APPENDIX B
TRAFFIC IMPACT ANALYSIS

Traffic Impact Analysis

Fort Rosecrans National Cemetery Annex

August 2006

Prepared for:
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Project No. 095381003

Traffic Impact Analysis

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1.0 INTRODUCTION

This study evaluates the traffic-related impacts associated with the proposed Fort Rosecrans National Cemetery Annex project. In addition, this study will recommend mitigation measures to the transportation network for any deficiencies associated with the project.

Project Description

The Fort Rosecrans National Cemetery Annex project is an expansion of the Fort Rosecrans National Cemetery, to be located on one of two potential sites on the Marine Corps Air Station Miramar. These two sites are located within the City of San Diego, California. **Figure 1-1** depicts the location of the project in a regional context. The first site (Site 2) is located south of Miramar Road and between Nobel Drive and the Atchison, Topeka & Santa Fe Railroad and is approximately 214 acres in size. The project would take access off the east side of Nobel Drive. The main access would consist of a new signal constructed as a project feature. In addition, the project would construct the south leg of the Miramar Road/Eastgate Mall intersection and this location would be the alternate access point, but would be restricted during the p.m. peak period. The second site (Site 4) is located in the triangular area bounded by SR-163 to the west, SR-52 to the south, and I-15 to the east and is approximately 90 acres in size. The project site would be located on both sides of Kearny Villa Road. The main access would consist of a new signal constructed as a project feature. **Figure 1-2** shows the location and boundary of Site 2 and **Figure 1-3** shows the location and boundary of Site 4. The opening day for the Fort Rosecrans National Cemetery is expected to be in 2008. The site is anticipated to be fully developed by the year 2050.

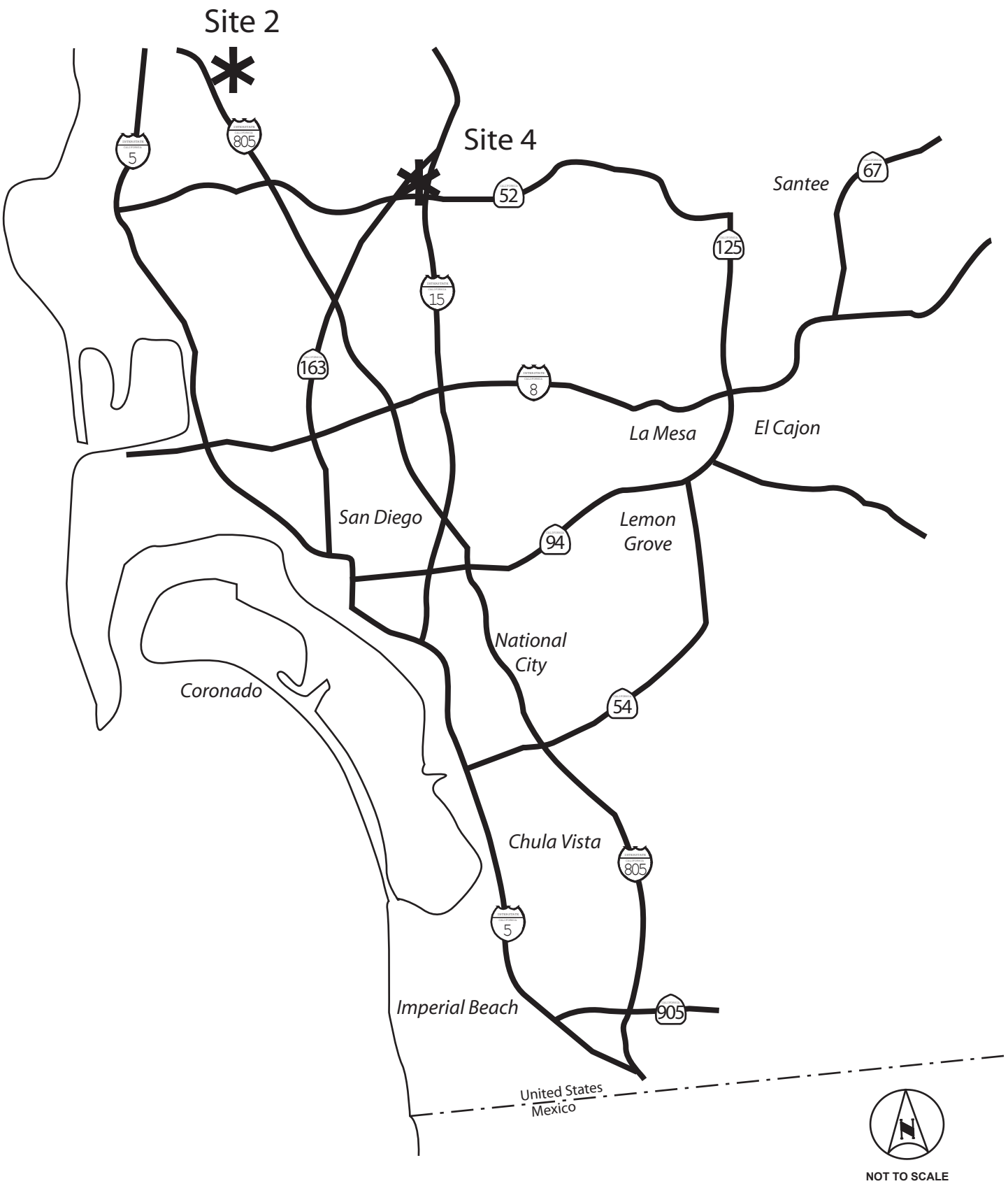

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FIGURE 1-1
Regional Vicinity Map

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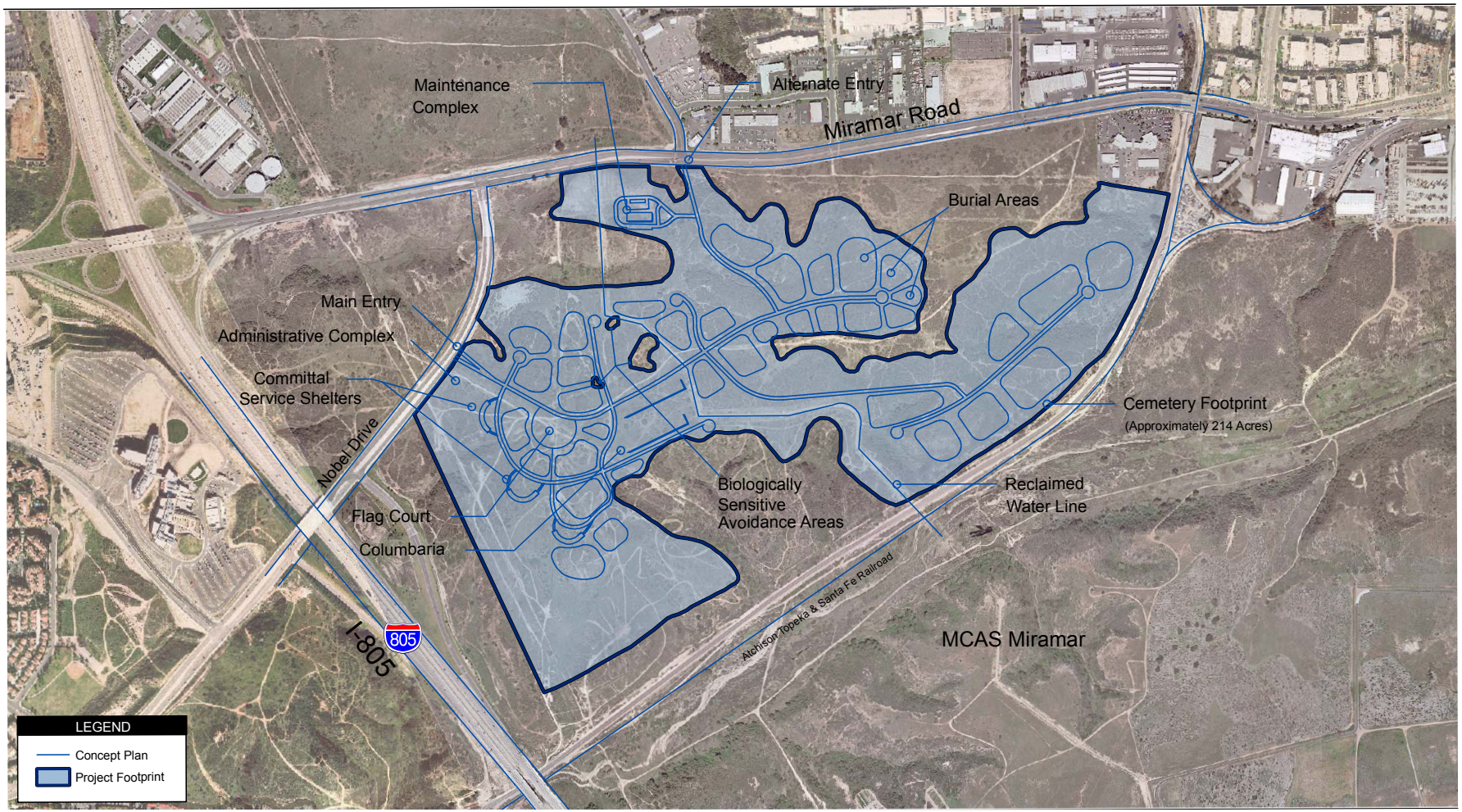

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Figure 1-2
Location and Boundary - Site 2

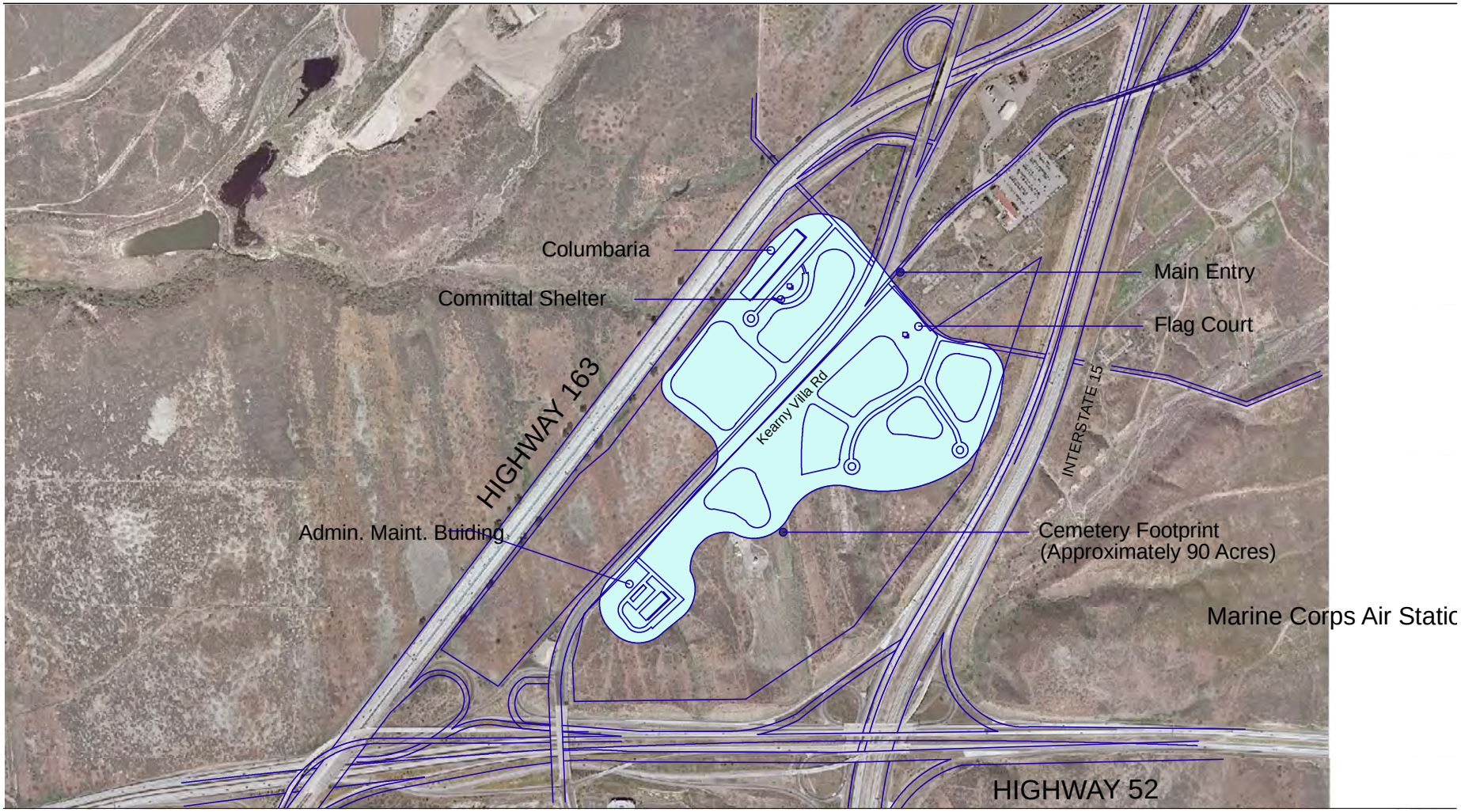

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Figure 1-3
Location and Boundary - Site 4

Analysis Scenarios

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

Existing Conditions (2005)

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

Near Term (2010)

- Near Term Conditions: Represents the traffic conditions of the near term street network and includes traffic volumes from other approved/pending projects in the study area.
- Near Term Plus Project Conditions: Represents the near term traffic conditions with the addition of the proposed project.

Horizon Year (2030)

- Horizon Year Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place under build-out conditions.
- Horizon Year Plus Project Conditions: Represents the build-out traffic conditions with the addition of the proposed project.

2.0 METHODOLOGY

The following section describes the methodology used to forecast traffic volumes, determine study intersections, complete the analysis process, and determine significant impacts.

