-WAY STOP (NS)

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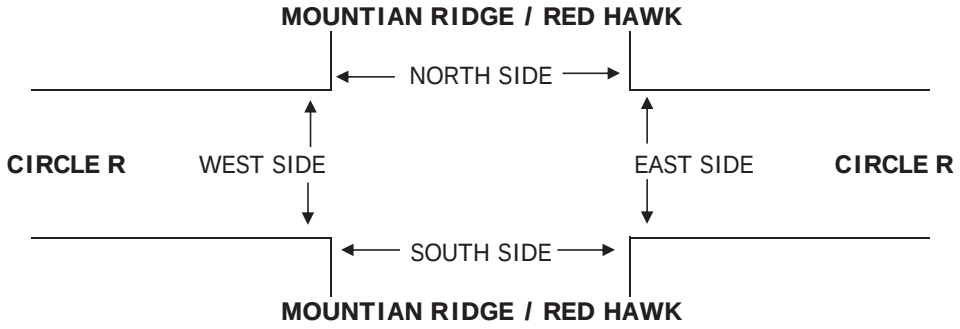
		NORTHBOUND MOUNTIAN RIDGE / RED HAWK			SOUTHBOUND MOUNTIAN RIDGE / RED HAWK			EASTBOUND CIRCLE R			WESTBOUND CIRCLE R			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	6:00 AM	0	0	0	0	0	4	1	3	0	0	20	0	28
	6:15 AM	1	0	0	0	0	6	2	5	0	0	18	0	32
	6:30 AM	2	0	0	1	0	0	1	5	1	0	22	2	34
	6:45 AM	0	0	0	1	0	2	1	7	0	0	32	3	46
	7:00 AM	0	0	0	3	0	1	0	4	0	0	25	0	33
	7:15 AM	0	0	0	0	0	2	0	7	0	0	26	2	37
	7:30 AM	0	0	0	1	0	2	1	5	0	0	27	1	37
	7:45 AM	0	0	0	1	0	1	0	4	0	0	23	0	29
	VOLUMES	3	0	0	7	0	18	6	40	1	0	193	8	276
	APPROACH %	100%	0%	0%	28%	0%	72%	13%	85%	2%	0%	96%	4%	
	APP/DEPART	3	/	14	25	/	1	47	/	47	201	/	214	0
	BEGIN PEAK HR		6:45 AM											
	VOLUMES	0	0	0	5	0	7	2	23	0	0	110	6	153
	APPROACH %	0%	0%	0%	42%	0%	58%	8%	92%	0%	0%	95%	5%	
	PEAK HR FACTOR		0.000			0.750			0.781			0.829		0.832
	APP/DEPART	0	/	8	12	/	0	25	/	28	116	/	117	0
PM	4:00 PM	0	0	0	1	0	1	0	25	0	0	11	0	38
	4:15 PM	1	0	0	1	0	1	1	19	1	0	17	1	42
	4:30 PM	0	0	0	0	0	0	0	20	0	0	9	0	29
	4:45 PM	0	0	0	0	0	1	3	22	0	0	13	1	40
	5:00 PM	0	0	0	0	0	0	1	12	0	0	2	0	15
	5:15 PM	0	0	0	0	0	0	1	26	0	0	8	1	36
	5:30 PM	1	0	0	1	0	0	0	16	0	0	11	0	29
	5:45 PM	0	0	0	0	0	1	1	17	1	0	12	1	33
	VOLUMES	2	0	0	3	0	4	7	157	2	0	83	4	262
	APPROACH %	100%	0%	0%	43%	0%	57%	4%	95%	1%	0%	95%	5%	
	APP/DEPART	2	/	11	7	/	2	166	/	160	87	/	89	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	1	0	0	2	0	3	4	86	1	0	50	2	149
	APPROACH %	100%	0%	0%	40%	0%	60%	4%	95%	1%	0%	96%	4%	
	PEAK HR FACTOR		0.250			0.625			0.910			0.722		0.887
	APP/DEPART	1	/	6	5	/	1	91	/	88	52	/	54	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
3/2/11	NORTH & SOUTH:	W. LILAC/CIRCLE R	LOCATION #:	3
WEDNESDAY	EAST & WEST:	W. LILAC	CONTROL:	1-WAY STOP (WB)

NOTES:

CIRCLE R IS S LEG AT THIS LOCATION.

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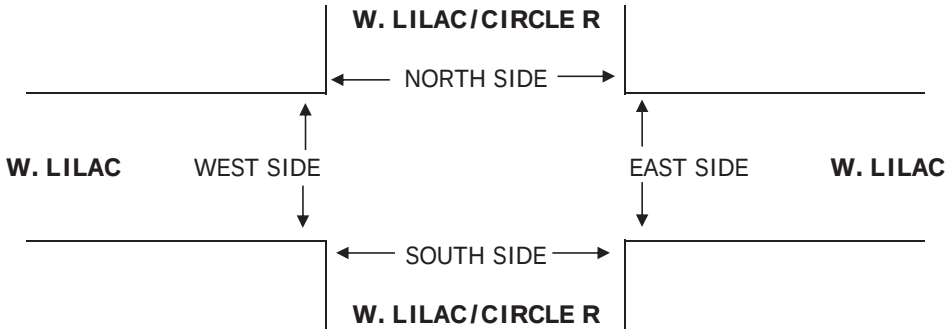
		NORTHBOUND W. LILAC/CIRCLE R			SOUTHBOUND W. LILAC/CIRCLE R			EASTBOUND W. LILAC			WESTBOUND W. LILAC			
	LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0.5	WT X	WR 0.5	TOTAL
AM	6:00 AM		3	1	1	8					11		4	28
	6:15 AM		4	6	0	3					11		7	31
	6:30 AM		1	2	2	4					21		4	34
	6:45 AM		3	6	2	5					19		3	38
	7:00 AM		4	6	1	5					17		1	34
	7:15 AM		1	4	1	7					18		4	35
	7:30 AM		5	4	4	8					12		4	37
	7:45 AM		5	4	2	5					15		6	37
	VOLUMES	0	26	33	13	45	0	0	0	0	124	0	33	274
	APPROACH %	0%	44%	56%	22%	78%	0%	0%	0%	0%	79%	0%	21%	
	APP/DEPART	59	/	59	58	/	169	0	/	46	157	/	0	0
	BEGIN PEAK HR		6:45 AM											
	VOLUMES	0	13	20	8	25	0	0	0	0	66	0	12	144
	APPROACH %	0%	39%	61%	24%	76%	0%	0%	0%	0%	85%	0%	15%	
	PEAK HR FACTOR		0.825			0.688			0.000			0.886		0.947
	APP/DEPART	33	/	25	33	/	91	0	/	28	78	/	0	0
PM	4:00 PM		11	12	1	10					8		3	45
	4:15 PM		5	13	4	7					4		2	35
	4:30 PM		7	19	2	4					4		4	40
	4:45 PM		9	6	4	6					10		3	38
	5:00 PM		6	14	1	7					7		8	43
	5:15 PM		6	9	4	8					3		0	30
	5:30 PM		4	9	4	4					6		1	28
	5:45 PM		4	10	5	4					5		2	30
	VOLUMES	0	52	92	25	50	0	0	0	0	47	0	23	289
	APPROACH %	0%	36%	64%	33%	67%	0%	0%	0%	0%	67%	0%	33%	
	APP/DEPART	144	/	75	75	/	97	0	/	117	70	/	0	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	32	50	11	27	0	0	0	0	26	0	12	158
	APPROACH %	0%	39%	61%	29%	71%	0%	0%	0%	0%	68%	0%	32%	
	PEAK HR FACTOR		0.788			0.864			0.000			0.731		0.878
	APP/DEPART	82	/	44	38	/	53	0	/	61	38	/	0	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
3/2/11	NORTH & SOUTH:	LILAC	LOCATION #:	4
WEDNESDAY	EAST & WEST:	W. LILAC	CONTROL:	1-WAY STOP (EB)

NOTES:

AM
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OTHER
OTHER

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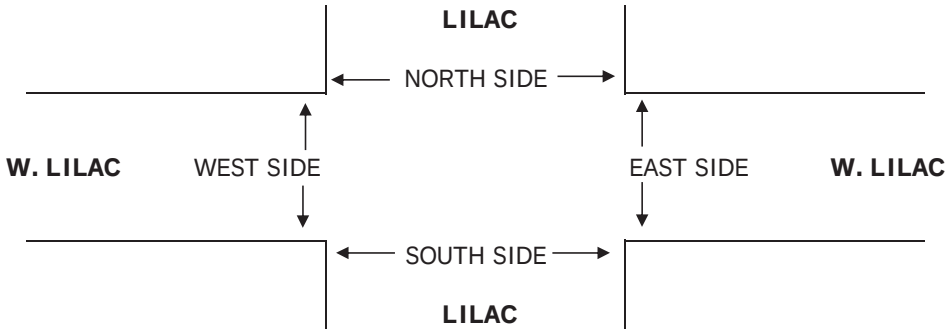
		NORTHBOUND LILAC			SOUTHBOUND LILAC			EASTBOUND W. LILAC			WESTBOUND W. LILAC			
	LANES:	NL 0	NT 1	NR X	SL X	ST 1	SR 0	EL 0.5	ET X	ER 0.5	WL X	WT X	WR X	TOTAL
AM	6:00 AM	4	4			6	6	2		1				23
	6:15 AM	9	4			6	9	0		1				29
	6:30 AM	6	9			17	8	0		3				43
	6:45 AM	5	21			15	14	4		1				60
	7:00 AM	6	16			26	7	0		8				63
	7:15 AM	3	15			23	6	5		13				65
	7:30 AM	3	16			33	10	1		8				71
	7:45 AM	10	16			18	6	0		13				63
	VOLUMES	46	101	0	0	144	66	12	0	48	0	0	0	417
	APPROACH %	31%	69%	0%	0%	69%	31%	20%	0%	80%	0%	0%	0%	
	APP/DEPART	147	/	113	210	/	192	60	/	0	0	/	112	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	22	63	0	0	100	29	6	0	42	0	0	0	262
	APPROACH %	26%	74%	0%	0%	78%	22%	13%	0%	88%	0%	0%	0%	
	PEAK HR FACTOR		0.817			0.750			0.667			0.000		0.923
	APP/DEPART	85	/	69	129	/	142	48	/	0	0	/	51	0
PM	4:00 PM	8	15			14	8	7		7				59
	4:15 PM	5	18			16	4	10		8				61
	4:30 PM	5	21			20	8	9		5				68
	4:45 PM	5	16			20	3	3		8				55
	5:00 PM	5	30			19	6	8		5				73
	5:15 PM	9	18			18	4	4		1				54
	5:30 PM	6	21			13	6	6		1				53
	5:45 PM	5	17			11	2	7		3				45
	VOLUMES	48	156	0	0	131	41	54	0	38	0	0	0	468
	APPROACH %	24%	76%	0%	0%	76%	24%	59%	0%	41%	0%	0%	0%	
	APP/DEPART	204	/	210	172	/	169	92	/	0	0	/	89	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	20	85	0	0	75	21	30	0	26	0	0	0	257
	APPROACH %	19%	81%	0%	0%	78%	22%	54%	0%	46%	0%	0%	0%	
	PEAK HR FACTOR		0.750			0.857			0.778			0.000		0.880
	APP/DEPART	105	/	115	96	/	101	56	/	0	0	/	41	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
3/8/11	NORTH & SOUTH:	LILAC	LOCATION #:	5
TUESDAY	EAST & WEST:	OLD CASTLE	CONTROL:	1-WAY STOP (SB)

NOTES:

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OTHER

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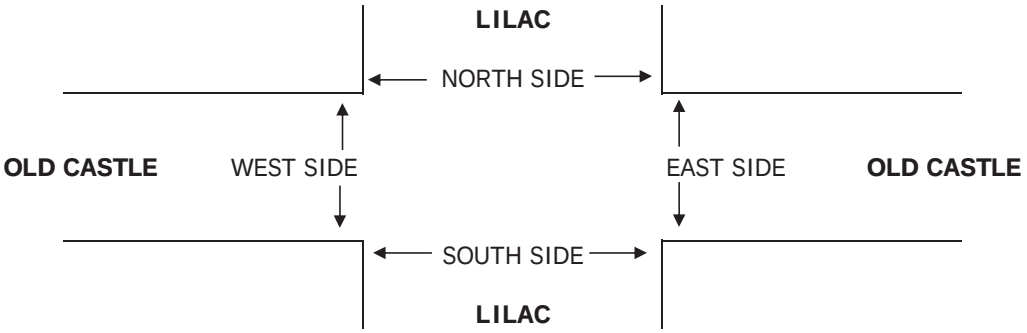
		NORTHBOUND LILAC			SOUTHBOUND LILAC			EASTBOUND OLD CASTLE			WESTBOUND OLD CASTLE			
	LANES:	NL X	NT X	NR X	SL 0.5	ST X	SR 0.5	EL 1	ET 1	ER X	WL X	WT 1	WR 1	TOTAL
AM	6:00 AM				13		3	4	14			30	13	77
	6:15 AM				17		6	1	19			43	10	96
	6:30 AM				21		10	3	25			50	25	134
	6:45 AM				12		12	2	38			56	12	132
	7:00 AM				15		14	3	23			54	14	123
	7:15 AM				20		11	2	25			54	11	123
	7:30 AM				22		15	4	33			61	12	147
	7:45 AM				23		13	2	30			58	10	136
	VOLUMES	0	0	0	143	0	84	21	207	0	0	406	107	968
	APPROACH %	0%	0%	0%	63%	0%	37%	9%	91%	0%	0%	79%	21%	
	APP/DEPART	0	/	128	227	/	0	228	/	350	513	/	490	0
	BEGIN PEAK HR		7:00 AM											
	VOLUMES	0	0	0	80	0	53	11	111	0	0	227	47	529
	APPROACH %	0%	0%	0%	60%	0%	40%	9%	91%	0%	0%	83%	17%	
	PEAK HR FACTOR		0.000			0.899			0.824			0.938		0.900
	APP/DEPART	0	/	58	133	/	0	122	/	191	274	/	280	0
PM	4:00 PM				22		7	12	62			35	18	156
	4:15 PM				35		7	13	70			43	30	198
	4:30 PM				17		14	6	65			48	22	172
	4:45 PM				26		6	13	76			53	30	204
	5:00 PM				26		6	13	62			60	28	195
	5:15 PM				17		10	12	53			57	26	175
	5:30 PM				18		6	6	57			49	25	161
	5:45 PM				16		5	17	81			57	24	200
	VOLUMES	0	0	0	177	0	61	92	526	0	0	402	203	1,461
	APPROACH %	0%	0%	0%	74%	0%	26%	15%	85%	0%	0%	66%	34%	
	APP/DEPART	0	/	295	238	/	0	618	/	703	605	/	463	0
	BEGIN PEAK HR		4:15 PM											
	VOLUMES	0	0	0	104	0	33	45	273	0	0	204	110	769
	APPROACH %	0%	0%	0%	76%	0%	24%	14%	86%	0%	0%	65%	35%	
	PEAK HR FACTOR		0.000			0.815			0.893			0.892		0.942
	APP/DEPART	0	/	155	137	/	0	318	/	377	314	/	237	0



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0225-02
3/8/11	NORTH & SOUTH:	VALLEY CENTER	LOCATION #:	6
TUESDAY	EAST & WEST:	LILAC	CONTROL:	SIGNAL

NOTES:

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OTHER

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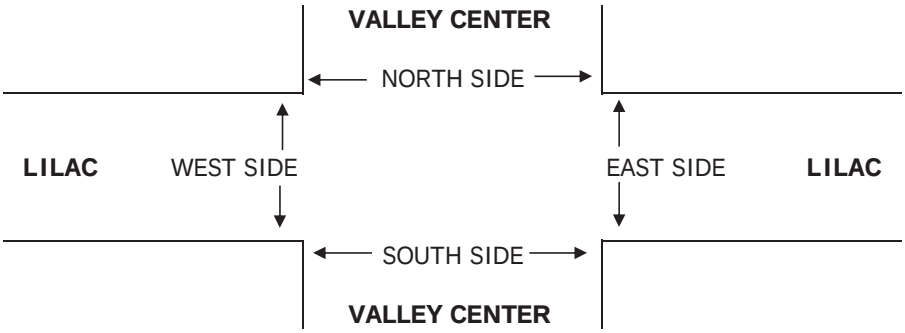
		NORTHBOUND VALLEY CENTER			SOUTHBOUND VALLEY CENTER			EASTBOUND LILAC			WESTBOUND LILAC			
	LANES:	NL 2	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1.5	ET 0.5	ER 1	WL 0	WT 1	WR 0	TOTAL
AM	6:00 AM	17	47	0	0	110	20	14	0	36	1	0	0	245
	6:15 AM	22	80	0	0	140	20	26	0	28	1	0	0	317
	6:30 AM	33	92	0	0	145	31	29	0	46	0	0	0	376
	6:45 AM	31	79	0	1	153	37	35	0	51	0	0	0	387
	7:00 AM	22	45	0	0	162	33	28	0	43	0	0	0	333
	7:15 AM	34	72	0	2	183	45	22	0	47	0	0	0	405
	7:30 AM	24	88	0	0	164	31	31	0	58	0	0	0	396
	7:45 AM	24	89	0	0	141	35	36	0	39	0	0	0	364
	VOLUMES	207	592	0	3	1,198	252	221	0	348	2	0	0	2,823
	APPROACH %	26%	74%	0%	0%	82%	17%	39%	0%	61%	100%	0%	0%	
	APP/DEPART	799	/	813	1,453	/	1,548	569	/	3	2	/	459	0
	BEGIN PEAK HR		6:45 AM											
	VOLUMES	111	284	0	3	662	146	116	0	199	0	0	0	1,521
	APPROACH %	28%	72%	0%	0%	82%	18%	37%	0%	63%	0%	0%	0%	
	PEAK HR FACTOR		0.882			0.882			0.885			0.000		0.939
	APP/DEPART	395	/	400	811	/	861	315	/	3	0	/	257	0
PM	4:00 PM	58	185	0	0	140	67	59	0	51	1	0	0	561
	4:15 PM	44	155	1	1	127	42	49	0	45	0	0	0	464
	4:30 PM	59	193	1	0	186	57	66	0	39	0	0	1	602
	4:45 PM	53	177	2	0	169	81	58	0	42	0	0	0	582
	5:00 PM	71	185	0	0	178	64	66	0	44	0	0	0	608
	5:15 PM	57	168	0	0	142	93	75	1	50	0	1	0	587
	5:30 PM	67	224	0	0	144	58	63	0	54	0	0	0	610
	5:45 PM	53	199	0	0	129	63	62	0	39	0	0	0	545
	VOLUMES	462	1,486	4	1	1,215	525	498	1	364	1	1	1	4,559
	APPROACH %	24%	76%	0%	0%	70%	30%	58%	0%	42%	33%	33%	33%	
	APP/DEPART	1,952	/	1,985	1,741	/	1,580	863	/	6	3	/	988	0
	BEGIN PEAK HR		4:45 PM											
	VOLUMES	248	754	2	0	633	296	262	1	190	0	1	0	2,387
	APPROACH %	25%	75%	0%	0%	68%	32%	58%	0%	42%	0%	100%	0%	
	PEAK HR FACTOR		0.863			0.929			0.899			0.250		0.978
	APP/DEPART	1,004	/	1,016	929	/	823	453	/	3	1	/	545	0



080609

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0923-1752
9/22/11	NORTH & SOUTH:	MILLER	LOCATION #:	11
THURSDAY	EAST & WEST:	VALLEY CENTER	CONTROL:	1-WAY STOP (NB)

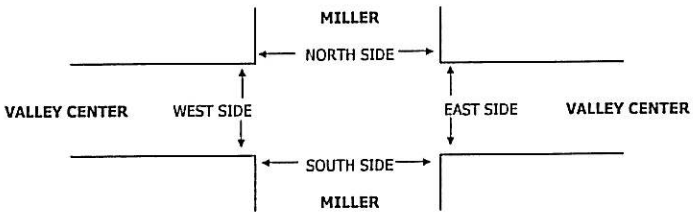
NOTES:

WL = UTURN

AM PM MD OTHER OTHER

N ▲ ◄ W E ► S ▼

		NORTHBOUND MILLER			SOUTHBOUND MILLER			EASTBOUND VALLEY CENTER			WESTBOUND VALLEY CENTER				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0.5	ST X	SR 0.5	EL 1	ET 2	ER X	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM				5		18	5	155		0	189	0	372					0
	7:15 AM				0		7	6	205		0	219	0	437					0
	7:30 AM				1		25	6	133		1	218	2	386					0
	7:45 AM				3		14	9	184		0	175	2	387					0
	8:00 AM				6		14	8	147		0	184	5	364					0
	8:15 AM				7		18	12	168		1	195	5	406					0
	8:30 AM				9		22	9	141		0	184	3	368					0
	8:45 AM				5		16	10	168		0	198	4	401					0
	VOLUMES	0	0	0	36	0	134	65	1,301	0	2	1,562	21	3,121	0	0	0	0	0
	APPROACH %	0%	0%	0%	21%	0%	79%	5%	95%	0%	0%	99%	1%						
	APP/DEPART	0	/	86	170	/	2	1,366	/	1,337	1,585	/	1,696	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	9	0	64	26	677	0	1	801	4	1,582					
	APPROACH %	0%	0%	0%	12%	0%	88%	4%	96%	0%	0%	99%	0%						
	PEAK HR FACTOR		0.000			0.702			0.833			0.912		0.905					
	APP/DEPART	0	/	30	73	/	1	703	/	686	806	/	865	0					
PM	4:00 PM				2		10	18	219		0	205	4	458					0
	4:15 PM				2		15	15	249		0	190	2	473					0
	4:30 PM				1		16	19	244		0	205	6	491					0
	4:45 PM				4		9	12	251		0	265	5	546					0
	5:00 PM				0		11	20	231		1	171	8	442					0
	5:15 PM				4		12	22	262		0	198	5	503					0
	5:30 PM				2		9	16	208		1	215	4	455					0
	5:45 PM				8		10	13	201		0	198	3	433					0
	VOLUMES	0	0	0	23	0	92	135	1,865	0	2	1,647	37	3,801	0	0	0	0	0
	APPROACH %	0%	0%	0%	20%	0%	80%	7%	93%	0%	0%	98%	2%						
	APP/DEPART	0	/	172	115	/	2	2,000	/	1,888	1,686	/	1,739	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	9	0	48	73	988	0	1	839	24	1,982					
	APPROACH %	0%	0%	0%	16%	0%	84%	7%	93%	0%	0%	97%	3%						
	PEAK HR FACTOR		0.000			0.838			0.934			0.800		0.908					
	APP/DEPART	0	/	97	57	/	1	1,061	/	997	864	/	887	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

#080609

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: PACIFIC TRAFFIC DATA SERVICES

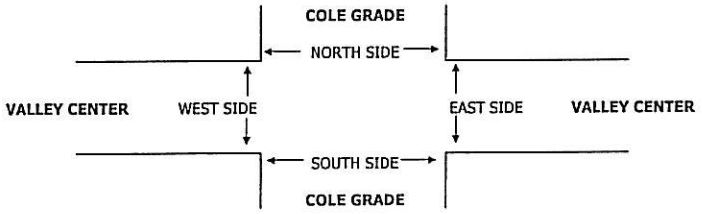
DATE:	LOCATION:	VALLEY CENTER	PROJECT #:	CA11-0923-1752
9/22/11	NORTH & SOUTH:	COLE GRADE	LOCATION #:	10
THURSDAY	EAST & WEST:	VALLEY CENTER	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER

N ▲ ◄ W E ► S ▼

		NORTHBOUND COLE GRADE			SOUTHBOUND COLE GRADE			EASTBOUND VALLEY CENTER			WESTBOUND VALLEY CENTER				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0.5	ST 0.5	SR 2	EL 2	ET 1	ER 1	WL 1	WT 2	WR 0	TOTAL	NB X	SB X	EB X	WB X	TTL
AM	7:00 AM	5	2	0	13	7	130	100	43	5	1	74	32	412		1	6		7
	7:15 AM	10	2	1	39	2	121	121	37	12	2	54	27	428		5	6		11
	7:30 AM	5	2	2	56	3	149	90	50	7	1	69	23	457		7	5		12
	7:45 AM	5	3	5	43	10	92	88	84	13	3	75	30	451		9	4		13
	8:00 AM	6	4	4	56	7	107	72	84	9	6	101	57	513		12	4		16
	8:15 AM	8	4	6	40	5	111	85	88	7	6	78	33	471		15	5		20
	8:30 AM	9	6	5	22	1	127	77	71	12	1	64	10	405		11	6		17
	8:45 AM	7	5	3	28	3	101	69	75	8	1	60	15	375		8	3		11
	VOLUMES	55	28	26	297	38	938	702	532	73	21	575	227	3,512	0	68	39	0	107
	APPROACH %	50%	26%	24%	23%	3%	74%	54%	41%	6%	3%	70%	28%						
	APP/DEPART	109	/	957	1,273	/	132	1,307	/	855	823	/	1,568	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	24	13	17	195	25	459	335	306	36	16	323	143	1,892					
	APPROACH %	44%	24%	31%	29%	4%	68%	49%	45%	5%	3%	67%	30%						
	PEAK HR FACTOR		0.750			0.816			0.915			0.735		0.922					
	APP/DEPART	54	/	491	679	/	77	677	/	518	482	/	806	0					
PM	4:00 PM	10	5	5	22	9	85	112	82	11	5	104	19	469		4	12		16
	4:15 PM	11	2	5	35	6	101	109	102	13	5	89	17	495		5	13		18
	4:30 PM	8	3	10	42	5	105	137	102	13	3	111	29	568		7	9		16
	4:45 PM	13	8	11	44	8	121	132	95	9	4	121	22	588		4	14		18
	5:00 PM	11	13	6	27	4	86	125	98	15	5	86	22	498		4	8		12
	5:15 PM	10	7	6	41	7	88	109	107	13	7	95	26	516		5	11		16
	5:30 PM	7	8	3	32	4	94	114	97	8	2	100	12	481		6	15		21
	5:45 PM	9	10	5	38	5	95	121	115	11	6	106	18	539		4	10		14
	VOLUMES	79	56	51	281	48	775	959	798	93	37	812	165	4,154	0	39	92	0	131
	APPROACH %	42%	30%	27%	25%	4%	70%	52%	43%	5%	4%	80%	16%						
	APP/DEPART	186	/	1,180	1,104	/	178	1,850	/	1,130	1,014	/	1,666	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	42	31	33	154	24	400	503	402	50	19	413	99	2,170					
	APPROACH %	40%	29%	31%	27%	4%	69%	53%	42%	5%	4%	78%	19%						
	PEAK HR FACTOR		0.828			0.835			0.947			0.903		0.923					
	APP/DEPART	106	/	633	578	/	93	955	/	589	531	/	855	0					



		PEDESTRIAN CROSSINGS					PEDESTRIAN ACTIVATIONS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM					0					0					0
	7:15 AM					0					0					0
	7:30 AM					0					0					0
	7:45 AM					0					0					0
	8:00 AM					0					0					0
	8:15 AM					0					0					0
	8:30 AM					0					0					0
	8:45 AM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM	4:00 PM					0					0					0
	4:15 PM					0					0					0
	4:30 PM					0					0					0
	4:45 PM					0					0					0
	5:00 PM					0					0					0
	5:15 PM					0					0					0
	5:30 PM					0					0					0
	5:45 PM					0					0					0
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix F

Peak Hour Intersection Capacity Worksheets - Existing Conditions

HCM 2010 Signalized Intersection Summary
1: East Vista Way & Gopher Canyon Road

5/16/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	1	1	0	800	1	272	0	291	341	151	460	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	4	4	0	899	1	240	0	331	388	178	541	0
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.25	0.25	0.25	0.89	0.89	0.89	0.88	0.88	0.88	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	7	7	0	668	1	178	1	250	293	133	785	0
Arrive On Green	0.01	0.01	0.00	0.49	0.49	0.49	0.00	0.32	0.32	0.07	0.42	0.00
Sat Flow, veh/h	909	909	0	1364	2	364	1774	783	918	1774	1863	0
Grp Volume(v), veh/h	8	0	0	1140	0	0	0	0	719	178	541	0
Grp Sat Flow(s),veh/h/ln	1817	0	0	1730	0	0	1774	0	1701	1774	1863	0
Q Serve(g_s), s	0.6	0.0	0.0	72.0	0.0	0.0	0.0	0.0	47.0	11.0	34.8	0.0
Cycle Q Clear(g_c), s	0.6	0.0	0.0	72.0	0.0	0.0	0.0	0.0	47.0	11.0	34.8	0.0
Prop In Lane	0.50		0.00	0.79		0.21	1.00		0.54	1.00		0.00
Lane Grp Cap(c), veh/h	14	0	0	847	0	0	1	0	543	133	785	0
V/C Ratio(X)	0.58	0.00	0.00	1.35	0.00	0.00	0.00	0.00	1.32	1.34	0.69	0.00
Avail Cap(c_a), veh/h	49	0	0	847	0	0	48	0	543	133	785	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	72.8	0.0	0.0	37.6	0.0	0.0	0.0	0.0	50.1	68.1	34.7	0.0
Incr Delay (d2), s/veh	33.2	0.0	0.0	163.7	0.0	0.0	0.0	0.0	158.0	195.7	2.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	72.8	0.0	0.0	0.0	0.0	45.9	12.6	18.4	0.0
LnGrp Delay(d),s/veh	106.0	0.0	0.0	201.2	0.0	0.0	0.0	0.0	208.0	263.8	37.3	0.0
LnGrp LOS	F			F					F	F	D	
Approach Vol, veh/h		8			1140			719			719	
Approach Delay, s/veh		106.0			201.2			208.0			93.3	
Approach LOS		F			F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	15.0	51.0		5.1	0.0	66.0		76.0
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	11.0	47.0		4.0	4.0	54.0		72.0
Max Q Clear Time (g_c+I1), s	13.0	49.0		2.6	0.0	36.8		74.0
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	7.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	172.8
HCM 2010 LOS	F

Notes

Shared L-R not supported by HCM Engine. Results calculated based on TW's interpretation of HCM 2010 to continue analysis.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	167	201	249	46	278	30	520	238	268	799	6
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	6	201	194	324	0	274	31	542	206	288	859	6
Adj No. of Lanes	0	2	0	2	0	1	1	3	1	2	3	0
Peak Hour Factor	0.83	0.83	0.83	0.87	0.87	0.87	0.96	0.96	0.96	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	305	267	774	0	345	46	1326	413	412	1847	13
Arrive On Green	0.17	0.17	0.17	0.22	0.00	0.22	0.03	0.26	0.26	0.12	0.35	0.35
Sat Flow, veh/h	54	1806	1583	3548	0	1583	1774	5085	1583	3442	5210	36
Grp Volume(v), veh/h	207	0	194	324	0	274	31	542	206	288	559	306
Grp Sat Flow(s),veh/h/ln	1860	0	1583	1774	0	1583	1774	1695	1583	1721	1695	1856
Q Serve(g_s), s	7.2	0.0	8.0	5.4	0.0	11.2	1.2	6.1	7.6	5.5	8.8	8.8
Cycle Q Clear(g_c), s	7.2	0.0	8.0	5.4	0.0	11.2	1.2	6.1	7.6	5.5	8.8	8.8
Prop In Lane	0.03		1.00	1.00		1.00	1.00		1.00	1.00		0.02
Lane Grp Cap(c), veh/h	314	0	267	774	0	345	46	1326	413	412	1202	658
V/C Ratio(X)	0.66	0.00	0.73	0.42	0.00	0.79	0.67	0.41	0.50	0.70	0.47	0.47
Avail Cap(c_a), veh/h	568	0	484	1393	0	622	181	1997	622	951	1923	1053
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	27.1	23.1	0.0	25.4	33.2	21.0	21.6	29.1	17.2	17.2
Incr Delay (d2), s/veh	2.4	0.0	3.7	0.4	0.0	4.1	15.6	0.2	0.9	2.2	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	3.8	2.7	0.0	5.3	0.8	2.8	3.4	2.8	4.1	4.5
LnGrp Delay(d),s/veh	29.1	0.0	30.8	23.5	0.0	29.6	48.8	21.2	22.5	31.2	17.4	17.7
LnGrp LOS	C		C	C		C	D	C	C	C	B	B
Approach Vol, veh/h		401			598			779			1153	
Approach Delay, s/veh		29.9			26.3			22.7			20.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	5.8	28.4		19.0	12.2	21.9		15.6
Change Period (Y+Rc), s	4.0	4.0		4.0	4.0	4.0		4.0
Max Green Setting (Gmax), s	7.0	39.0		27.0	19.0	27.0		21.0
Max Q Clear Time (g_c+I1), s	3.2	10.8		13.2	7.5	9.6		10.0
Green Ext Time (p_c), s	0.0	10.3		1.7	0.7	8.3		1.6