Forecast Traffic Volumes

The Near Term average daily traffic (ADT) volumes for the roadway segments and freeways within the study area were extracted from the SANDAG's Series 10 Regional Model for the year 2010. It should be noted that the SANDAG's Series 10 Regional Model showed ADTs along Miramar Road between Nobel Drive and Eastgate Mall and Eastgate Mall north of Miramar Road were lower than the measured existing traffic volumes. To take into account any unanticipated growth of the area and as a conservative estimate, the traffic along these two segments was factored up by 12 percent, which it is the growth shown in other Miramar Road segments.

The Horizon Year traffic volumes for the roadway segments in the study area were obtained from SANDAG's Series 10 Select Zone Assignment for the year 2030. It should be noted that along Miramar Road between Nobel Drive and Eastgate Mall, the forecasted average daily traffic ADT volumes were lower than existing traffic counts. For this location, the forecasted ADT volumes were increased by 9 percent, which is the growth shown in other Miramar Road segments between the years 2010 and 2030.

To estimate the Near Term and Horizon Year turning movement volumes at the study intersections, the existing turning movements at each respective study intersection were factored up based on the projected ADT volumes along each approach. Each respective movement was derived using an iterative approach that balanced the inflows and outflows for each approach. The input values included the existing turning movement volumes and future year peak hour approach and departure volumes along each leg of the intersection. The future peak hour approach volumes were estimated by applying the existing peak-hour factor (K-factor) and directional distributional percentage (D-factor) to the future ADT volumes along each approach. A more detailed description of the methodology used to forecast turning movement volumes is contained in NCHRP 255 Highway Traffic Data for Urbanized Area Project Planning and Design, Chapter 8.

Study Intersections

The study intersections that were chosen for analysis represented primary ingress/egress to and from the project site and the surrounding community. The study intersections selected for analysis are shown in **Table 2-1**.

TABLE 2-1
STUDY INTERSECTIONS

	Intersection	Traffic Control (a)
Site 2		
1	I-805 SB On-Ramp @ Nobel Dr	Signal
2	I-805 NB On-Ramp @ Nobel Dr	Signal
3	Nobel Dr @ Miramar Rd	Signal
4	Eastgate Mall @ Miramar Rd	Signal
5	Nobel Drive @ Main Entrance (b)	Signal
Site 4		
6	Kearny Villa Rd @ SR-52 EB Ramps	Signal
7	Kearny Villa Rd @ SR-52 WB Ramps	TWSC
8	Kearny Villa Rd @ SR-163 NB Off-Ramp/I-15 NB On-Ramp	Signal
9	Kearny Villa Rd @ SR-163 SB Off-Ramps	TWSC
10	Kearny Villa Rd @ Main Entrance (b)	Signal

Notes:
(a) Signal = Traffic signal, TWSC = Two-Way Stop-Control
(b) Intersections do not currently exist, but will be created as part of the project and serve as the main entrance to each respective site.

As shown in the table, intersections 1 through 5 are in the project vicinity of Site 2 and intersections 6 through 10 are in the project vicinity of Site 4. It should be noted that intersections 5 and 10 do not currently exist, but will be created as part of the project and serve as the main entrance to each site, respectively. **Figure 2-1** displays the location of the study intersections within the vicinity of Site 2 while **Figure 2-2** shows the study intersections within the vicinity of Site 4.

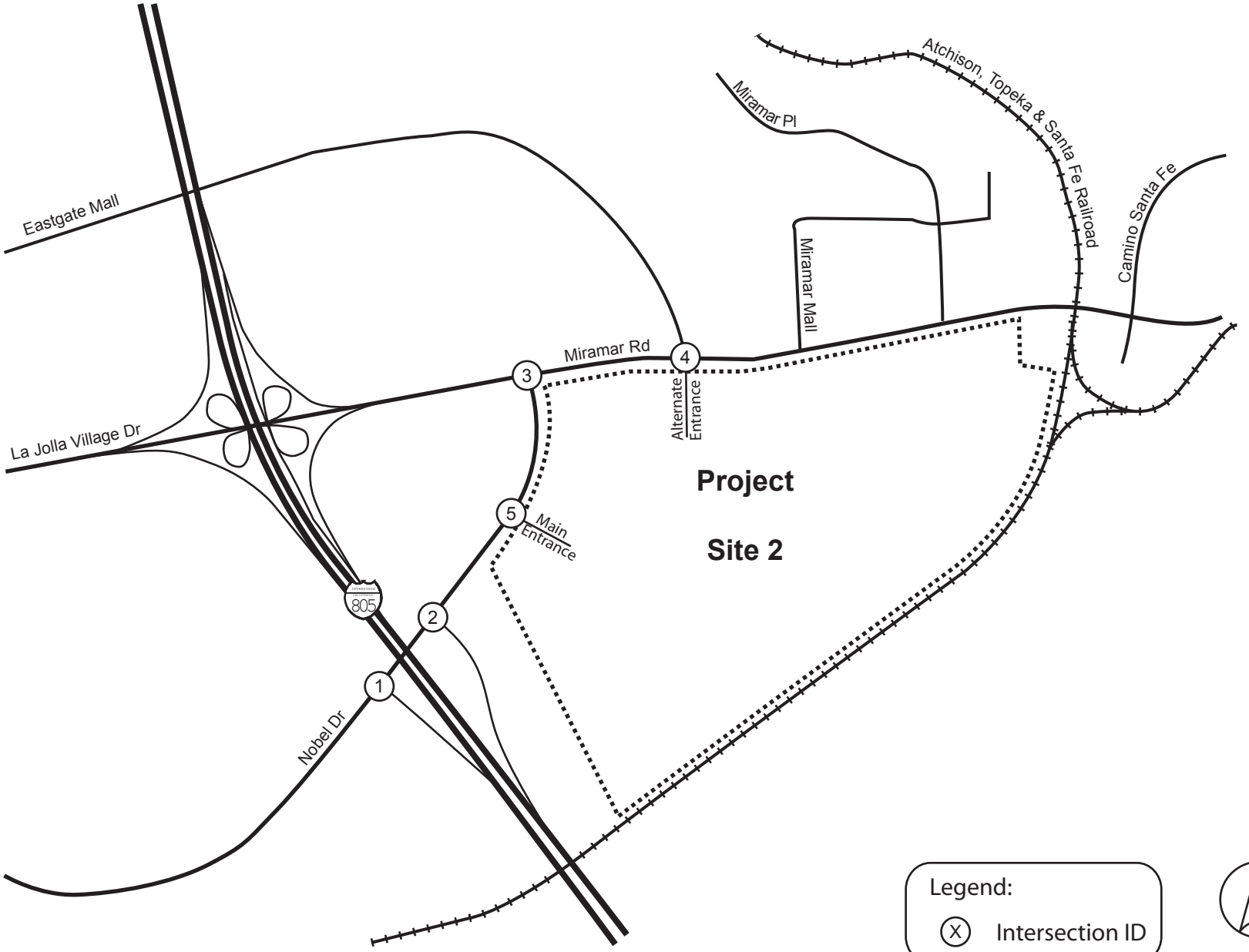

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Figure 2-1
Study Intersections - Site 2

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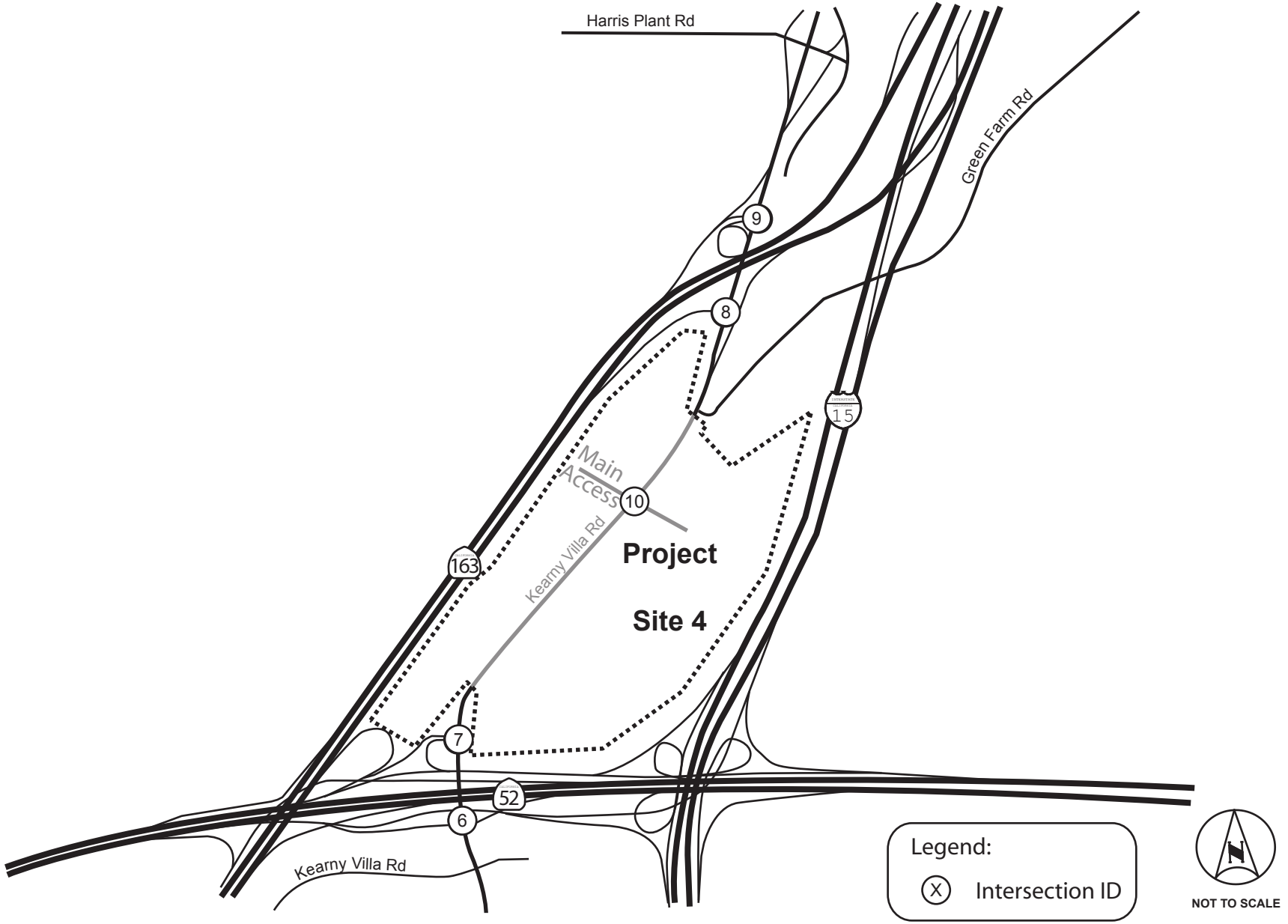

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Figure 2-2
Study Intersections - Site 4

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Analysis Process

The analysis process included determining the operations at the study intersections for the a.m. and p.m. peak-hours. Intersections were measured and quantified by using the Synchro traffic analysis software package. Results were compared to the City's standards to determine if the project has any significant impacts.

Analysis Software

To analyze the operations of both signalized and unsignalized intersections, Synchro 6.0 (Trafficware) was used for the analysis. Synchro 6.0 uses the methodologies outlined in the 2000 *Highway Capacity Manual (HCM)*.

The default peak-hour factor (PHF) of 0.92 was used for all future-year scenarios.

Signalized Intersections

The 2000 *Highway Capacity Manual (HCM)* published by the Transportation Research Board establishes a system whereby highway facilities are rated for their ability to process traffic volumes. The terminology "level of service" is used to provide a "qualitative" evaluation based on certain "quantitative" calculations, which are related to empirical values.

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

TABLE 2-2
LEVEL OF SERVICE (LOS) CRITERIA FOR SIGNALIZED INTERSECTIONS

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

Notes:
(a) 2000 Highway Capacity Manual, Chapter 16, Page 2, Exhibit 16-2

Unsignalized Intersections

The level of service for unsignalized intersections is determined by the computed or measured control delay and is defined for each movement. **Table 2-3** describes the level of service criteria for unsignalized intersections as described in the 2000 *Highway Capacity Manual.*

TABLE 2-3
LEVEL OF SERVICE (LOS) CRITERIA FOR UNSIGNALIZED INTERSECTIONS

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

Notes:
(a) 2000 Highway Capacity Manual, Chapter 17, Page 2, Exhibit 17-2

Within the City of San Diego, all signalized and unsignalized intersections are expected to operate at LOS D or better.

Roadway Segments

In order to determine the impacts on the study area roadway segments, **Table 2-4** has been developed by the City of San Diego and is used as a reference. The segment traffic volumes under LOS E as shown in this table are considered at capacity because at LOS E the volume-to-capacity (v/c) Ratio is equal to 1.0.

TABLE 2-4
CITY OF SAN DIEGO ROADWAY SEGMENT CAPACITY AND LEVEL OF SERVICE

Road Class	Lanes	Level of Service (LOS) A	B	C	D	E
Freeway	8	60,000	84,000	120,000	140,000	150,000
Freeway	6	45,000	63,000	90,000	110,000	120,000
Freeway	4	30,000	42,000	60,000	70,000	80,000
Expressway	6	30,000	42,000	60,000	70,000	80,000
Prime Arterial	6	25,000	35,000	50,000	55,000	60,000
Major Arterial	6	20,000	28,000	40,000	45,000	50,000
Major Arterial	4	15,000	21,000	30,000	35,000	40,000
Minor Arterial	4	15,000	21,000	30,000	35,000	40,000
Collector	4	10,000	14,000	20,000	25,000	30,000
Collector (No center lane) (Continuous left-turn lane)	4 2	5,000	7,000	10,000	13,000	15,000
Collector (No fronting property)	2	4,000	5,500	7,500	9,000	10,000
Collector (Commercial/Industrial fronting)	2	2,500	3,500	5,000	6,500	8,000
Collector (Multi-family)	2	2,500	3,500	5,000	6,500	8,000
Sub-Collector (Single family)	2	---	---	2,200	---	---

Notes:
The volumes and the average daily level of service listed above are only intended as a general planning guideline.
Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

Source: City of San Diego Traffic Impact Study Manual, Table 2, Page 8, July 1998.