Intersection Summary	
HCM 2010 Ctrl Delay	23.7
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	59	165	74	67	83	255	39	626	84	253	719	26
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	69	192	74	87	108	279	43	688	70	288	817	24
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.86	0.86	0.86	0.77	0.77	0.77	0.91	0.91	0.91	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	404	344	114	442	376	147	1493	465	525	1667	519
Arrive On Green	0.04	0.22	0.22	0.06	0.24	0.24	0.08	0.29	0.29	0.15	0.33	0.33
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	69	192	74	87	108	279	43	688	70	288	817	24
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	1.3	5.9	2.5	3.1	3.1	10.6	1.5	7.2	2.1	5.0	8.4	0.7
Cycle Q Clear(g_c), s	1.3	5.9	2.5	3.1	3.1	10.6	1.5	7.2	2.1	5.0	8.4	0.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	151	404	344	114	442	376	147	1493	465	525	1667	519
V/C Ratio(X)	0.46	0.47	0.22	0.77	0.24	0.74	0.29	0.46	0.15	0.55	0.49	0.05
Avail Cap(c_a), veh/h	369	740	629	408	968	823	381	2417	753	1071	2729	850
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.4	22.3	21.0	30.0	20.1	23.0	28.1	18.8	17.0	25.6	17.6	15.0
Incr Delay (d2), s/veh	2.2	0.9	0.3	10.2	0.3	2.9	1.1	0.2	0.1	0.9	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.1	1.1	1.9	1.6	4.9	0.8	3.4	1.0	2.5	4.0	0.3
LnGrp Delay(d),s/veh	32.6	23.2	21.3	40.3	20.4	25.9	29.2	19.0	17.2	26.5	17.8	15.0
LnGrp LOS	C	C	C	D	C	C	C	B	B	C	B	B
Approach Vol, veh/h		335			474			801			1129	
Approach Delay, s/veh		24.7			27.3			19.4			19.9	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	25.1	8.2	18.3	11.4	27.4	6.9	19.6
Change Period (Y+Rc), s	3.7	6.0	4.0	* 4.1	6.0	* 6	4.0	4.1
Max Green Setting (Gmax), s	20.3	31.0	15.0	* 26	14.0	* 35	7.0	33.9
Max Q Clear Time (g_c+I1), s	7.0	9.2	5.1	7.9	3.5	10.4	3.3	12.6
Green Ext Time (p_c), s	0.8	9.9	0.1	2.7	0.0	10.5	0.0	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	21.6
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	7.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	444	0	0	217	218	73
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	Free	Free	Free	Free	Free	Free
Storage Length		0	0		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	483	0	0	236	237	79
Number of Lanes	1	0	0	1	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	-	0	719	483
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	236	-
Follow-up Headway	-	0	0	-	3.518	3.318
Pot Capacity-1 Maneuver	-	0	0	-	395	584
Stage 1	-	0	0	-	620	-
Stage 2	-	0	0	-	803	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	395	584
Mov Capacity-2 Maneuver	-	-	-	-	395	-
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	803	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	23.2
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	EBT	WBT
Capacity (vph)	395	584		
HCM Control Delay (s)	26.9	12.1	-	-
HCM Lane VC Ratio	0.6	0.136	-	-
HCM Lane LOS	D	B	-	-
HCM 95th Percentile Queue (veh)	3.776	0.468	-	-

Intersection	
Intersection Delay (sec/veh):	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	216	257	290	10	4	237
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.76	0.76	0.78	0.78	0.73	0.73
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	284	338	372	13	5	325
Number of Lanes	0	1	1	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	385	0	0	0	1285	379
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	906	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1173	-	-	-	182	668
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	394	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1173	-	-	-	128	668
Mov Capacity-2 Maneuver	-	-	-	-	128	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	277	-

Approach	EB	WB	SB
HCM Control Delay (s)	4.1	0	15.7
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					128	668
HCM Control Delay (s)	9.048	-	-	-	34.4	15.4
HCM Lane VC Ratio	0.242	-	-	-	0.043	0.486
HCM Lane LOS	A	-	-	-	D	C
HCM 95th Percentile Queue (veh)	0.951	-	-	-	0.133	2.671

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	46	449	33	36	692	87	100	49	42	255	102	56
Number	5	2	12	1	6	16	3	8	18	7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	50	488	31	39	752	84	119	58	44	263	105	53
Adj No. of Lanes	1	2	1	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.84	0.84	0.84	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	928	415	143	966	432	154	75	202	310	124	62
Arrive On Green	0.06	0.26	0.26	0.08	0.27	0.27	0.13	0.13	0.13	0.28	0.28	0.28
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1212	591	1583	1105	441	223
Grp Volume(v), veh/h	50	488	31	39	752	84	177	0	44	421	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1802	0	1583	1768	0	0
Q Serve(g_s), s	2.1	9.2	1.1	1.6	15.3	3.2	7.4	0.0	1.9	17.5	0.0	0.0
Cycle Q Clear(g_c), s	2.1	9.2	1.1	1.6	15.3	3.2	7.4	0.0	1.9	17.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.67		1.00	0.62		0.13
Lane Grp Cap(c), veh/h	105	928	415	143	966	432	230	0	202	496	0	0
V/C Ratio(X)	0.47	0.53	0.07	0.27	0.78	0.19	0.77	0.00	0.22	0.85	0.00	0.00
Avail Cap(c_a), veh/h	183	1265	566	274	1411	631	394	0	346	769	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.4	24.5	21.6	33.6	26.1	21.7	32.8	0.0	30.4	26.4	0.0	0.0
Incr Delay (d2), s/veh	3.3	0.5	0.1	1.0	1.7	0.2	5.4	0.0	0.5	5.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.5	0.5	0.8	7.6	1.4	4.0	0.0	0.9	9.3	0.0	0.0
LnGrp Delay(d),s/veh	38.7	25.0	21.7	34.6	27.8	21.9	38.2	0.0	31.0	32.0	0.0	0.0
LnGrp LOS	D	C	C	C	C	C	D		C	C		
Approach Vol, veh/h		569			875			221			421	
Approach Delay, s/veh		26.0			27.6			36.8			32.0	
Approach LOS		C			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.5	26.4		26.0	10.6	26.2		14.9
Change Period (Y+Rc), s	* 4.2	6.0		* 4.2	6.0	5.0		5.0
Max Green Setting (Gmax), s	* 12	27.8		* 34	8.0	31.0		17.0
Max Q Clear Time (g_c+I1), s	3.6	11.2		19.5	4.1	17.3		9.4
Green Ext Time (p_c), s	0.0	2.7		2.3	1.1	4.0		0.5

Intersection Summary	
HCM 2010 Ctrl Delay	29.0
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	1	321	9	0	284	3	14	1	5	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	550		0	530		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	1	349	10	0	309	3	15	1	5	0	0	0
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	312	0	0	359	0	0	511	668	180	488	672	157
Stage 1	-	-	-	-	-	-	356	356	-	311	311	-
Stage 2	-	-	-	-	-	-	155	312	-	177	361	-
Follow-up Headway	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1245	-	-	1196	-	-	446	378	832	463	376	861
Stage 1	-	-	-	-	-	-	634	628	-	674	657	-
Stage 2	-	-	-	-	-	-	832	656	-	808	624	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1245	-	-	1196	-	-	446	378	832	459	376	861
Mov Capacity-2 Maneuver	-	-	-	-	-	-	446	378	-	459	376	-
Stage 1	-	-	-	-	-	-	633	627	-	673	657	-
Stage 2	-	-	-	-	-	-	832	656	-	801	623	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0	12.5	0
HCM LOS	A	A	B	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	499							0
HCM Control Delay (s)	12.5	7.894	0	-	0	-	-	0
HCM Lane VC Ratio	0.044	0.001	-	-	-	-	-	-
HCM Lane LOS	B	A	A	-	A	-	-	A
HCM 95th Percentile Queue (veh)	0.136	0.003	-	-	0	-	-	-

Intersection	
Intersection Delay (sec/veh):	7.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	212	116	70	18	21	173
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	400	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.81	0.81	0.81	0.81	0.85	0.85
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	262	143	86	22	25	204
Number of Lanes	1	1	1	0	0	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	351	97	0	0	108	0
Stage 1	97	-	-	-	-	-
Stage 2	254	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	646	959	-	-	1483	-
Stage 1	927	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	634	959	-	-	1483	-
Mov Capacity-2 Maneuver	634	-	-	-	-	-
Stage 1	927	-	-	-	-	-
Stage 2	773	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	12.8	0	0.8
HCM LOS	B	A	A

Lane	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (vph)			634	959		
HCM Control Delay (s)	-	-	14.6	9.4	7.469	-
HCM Lane VC Ratio	-	-	0.413	0.149	0.017	-
HCM Lane LOS	-	-	B	A	A	-
HCM 95th Percentile Queue (veh)	-	-	2.021	0.524	0.051	-

Intersection	
Intersection Delay (sec/veh):	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	59	6	57	36	20	25	32	31	12	5	205	145
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	Free	Free	Free	Free	Free	Free	None	None	None	None	None	None
Storage Length	0		0	0		0	200		0	200		0
Median Width		0			0			12			12	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.48	0.48	0.48	0.75	0.75	0.75	0.72	0.72	0.72	0.84	0.84	0.84
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	123	13	119	48	27	33	44	43	17	6	244	173
Number of Lanes	0	1	1	0	1	1	1	1	0	1	2	0

Major/Minor		Minor 2			Minor 1			Major 1			Major 2	
Conflicting Flow Rate - All	513	491	209	281	569	31	417	0	0	60	0	0
Stage 1	343	343	-	140	140	-	-	-	-	-	-	-
Stage 2	170	148	-	141	429	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	444	477	797	649	431	1036	1138	-	-	1542	-	-
Stage 1	646	636	-	849	780	-	-	-	-	-	-	-
Stage 2	815	774	-	847	582	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	395	457	797	523	413	1036	1138	-	-	1542	-	-
Mov Capacity-2 Maneuver	395	457	-	523	413	-	-	-	-	-	-	-
Stage 1	621	634	-	816	750	-	-	-	-	-	-	-
Stage 2	731	744	-	704	580	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	14.7	12.3	3.5	0.1
HCM LOS	B	B	A	A

Lane	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (vph)				400	797	478	1036			
HCM Control Delay (s)	8.292	0	-	18.5	10.3	13.9	8.6	7.344	0	-
HCM Lane VC Ratio	0.039	-	-	0.339	0.149	0.156	0.032	0.004	-	-
HCM Lane LOS	A	A	-	C	B	B	A	A	A	-
HCM 95th Percentile Queue (veh)	0.122	-	-	1.47	0.522	0.549	0.1	0.012	-	-

Intersection	
Intersection Delay (sec/veh):	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	73	250	7	108	0	0	0	0	56	0	11
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Yield	Yield	Yield
Storage Length	0		300	0		0	0		0	0		50
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.85	0.85	0.85	0.92	0.92	0.92	0.88	0.88	0.88
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	77	263	8	127	0	0	0	0	64	0	12
Number of Lanes	0	1	1	1	1	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 2		
Conflicting Flow Rate - All	-	0	0	340	0	-	352	483	64
Stage 1	-	-	-	-	-	-	143	143	-
Stage 2	-	-	-	-	-	-	209	340	-
Follow-up Headway	0	-	-	2.218	-	0	3.518	4.018	3.318
Pot Capacity-1 Maneuver	0	-	-	1219	-	0	603	483	1000
Stage 1	0	-	-	-	-	0	860	779	-
Stage 2	0	-	-	-	-	0	793	639	-
Time blocked-Platoon(%)	0	-	-	0	-	0	0	0	0
Mov Capacity-1 Maneuver	-	-	-	1219	-	-	600	480	1000
Mov Capacity-2 Maneuver	-	-	-	-	-	-	600	480	-
Stage 1	-	-	-	-	-	-	-	774	-
Stage 2	-	-	-	-	-	-	793	639	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0.5	10.6
HCM LOS	A	A	B

Lane	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)					718
HCM Control Delay (s)	-	-	7.973	-	10.6
HCM Lane VC Ratio	-	-	0.007	-	0.106
HCM Lane LOS	-	-	A	-	B
HCM 95th Percentile Queue (veh)	-	-	0.02	-	0.354

Intersection	
Intersection Delay (sec/veh):	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	117	5	0	63	59	5
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	Free	Free
Storage Length		0	0		0	0
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.84	0.84
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	127	5	0	68	70	6
Number of Lanes	1	0	0	2	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	0	-	0	164	130
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	34	-
Follow-up Headway	-	-	0	-	3.52	3.32
Pot Capacity-1 Maneuver	-	-	0	-	811	896
Stage 1	-	-	0	-	882	-
Stage 2	-	-	0	-	984	-
Time blocked-Platoon(%)	-	-	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	811	896
Mov Capacity-2 Maneuver	-	-	-	-	811	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	984	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	9.8
HCM LOS	A	A	A

Lane	NBLn1	NBLn2	EBT	EBR	WBT
Capacity (vph)	811	896			
HCM Control Delay (s)	9.9	9	-	-	-
HCM Lane VC Ratio	0.087	0.007	-	-	-
HCM Lane LOS	A	A	-	-	-
HCM 95th Percentile Queue (veh)	0.284	0.02	-	-	-

Intersection	
Intersection Delay (sec/veh):	5.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	10	189	109	66	129	16
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	160			90
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.89	0.89	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	12	220	122	74	136	17
Number of Lanes	1	0	1	1	1	1

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	463	77	153	0	0	0
Stage 1	145	-	-	-	-	-
Stage 2	318	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	557	984	1428	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	509	984	1428	-	-	-
Mov Capacity-2 Maneuver	509	-	-	-	-	-
Stage 1	882	-	-	-	-	-
Stage 2	675	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	10.1	4.8	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			940		
HCM Control Delay (s)	7.757	-	10.1	-	-
HCM Lane VC Ratio	0.086	-	0.246	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.281	-	0.969	-	-

Intersection	
Intersection Delay (sec/veh):	6.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	218	36	143	59	16	337
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		100	170	
Median Width	12		12			12
Grade (%)	0%		0%			0%
Peak Hour Factor	0.87	0.87	0.85	0.85	0.94	0.94
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	251	41	168	69	17	359
Number of Lanes	1	0	1	1	1	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	596	119	0	0	237	0
Stage 1	203	-	-	-	-	-
Stage 2	393	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	480	*1357	-	-	1346	-
Stage 1	865	-	-	-	-	-
Stage 2	682	-	-	-	-	-
Time blocked-Platoon(%)	10	10	-	-	10	-
Mov Capacity-1 Maneuver	473	*1357	-	-	1346	-
Mov Capacity-2 Maneuver	473	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	673	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	20.4	0	0.3
HCM LOS	C	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			*521		
HCM Control Delay (s)	-	-	20.4	7.709	-
HCM Lane VC Ratio	-	-	0.56	0.013	-
HCM Lane LOS	-	-	C	A	-
HCM 95th Percentile Queue (veh)	-	-	3.416	0.038	-