Freeway Segments

In order to determine the impacts on the study area freeway segments, **Table 2-5** has been developed by Caltrans District 11 and is used as a reference. In order to estimate peak-hour directional volumes based on daily numbers, peak-hour percentages (K factors), directional splits (D factors), and truck/heavy vehicle percentages were assembled from Caltrans for the nearest available count station located at milepost 24.44 along I-805, 10.84 along SR-163, 12.12 along I-15, and 5.49 along SR-52. The estimated peak-hour volume was then compared to the peak-hour capacity and the resulting volume-to-capacity ratio (v/c Ratio) was reviewed against Caltrans thresholds for the corresponding LOS.

TABLE 2-5
LEVEL OF SERVICE CRITERIA FOR FREEWAY SEGMENT ANALYSIS

LOS	v/c Ratio	Congestion/Delay	Traffic Description
A	< 0.41	None	Free flow
B	0.41 – 0.62	None	Free to stable flow, light to moderate volumes
C	0.63 – 0.80	None to minimal	Stable flow, moderate volumes, freedom to maneuver noticeably restricted
D	0.81 – 0.92	Minimal to substantial	Approaches unstable flow, heavy volumes, and very limited freedom to maneuver
E	0.93 – 1.00	Significant	Extremely unstable flow, maneuverability and psychological comfort extremely poor
F_0	1.01 – 1.25	Considerable 0 – 1 hour delay	Forced flow, heavy congestion, long queues form behind breakdown points, stop and go
F_1	1.26 – 1.35	Severe 1 -2 hour delay	Very heavy congestion, very long queues
F_2	1.36 – 1.45	Very severe 2-3 hour delay	Extremely heavy congestion, very long queues
F_3	> 1.46	Extremely severe 3+ hours of delay	Gridlock

Notes:
Based on the 1992 Caltrans guidelines.

Congestion Management Program (CMP) Arterial Analysis

Implementation of the Congestion Management Program (CMP) in San Diego County requires enhanced capacity analysis for all facilities comprising the CMP network, which are impacted by large projects. A large project is defined as any project, which generates at least 2,400 daily trips or 200 Peak-Hour trips. CMP facilities are potentially impacted, and enhanced capacity analysis is triggered, when the project adds 50 directional Peak-Hour trips to street segments, intersections, and/or freeway mainlines. Miramar Road is designated as a CMP Arterial; however, since the project is not considered a large project based on its trip generation, arterial analysis was not conducted for Miramar Road in this report.

Significance Determination

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

At intersections that are expected to operate at LOS E or F with the project, the allowable increase in delay is two seconds. If vehicle trips from a project cause the delay at an intersection to increase by more than two seconds, then this would be considered a significant project impact that requires mitigation. Under this condition, the applicant would be responsible for mitigation to restore the operations of the intersection to LOS D or better. If an existing intersection is operating at LOS E or F, the intersection would be considered an existing deficiency. The project applicant would be responsible for mitigating direct impacts by improving the intersection operation to better than pre-project conditions and also needs to identify what improvements would be necessary to bring the intersection to LOS D or better operation. A fair share contribution toward intersection improvements to achieve a LOS D or better could be necessary to mitigate cumulative impacts. A fair share contribution is based on the project's proportionate traffic contribution to the overall traffic volumes entering an intersection. For roadway segments that are forecasted to operate at LOS E or F and the increase in v/c Ratio exceeds 0.02, this would be considered a significant project impact that requires mitigation. For freeway segments that are forecasted to operate at LOS E or F and the increase in the v/c Ratio exceeds 0.01, this would be considered a significant project impact that requires mitigation.

Table 2-6 shows the criteria for determining levels of significance for the different facilities in our study area.

TABLE 2-6
LEVELS OF SIGNIFICANCE CRITERIA FOR INTERSECTIONS, ROADWAY SEGMENTS, ARTERIALS, AND FREEWAY SEGMENTS

Facility	Measurement of Effectiveness (MOE)	Significance Threshold (a)
Intersection	Seconds of delay	>2.0 seconds at LOS E or F
Roadway Segment	ADT, v/c Ratio	>0.02 at LOS E or F, and adjacent intersections operating at an unacceptable LOS
Freeway Segment	v/c Ratio (peak-hour/peak direction)	> 0.01 at LOS E or F

Notes:
Source: City of San Diego Traffic Impact Study Manual, Table 5, July 1998.
(a) Significance threshold applies only when the type of facility operates at LOS E or F.

3.0 EXISTING CONDITIONS

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

Road Network

The following provides a description of the existing street system within the vicinity of the project study area. Locations where the existing functional classification is different than the ultimate classification will be noted.

Miramar Road is an east-west circulation element roadway classified as 6-lane prime arterial within the study area. Miramar Road between Nobel Drive and Eastgate Mall and just west of Nobel Drive is divided by a raised median; all other segments along Miramar Road within the study area are divided by a painted median. Sidewalks are provided on both sides of the roadway, and parking is not allowed. Miramar Road is currently built to its ultimate classification and it is listed in the Congestion Management Program (CMP).

Nobel Drive is an east-west circulation element roadway classified as 6-lane major road within the study area. Nobel Drive is divided by a raised median. Sidewalks are provided on both sides of the roadway, and parking is not allowed. Nobel Drive is currently built to its ultimate classification.

Eastgate Mall is an east-west circulation element roadway classified as 2-lane collector road within the study area. Eastgate Mall is divided by a double-yellow centerline. Sidewalks are provided on both sides of the roadway, and parking is allowed.

Kearny Villa Road is a north-south circulation element roadway classified as 4-lane major road within the study area. Kearny Villa Road between SR-52 EB Ramps and Ruffin Road and north of SR-163 Ramps is divided by a raised median. (Between SR-52 EB Ramps and the SR-163 Ramps, Kearny Villa Road functions as a collector since it is divided by a painted median). Sidewalks are only provided between SR-52 EB Ramps and Ruffin Road along the east side of the roadway and parking is not allowed.

Figure 3-1 shows the existing geometrics of the study intersections within the study area of Site 2 while Figure 3-2 shows the existing geometrics of the study intersections within the study are of Site 4. **Figures 3-3** and **3-4** show the existing number of lanes and functional classification for the roadway segments in the study area of Sites 2 and 4, respectively.

Traffic Volumes

The peak-hour intersection turning movements at all study area intersections and Average Daily Traffic (ADT) volumes were collected in June 2005 by Traffic Data Services Southwest. The existing freeway volumes were provided by Caltrans and the counts were collected in 2003. The existing traffic volume data is contained in **Appendix A**.

Table 3-1 summarizes the ADT data sources and dates.

TABLE 3-1
EXISTING ADT VOLUMES
SOURCES AND DATES

ROADWAY SEGMENT	SOURCE	DATE
SITE 2		
Miramar Rd		
I-805 NB Ramps to Nobel Dr	Traffic Data Service Southwest	06/02/05
Nobel Dr to Eastgate Mall	Traffic Data Service Southwest	06/01/05
Eastgate Mall to Miramar Mall	Traffic Data Service Southwest	06/02/05
Nobel Dr		
Miramar Rd to Site 2 Access	Traffic Data Service Southwest	06/01/05
Site 2 Access to I-805 NB off-ramp	Traffic Data Service Southwest	06/01/05
Eastgate Mall		
North of Miramar Rd	Traffic Data Service Southwest	06/02/05
SITE 4		
Kearny Villa Rd		
Harris Plant Rd to SR-163 SB Ramps	Traffic Data Service Southwest	06/01/05
SR-163 NB Ramps to Proposed Project Dwy	Traffic Data Service Southwest	06/01/05
Proposed Project Dwy to SR-52 WB Ramps	Traffic Data Service Southwest	06/01/05
SR-52 EB Ramps to Ruffin Rd	Traffic Data Service Southwest	06/01/05

K:\095381003\Excel\[381003RS03.xls]Existing Counts

Figures 3-5 and **3-6** illustrate the existing peak-hour traffic volumes at the study intersections of Sites 2 and 4, respectively. **Figures 3-7** and **3-8** illustrate the existing ADT volumes along the roadway and freeway segments of Sites 2 and 4, respectively.

Intersection Analysis

Table 3-2 displays the LOS analysis results for the study intersections under Existing Conditions. As shown in the table, all intersections operate at an acceptable LOS during both peak periods except for the following intersections:

- Eastgate Mall @ Miramar Road (LOS E – PM Peak)
- Kearny Villa Road @ SR-52 WB Ramps (LOS F – AM and PM Peaks)

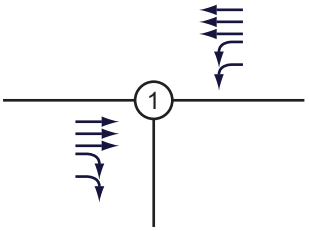
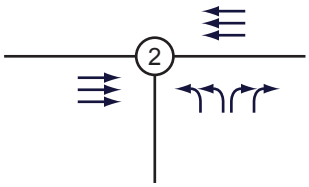
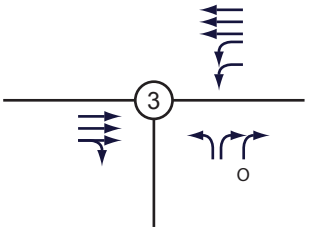
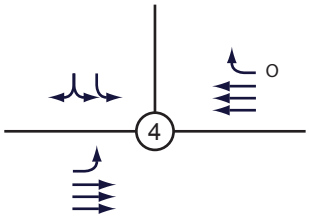
Appendix B contains the LOS calculation worksheets.

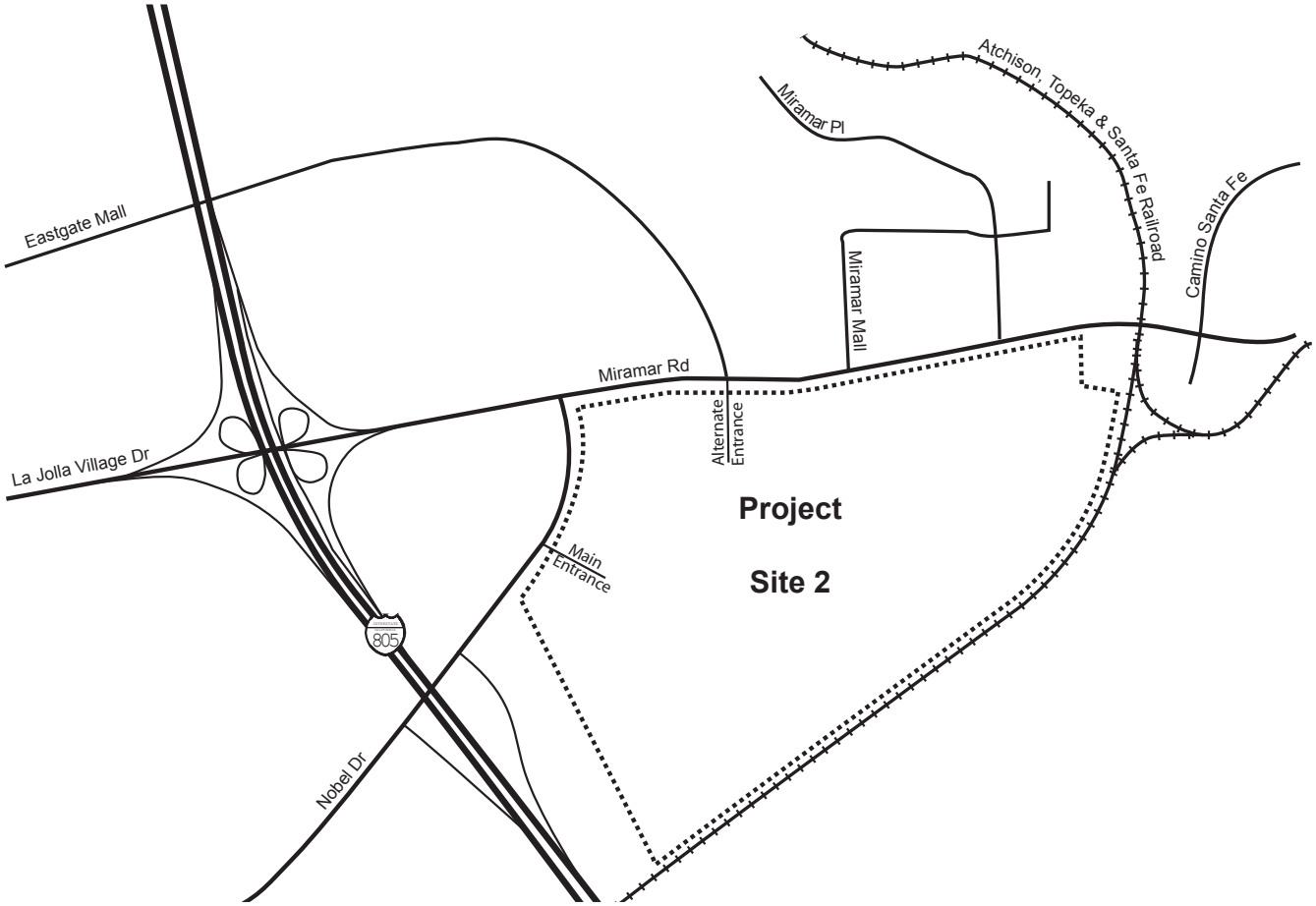
Roadway Segment Analysis

Table 3-3 displays the roadway segments analysis under Existing Conditions. As shown in the table, all roadway segments function at an acceptable LOS except for the following segments:

- Miramar Road between I-805 NB Ramps and Miramar Mall (LOS F)
- Eastgate Mall north of Miramar Road (LOS F)

In the project vicinity of Site 2, both Miramar Road and Eastgate Mall carry traffic volumes greater than its respective roadway capacity. However, Nobel Drive is currently not being utilized to its potential capacity and functions at an acceptable LOS A. In the project vicinity of Site 4, Kearny Villa Road functions at an acceptable LOS C or better.

I-805 SB-On Ramp/ Nobel Dr	I-805 NB-Off Ramp/ Nobel Dr	Miramar Rd/ Nobel Dr	Miramar Rd/ Eastgate Mall
			



Legend:

(X) Signalized o Right-turn overlap

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FIGURE 3-1

Site 2 Existing Intersection Geometrics

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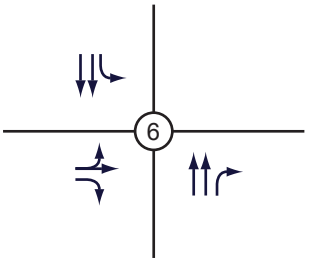
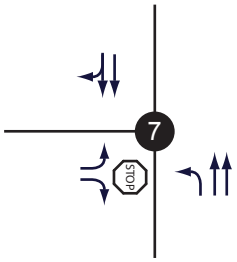
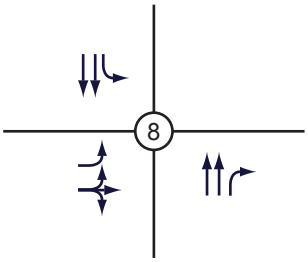
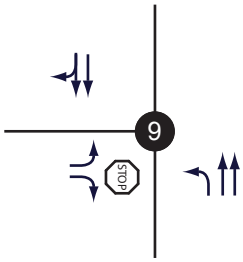
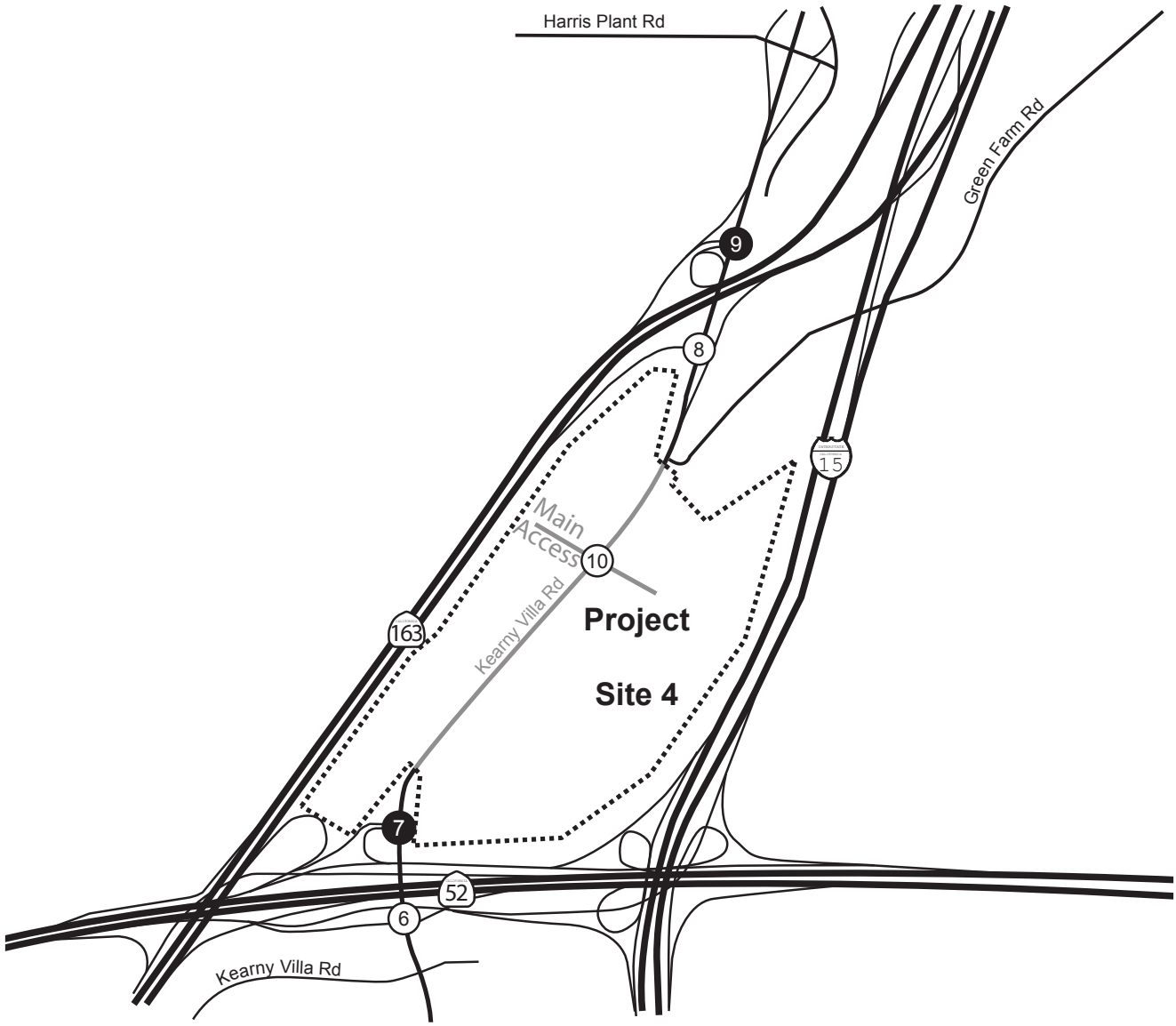
SR-52 EB-Off Ramp/ Kearny Villa Rd	SR-52 WB Ramps/ Kearny Villa Rd	SR-163 NB-Off Ramp/ Kearny Villa Rd	SR-163 SB Ramps/ Kearny Villa Rd
			



Legend:

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

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NOT TO SCALE

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FIGURE 3-2

Site 4 Existing Intersection Geometrics

Traffic-Master/Illustrator/int geometry.ai

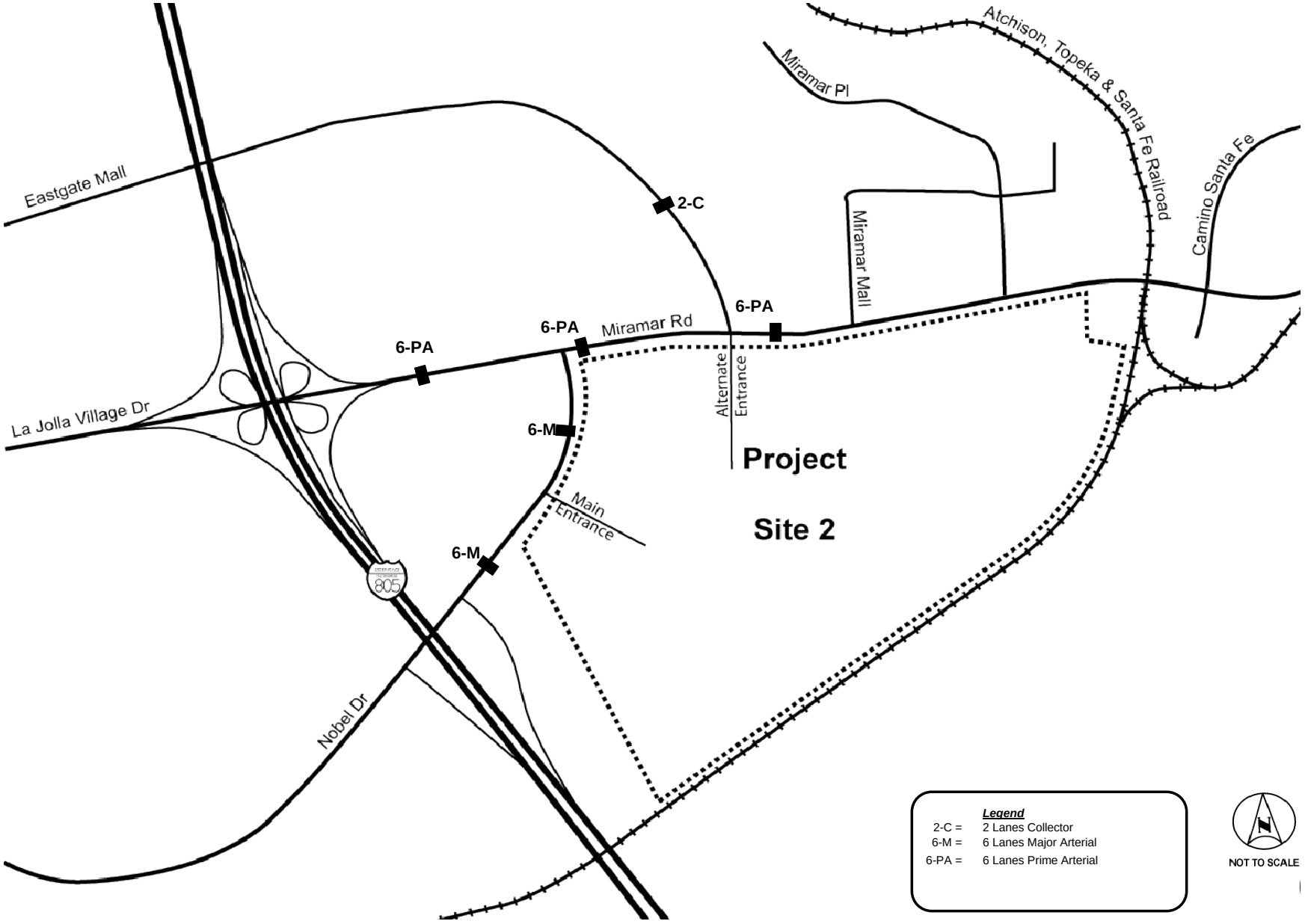

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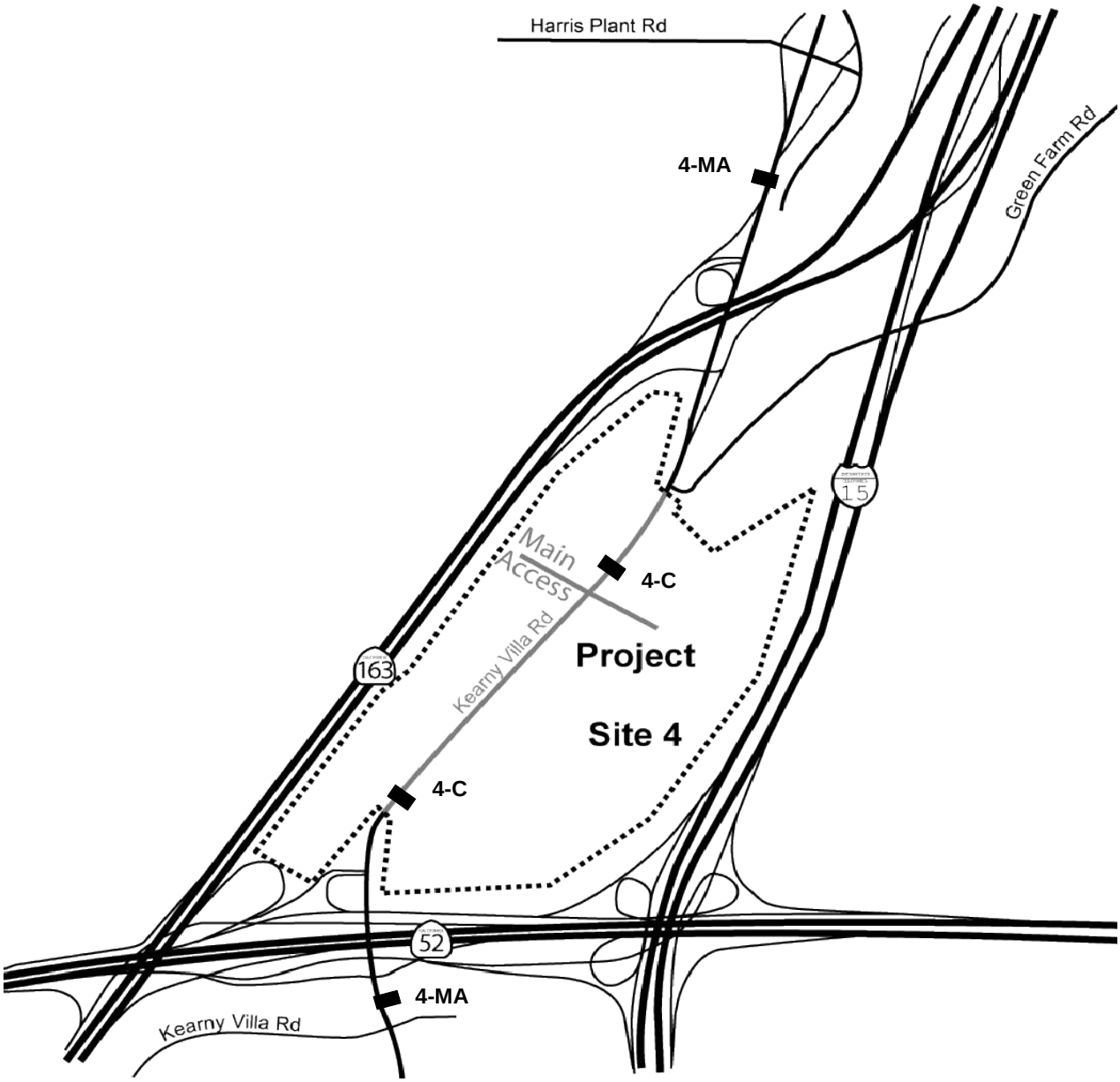
FIGURE 3-3

Existing Roadway Segment Geometrics (Site 2)

K:\095381003\Excel\[381003RS03.xls]ADT Figure (L)