Intersection	
Intersection Delay (sec/veh):	149

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	230	226	373	326	0	0	0	0	53	2	553
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Free	Free	Free
Storage Length	0		0	200		0	0		0	0		25
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.77	0.77	0.77	0.86	0.86	0.86	0.92	0.92	0.92	0.95	0.95	0.95
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	299	294	434	379	0	0	0	0	56	2	582
Number of Lanes	0	1	0	1	2	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 2		
Conflicting Flow Rate - All	379	0	0	593	0	-	1693	1840	190
Stage 1	-	-	-	-	-	-	1247	1247	-
Stage 2	-	-	-	-	-	-	446	593	-
Follow-up Headway	2.22	-	-	2.22	-	0	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1176	-	-	979	-	0	60	75	820
Stage 1	-	-	-	-	-	0	184	244	-
Stage 2	-	-	-	-	-	0	561	492	-
Time blocked-Platoon(%)	0	-	-	0	-	0	0	0	0
Mov Capacity-1 Maneuver	1176	-	-	979	-	-	# 39	42	820
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 39	42	-
Stage 1	-	-	-	-	-	-	184	136	-
Stage 2	-	-	-	-	-	-	561	492	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	6.2	$ 468.2
HCM LOS	A	A	F

Lane	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)						327
HCM Control Delay (s)	0	-	-	11.569	-	$ -1
HCM Lane VC Ratio	-	-	-	0.443	-	1.957
HCM Lane LOS	A	-	-	B	-	F
HCM 95th Percentile Queue (veh)	0	-	-	2.308	-	44.516

Intersection	
Intersection Delay (sec/veh):	9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	143	140	0	0	537	62	162	2	130	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	Free	Free	Free	Free	Free	Free	None	None	None
Storage Length	220		0	0		0	0		32	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.92	0.92	0.92	0.89	0.89	0.89	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	146	143	0	0	584	67	182	2	146	0	0	0
Number of Lanes	1	2	0	0	2	0	0	1	0	0	0	0

Major/Minor	Major 1			Major 2			Minor 1		
Conflicting Flow Rate - All	651	0	-	143	0	0	727	1086	72
Stage 1	-	-	-	-	-	-	435	435	-
Stage 2	-	-	-	-	-	-	292	651	-
Follow-up Headway	2.22	-	0	2.22	-	-	3.52	4.02	3.32
Pot Capacity-1 Maneuver	931	-	0	1437	-	-	312	215	975
Stage 1	-	-	0	-	-	-	570	579	-
Stage 2	-	-	0	-	-	-	692	463	-
Time blocked-Platoon(%)	0	-	0	0	-	-	0	0	0
Mov Capacity-1 Maneuver	931	-	-	1437	-	-	274	181	975
Mov Capacity-2 Maneuver	-	-	-	-	-	-	274	181	-
Stage 1	-	-	-	-	-	-	481	488	-
Stage 2	-	-	-	-	-	-	692	463	-

Approach	EB	WB	NB
HCM Control Delay (s)	4.8	0	30.5
HCM LOS	A	A	D

Lane	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (vph)	459					
HCM Control Delay (s)	30.5	9.584	-	0	-	-
HCM Lane VC Ratio	0.72	0.157	-	-	-	-
HCM Lane LOS	D	A	-	A	-	-
HCM 95th Percentile Queue (veh)	5.69	0.554	-	0	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	125	145	247	77	203	352
Number	7	14	5	2	6	16
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	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	142	85	274	86	223	222
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.88	0.88	0.90	0.90	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	239	537	363	1104	469	398
Arrive On Green	0.13	0.13	0.20	0.59	0.25	0.25
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583
Grp Volume(v), veh/h	142	85	274	86	223	222
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583
Q Serve(g_s), s	2.2	1.1	4.3	0.6	3.0	3.6
Cycle Q Clear(g_c), s	2.2	1.1	4.3	0.6	3.0	3.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	239	537	363	1104	469	398
V/C Ratio(X)	0.59	0.16	0.75	0.08	0.48	0.56
Avail Cap(c_a), veh/h	998	1215	847	2254	1111	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.9	6.8	11.0	2.6	9.3	9.6
Incr Delay (d2), s/veh	2.4	0.1	3.2	0.0	0.8	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	1.2	2.4	0.3	1.6	1.7
LnGrp Delay(d),s/veh	14.3	6.9	14.2	2.6	10.1	10.8
LnGrp LOS	B	A	B	A	B	B
Approach Vol, veh/h	227			360	445	
Approach Delay, s/veh	11.5			11.4	10.4	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		21.4		7.9	10.0	11.4		
Change Period (Y+Rc), s		4.0		4.0	4.0	4.0		
Max Green Setting (Gmax), s		35.5		16.5	14.0	17.5		
Max Q Clear Time (g_c+I1), s		2.6		4.2	6.3	5.6		
Green Ext Time (p_c), s		2.3		0.5	0.5	1.8		

Intersection Summary	
HCM 2010 Ctrl Delay	11.0
HCM 2010 LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	88	268	56	29	159	189
Number	3	18	2	12	1	6
Initial Queue, 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 Rate	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	0	1	1
Capacity, veh/h	249	434	780	139	237	1328
Arriving On Green	0.14	0.14	0.51	0.51	0.27	1.00
Sat Flow, veh/h	1774.0	1583.3	1539.4	274.9	1774.0	1862.7
Grp Volume(v), veh/h	104.8	182.1	0.0	82.5	189.3	225.0
Grp Sat Flow(s),veh/h/ln	1774.0	1583.3	0.0	1814.2	1774.0	1862.7
Q Serve(g_s), s	2.9	5.2	0.0	1.3	5.4	0.0
Cycle Q Clear(g_c), s	2.9	5.2	0.0	1.3	5.4	0.0
Proportion In Lane	1.000	1.000		0.152	1.000	
Lane Grp Cap(c), veh/h	249.3	433.8	0.0	919.0	236.8	1328.5
V/C Ratio(X)	0.420	0.420	0.000	0.090	0.799	0.169
Avail Cap(c_a), veh/h	583.9	732.5	0.0	919.0	519.1	1328.5
HCM Platoon Ratio	1.00	1.00	1.00	1.00	2.00	2.00
Upstream Filter(I)	1.000	1.000	0.000	1.000	0.979	0.979
Uniform Delay (d), s/veh	21.5	16.3	0.0	7.0	19.4	0.0
Incr Delay (d2), s/veh	1.1	0.6	0.0	0.2	6.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	22.6	16.9	0.0	7.2	25.4	0.3
Lane Group LOS	C	B		A	C	A
Approach Volume, veh/h	287		82			414
Approach Delay, s/veh	19.0		7.2			11.7
Approach LOS	B		A			B

Timer					
Assigned Phase			2		1	6
Phase Duration (G+Y+Rc), s			31.70		11.30	43.00
Change Period (Y+Rc), s			4.00		4.00	4.00
Max Green Setting (Gmax), s			19.00		16.00	39.00
Max Q Clear Time (g_c+I1), s			3.29		7.44	2.00
Green Extension Time (p_c)			1.29		0.30	1.59

Intersection Summary	
HCM 2010 Control Delay	13.9
HCM 2010 Level of Service	B

Intersection	
Intersection Delay (sec/veh):	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	9	0	5	3	0	2	7	18	1	0	6	5
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.70	0.70	0.70	0.42	0.42	0.42	0.75	0.75	0.75	0.55	0.55	0.55
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	13	0	7	7	0	5	9	24	1	0	11	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor		Minor 2			Minor 1			Major 1			Major 2	
Conflicting Flow Rate - All	61	59	16	62	63	25	20	0	0	25	0	0
Stage 1	16	16	-	43	43	-	-	-	-	-	-	-
Stage 2	45	43	-	19	20	-	-	-	-	-	-	-
Follow-up Headway	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Capacity-1 Maneuver	934	832	1063	933	828	1051	1596	-	-	1589	-	-
Stage 1	1004	883	-	971	860	-	-	-	-	-	-	-
Stage 2	969	859	-	1000	879	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	926	827	1063	922	823	1051	1596	-	-	1589	-	-
Mov Capacity-2 Maneuver	926	827	-	922	823	-	-	-	-	-	-	-
Stage 1	998	883	-	965	855	-	-	-	-	-	-	-
Stage 2	959	854	-	993	879	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	8.8	8.8	2	0
HCM LOS	A	A	A	A

Lane	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (vph)				971	970			
HCM Control Delay (s)	7.269	0	-	8.8	8.8	0	-	-
HCM Lane VC Ratio	0.006	-	-	0.021	0.012	-	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th Percentile Queue (veh)	0.018	-	-	0.063	0.037	0	-	-

Intersection	
Intersection Delay (sec/veh):	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	2	23	0	0	110	6	0	0	0	5	0	7
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.78	0.78	0.78	0.83	0.83	0.83	0.92	0.92	0.92	0.75	0.75	0.75
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	3	29	0	0	133	7	0	0	0	7	0	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	140	0	0	29	0	0	176	175	29	172	172	137
Stage 1	-	-	-	-	-	-	35	35	-	137	137	-
Stage 2	-	-	-	-	-	-	141	140	-	35	35	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1443	-	-	1584	-	-	786	718	1046	791	722	911
Stage 1	-	-	-	-	-	-	981	866	-	866	784	-
Stage 2	-	-	-	-	-	-	862	781	-	981	866	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1443	-	-	1584	-	-	777	717	1046	790	721	911
Mov Capacity-2 Maneuver	-	-	-	-	-	-	777	717	-	790	721	-
Stage 1	-	-	-	-	-	-	979	864	-	864	784	-
Stage 2	-	-	-	-	-	-	853	781	-	979	864	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.6	0	0	9.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	0							856
HCM Control Delay (s)	0	7.499	0	-	0	-	-	9.3
HCM Lane VC Ratio	-	0.002	-	-	-	-	-	0.019
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th Percentile Queue (veh)	-	0.005	-	-	0	-	-	0.057

Intersection	
Intersection Delay (sec/veh):	5.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	66	12	13	20	8	25
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.89	0.89	0.83	0.83	0.69	0.69
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	74	13	16	24	12	36
Number of Lanes	1	0	1	0	0	1

Major/Minor			Major 1		Major 2	
Conflicting Flow Rate - All	88	28	0	0	40	0
Stage 1	28	-	-	-	-	-
Stage 2	60	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	913	1047	-	-	1570	-
Stage 1	995	-	-	-	-	-
Stage 2	963	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	906	1047	-	-	1570	-
Mov Capacity-2 Maneuver	906	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	955	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	9.3	0	1.8
HCM LOS	A	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			925		
HCM Control Delay (s)	-	-	9.3	7.31	-
HCM Lane VC Ratio	-	-	0.095	0.007	-
HCM Lane LOS	-	-	A	A	-
HCM 95th Percentile Queue (veh)	-	-	0.313	0.022	-

Intersection	
Intersection Delay (sec/veh):	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	6	42	22	63	100	29
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.67	0.67	0.82	0.82	0.75	0.75
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	9	63	27	77	133	39
Number of Lanes	1	0	0	1	1	0

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	284	153	172	0	0	0
Stage 1	153	-	-	-	-	-
Stage 2	131	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	706	893	1405	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	895	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	692	893	1405	-	-	-
Mov Capacity-2 Maneuver	692	-	-	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	877	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	9.6	2	0
HCM LOS	A	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			862		
HCM Control Delay (s)	7.612	-	9.6	-	-
HCM Lane VC Ratio	0.019	-	0.083	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th Percentile Queue (veh)	0.058	-	0.271	-	-

Intersection	
Intersection Delay (sec/veh):	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	11	111	227	47	80	53
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	170			80	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.82	0.82	0.94	0.94	0.90	0.90
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	13	135	241	50	89	59
Number of Lanes	1	1	1	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	291	0	0	0	427	146
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	161	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1271	-	-	-	584	901
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	868	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1271	-	-	-	578	901
Mov Capacity-2 Maneuver	-	-	-	-	578	-
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	859	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.7	0	11.8
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					674
HCM Control Delay (s)	7.863	-	-	-	11.8
HCM Lane VC Ratio	0.011	-	-	-	0.219
HCM Lane LOS	A	-	-	-	B
HCM 95th Percentile Queue (veh)	0.032	-	-	-	0.832

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	116	0	199	0	0	0	111	284	0	3	662	146
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	0	1863	0	0	0	1863	1863	0	1863	1863	1863
Lanes	0	1	1	0	1	0	2	2	0	1	2	0
Capacity, veh/h	0	0	298	0	0	0	214	2178	0	3	1587	312
Arriving On Green	0.19	0.00	0.19	0.00	0.00	0.00	0.06	0.58	0.00	0.00	0.52	0.52
Sat Flow, veh/h	0.0	0.0	1583.3	0.0	0.0	0.0	3441.6	3725.5	0.0	1774.0	3026.4	594.2
Grp Volume(v), veh/h	130.3	0.0	110.1	0.0	0.0	0.0	126.1	322.7	0.0	3.4	463.0	437.0
Grp Sat Flow(s),veh/h/ln	0.0	0.0	1583.3	0.0	0.0	0.0	1720.8	1862.7	0.0	1774.0	1862.7	1757.9
Q Serve(g_s), s	10.0	0.0	3.2	0.0	0.1	0.0	1.9	2.1	0.0	0.1	8.4	8.4
Cycle Q Clear(g_c), s	10.0	0.0	3.2	0.0	0.1	0.0	1.9	2.1	0.0	0.1	8.4	8.4
Proportion In Lane	1.000		1.000	0.000		0.000	1.000		0.000	1.000		0.338
Lane Grp Cap(c), veh/h	0.0	0.0	297.5	0.0	0.0	0.0	214.3	2178.0	0.0	3.4	976.7	921.7
V/C Ratio(X)	0.000	0.000	0.370	0.000	0.000	0.000	0.589	0.148	0.000	0.990	0.474	0.474
Avail Cap(c_a), veh/h	0.0	0.0	297.5	0.0	0.0	0.0	297.5	2178.0	0.0	150.0	976.7	921.7
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	0.000	1.000	0.000	0.000	0.000	1.000	1.000	0.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	0.0	0.0	18.9	0.0	0.0	0.0	24.3	5.0	0.0	26.6	8.0	8.0
Incr Delay (d2), s/veh	0.0	0.0	0.8	0.0	0.0	0.0	2.6	0.1	0.0	221.9	1.6	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	0.0	0.0	19.6	0.0	0.0	0.0	26.8	5.2	0.0	248.5	9.7	9.8
Lane Group LOS			B				C	A		F	A	A
Approach Volume, veh/h		240			0			449			903	
Approach Delay, s/veh		9.0			0.0			11.3			10.6	
Approach LOS		A						B			B	

Timer								
Assigned Phase		4		8		5	2		1	6	
Phase Duration (G+Y+Rc), s		14.00		0.00		7.31	35.11		4.10	31.90	
Change Period (Y+Rc), s		4.00		4.00		4.00	4.00		4.00	4.00	
Max Green Setting (Gmax), s		10.00		16.50		4.60	28.00		4.50	27.90	
Max Q Clear Time (g_c+I1), s		12.00		0.00		3.90	4.10		2.10	10.38	
Green Extension Time (p_c)		0.00		0.00		0.02	7.82		0.00	6.88	

Intersection Summary			
HCM 2010 Control Delay		10.5	
HCM 2010 Level of Service		B	

Intersection	
Intersection Delay (sec/veh):	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	26	677	801	4	9	64
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		24	24		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.83	0.83	0.91	0.91	0.70	0.70
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	31	816	880	4	13	91
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	884	0	0	0	1352	442
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	470	-
Follow-up Headway	2.22	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	761	-	-	-	141	563
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	595	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	761	-	-	-	135	563
Mov Capacity-2 Maneuver	-	-	-	-	135	-
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	571	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.4	0	16.9
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					405
HCM Control Delay (s)	9.934	-	-	-	16.9
HCM Lane VC Ratio	0.041	-	-	-	0.257
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.129	-	-	-	1.013