Legend

4-MA = 4 Lanes Major Arterial
4-C = 4 Lanes Collector

NOT TO SCALE

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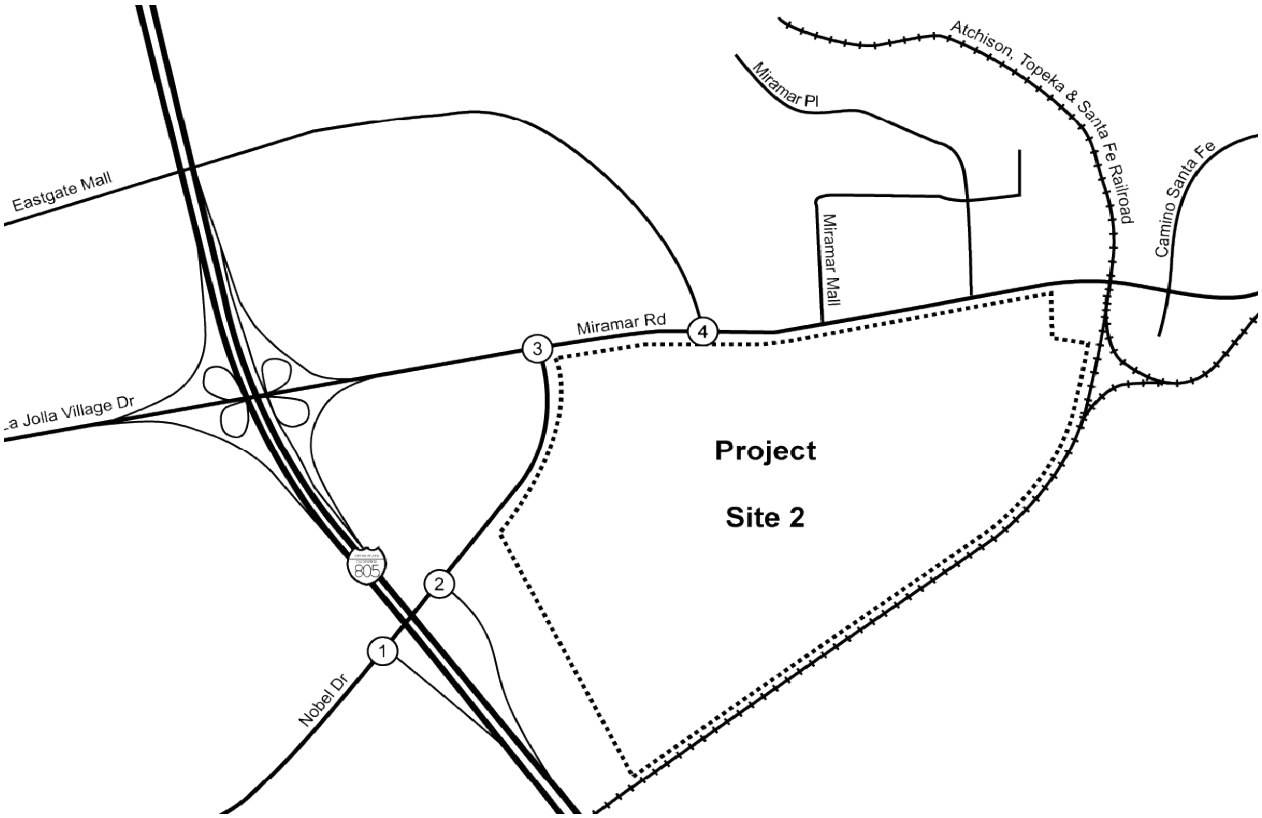
FIGURE 3-4

Existing Roadway Segment Geometrics (Site 4)

K:\095381003\Excel\[381003RS03.xls]ADT Figure (P)

Fort Rosecrans National Cemetery Annex

1			2			3			4		
		468 / 815 84 / 305 **Nobel Dr**			220 / 571 **Nobel Dr**			1774 / 2734 148 / 510 **Miramar Rd**	164 / 364 120 / 532 **Eastgate Mall**		461 / 115 1762 / 2962 **Miramar Rd**
287 / 214 454 / 390	**I-805 SB On-ramp**		286 / 200	**I-805 NB Off-ramp**	331 / 534 521 / 266	2049 / 1292 50 / 39	**Nobel Dr**	67 / 65 779 / 355	290 / 134 2543 / 1553		



Legend

X / Y = AM / PM PEAK HOUR TURNING VOLUMES

NOT TO SCALE

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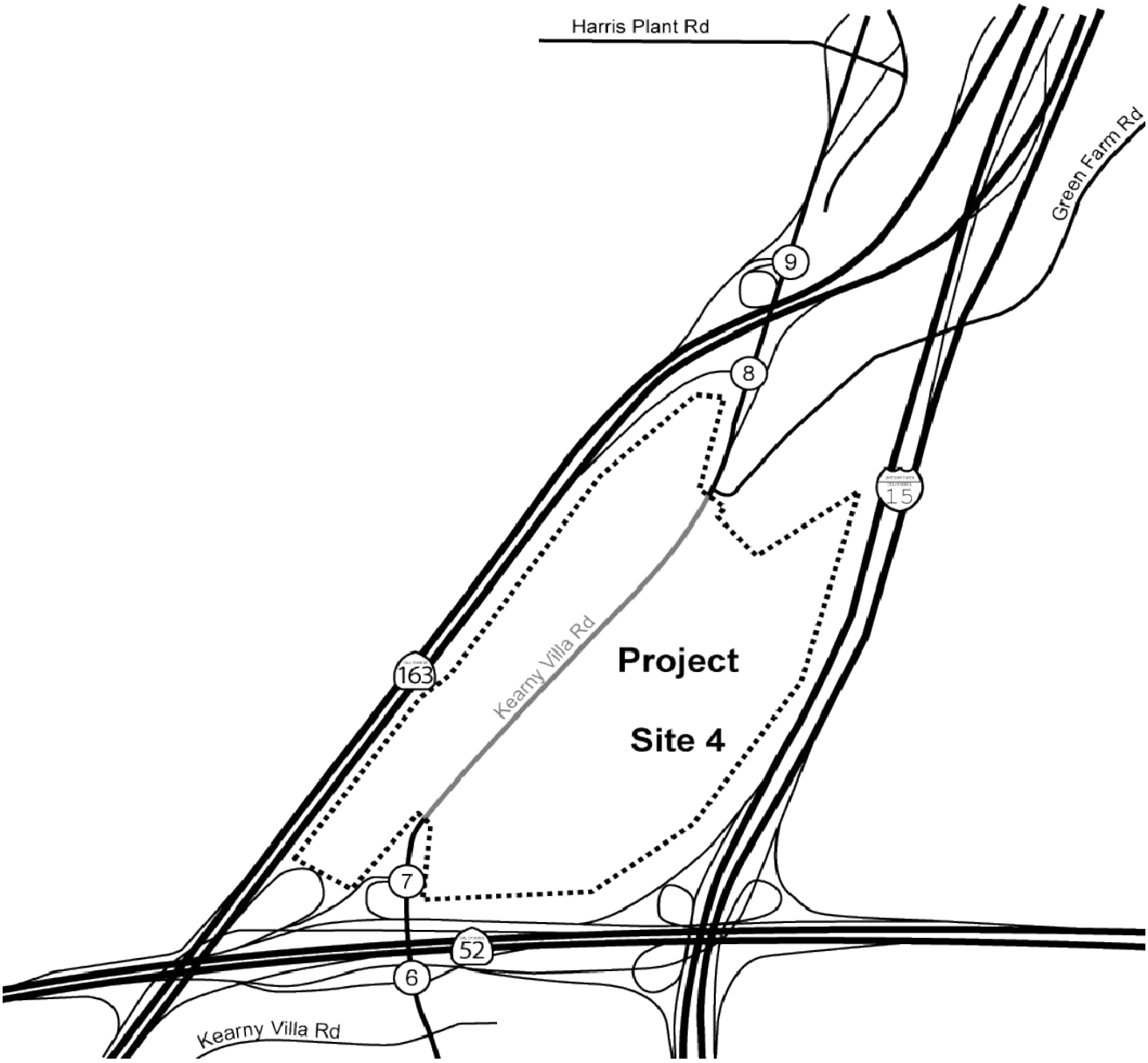
FIGURE 3-5

Existing Peak-Hour Traffic Volumes (Site 2)

K:\095381003\Excel\[381003TA03.xls]Ex Figure 1-12

Fort Rosecrans National Cemetery Annex

6			7			8			9		
Kearny Villa Rd	916 / 642 58 / 370		Kearny Villa Rd	13 / 31 554 / 932		Kearny Villa Rd	584 / 937 30 / 43		Kearny Villa Rd	709 / 1388 467 / 909	
SR-52 EB Off-ramp		SR-52 EB On-ramp	SR-52 WB Off-ramp			SR-163 NB Off-ramp		I-15 NB On-ramp	SR-163 Ramps		
189 / 148 1 / 1 602 / 194		400 / 1312 56 / 276	195 / 28 406 / 79		154 / 762 433 / 914	955 / 509 7 / 2		552 / 662 116 / 350	12 / 0 157 / 58		3 / 27 1483 / 1071



Legend

X / Y = AM / PM PEAK HOUR TURNING VOLUMES

NOT TO SCALE

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FIGURE 3-6

Existing Peak-Hour Traffic Volumes (Site 4)

K:\095381003\Excel\[381003TA03.xls]Ex Figure 13-24

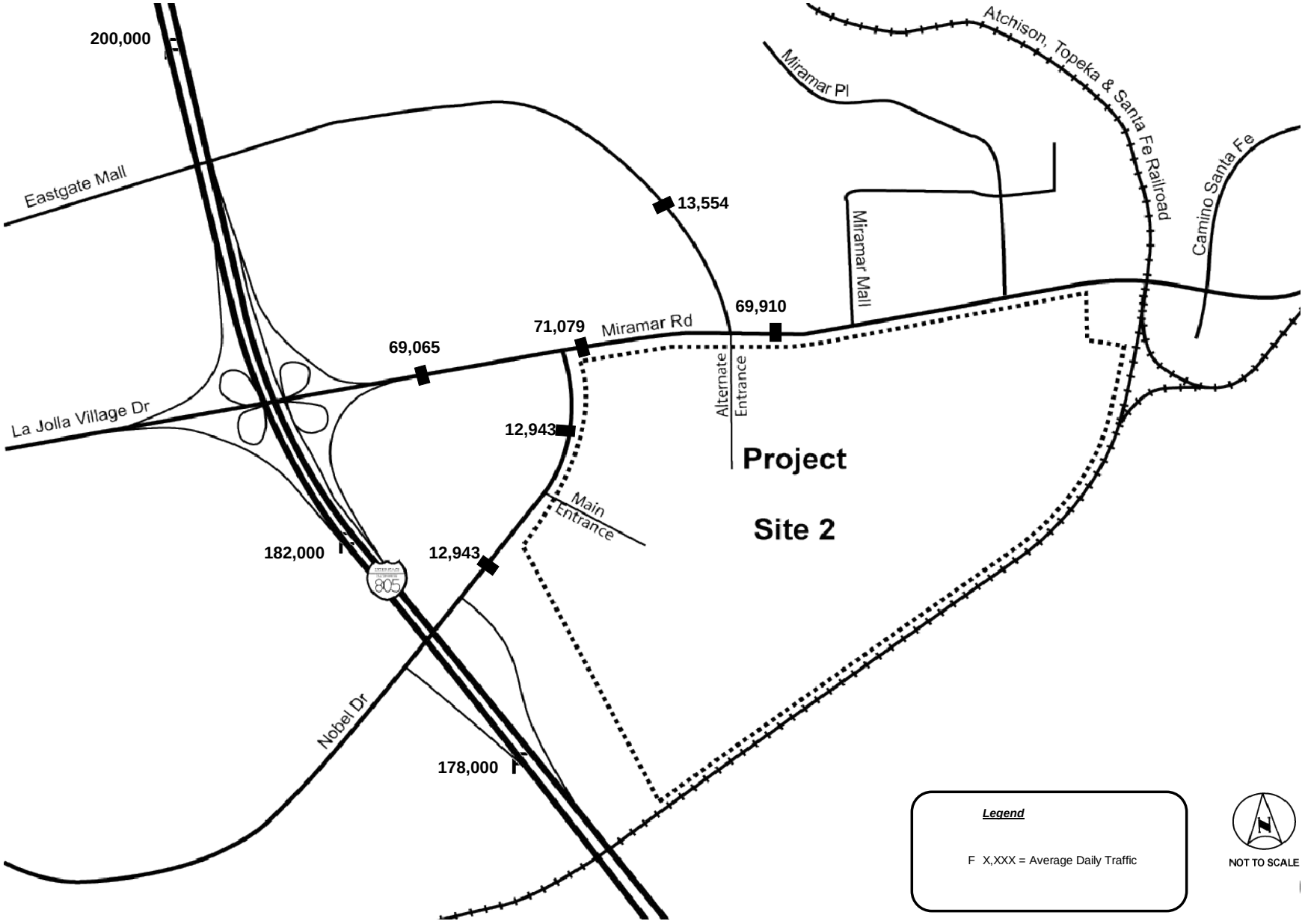

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FIGURE 3-7

Existing ADT Volumes (Site 2)

K:\095381003\Excel\[381003RS03.xls]ADT Figure (L)

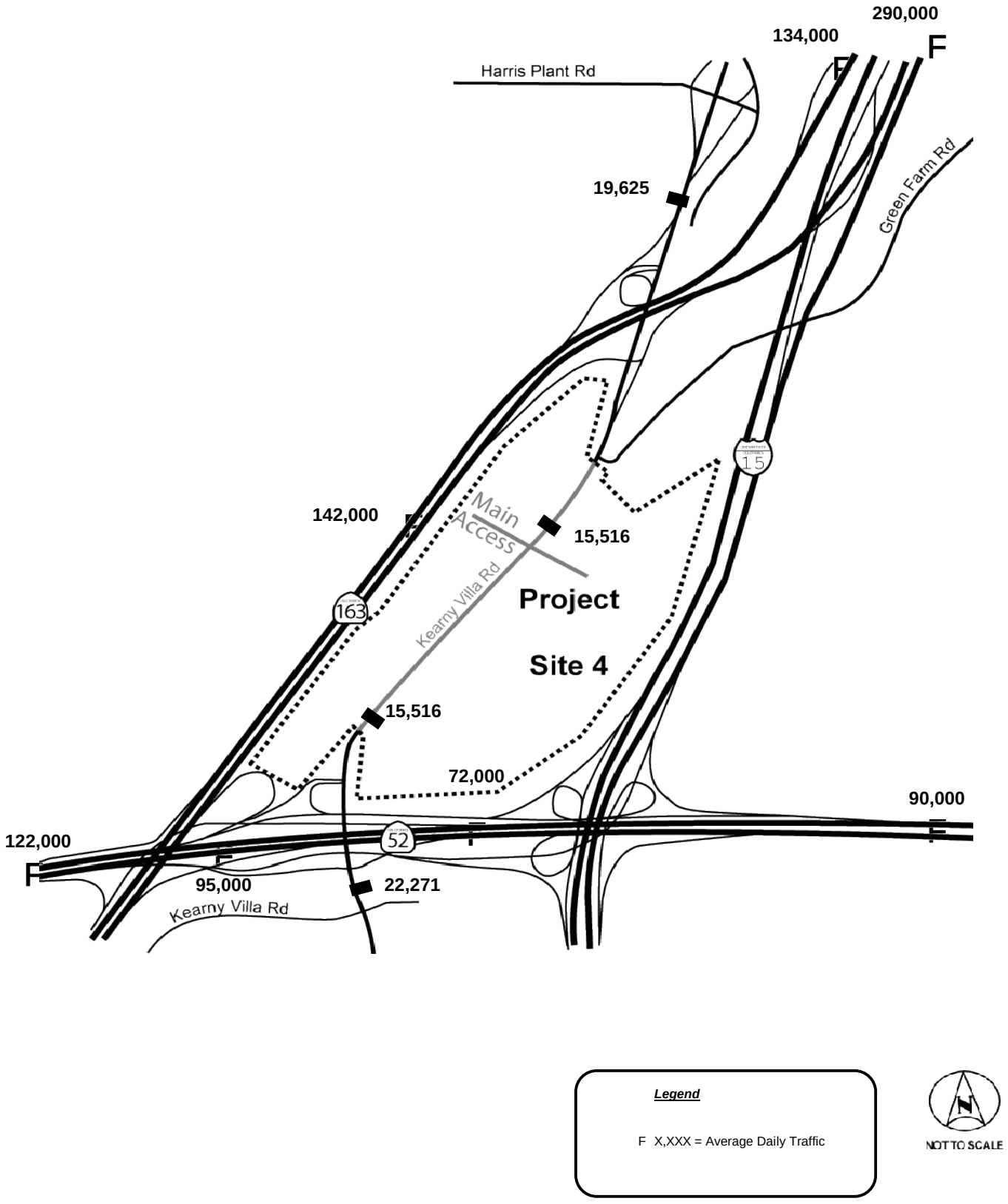

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FIGURE 3-8

Existing ADT Volumes (Site 4)

K:\095381003\Excel\[381003RS03.xls]ADT Figure (P)

TABLE 3-2

EXISTING CONDITIONS

PEAK HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

	INTERSECTION	PEAK HOUR	EXISTING	
			DELAY (a)	LOS (b)
SITE 2				
1	Nobel Dr & I-805 SB On Ramp	AM	2.3	A
		PM	2.8	A
2	Nobel Dr & I-805 NB Off Ramp	AM	5.8	A
		PM	6.9	A
3	Miramar Rd & Nobel Dr	AM	14.6	B
		PM	11.0	B
4	Miramar Rd & Eastgate Mall	AM	13.0	B
		PM	57.0	**E**
SITE 4				
6	SR-52 NB Off Ramp & Kearny Villa Rd	AM	26.2	C
		PM	28.0	C
7	SR-52 WB Ramps & Kearny Villa Rd	AM	139.7	**F**
		PM	ECL	**F**
8	SR-163 NB Off Ramp & Kearny Villa Rd	AM	15.2	B
		PM	11.4	B
9	SR-163 SB Ramp & Kearny Villa Rd	AM	22.2	C
		PM	26.0	D

Notes:

Bold values indicate intersections operating at LOS E or F.

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

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

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

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TABLE 3-3

EXISTING CONDITIONS

ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION (a)	LOS E CAPACITY	ADT (b)	V/C RATIO (c)	LOS
SITE 2					
Miramar Rd					
I-805 NB Ramps to Nobel Dr	6 Lanes Prime Arterial	60,000	69,065	1.15	**F**
Nobel Dr to Eastgate Mall	6 Lanes Prime Arterial	60,000	71,079	1.18	**F**
Eastgate Mall to Miramar Mall	6 Lanes Prime Arterial	60,000	69,910	1.17	**F**
Nobel Dr					
Miramar Rd to Site 2 Access	6 Lanes Major Arterial	50,000	12,943	0.26	A
Site 2 Access to I-805 NB off-ramp	6 Lanes Major Arterial	50,000	12,943	0.26	A
Eastgate Mall					
North of Miramar Rd	2 Lanes Collector (commercial-industrial fronting)	8,000	13,554	1.69	**F**
SITE 4					
Kearny Villa Rd					
Harris Plant Rd to SR-163 SB Ramps	4 Lanes Major Arterial	40,000	19,625	0.49	B
SR-163 NB Ramps to Proposed Project Dwy	4 Lanes Collector	30,000	15,516	0.52	C
Proposed Project Dwy to SR-52 WB Ramps	4 Lanes Collector	30,000	15,516	0.52	C
SR-52 EB Ramps to Ruffin Rd	4 Lanes Major Arterial	40,000	22,271	0.56	C

Notes:

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

(a) Existing roads street classification is based onthe adopted community plans and on field observations.

(b) Average Daily Traffic (ADT) volumes for the roadway segments were provided by Traffic Data Service Southwest and measured in June 2005.

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

K:\095381003\Excel\[381003RS03.xls]Existing

Freeway Segment Analysis

Table 3-4 displays the freeway segment analysis under Existing Conditions. As shown in the table, the following freeway segments operate at LOS E or worse during the peak periods:

- I-15 between SR-163 and Miramar Way (LOS F1 in both peak periods)
- SR-52 between Convoy Street and SR-163 (LOS E in the a.m. peak-hour)
- SR-52 between SR-163 and Kearny Villa Road (LOS F0 in both peak periods)
- SR-52 between Kearny Villa Road and I-15 (LOS E in the a.m. peak-hour, LOS F0 in the p.m. peak-hour)
- SR-52 between I-15 and Santo Road (LOS F0 in the p.m. peak-hour)
- SR-163 between I-15 and Kearny Road (LOS F0 in the a.m. peak-hour)
- SR-163 between Kearny Villa Road and SR-52 (LOS F0 in the a.m. peak-hour)
- I-805 between Governor Drive and Nobel Drive (LOS F0 in both peak periods)
- I-805 between Nobel Drive and Miramar Road (LOS F0 in both peak periods)
- I-805 between Miramar Road and Mira Mesa Boulevard (LOS F0 in both peak periods)

It should be noted that the only freeway segments that operate at an acceptable LOS are both segments on SR-163 during the p.m. peak-hour, the segment of SR-52 between I-15 and Santo Road during the a.m. peak-hour and the segment of SR-52 between Convoy Street and SR-163 during the p.m. peak-hour, which operate between LOS C and D.

TABLE 3-4

EXISTING CONDITIONS

FREEWAY SEGMENT ANALYSIS SUMMARY

FREEWAY SEGMENT	DIRECTION	NUMBER OF LANES	CAPACITY (a)	ADT (b)	K (PEAK HOUR %)	D (DIRECTIONAL SPLIT)	TRUCK FACTOR	PEAK-HOUR VOLUME (c)	V/C RATIO	LOS
AM PEAK										
SITE 2										
I-805										
Governor Dr to Nobel Dr	NB	4 M	8,000	200,000	0.080	0.609	1.040	9,409	1.18	**F0**
	SB	4 M	8,000							
Nobel Dr to Miramar Rd	NB	4 M	8,000	182,000	0.080	0.609	0.946	9,409	1.18	**F0**
	SB	4 M	8,000							
Miramar Rd to Mira Mesa Blvd	NB	4 M	8,000	178,000	0.080	0.609	0.926	9,409	1.18	**F0**
	SB	4 M	8,000							
SITE 4										
I-15										
SR-163 to Miramar Way	NB	4 M + 1 ML	9,600	290,000						
	SB	4 M + 1 ML	9,600		0.082	0.520	0.997	12,344	1.29	**F1**
SR-52										
Convoy St to SR-163	WB	3 M	6,000	122,000	0.094	0.629	1.202	6,019	1.00	**E**
	EB	3 M	6,000							
SR-163 to Kearny Villa Rd	WB	3 M	6,000	95,000	0.094	0.629	0.830	6,790	1.13	**F0**
	EB	3 M	6,000							
Kearny Villa Rd to I-15	WB	3 M	6,000	72,000	0.094	0.629	0.707	6,035	1.01	**E**
	EB	3 M	6,000							
I-15 to Santo Rd	WB	3 M	6,000	90,000	0.094	0.629	1.060	5,035	0.84	D
	EB	3 M	6,000							
SR-163										
I-15 to Kearny Villa Rd	NB	4 M	8,000	134,000	0.074	0.853	0.949	8,852	1.11	**F0**
	SB	4 M + 1 A	9,200							
Kearny Villa Rd to SR-52	NB	4 M	8,000	142,000	0.074	0.853	1.005	8,852	1.11	**F0**
	SB	5 M	10,000							
PM PEAK										
SITE 2										
I-805										
Governor Dr to Nobel Dr	NB	4 M	8,000	200,000						
	SB	4 M	8,000		0.076	0.594	1.039	8,651	1.08	**F0**
Nobel Dr to Miramar Rd	NB	4 M	8,000	182,000						
	SB	4 M	8,000		0.076	0.594	0.945	8,651	1.08	**F0**
Miramar Rd to Mira Mesa Blvd	NB	4 M	8,000	178,000						
	SB	4 M	8,000		0.076	0.594	0.924	8,651	1.08	**F0**
SITE 4										
I-15										
SR-163 to Miramar Way	NB	4 M + 1 ML	9,600	290,000						
	SB	4 M + 1 ML	9,600		0.081	0.540	1.001	12,600	1.31	**F1**
SR-52										
Convoy St to SR-163	WB	3 M	6,000	122,000						
	EB	3 M	6,000		0.092	0.587	1.202	5,477	0.91	D
SR-163 to Kearny Villa Rd	WB	3 M	6,000	95,000						
	EB	3 M	6,000		0.092	0.587	0.784	6,543	1.09	**F0**
Kearny Villa Rd to I-15	WB	3 M	6,000	72,000						
	EB	3 M	6,000		0.092	0.587	0.547	7,099	1.18	**F0**
I-15 to Santo Rd	WB	3 M	6,000	90,000						
	EB	3 M	6,000		0.092	0.587	0.720	6,747	1.12	**F0**
SR-163										
I-15 to Kearny Villa Rd	NB	4 M	8,000	134,000						
	SB	4 M + 1 A	9,200		0.090	0.540	0.948	6,854	0.75	C
Kearny Villa Rd to SR-52	NB	4 M	8,000	142,000						
	SB	5 M	10,000		0.090	0.540	1.005	6,854	0.69	C

Notes:

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

M=Main Lane; A= Auxiliary Lane; ML=Managed Lane.

(a) The capacity is calculated as 2,000 ADT per Mainline, 1,600 ADT per HOV lane, 1,600 ADT per ML and 1,200 ADT per auxiliary lane (M: Mainline, A: Aux.,HOV: High Occupancy Vehicle, ML: Managed Lanes Ex. 4M+2A=4 Mainline + 2 Aux)

(b)Average Daily Traffic Volumes provided by Caltrans

(c) Existing Peak Hour Volumes provided by Caltrans

4.0 PROJECT TRAFFIC

The following section describes the proposed Fort Rosecrans National Cemetery Annex project including the estimated project trip generation, distribution, and assignment for the Near Term and Horizon Year scenarios.

Trip Generation

Trip generation rates published by the Institute of Traffic Engineers (ITE) in their Seventh Edition *Trip Generation Manual* were applied to the proposed Fort Rosecrans National Cemetery Annex Development project. The opening day for the project will be in the year 2008. For traffic analysis purposes, it was assumed that by the year 2010, 25 percent of the proposed project site would be developed. This assumption is conservative since the project site is anticipated to be fully developed by the year 2050 and therefore, based on a linear growth, the actual development of the project site by the year 2010 would be significantly less than 25 percent. In addition, it was assumed that the proposed project site would be fully developed by the year 2030. This assumption is also conservative since the project site is anticipated to be fully developed by the year 2050 instead of the year 2030. **Table 4-1** shows the total trip generation for the proposed project. As shown in the table, under near term conditions and with the proposed project being constructed on Site 2, the project would be estimated to generate a total of 253 ADT including 9 (6 in, 3 out) a.m. peak-hour trips and 45 (15 in, 30 out) p.m. peak-hour trips. With the proposed project being constructed on Site 4, under near term conditions the project would be estimated to generate a total of 106 ADT including 4 (3 in, 1 out) a.m. peak-hour trips and 19 (6 in, 13 out) p.m. peak-hour trips.

For the horizon year scenario and with the proposed project being constructed on Site 2, the project would be estimated to generate a total of 1,012 ADT including 36 (25 in, 11 out) a.m. peak-hour trips and 180 (59 in, 121 out) p.m. peak-hour trips. With the proposed project being constructed on Site 4, the project would be estimated to generate a total of 426 ADT including 15 (11 in, 4 out) a.m. peak-hour trips and 76 (25 in, 51 out) p.m. peak-hour trips.

Trip Distribution

The project trip distribution for both sites was based on existing travel patterns and proximities to major regional connector such as freeways, major arterials, etc. The following list shows the general trip distribution assumed to and from the main entrance of the project sites:

Site 2:

- 41 percent to/from the east
  - 11 percent to/from Eastgate Mall
  - 30 percent to/from Miramar Road
- 24 percent to/from the west
  - 7 percent to/from Interstate 805
  - 17 percent to/from Miramar Road/La Jolla Village Drive
- 35 percent to/from the south
  - 21 percent to/from Interstate 805
  - 14 percent to/from Nobel Drive

Site 4:

- 41 percent to/from the north
  - 18 percent to/from State Route 163
  - 18 percent to/from Interstate 15
  - 5 percent to/from Kearny Villa Road
- 59 percent to/from the south
  - 36 percent to/from State Route 52
  - 23 percent to/from Kearny Villa Road

Figures 4-1 and **4-2** illustrate the project trip distribution at the study intersections for Sites 2 and 4, respectively and **Figures 4-3** and **4-4** illustrate the project trip distribution along the roadway segments for Sites 2 and 4, respectively.