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	335	306	36	16	323	143	24	13	17	195	25	459
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Capacity, veh/h	449	592	503	25	586	139	237	129	69	300	38	529
Arriving On Green	0.13	0.32	0.32	0.01	0.20	0.20	0.25	0.25	0.25	0.19	0.19	0.19
Sat Flow, veh/h	3441.6	1583.3	1583.3	1774.0	2914.8	689.1	962.8	521.5	280.8	1581.0	202.7	2786.7
Grp Volume(v), veh/h	364.1	332.6	10.9	21.6	277.6	262.9	58.7	0.0	0.0	268.3	0.0	315.9
Grp Sat Flow(s),veh/h/ln	1720.8	1862.7	1583.3	1774.0	1862.7	1741.1	1765.1	0.0	0.0	1783.7	0.0	1393.3
Q Serve(g_s), s	7.1	10.2	0.3	0.8	9.6	9.8	1.8	0.0	0.0	9.9	0.0	7.1
Cycle Q Clear(g_c), s	7.1	10.2	0.3	0.8	9.6	9.8	1.8	0.0	0.0	9.9	0.0	7.1
Proportion In Lane	1.000		1.000	1.000		0.396	0.545		0.159	0.886		1.000
Lane Grp Cap(c), veh/h	449.3	591.5	502.8	24.8	374.4	349.9	435.2	0.0	0.0	338.5	0.0	528.9
V/C Ratio(X)	0.810	0.562	0.022	0.872	0.742	0.751	0.135	0.000	0.000	0.793	0.000	0.597
Avail Cap(c_a), veh/h	449.3	591.5	502.8	115.8	445.8	416.7	435.2	0.0	0.0	426.9	0.0	667.0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	1.000	0.000	1.000
Uniform Delay (d), s/veh	29.1	19.5	16.2	33.9	25.9	25.9	20.2	0.0	0.0	26.6	0.0	25.5
Incr Delay (d2), s/veh	10.7	1.2	0.0	54.8	5.4	6.2	0.6	0.0	0.0	7.8	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	39.8	20.8	16.2	88.8	31.2	32.1	20.9	0.0	0.0	34.5	0.0	26.6
Lane Group LOS	D	C	B	F	C	C	C			C		C
Approach Volume, veh/h		708			562			59			584	
Approach Delay, s/veh		30.5			33.9			20.9			30.2	
Approach LOS		C			C			C			C	

Timer												
Assigned Phase	7	4		3	8			2			6	
Phase Duration (G+Y+Rc), s	13.00	25.89		4.96	17.86			21.00			17.08	
Change Period (Y+Rc), s	4.00	4.00		4.00	4.00			4.00			4.00	
Max Green Setting (Gmax), s	9.00	21.00		4.50	16.50			17.00			16.50	
Max Q Clear Time (g_c+I1), s	9.09	12.23		2.84	11.80			3.79			11.89	
Green Extension Time (p_c)	0.00	3.22		0.00	2.06			0.17			1.20	

Intersection Summary	
HCM 2010 Control Delay	31.1
HCM 2010 Level of Service	C

HCM 2010 Signalized Intersection Summary
1: East Vista Way & Gopher Canyon Road

5/16/2014

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	400	1	184	6	379	867	310	380	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	0	0	0	426	1	106	7	412	833	337	413	5
Adj No. of Lanes	0	1	0	0	1	0	1	1	0	1	1	0
Peak Hour Factor	0.25	0.25	0.25	0.94	0.94	0.94	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1	0	316	1	79	12	280	565	235	1177	14
Arrive On Green	0.00	0.00	0.00	0.23	0.23	0.23	0.01	0.51	0.51	0.13	0.64	0.64
Sat Flow, veh/h	0	1863	0	1385	3	345	1774	551	1115	1774	1837	22
Grp Volume(v), veh/h	0	0	0	533	0	0	7	0	1245	337	0	418
Grp Sat Flow(s),veh/h/ln	0	1863	0	1733	0	0	1774	0	1666	1774	0	1859
Q Serve(g_s), s	0.0	0.0	0.0	32.4	0.0	0.0	0.6	0.0	72.0	18.8	0.0	14.8
Cycle Q Clear(g_c), s	0.0	0.0	0.0	32.4	0.0	0.0	0.6	0.0	72.0	18.8	0.0	14.8
Prop In Lane	0.00		0.00	0.80		0.20	1.00		0.67	1.00		0.01
Lane Grp Cap(c), veh/h	0	1	0	395	0	0	12	0	845	235	0	1192
V/C Ratio(X)	0.00	0.00	0.00	1.35	0.00	0.00	0.58	0.00	1.47	1.43	0.00	0.35
Avail Cap(c_a), veh/h	0	52	0	395	0	0	50	0	845	235	0	1192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	54.8	0.0	0.0	70.3	0.0	35.0	61.6	0.0	11.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	172.7	0.0	0.0	37.3	0.0	219.6	218.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	34.4	0.0	0.0	0.4	0.0	84.4	23.4	0.0	7.6
LnGrp Delay(d),s/veh	0.0	0.0	0.0	227.5	0.0	0.0	107.6	0.0	254.6	279.9	0.0	12.0
LnGrp LOS				F			F		F	F		B
Approach Vol, veh/h		0			533			1252			755	
Approach Delay, s/veh		0.0			227.5			253.8			131.6	
Approach LOS					F			F			F	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	24.0	80.0		0.0	5.0	99.0		38.0
Change Period (Y+Rc), s	* 5.2	8.0		4.0	4.0	* 8		5.6
Max Green Setting (Gmax), s	* 19	72.0		4.0	4.0	* 88		32.4
Max Q Clear Time (g_c+I1), s	20.8	74.0		0.0	2.6	16.8		34.4
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	25.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	212.0
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	68	58	182	62	348	70	981	199	375	693	15
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1863	1863	1863	1863	1863	1863	1900
Adj Flow Rate, veh/h	3	78	61	126	151	297	74	1033	167	383	707	10
Adj No. of Lanes	0	2	0	1	1	1	1	3	1	2	3	0
Peak Hour Factor	0.87	0.87	0.87	0.97	0.97	0.97	0.95	0.95	0.95	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	9	247	191	380	399	340	196	1511	471	478	1680	24
Arrive On Green	0.13	0.13	0.13	0.21	0.21	0.21	0.11	0.30	0.30	0.14	0.33	0.33
Sat Flow, veh/h	74	1910	1477	1774	1863	1583	1774	5085	1583	3442	5167	73
Grp Volume(v), veh/h	76	0	66	126	151	297	74	1033	167	383	464	253
Grp Sat Flow(s),veh/h/ln	1859	0	1602	1774	1863	1583	1774	1695	1583	1721	1695	1850
Q Serve(g_s), s	3.3	0.0	3.4	5.4	6.3	16.4	3.5	16.2	7.5	9.7	9.7	9.7
Cycle Q Clear(g_c), s	3.3	0.0	3.4	5.4	6.3	16.4	3.5	16.2	7.5	9.7	9.7	9.7
Prop In Lane	0.04		0.92	1.00		1.00	1.00		1.00	1.00		0.04
Lane Grp Cap(c), veh/h	240	0	207	380	399	340	196	1511	471	478	1103	602
V/C Ratio(X)	0.32	0.00	0.32	0.33	0.38	0.87	0.38	0.68	0.35	0.80	0.42	0.42
Avail Cap(c_a), veh/h	329	0	284	454	477	405	314	1791	558	732	1314	717
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.7	0.0	35.7	30.0	30.3	34.3	37.2	28.0	24.9	37.7	23.8	23.8
Incr Delay (d2), s/veh	0.7	0.0	0.9	0.5	0.6	16.6	1.2	0.9	0.5	3.7	0.3	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	1.6	2.7	3.3	8.7	1.8	7.7	3.3	4.9	4.5	5.0
LnGrp Delay(d),s/veh	36.4	0.0	36.6	30.5	30.9	50.9	38.4	28.8	25.4	41.4	24.1	24.3
LnGrp LOS	D		D	C	C	D	D	C	C	D	C	C
Approach Vol, veh/h		142			574			1274			1100	
Approach Delay, s/veh		36.5			41.2			28.9			30.1	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.2	35.9		24.0	16.7	33.3		16.3
Change Period (Y+Rc), s	* 4.2	6.5		4.6	* 4.2	6.5		4.6
Max Green Setting (Gmax), s	* 16	35.0		23.1	* 19	31.8		16.0
Max Q Clear Time (g_c+I1), s	5.5	11.7		18.4	11.7	18.2		5.4
Green Ext Time (p_c), s	0.1	12.1		1.0	0.8	8.7		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	32.0
HCM 2010 LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	97	63	73	60	84	314	47	1087	62	195	823	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	101	66	71	74	104	314	49	1144	60	199	840	39
Adj No. of Lanes	2	1	1	1	1	1	1	3	1	2	3	1
Peak Hour Factor	0.96	0.96	0.96	0.81	0.81	0.81	0.95	0.95	0.95	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	420	404	343	216	411	350	133	1588	495	348	1577	491
Arrive On Green	0.12	0.22	0.22	0.12	0.22	0.22	0.07	0.31	0.31	0.10	0.31	0.31
Sat Flow, veh/h	3442	1863	1583	1774	1863	1583	1774	5085	1583	3442	5085	1583
Grp Volume(v), veh/h	101	66	71	74	104	314	49	1144	60	199	840	39
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1774	1863	1583	1774	1695	1583	1721	1695	1583
Q Serve(g_s), s	2.6	2.8	3.6	3.8	4.5	19.0	2.6	19.6	2.7	5.4	13.4	1.7
Cycle Q Clear(g_c), s	2.6	2.8	3.6	3.8	4.5	19.0	2.6	19.6	2.7	5.4	13.4	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	420	404	343	216	411	350	133	1588	495	348	1577	491
V/C Ratio(X)	0.24	0.16	0.21	0.34	0.25	0.90	0.37	0.72	0.12	0.57	0.53	0.08
Avail Cap(c_a), veh/h	518	404	343	458	481	409	180	1777	553	399	1705	531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.1	31.3	31.6	39.6	31.6	37.3	43.3	30.0	24.2	42.2	28.1	24.0
Incr Delay (d2), s/veh	0.3	0.2	0.3	0.9	0.3	20.1	1.7	1.3	0.1	1.5	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.5	1.6	1.9	2.4	10.2	1.3	9.4	1.2	2.6	6.3	0.8
LnGrp Delay(d),s/veh	39.4	31.5	31.9	40.5	32.0	57.4	45.0	31.3	24.3	43.7	28.3	24.1
LnGrp LOS	D	C	C	D	C	E	D	C	C	D	C	C
Approach Vol, veh/h		238			492			1253			1078	
Approach Delay, s/veh		35.0			49.5			31.5			31.0	
Approach LOS		C			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	38.7	17.6	26.9	15.4	38.5	17.2	27.3
Change Period (Y+Rc), s	* 5.2	8.0	5.6	* 5.6	8.0	* 8	* 5.2	5.6
Max Green Setting (Gmax), s	* 11	34.4	25.4	* 14	10.0	* 33	* 15	25.4
Max Q Clear Time (g_c+I1), s	7.4	21.6	5.8	5.6	4.6	15.4	4.6	21.0
Green Ext Time (p_c), s	0.2	9.1	0.1	1.6	0.0	11.5	0.2	0.8

Intersection Summary	
HCM 2010 Ctrl Delay	34.5
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	3.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	219	0	0	262	105	97
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	Free	Free	Free	Free	Free	Free
Storage Length		0	0		0	0
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	238	0	0	285	114	105
Number of Lanes	1	0	1	1	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	238	0	523	238
Stage 1	-	-	-	-	238	-
Stage 2	-	-	-	-	285	-
Follow-up Headway	-	0	2.218	-	3.518	3.318
Pot Capacity-1 Maneuver	-	0	1329	-	514	801
Stage 1	-	0	-	-	802	-
Stage 2	-	0	-	-	763	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	1329	-	514	801
Mov Capacity-2 Maneuver	-	-	-	-	514	-
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	763	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	12.2
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	EBT	WBL	WBT
Capacity (vph)	514	801			
HCM Control Delay (s)	14	10.2	-	0	-
HCM Lane VC Ratio	0.222	0.132	-	-	-
HCM Lane LOS	B	B	-	A	-
HCM 95th Percentile Queue (veh)	0.842	0.452	-	0	-

Intersection	
Intersection Delay (sec/veh):	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	88	285	243	5	3	103
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0			0	0	0
Median Width		0	0		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.83	0.83	0.83	0.83
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	96	310	293	6	4	124
Number of Lanes	0	1	1	0	1	1

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	299	0	0	0	798	296
Stage 1	-	-	-	-	296	-
Stage 2	-	-	-	-	502	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1262	-	-	-	355	743
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	608	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1262	-	-	-	322	743
Mov Capacity-2 Maneuver	-	-	-	-	322	-
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	552	-

Approach	EB	WB	SB
HCM Control Delay (s)	1.9	0	11
HCM LOS	A	A	B

Lane	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (vph)					322	743
HCM Control Delay (s)	8.086	-	-	-	16.3	10.8
HCM Lane VC Ratio	0.076	-	-	-	0.011	0.167
HCM Lane LOS	A	-	-	-	C	B
HCM 95th Percentile Queue (veh)	0.246	-	-	-	0.034	0.597

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	54	763	53	46	592	198	58	132	59	206	66	56
Number	1	6	16	5	2	12	7	4	14	3	8	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1863	1900	1863	1900
Adj Flow Rate, veh/h	59	838	53	49	630	168	71	161	66	242	78	60
Adj No. of Lanes	1	2	1	1	2	1	0	1	1	0	1	0
Peak Hour Factor	0.91	0.91	0.91	0.94	0.94	0.94	0.82	0.82	0.82	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	158	1026	459	146	1001	823	82	186	231	265	85	66
Arrive On Green	0.09	0.29	0.29	0.08	0.28	0.28	0.15	0.15	0.15	0.24	0.24	0.24
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	561	1273	1583	1119	361	278
Grp Volume(v), veh/h	59	838	53	49	630	168	232	0	66	380	0	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1835	0	1583	1758	0	0
Q Serve(g_s), s	3.1	21.8	2.4	2.6	15.3	5.6	12.2	0.0	3.7	20.8	0.0	0.0
Cycle Q Clear(g_c), s	3.1	21.8	2.4	2.6	15.3	5.6	12.2	0.0	3.7	20.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.31		1.00	0.64		0.16
Lane Grp Cap(c), veh/h	158	1026	459	146	1001	823	268	0	231	416	0	0
V/C Ratio(X)	0.37	0.82	0.12	0.34	0.63	0.20	0.87	0.00	0.29	0.91	0.00	0.00
Avail Cap(c_a), veh/h	212	1110	497	230	1146	888	297	0	256	462	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	42.4	32.7	25.8	42.8	30.9	12.8	41.2	0.0	37.6	36.7	0.0	0.0
Incr Delay (d2), s/veh	1.5	4.6	0.1	1.3	0.9	0.1	21.0	0.0	0.7	21.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	11.2	1.1	1.3	7.6	3.7	7.8	0.0	1.6	12.6	0.0	0.0
LnGrp Delay(d),s/veh	43.8	37.2	25.9	44.1	31.8	12.9	62.2	0.0	38.3	57.9	0.0	0.0
LnGrp LOS	D	D	C	D	C	B	E		D	E		
Approach Vol, veh/h		950			847			298			380	
Approach Delay, s/veh		37.0			28.8			56.9			57.9	
Approach LOS		D			C			E			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	14.0	35.0		20.4	13.3	35.6		29.4
Change Period (Y+Rc), s	* 5.2	7.0		6.0	* 5.2	7.0		6.0
Max Green Setting (Gmax), s	* 12	32.0		16.0	* 13	31.0		26.0
Max Q Clear Time (g_c+I1), s	5.1	17.3		14.2	4.6	23.8		22.8
Green Ext Time (p_c), s	0.0	8.1		0.2	0.0	4.9		0.6

Intersection Summary	
HCM 2010 Ctrl Delay	39.8
HCM 2010 LOS	D

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay (sec/veh):	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	349	27	1	434	7	14	1	1	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	550		0	530		0	0		0	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	379	29	1	472	8	15	1	1	0	0	0
Number of Lanes	1	2	0	1	2	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	480	0	0	408	0	0	632	876	205	668	886	240
Stage 1	-	-	-	-	-	-	394	394	-	478	478	-
Stage 2	-	-	-	-	-	-	238	482	-	190	408	-
Follow-up Headway	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1079	-	-	1147	-	-	365	286	802	344	282	761
Stage 1	-	-	-	-	-	-	602	604	-	537	554	-
Stage 2	-	-	-	-	-	-	744	552	-	794	595	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1079	-	-	1147	-	-	365	286	802	342	282	761
Mov Capacity-2 Maneuver	-	-	-	-	-	-	365	286	-	342	282	-
Stage 1	-	-	-	-	-	-	602	604	-	537	554	-
Stage 2	-	-	-	-	-	-	743	552	-	791	595	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0	0	15.2	0
HCM LOS	A	A	C	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	371							0
HCM Control Delay (s)	15.2	0	-	-	8.142	0	-	0
HCM Lane VC Ratio	0.047	-	-	-	0.001	-	-	-
HCM Lane LOS	C	A	-	-	A	A	-	A
HCM 95th Percentile Queue (veh)	0.147	0	-	-	0.003	-	-	-

Intersection	
Intersection Delay (sec/veh):	3.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	23	71	171	112	87	98
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	400	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.78	0.78	0.88	0.88	0.80	0.80
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	29	91	194	127	109	122
Number of Lanes	1	1	1	0	0	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	599	258	0	0	321	0
Stage 1	258	-	-	-	-	-
Stage 2	341	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	465	781	-	-	1239	-
Stage 1	785	-	-	-	-	-
Stage 2	720	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	421	781	-	-	1239	-
Mov Capacity-2 Maneuver	421	-	-	-	-	-
Stage 1	785	-	-	-	-	-
Stage 2	652	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	11.2	0	3.8
HCM LOS	B	A	A

Lane	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (vph)			421	781		
HCM Control Delay (s)	-	-	14.2	10.2	8.185	-
HCM Lane VC Ratio	-	-	0.07	0.117	0.088	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th Percentile Queue (veh)	-	-	0.225	0.394	0.288	-

Intersection	
Intersection Delay (sec/veh):	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	49	9	37	16	9	25	72	205	25	21	60	22
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Right Turn Channelized	Free	Free	Free	Free	Free	Free	None	None	None	None	None	None
Storage Length	0		50	0		50	200		0	200		0
Median Width		0			0			12			12	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.79	0.79	0.79	0.89	0.89	0.89	0.94	0.94	0.94	0.89	0.89	0.89
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	62	11	47	18	10	28	77	218	27	24	67	25
Number of Lanes	0	1	1	0	1	1	1	1	0	1	2	0

Major/Minor		Minor 2			Minor 1			Major 1			Major 2	
Conflicting Flow Rate - All	533	527	47	473	526	123	92	0	0	245	0	0
Stage 1	128	128	-	386	386	-	-	-	-	-	-	-
Stage 2	405	399	-	87	140	-	-	-	-	-	-	-
Follow-up Headway	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Capacity-1 Maneuver	430	455	1012	474	456	905	1501	-	-	1318	-	-
Stage 1	862	790	-	609	609	-	-	-	-	-	-	-
Stage 2	593	601	-	911	780	-	-	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	0	0	0	0	-	-	0	-	-
Mov Capacity-1 Maneuver	388	424	1012	420	425	905	1501	-	-	1318	-	-
Mov Capacity-2 Maneuver	388	424	-	420	425	-	-	-	-	-	-	-
Stage 1	818	776	-	578	578	-	-	-	-	-	-	-
Stage 2	536	570	-	840	766	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	13.3	11.6	1.8	1.6
HCM LOS	B	B	A	A

Lane	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (vph)				393	1012	422	905			
HCM Control Delay (s)	7.527	0	-	16.3	8.7	14.1	9.1	7.781	0	-
HCM Lane VC Ratio	0.051	-	-	0.187	0.046	0.067	0.031	0.018	-	-
HCM Lane LOS	A	A	-	C	A	B	A	A	A	-
HCM 95th Percentile Queue (veh)	0.161	-	-	0.678	0.145	0.213	0.096	0.055	-	-

Intersection	
Intersection Delay (sec/veh):	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	22	114	4	297	0	0	0	0	65	0	6
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Yield	Yield	Yield
Storage Length	0		300	0		0	0		0	0		50
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.84	0.84	0.84	0.93	0.93	0.93	0.92	0.92	0.92	0.81	0.81	0.81
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	26	136	4	319	0	0	0	0	80	0	7
Number of Lanes	0	1	1	1	1	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 2		
Conflicting Flow Rate - All	-	0	0	162	0	-	421	489	160
Stage 1	-	-	-	-	-	-	327	327	-
Stage 2	-	-	-	-	-	-	94	162	-
Follow-up Headway	0	-	-	2.218	-	0	3.518	4.018	3.318
Pot Capacity-1 Maneuver	0	-	-	1417	-	0	543	480	885
Stage 1	0	-	-	-	-	0	686	648	-
Stage 2	0	-	-	-	-	0	913	764	-
Time blocked-Platoon(%)	0	-	-	0	-	0	0	0	0
Mov Capacity-1 Maneuver	-	-	-	1417	-	-	542	479	885
Mov Capacity-2 Maneuver	-	-	-	-	-	-	542	479	-
Stage 1	-	-	-	-	-	-	-	646	-
Stage 2	-	-	-	-	-	-	913	764	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	0.1	12.1
HCM LOS	A	A	B

Lane	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)					592
HCM Control Delay (s)	-	-	7.548	-	12.1
HCM Lane VC Ratio	-	-	0.003	-	0.148
HCM Lane LOS	-	-	A	-	B
HCM 95th Percentile Queue (veh)	-	-	0.009	-	0.517

Intersection	
Intersection Delay (sec/veh):	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Volume (vph)	81	0	0	207	158	17
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	Free	Free
Storage Length		0	0		0	0
Median Width	0			0	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.84	0.84	0.80	0.80	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	96	0	0	259	184	20
Number of Lanes	1	0	0	2	1	1

Major/Minor	Major 1			Major 2		
Conflicting Flow Rate - All	0	-	-	0	226	96
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	130	-
Follow-up Headway	-	0	0	-	3.52	3.32
Pot Capacity-1 Maneuver	-	0	0	-	742	942
Stage 1	-	0	0	-	917	-
Stage 2	-	0	0	-	882	-
Time blocked-Platoon(%)	-	0	0	-	0	0
Mov Capacity-1 Maneuver	-	-	-	-	742	942
Mov Capacity-2 Maneuver	-	-	-	-	742	-
Stage 1	-	-	-	-	917	-
Stage 2	-	-	-	-	882	-

Approach	EB	WB	NB
HCM Control Delay (s)	0	0	11.2
HCM LOS	A	A	B

Lane	NBLn1	NBLn2	EBT	WBT
Capacity (vph)	742	942		
HCM Control Delay (s)	11.4	8.9	-	-
HCM Lane VC Ratio	0.248	0.021	-	-
HCM Lane LOS	B	A	-	-
HCM 95th Percentile Queue (veh)	0.974	0.064	-	-

Intersection	
Intersection Delay (sec/veh):	5.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	25	154	179	161	97	14
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	160			90
Median Width	12			12	12	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.83	0.83	0.93	0.93	0.96	0.96
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	30	186	192	173	101	15
Number of Lanes	1	0	1	1	1	1

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	666	59	116	0	0	0
Stage 1	109	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	425	1007	1473	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	370	1007	1473	-	-	-
Mov Capacity-2 Maneuver	370	-	-	-	-	-
Stage 1	916	-	-	-	-	-
Stage 2	499	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	11	4.1	0
HCM LOS	B	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			812		
HCM Control Delay (s)	7.811	-	11	-	-
HCM Lane VC Ratio	0.131	-	0.266	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th Percentile Queue (veh)	0.45	-	1.07	-	-

Intersection	
Intersection Delay (sec/veh):	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	114	23	388	207	29	172
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		100	170	
Median Width	12		12			12
Grade (%)	0%		0%			0%
Peak Hour Factor	0.82	0.82	0.89	0.89	0.90	0.90
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	139	28	436	233	32	191
Number of Lanes	1	0	1	1	1	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	808	335	0	0	669	0
Stage 1	553	-	-	-	-	-
Stage 2	255	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	350	707	-	-	921	-
Stage 1	576	-	-	-	-	-
Stage 2	788	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	338	707	-	-	921	-
Mov Capacity-2 Maneuver	338	-	-	-	-	-
Stage 1	576	-	-	-	-	-
Stage 2	761	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	22.5	0	1.3
HCM LOS	C	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			370		
HCM Control Delay (s)	-	-	22.5	9.05	-
HCM Lane VC Ratio	-	-	0.452	0.035	-
HCM Lane LOS	-	-	C	A	-
HCM 95th Percentile Queue (veh)	-	-	2.267	0.109	-

Intersection	
Intersection Delay (sec/veh):	22.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	0	762	323	199	327	0	0	0	0	42	1	179
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	Free	Free	Free	None	None	None	None	None	None	Free	Free	Free
Storage Length	0		0	200		0	0		0	0		25
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.97	0.97	0.97	0.92	0.92	0.92	0.96	0.96	0.96
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	0	811	344	205	337	0	0	0	0	44	1	186
Number of Lanes	0	1	0	1	2	0	0	0	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 2		
Conflicting Flow Rate - All	337	0	0	1155	0	-	1730	1902	169
Stage 1	-	-	-	-	-	-	747	747	-
Stage 2	-	-	-	-	-	-	983	1155	-
Follow-up Headway	2.22	-	-	2.22	-	0	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1219	-	-	601	-	0	57	68	845
Stage 1	-	-	-	-	-	0	371	418	-
Stage 2	-	-	-	-	-	0	267	269	-
Time blocked-Platoon(%)	0	-	-	0	-	0	0	0	0
Mov Capacity-1 Maneuver	1219	-	-	601	-	-	# 42	45	845
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 42	45	-
Stage 1	-	-	-	-	-	-	371	275	-
Stage 2	-	-	-	-	-	-	267	269	-

Approach	EB	WB	SB
HCM Control Delay (s)	0	5.3	173
HCM LOS	A	A	F

Lane	EBL	EBT	EBR	WBL	WBT	SBLn1
Capacity (vph)						195
HCM Control Delay (s)	0	-	-	14.063	-	173
HCM Lane VC Ratio	-	-	-	0.341	-	1.186
HCM Lane LOS	A	-	-	B	-	F
HCM 95th Percentile Queue (veh)	0	-	-	1.509	-	11.85

Intersection	
Intersection Delay (sec/veh):	$ 670.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	567	237	0	0	336	72	190	1	428	0	0	0
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	1	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	Free	Free	Free	Free	Free	Free	None	None	None
Storage Length	220		0	0		0	0		32	0		0
Median Width		12			12			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.95	0.95	0.95	0.92	0.92	0.92
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	585	244	0	0	346	74	200	1	451	0	0	0
Number of Lanes	1	2	0	0	2	0	0	1	0	0	0	0

Major/Minor	Major 1			Major 2			Minor 1		
Conflicting Flow Rate - All	420	0	-	245	0	0	1588	1835	123
Stage 1	-	-	-	-	-	-	1415	1415	-
Stage 2	-	-	-	-	-	-	173	420	-
Follow-up Headway	2.22	-	0	2.22	-	-	3.52	4.02	3.32
Pot Capacity-1 Maneuver	1136	-	0	1318	-	-	# 72	75	905
Stage 1	-	-	0	-	-	-	# 144	202	-
Stage 2	-	-	0	-	-	-	812	588	-
Time blocked-Platoon(%)	0	-	0	0	-	-	0	0	0
Mov Capacity-1 Maneuver	1136	-	-	1318	-	-	# 43	36	904
Mov Capacity-2 Maneuver	-	-	-	-	-	-	# 43	36	-
Stage 1	-	-	-	-	-	-	# 70	98	-
Stage 2	-	-	-	-	-	-	812	588	-

Approach	EB	WB	NB
HCM Control Delay (s)	8.1	0	$ 1945.4
HCM LOS	A	A	F

Lane	NBLn1	EBL	EBT	WBL	WBT	WBR
Capacity (vph)	126					
HCM Control Delay (s)	$ 1945.4	11.478	-	0	-	-
HCM Lane VC Ratio	5.171	0.515	-	-	-	-
HCM Lane LOS	F	B	-	A	-	-
HCM 95th Percentile Queue (veh)	69.227	3.045	-	0	-	-

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	401	264	217	194	95	191
Number	7	14	1	6	2	12
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	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	501	249	271	242	119	158
Adj No. of Lanes	1	1	1	1	1	1
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	624	798	341	830	283	240
Arrive On Green	0.35	0.35	0.19	0.45	0.15	0.15
Sat Flow, veh/h	1774	1583	1774	1863	1863	1583
Grp Volume(v), veh/h	501	249	271	242	119	158
Grp Sat Flow(s),veh/h/ln	1774	1583	1774	1863	1863	1583
Q Serve(g_s), s	11.3	4.1	6.5	3.7	2.6	4.2
Cycle Q Clear(g_c), s	11.3	4.1	6.5	3.7	2.6	4.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	624	798	341	830	283	240
V/C Ratio(X)	0.80	0.31	0.79	0.29	0.42	0.66
Avail Cap(c_a), veh/h	1338	1435	579	1153	356	303
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	6.5	17.1	7.9	17.1	17.7
Incr Delay (d2), s/veh	2.5	0.2	4.2	0.2	1.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	2.3	3.6	1.9	1.4	2.0
LnGrp Delay(d),s/veh	15.5	6.7	21.3	8.0	18.1	21.3
LnGrp LOS	B	A	C	A	B	C
Approach Vol, veh/h	750			513	277	
Approach Delay, s/veh	12.6			15.1	19.9	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Phs Duration (G+Y+Rc), s	13.0	11.2		20.1		24.3		
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		
Max Green Setting (Gmax), s	14.5	8.5		33.5		27.5		
Max Q Clear Time (g_c+I1), s	8.5	6.2		13.3		5.7		
Green Ext Time (p_c), s	0.4	0.6		2.3		2.2		

Intersection Summary	
HCM 2010 Ctrl Delay	14.7
HCM 2010 LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	41	218	193	92	267	92
Number	3	18	2	12	1	6
Initial Queue, 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 Rate	1863	1863	1863	1863	1863	1863
Lanes	1	1	1	0	1	1
Capacity, veh/h	143	461	554	210	374	1367
Arriving On Green	0.08	0.08	0.43	0.43	0.21	0.73
Sat Flow, veh/h	1774.0	1583.3	1289.1	487.6	1774.0	1862.7
Grp Volume(v), veh/h	41.8	100.0	0.0	312.9	306.9	105.7
Grp Sat Flow(s),veh/h/ln	1774.0	1583.3	0.0	1776.7	1774.0	1862.7
Q Serve(g_s), s	1.1	2.3	0.0	5.9	8.0	0.8
Cycle Q Clear(g_c), s	1.1	2.3	0.0	5.9	8.0	0.8
Proportion In Lane	1.000	1.000		0.274	1.000	
Lane Grp Cap(c), veh/h	142.6	460.7	0.0	764.0	373.6	1366.5
V/C Ratio(X)	0.293	0.217	0.000	0.410	0.821	0.077
Avail Cap(c_a), veh/h	568.2	840.6	0.0	764.0	531.6	1366.5
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	0.000	1.000	1.000	1.000
Uniform Delay (d), s/veh	21.0	13.0	0.0	9.5	18.2	1.8
Incr Delay (d2), s/veh	1.1	0.2	0.0	1.6	6.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	22.1	13.2	0.0	11.2	25.1	1.9
Lane Group LOS	C	B		B	C	A
Approach Volume, veh/h	142		313			413
Approach Delay, s/veh	15.8		11.2			19.2
Approach LOS	B		B			B

Timer					
Assigned Phase			2		1	6
Phase Duration (G+Y+Rc), s			25.31		14.69	40.00
Change Period (Y+Rc), s			4.50		4.50	4.50
Max Green Setting (Gmax), s			16.50		14.50	35.50
Max Q Clear Time (g_c+I1), s			7.90		9.99	2.78
Green Extension Time (p_c)			1.37		0.37	2.20