It should be noted that two percent of the traffic in addition to the project traffic at Site 2 would be distributed at the Alternate Entrance (intersection 4) for analysis purposes. However, during the weekday p.m. peak period, the gate at this location would be closed. As a result, all project traffic would be distributed at the Main Entrance off of Nobel Drive.

Trip Assignment

Based on the project trip distribution, a.m. and p.m. peak-hour project trips were assigned to the local roadway network and to the study intersections. **Figures 4-5** and **4-6** illustrate the project trip assignment at the study intersections for Sites 2 and 4 under near term conditions, respectively. **Figures 4-7** and **4-8** illustrate the project trip assignment along the roadway segments for Sites 2 and 4 under near term conditions, respectively. **Figures 4-9** and **4-10** illustrate the project trip assignment at the study intersections for Sites 2 and 4 under the horizon year conditions, respectively and **Figures 4-11** and **4-12** illustrate the project trip assignment along the roadway segments for Sites 2 and 4 under horizon year conditions, respectively.

TABLE 4-1
TRIP GENERATION SUMMARY

Land Use	Land Use as listed in ITE	Units		Trip Rate[1]	Daily Trips	AM Peak-Hour					PM Peak-Hour				
						% of ADT[1]	In:Out Ratio[1]	In	Out	Total	% of ADT[1]	In:Out Ratio[1]	In	Out	Total
NEAR TERM (YEAR 2010)[2]															
Proposed															
Site 2	Cemetery	53.5	Acre(s)	4.73 / Acre(s)	253	4%	0.7 : 0.3	6	3	9	18%	0.33 : 0.67	15	30	45
Site 4	Cemetery	22.5	Acre(s)	4.73 / Acre(s)	106	4%	0.7 : 0.3	3	1	4	18%	0.33 : 0.67	6	13	19
HORIZON YEAR (YEAR 2030)[3]															
Proposed															
Site 2	Cemetery	214.0	Acre(s)	4.73 / Acre(s)	1,012	4%	0.7 : 0.3	25	11	36	18%	0.33 : 0.67	59	121	180
Site 4	Cemetery	90.0	Acre(s)	4.73 / Acre(s)	426	4%	0.7 : 0.3	11	4	15	18%	0.33 : 0.67	25	51	76

Note:

1. Trip rates references from ITE Trip Generation, 7th Edition.
2. The opening day for the project will be in the year 2008. For traffic analysis purposes, it was assumed that by the year 2010, 25% of the proposed project site would be developed. This assumption is conservative since the project site is anticipated to be fully developed by the year 2050 and therefore, based on a linear growth, the actual development of the project site by the year 2010 would be significantly less than 25%.
3. For analysis purposes only, it was assumed that the proposed project site would be fully developed by the year 2030. This assumption is conservative since the project site is anticipated to be fully developed by the year 2050 instead of the year 2030.

K:\095381003\Excel\[381003TG03.xls]Revised Summary

Fort Rosecrans National Cemetery Annex

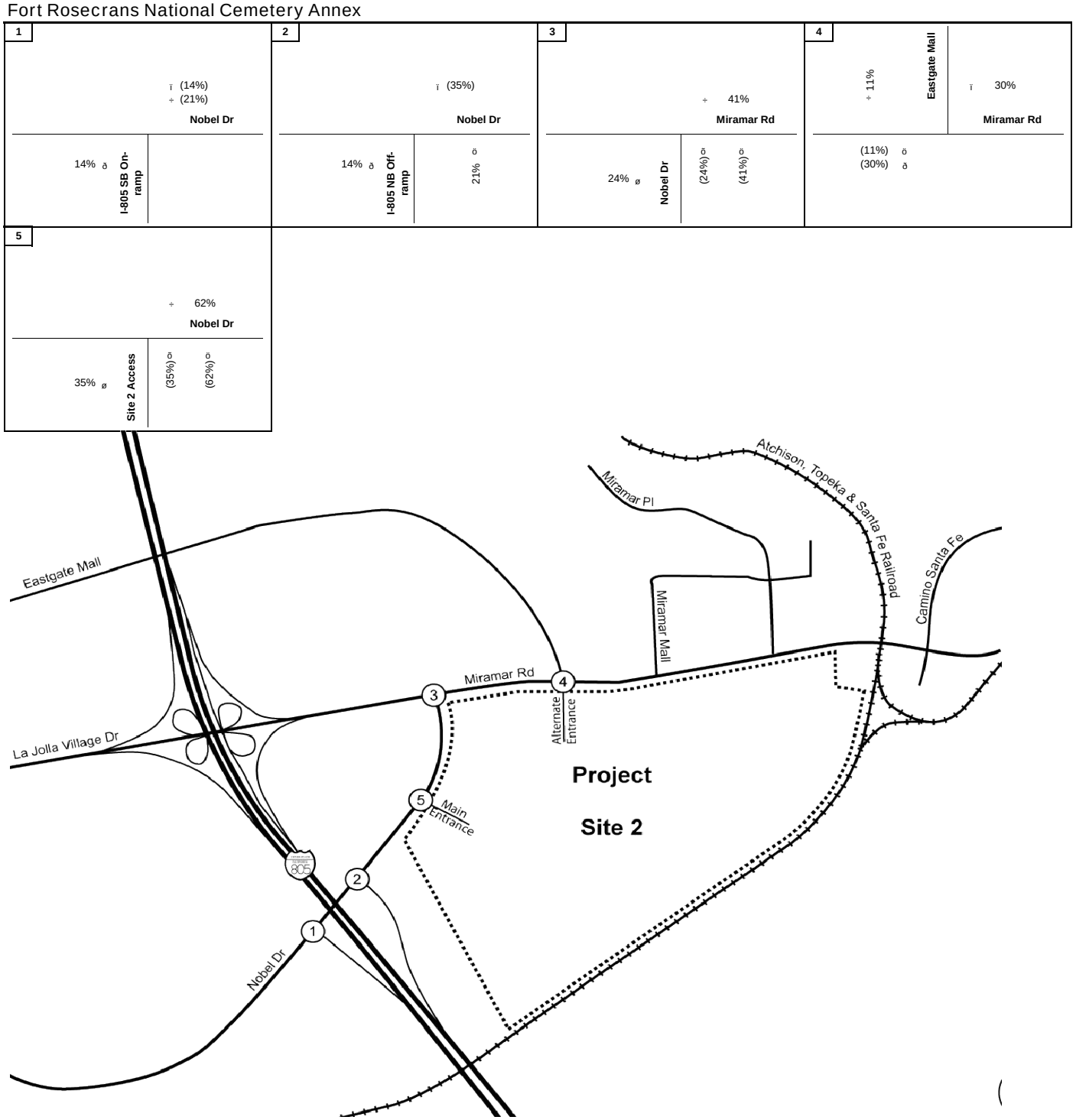

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FIGURE 4-1

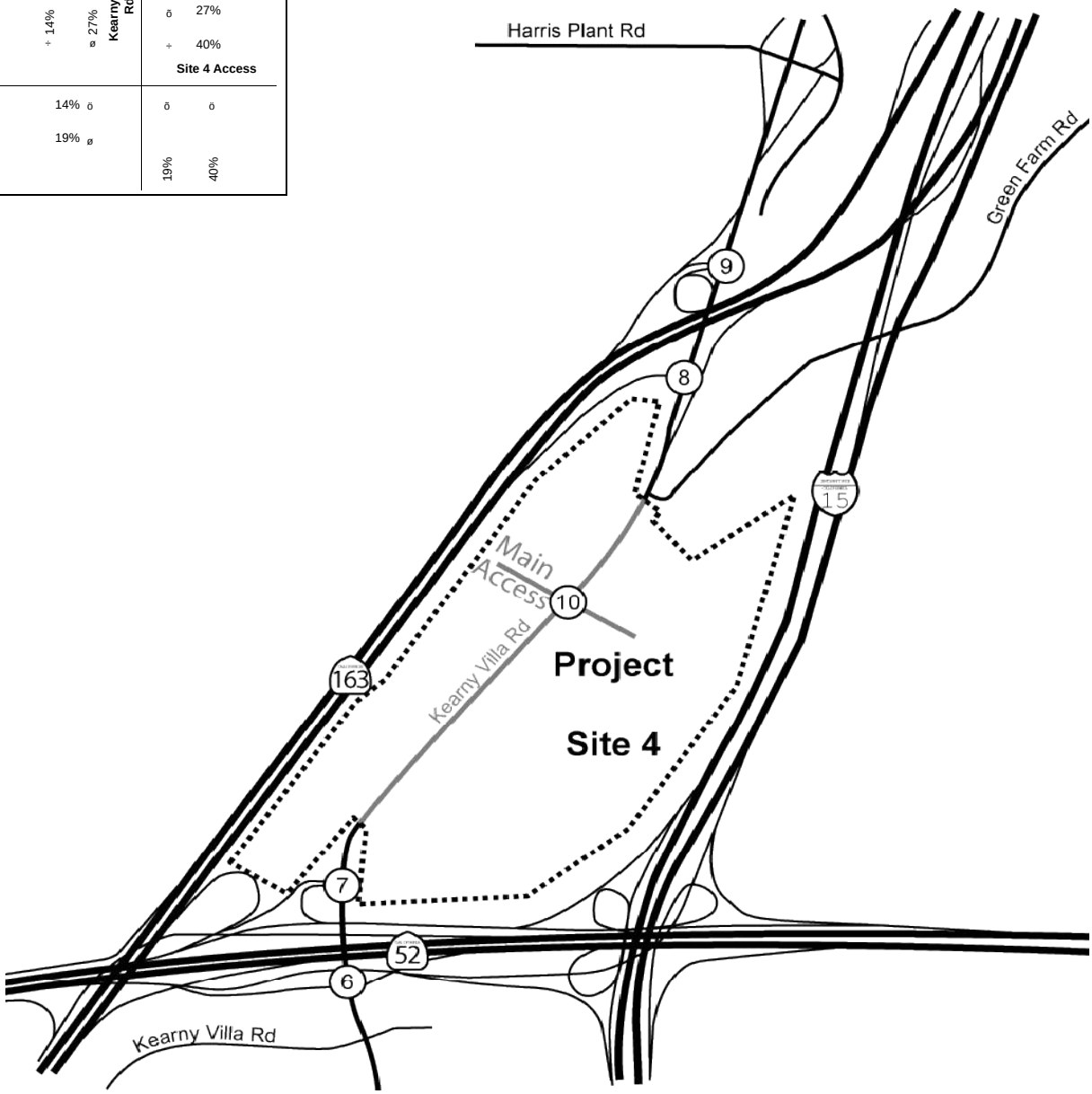
Project Trip Distribution - Study Intersections (Site 2)

K:\095381003\Excel\[381003TA03.xls]Dist 1-12

Fort Rosecrans National Cemetery Annex

6		7		8		9	
Kearny Villa Rd		Kearny Villa Rd		Kearny Villa Rd		Kearny Villa Rd	
SR-52 EB Off-ramp	SR-52 EB On-ramp	SR-52 WB Off-ramp		SR-163 NB Off-ramp	I-15 NB On-ramp	SR-163 Ramps	
18%	23%	18%	41%	18%	23% 18%	18%	18% 5%

10	
Kearny Villa Rd	
14% 27%	27% 40%
	Site 4 Access
14% 19%	19% 40%



Legend

X% / (Y%) = IN / OUT PERCENT DISTRIBUTION

NOT TO SCALE

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FIGURE 4-2

Project Trip Distribution - Study Intersections (Site 4)

K:\095381003\Excel\[381003TA03.xls]Dist 13-24

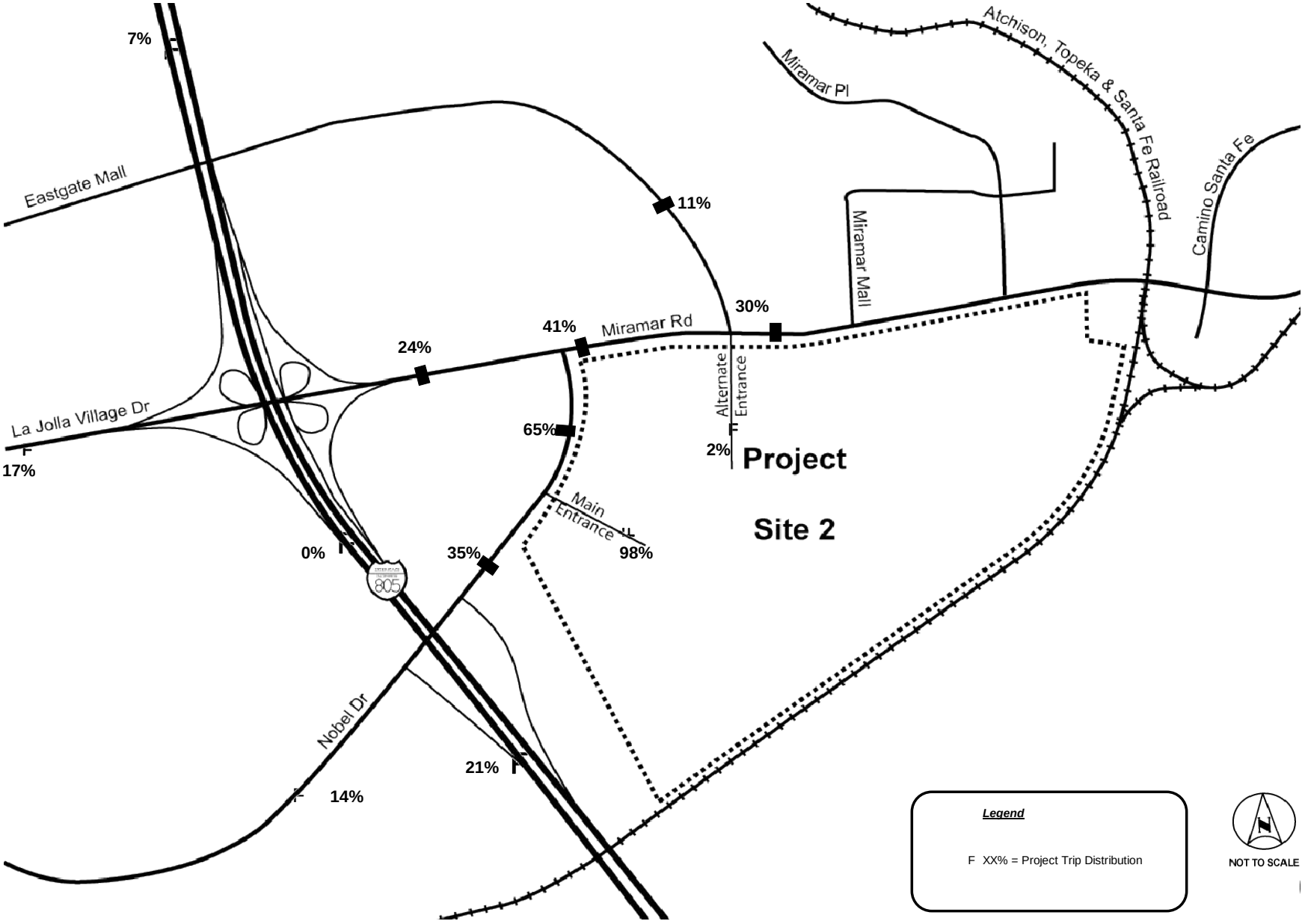

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FIGURE 4-3

Project Trip Distribution - Roadway Segments (Site 2)