Intersection Summary	
HCM 2010 Control Delay	15.7
HCM 2010 Level of Service	B

Intersection	
Intersection Delay (sec/veh):	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	26	12	32	50	11	27
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.73	0.73	0.79	0.79	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	36	16	41	63	13	31
Number of Lanes	1	0	1	0	0	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	130	73	0	0	104	0
Stage 1	73	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	864	989	-	-	1488	-
Stage 1	950	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	856	989	-	-	1488	-
Mov Capacity-2 Maneuver	856	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	957	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	9.3	0	2.2
HCM LOS	A	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			894		
HCM Control Delay (s)	-	-	9.3	7.44	-
HCM Lane VC Ratio	-	-	0.058	0.009	-
HCM Lane LOS	-	-	A	A	-
HCM 95th Percentile Queue (veh)	-	-	0.185	0.026	-

Intersection	
Intersection Delay (sec/veh):	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume (vph)	4	86	1	0	50	2	1	0	0	2	0	3
Conflicting Peds.(#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None	None	None	None	None	None	None
Storage Length	0		0	0		0	0		0	0		0
Median Width		0			0			0			0	
Grade (%)		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.72	0.72	0.72	0.25	0.25	0.25	0.63	0.63	0.63
Heavy Vehicles(%)	2	2	2	2	2	2	2	2	2	2	2	2
Movement Flow Rate	4	95	1	0	69	3	4	0	0	3	0	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Major/Minor	Major 1			Major 2			Minor 1			Minor 2		
Conflicting Flow Rate - All	72	0	0	96	0	0	177	176	96	175	175	71
Stage 1	-	-	-	-	-	-	104	104	-	71	71	-
Stage 2	-	-	-	-	-	-	73	72	-	104	104	-
Follow-up Headway	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Capacity-1 Maneuver	1528	-	-	1498	-	-	785	718	960	788	719	991
Stage 1	-	-	-	-	-	-	902	809	-	939	836	-
Stage 2	-	-	-	-	-	-	937	835	-	902	809	-
Time blocked-Platoon(%)	0	-	-	0	-	-	0	0	0	0	0	0
Mov Capacity-1 Maneuver	1528	-	-	1498	-	-	779	716	960	786	717	991
Mov Capacity-2 Maneuver	-	-	-	-	-	-	779	716	-	786	717	-
Stage 1	-	-	-	-	-	-	899	807	-	936	836	-
Stage 2	-	-	-	-	-	-	932	835	-	899	807	-

Approach	EB	WB	NB	SB
HCM Control Delay (s)	0.3	0	9.6	9
HCM LOS	A	A	A	A

Lane	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (vph)	779							897
HCM Control Delay (s)	9.6	7.363	0	-	0	-	-	9
HCM Lane VC Ratio	0.005	0.003	-	-	-	-	-	0.009
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th Percentile Queue (veh)	0.015	0.009	-	-	0	-	-	0.027

Intersection	
Intersection Delay (sec/veh):	2.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Volume (vph)	26	12	32	50	11	27
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0		0	0	
Median Width	12		0			0
Grade (%)	0%		0%			0%
Peak Hour Factor	0.73	0.73	0.79	0.79	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	36	16	41	63	13	31
Number of Lanes	1	0	1	0	0	1

Major/Minor			Major 1			Major 2
Conflicting Flow Rate - All	130	73	0	0	104	0
Stage 1	73	-	-	-	-	-
Stage 2	57	-	-	-	-	-
Follow-up Headway	3.518	3.318	-	-	2.218	-
Pot Capacity-1 Maneuver	864	989	-	-	1488	-
Stage 1	950	-	-	-	-	-
Stage 2	966	-	-	-	-	-
Time blocked-Platoon(%)	0	0	-	-	0	-
Mov Capacity-1 Maneuver	856	989	-	-	1488	-
Mov Capacity-2 Maneuver	856	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	957	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay (s)	9.3	0	2.2
HCM LOS	A	A	A

Lane	NBT	NBR	WBLn1	SBL	SBT
Capacity (vph)			894		
HCM Control Delay (s)	-	-	9.3	7.44	-
HCM Lane VC Ratio	-	-	0.058	0.009	-
HCM Lane LOS	-	-	A	A	-
HCM 95th Percentile Queue (veh)	-	-	0.185	0.026	-

Intersection	
Intersection Delay (sec/veh):	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Volume (vph)	30	26	20	85	75	21
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
Right Turn Channelized	None	None	None	None	None	None
Storage Length	0	0	0			0
Median Width	12			0	0	
Grade (%)	0%			0%	0%	
Peak Hour Factor	0.78	0.78	0.75	0.75	0.86	0.86
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	38	33	27	113	87	24
Number of Lanes	1	0	0	1	1	0

Major/Minor				Major 1	Major 2	
Conflicting Flow Rate - All	266	99	111	0	0	0
Stage 1	99	-	-	-	-	-
Stage 2	167	-	-	-	-	-
Follow-up Headway	3.518	3.318	2.218	-	-	-
Pot Capacity-1 Maneuver	723	957	1479	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Time blocked-Platoon(%)	0	0	0	-	-	-
Mov Capacity-1 Maneuver	709	957	1479	-	-	-
Mov Capacity-2 Maneuver	709	-	-	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	847	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay (s)	9.9	1.4	0
HCM LOS	A	A	A

Lane	NBL	NBT	EBLn1	SBT	SBR
Capacity (vph)			806		
HCM Control Delay (s)	7.479	-	9.9	-	-
HCM Lane VC Ratio	0.018	-	0.089	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th Percentile Queue (veh)	0.055	-	0.292	-	-

Intersection	
Intersection Delay (sec/veh):	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	45	273	204	110	104	33
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	170			80	0	0
Median Width		12	12		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.82	0.82
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	51	307	229	124	127	40
Number of Lanes	1	1	1	1	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	353	0	0	0	700	177
Stage 1	-	-	-	-	291	-
Stage 2	-	-	-	-	409	-
Follow-up Headway	2.218	-	-	-	3.518	3.318
Pot Capacity-1 Maneuver	1206	-	-	-	405	866
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	671	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	1206	-	-	-	388	866
Mov Capacity-2 Maneuver	-	-	-	-	388	-
Stage 1	-	-	-	-	759	-
Stage 2	-	-	-	-	643	-

Approach	EB	WB	SB
HCM Control Delay (s)	1.1	0	17.8
HCM LOS	A	A	C

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					447
HCM Control Delay (s)	8.116	-	-	-	17.8
HCM Lane VC Ratio	0.042	-	-	-	0.374
HCM Lane LOS	A	-	-	-	C
HCM 95th Percentile Queue (veh)	0.131	-	-	-	1.707

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	262	1	190	0	1	0	248	754	2	0	633	296
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	0	1863	0	1863	1863	1863	0	1863	1863
Lanes	1	1	1	0	1	0	2	2	0	1	2	0
Capacity, veh/h	329	436	370	0	8	0	390	2038	5	0	951	346
Arriving On Green	0.23	0.23	0.23	0.00	0.00	0.00	0.11	0.55	0.55	0.00	0.36	0.36
Sat Flow, veh/h	1406.7	1862.7	1583.3	0.0	1862.7	0.0	3441.6	3713.9	9.9	0.0	2610.0	948.2
Grp Volume(v), veh/h	291.1	1.1	200.0	0.0	4.0	0.0	288.4	439.7	439.3	0.0	485.8	442.2
Grp Sat Flow(s),veh/h/ln	1406.7	1862.7	1583.3	0.0	1862.7	0.0	1720.8	1862.7	1861.0	0.0	1862.7	1695.4
Q Serve(g_s), s	12.7	0.0	7.0	0.0	0.1	0.0	5.1	8.8	8.8	0.1	14.2	14.2
Cycle Q Clear(g_c), s	12.7	0.0	7.0	0.0	0.1	0.0	5.1	8.8	8.8	0.1	14.2	14.2
Proportion In Lane	1.000		1.000	0.000		0.000	1.000		0.005	1.000		0.559
Lane Grp Cap(c), veh/h	329.1	435.9	370.5	0.0	8.0	0.0	389.7	1022.1	1021.2	0.0	678.9	617.9
V/C Ratio(X)	0.884	0.003	0.540	0.000	0.500	0.000	0.740	0.430	0.430	0.000	0.715	0.716
Avail Cap(c_a), veh/h	344.0	455.6	387.2	0.0	455.6	0.0	429.0	1022.1	1021.2	0.0	678.9	617.9
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	0.000	1.000	0.000	1.000	1.000	1.000	0.000	1.000	1.000
Uniform Delay (d), s/veh	23.4	18.6	21.3	0.0	31.5	0.0	27.2	8.4	8.4	0.0	17.3	17.3
Incr Delay (d2), s/veh	22.2	0.0	1.4	0.0	41.2	0.0	6.1	1.3	1.3	0.0	6.4	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	45.7	18.6	22.7	0.0	72.7	0.0	33.3	9.8	9.8	0.0	23.7	24.3
Lane Group LOS	D	B	C		E		C	A	A		C	C
Approach Volume, veh/h		492			4			1167			928	
Approach Delay, s/veh		36.3			72.7			15.6			24.0	
Approach LOS		D			E			B			C	

Timer												
Assigned Phase		4			8		5	2		1	6	
Phase Duration (G+Y+Rc), s		19.33			4.77		11.68	39.28		0.00	27.60	
Change Period (Y+Rc), s		4.50			4.50		4.50	4.50		4.50	4.50	
Max Green Setting (Gmax), s		15.50			15.50		7.90	27.00		4.00	23.10	
Max Q Clear Time (g_c+I1), s		14.67			2.14		7.14	10.84		0.00	16.21	
Green Extension Time (p_c)		0.16			0.00		0.08	9.55		0.00	5.02	

Intersection Summary	
HCM 2010 Control Delay	22.6
HCM 2010 Level of Service	C

Intersection	
Intersection Delay (sec/veh):	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Volume (vph)	73	988	839	24	9	48
Conflicting Peds.(#/hr)	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
Right Turn Channelized	None	None	None	None	None	None
Storage Length	90			0	0	0
Median Width		24	24		12	
Grade (%)		0%	0%		0%	
Peak Hour Factor	0.93	0.93	0.80	0.80	0.84	0.84
Heavy Vehicles(%)	2	2	2	2	2	2
Movement Flow Rate	78	1062	1049	30	11	57
Number of Lanes	1	2	2	0	1	0

Major/Minor	Major 1		Major 2			
Conflicting Flow Rate - All	1079	0	0	0	1751	540
Stage 1	-	-	-	-	1064	-
Stage 2	-	-	-	-	687	-
Follow-up Headway	2.22	-	-	-	3.52	3.32
Pot Capacity-1 Maneuver	642	-	-	-	77	486
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	461	-
Time blocked-Platoon(%)	0	-	-	-	0	0
Mov Capacity-1 Maneuver	642	-	-	-	68	486
Mov Capacity-2 Maneuver	-	-	-	-	68	-
Stage 1	-	-	-	-	293	-
Stage 2	-	-	-	-	405	-

Approach	EB	WB	SB
HCM Control Delay (s)	0.8	0	25
HCM LOS	A	A	D

Lane	EBL	EBT	WBT	WBR	SBLn1
Capacity (vph)					247
HCM Control Delay (s)	11.387	-	-	-	25
HCM Lane VC Ratio	0.122	-	-	-	0.275
HCM Lane LOS	B	-	-	-	D
HCM 95th Percentile Queue (veh)	0.415	-	-	-	1.084

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	503	402	50	19	413	99	42	31	33	154	24	400
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Queue, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking, Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow Rate	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863	1863
Lanes	2	1	1	1	2	0	0	1	0	0	1	2
Capacity, veh/h	624	638	542	24	572	68	161	119	69	307	48	554
Arriving On Green	0.18	0.34	0.34	0.01	0.17	0.17	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	3441.6	1583.3	1583.3	1774.0	3271.0	386.3	812.6	599.8	348.3	1544.8	240.7	2786.7
Grp Volume(v), veh/h	529.5	423.2	26.3	21.1	260.4	252.9	109.6	0.0	0.0	211.9	0.0	404.8
Grp Sat Flow(s),veh/h/ln	1720.8	1862.7	1583.3	1774.0	1862.7	1794.6	1760.7	0.0	0.0	1785.5	0.0	1393.3
Q Serve(g_s), s	10.9	14.1	0.8	0.9	9.8	9.9	3.9	0.0	0.0	7.9	0.0	9.9
Cycle Q Clear(g_c), s	10.9	14.1	0.8	0.9	9.8	9.9	3.9	0.0	0.0	7.9	0.0	9.9
Proportion In Lane	1.000		1.000	1.000		0.215	0.462		0.198	0.865		1.000
Lane Grp Cap(c), veh/h	624.1	637.9	542.2	24.3	325.6	313.7	349.7	0.0	0.0	354.7	0.0	553.5
V/C Ratio(X)	0.848	0.663	0.049	0.868	0.800	0.806	0.313	0.000	0.000	0.597	0.000	0.731
Avail Cap(c_a), veh/h	683.6	637.9	542.2	182.3	344.5	331.9	349.7	0.0	0.0	354.7	0.0	553.5
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	0.000	0.000	1.000	0.000	1.000
Uniform Delay (d), s/veh	28.9	20.4	16.0	35.9	28.9	28.9	25.0	0.0	0.0	26.6	0.0	27.4
Incr Delay (d2), s/veh	9.2	2.6	0.0	54.8	12.0	13.0	2.3	0.0	0.0	7.2	0.0	8.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Group Delay (d), s/veh	38.1	23.0	16.1	90.7	40.9	42.0	27.3	0.0	0.0	33.8	0.0	35.7
Lane Group LOS	D	C	B	F	D	D	C			C		D
Approach Volume, veh/h		979			534			110			617	
Approach Delay, s/veh		31.0			43.4			27.3			35.1	
Approach LOS		C			D			C			D	

Timer												
Assigned Phase	7	4		3	8			2			6	
Phase Duration (G+Y+Rc), s	17.74	29.50		5.50	17.26			19.00			19.00	
Change Period (Y+Rc), s	4.50	4.50		4.50	4.50			4.50			4.50	
Max Green Setting (Gmax), s	14.50	20.50		7.50	13.50			14.50			14.50	
Max Q Clear Time (g_c+I1), s	12.87	16.11		2.87	11.88			5.88			11.94	
Green Extension Time (p_c)	0.37	2.10		0.01	0.88			0.30			0.76	

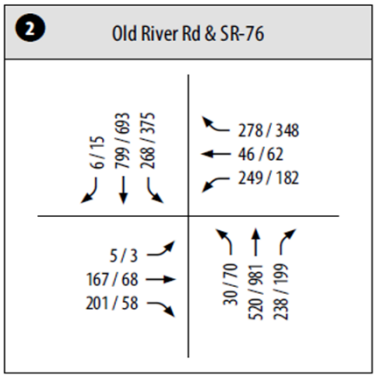
Intersection Summary	
HCM 2010 Control Delay	34.9
HCM 2010 Level of Service	C

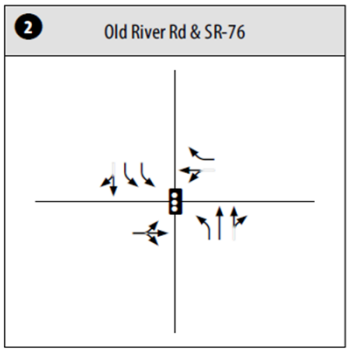
Appendix G

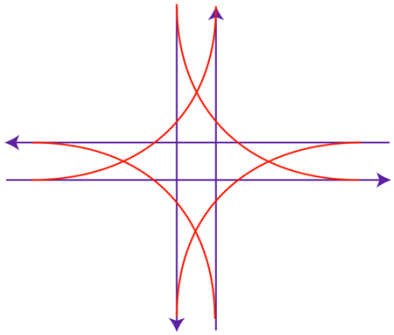
Ramp Intersection Capacity Analysis Worksheets – Existing Conditions

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLD RIVER ROAD / EAST VISTA WAY







PHASE 1:

30 / 70	
AM/PM	

268 / 375	
AM/PM	
Critical Volume	134 / 188

PHASE 2:

758 / 1,180	
AM/PM	

701 / 590	
AM/PM	
Critical Volume	701 / 590

PHASE 3

WBL	249	182
WBT	46	62
WBR	278	348
	AM /	PM

Critical Volume 295 / 348

PHASE 4

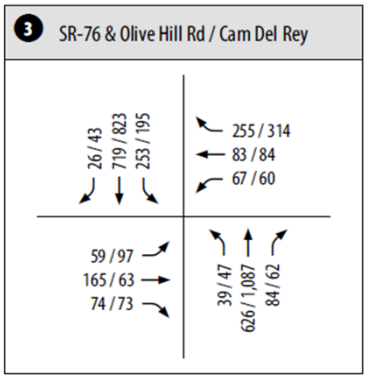
EBL	5	3
EBT	167	68
EBR	201	58
	AM /	PM

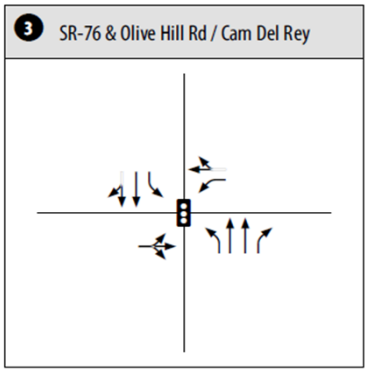
Critical Volume 373 / 129

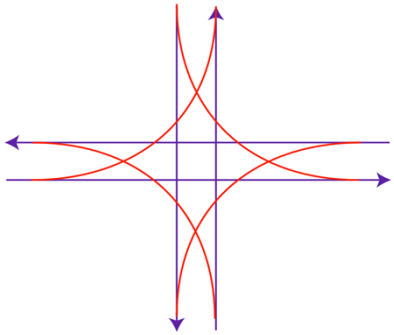
SUM	PHASE 1	134 / 188	AM	1,503 >1500: (Over Capacity)
	PHASE 2	701 / 590	PM	1,255 1200-1500: (At Capacity)
	PHASE 3	295 / 348		
	PHASE 4	373 / 129		
	TOTAL	1,503 / 1,255		

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLIVE HILL RD / CAM DEL REY







PHASE 1:

39 / 47	
AM/PM	

253 / 195	
AM/PM	

Critical Volume 253 / 195

PHASE 2:

NBT	626 / 1,087
NBR	84 / 62
	AM/PM

531 / 718
AM/PM

Critical Volume 313 / 544

PHASE 3

WBL	67	60
WBT	83	84
WBR	255	314
	AM /	PM

Critical Volume 338 / 398

PHASE 4

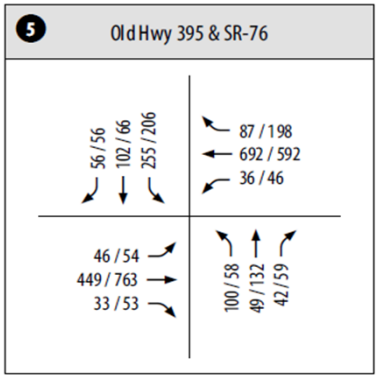
EBL	59	97
EBT	165	63
EBR	74	73
	AM /	PM

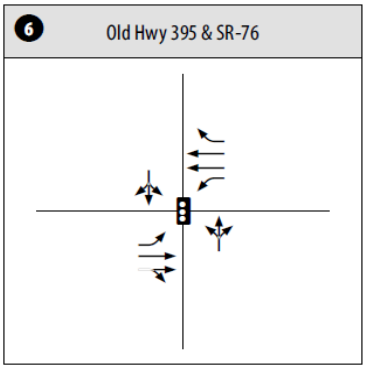
Critical Volume 298 / 233

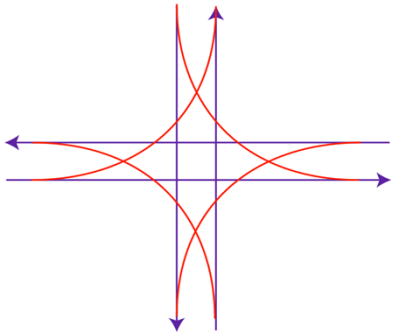
SUM	PHASE 1	253 / 195	AM	1,202 1200-1500: (At Capacity)
	PHASE 2	313 / 544	PM	1,370 1200-1500: (At Capacity)
	PHASE 3	338 / 398		
	PHASE 4	298 / 233		
	TOTAL	1,202 / 1,370		

INTERSECTION LANE VEHICLES CALCULATION WORKSHEET
(BASED ON CALTRANS HIGHWAY DESIGN MANUAL)

N/S Street SR-76 E/W Street OLD HIGHWAY 395







PHASE 1:

46 / 54	
AM/PM	

Critical Volume

36 / 46	
AM/PM	
46 / 54	

PHASE 2:

NBT	449 / 763	87 / 198	WBR
NBR	33 / 53	692 / 592	WBT
	AM/PM	AM/PM	

Critical Volume 346 / 404

PHASE 3

NBL	105	58	
NBT	49	132	
NBR	42	59	
	AM	/	PM

Critical Volume 196 / 249

PHASE 4

SBL	255	206	
SBT	102	66	
SBR	56	56	
	AM	/	PM

Critical Volume 413 / 328

SUM	PHASE 1	46 / 54	AM	1,001 <1200: (Under Capacity)
	PHASE 2	346 / 404	PM	1,035 <1200: (Under Capacity)
	PHASE 3	196 / 249		
	PHASE 4	413 / 328		
	TOTAL	1,001 / 1,035		

Appendix H

Fire Station Trip Generation Survey

CHEN RYAN

MEMORANDUM

TO: Mr. Jon Rilling, Accretive Investments, LLC

FROM: Meghan Cedeño, PE

DATE: February 3, 2014

RE: Lilac Hills Development Project, Fire Station Trip Generation Data

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This memorandum includes a summary of the approach used to estimate the number of trips generated by a fire station in the proposed Lilac Hill Development project. It is our understanding that Acretive Investment, LLC proposes to develop an unincorporated area of San Diego in the Valley Center and Bonsall Community Planning Areas into a mixture of residential, commercial and institutional, parks and open space land use. As part of the development, additional facilities and public amenities are required to support the new community, including K-8 schools, group residential facilities, recreational facilities, and civic services such as fire stations. As part of the traffic impact assessment, it is required to estimate the number of trips generated by the proposed facilities to understand the infrastructure needed to support them. The number of trips generated by a fire station could not be estimated using the *Trip Generation* (Institute of Transportation Engineers [ITE], 8th Edition) because typical trip generation data does not exist for this land use. Therefore, we estimated trip generation for the proposed fire station based on data for existing fire stations in the area of the project.

To obtain our data, we contacted several fire stations in North County by telephone, including the Valley Center Fire Protection District, the Rancho Santa Fe Fire Protection District, the North County Fire Protection District, and CalFire Dispatch Center, which also serves this area. The Rancho Santa Fe Fire Protection District and the North County Fire Protection District maintains four and five stations, respectively, that provide services to local residents. Even though the Valley Center Fire Protection District maintains three fire stations in the area, the fire chief declined to provide any information regarding existing facilities or services. CalFire similarly declined our requests for information.

We surveyed each fire chief for data about their fire station including the total number of fire fighters, the average number of firefighters on duty, shift start times and length, number of available engines, average number of calls per day, and any additional trips fire fighters may take while on duty in and out of the fire station (such as lunch trips or other errands). Using this information, we estimated the average number of trips per day, the average number of morning peak hour trips, the ratio of daily trips per fire fighters, and the ratio of morning peak hour trips per fire fighter. The trip information regarding each fire protection district is provided in Attachment A.

Based upon the ratio of Daily Trips / Fire Fighter, it was determined that the average daily trip per fire fighter is 4.34 trips. The Lilac Hills Ranch project is expected to have up to a maximum of 3 fire fighters on duty, thus resulting in an average of 14 trips per day.

ATTACHMENT A

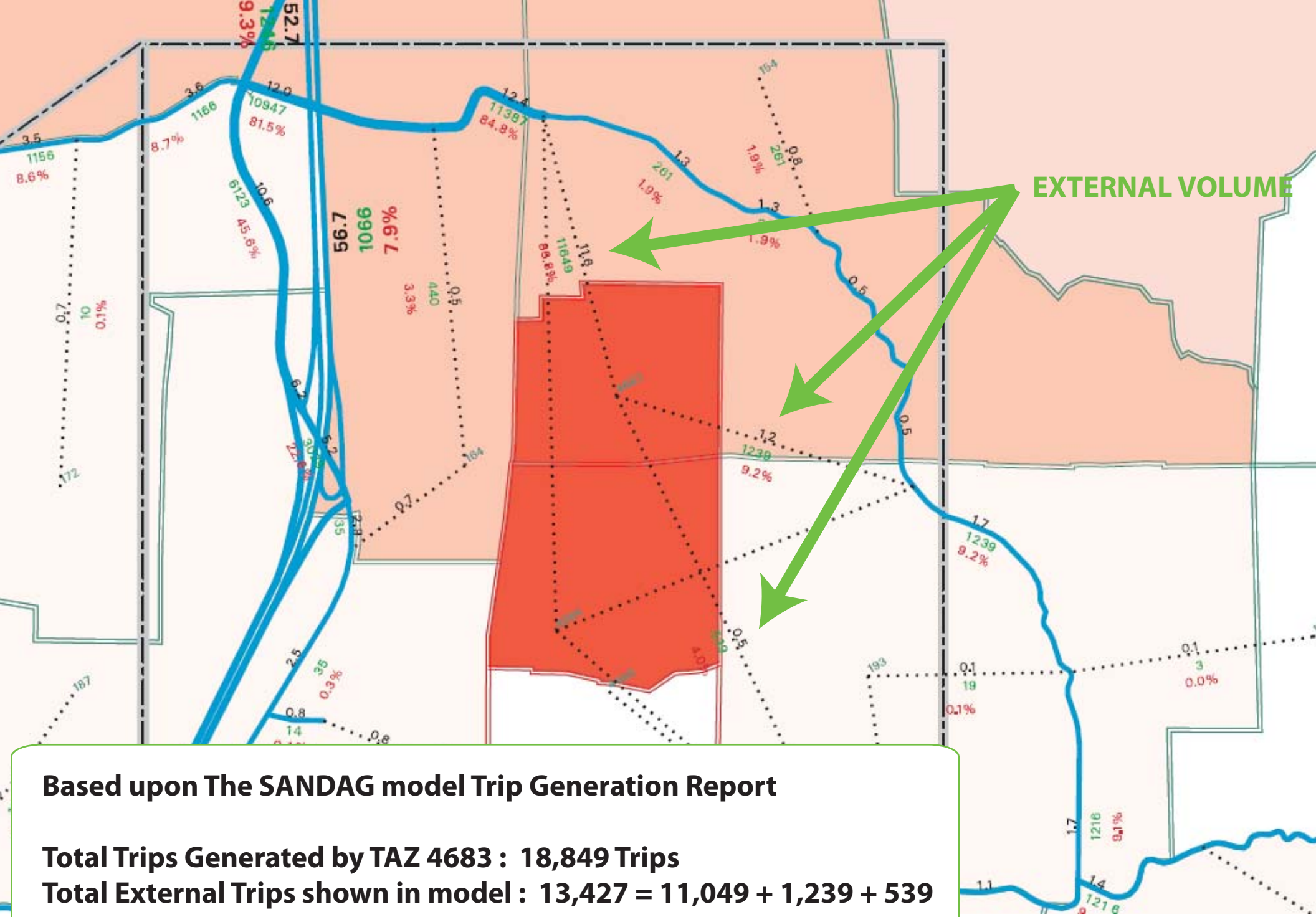
Fire District	Station Name / ID	# of Fire Fighter	Shift Start Time	Shift Length	Average # of Fire Fighter per Shift	# of Engines (active)	Average # of Call per day (estimate)	Additional Trips (Lunch)	Average # of Trips / Day	Average # of AM Peak Hour Trips	Ratio of Daily Trips / Fire Fighter	Ratio of AM Peak Hour Trips / Fire Fighter
Rancho Santa Fe Fire Protection District	Station 1	12	8:00 AM	24 Hrs	4	3	2.15	1	14.3	8	3.58	2.00
Rancho Santa Fe Fire Protection District	station 2	9	8:00 AM	24 Hrs	3	1	1.53	1	11.06	6	3.69	2.00
Rancho Santa Fe Fire Protection District	station 3	9	8:00 AM	24 Hrs	3	1	1.5	1	11	6	3.67	2.00
Rancho Santa Fe Fire Protection District	station 4	9	8:00 AM	24 Hrs	3	1	1.12	1	10.24	6	3.41	2.00
North County Fire Protection District	Station One 315 East Ivy Street	6	8:00 AM	48 hours	6	1	7.00	2	30	12	5.00	2.00
North County Fire Protection District	Station Two 2180 Winterwarm	3	8:00 AM	48 hours	3	1	3	2	16	6	5.33	2.00
North County Fire Protection District	Station Three 4157 Olive Hill Rd.	3	8:00 AM	48 hours	3	1	3	2	16	6	5.33	2.00
North County Fire Protection District	Station Four 4375 Pala Mesa Dr.	5	8:00 AM	48 hours	5	1	4	2	22	10	4.40	2.00
North County Fire Protection District	Station Five 31403 Old River Rd.	3	8:00 AM	48 hours	3	1	2	2	14	6	4.67	2.00
										Average # of Trips	4.34	2.00
Lilac Hills Ranch Fire Station	LHR	3	8:00 AM	24 Hrs	3	-	-	-	14	6		

For a more conservative analysis it was assumed that these fire fighter operate on a 24 hours shift.

Appendix I

SANDAG Select Zone Assignment &

ITE Internal Multi-Use Trip Generation Calculation



Based upon The SANDAG model Trip Generation Report

Total Trips Generated by TAZ 4683 : 18,849 Trips
Total External Trips shown in model : 13,427 = 11,049 + 1,239 + 539
External Trips % = 13,300 / 18,849 = 71.2%
Internal Trips % = 28.8%

Zone	Code	Name	Type	Amount	Trips Person	Trips Vehicle
4673	4112	RIGHT-OF-WAY	acre	84.2	0.	0.
4673	4113	COMMUNICATION OR UTILITY	acre	0.7	2.	2.
4673	6105	FIRE OR POLICE STATION	site	0.5	154.	114.
4673	6816	ELEMENTARY SCHOOL EAST	site	0.5	253.	141.
4673	7221	OTHER REC LOW EAST	acre	162.7	228.	155.
4673	8003	FIELD CROPS	acre	369.5	37.	29.
4673	9101	INACTIVE USE	acre	17766.3	0.	0.
4673		TOTAL			694.	455.
4683	111	LH SINGLE FAMILY	du	903.0	8940.	6240.
4683	112	LH SENIOR SINGLE FAMILY	acre	468.0	2902.	2025.
4683	113	LH MULTI-FAMILY	du	375.0	2512.	1764.
4683	1410	CONGREGATE CARE	du	200.0	720.	506.
4683	1512	LH BED & BREAKFAST	room	50.0	815.	502.
4683	2302	RECYCLING CENTER	acre	3.0	22.	18.
4683	5025	STRIP COMMERCIAL	acre	10.5	5931.	4198.
4683	6012	SINGLE TENANT OFFICE	acre	4.8	1126.	867.
4683	6102	CHURCH	acre	10.7	565.	434.
4683	6109	OTHER PUBLIC SERVICE	acre	0.1	40.	29.
4683	6806	ELEMENTARY SCHOOL	site	1.0	2117.	1183.
4683	7212	LH YMCA	acre	2.0	881.	601.
4683	7612	LH ACTIVE PARK	acre	23.8	733.	482.
4683		TOTAL			27303.	18849.
4684	9101	INACTIVE USE	acre	243.7	0.	0.
4684		TOTAL			0.	0.
4688	9101	INACTIVE USE	acre	468.0	0.	0.
4688		TOTAL			0.	0.

7feb13/13:07:15/tgm.pr