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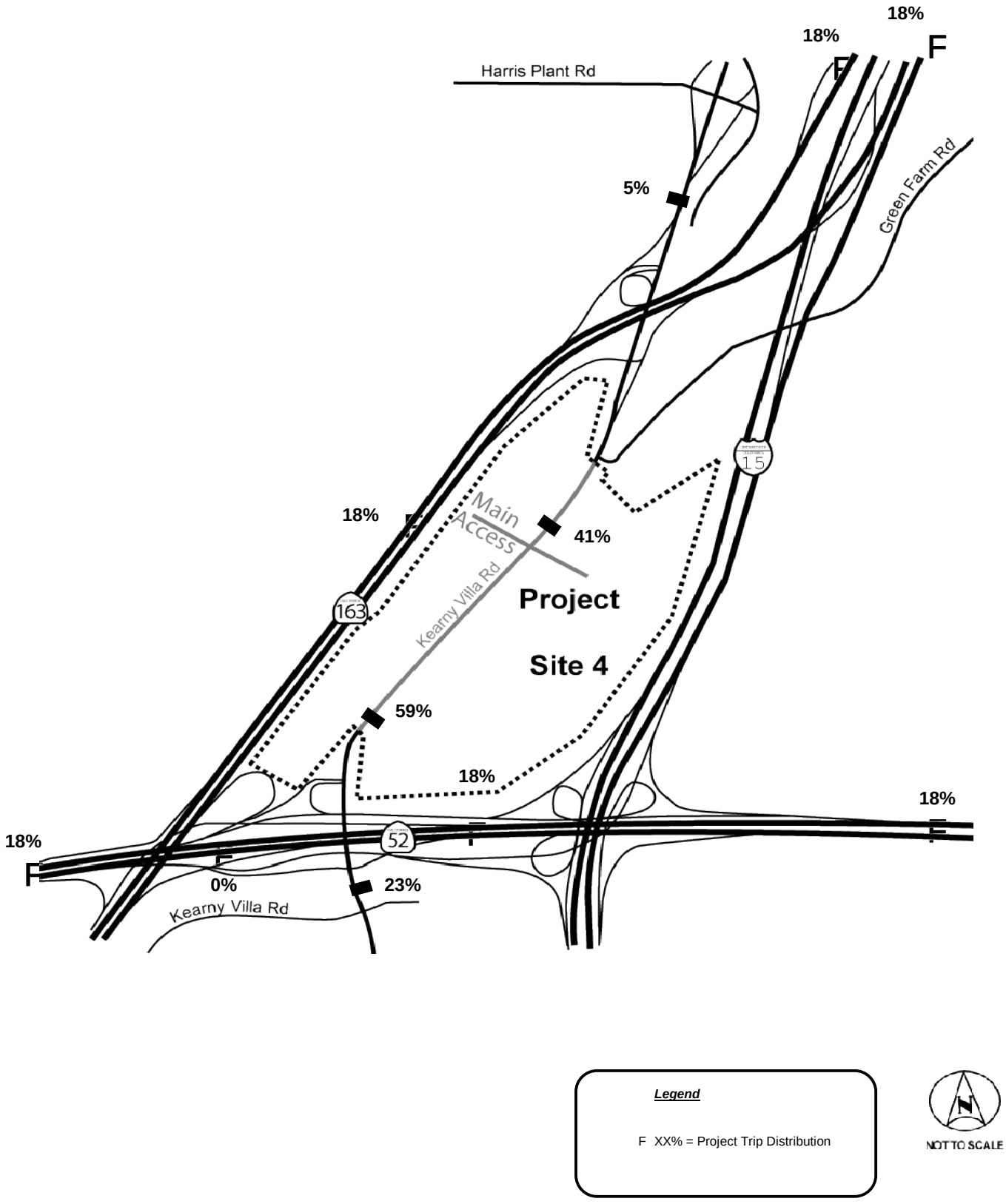

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FIGURE 4-4

Project Trip Distribution - Roadway Segments (Site 4)

K:\095381003\Excel\[381003RS03.xls]ADT Figure (P)

Fort Rosecrans National Cemetery Annex

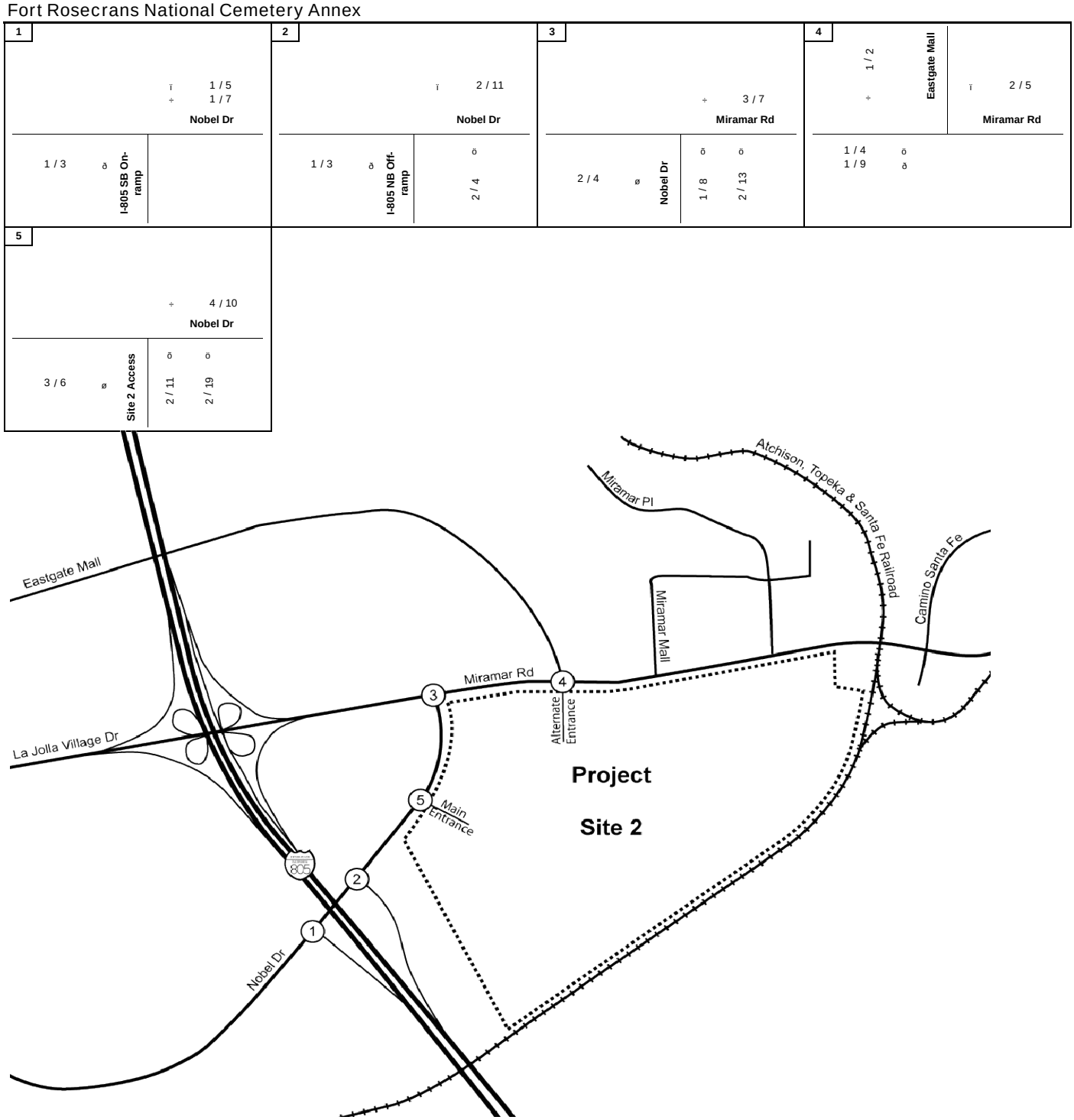

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FIGURE 4-5

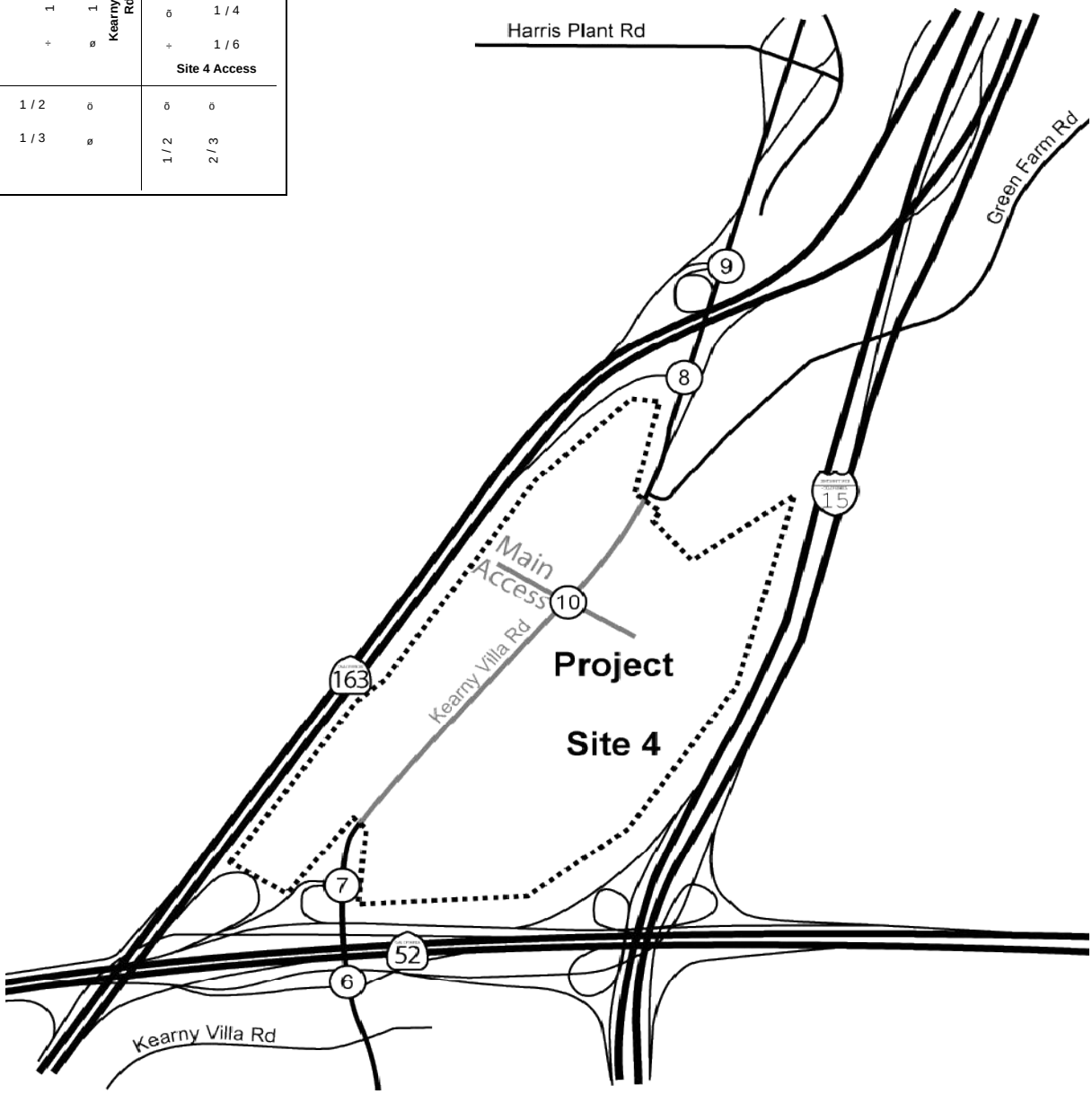
Near Term Project Trip Assignment - Study Intersections (Site 2)

K:\095381003\Excel\[381003TA03.xls]Proj Assign Figure 1-12

Fort Rosecrans National Cemetery Annex

6		7		8		9	
Kearny Villa Rd		Kearny Villa Rd		Kearny Villa Rd		Kearny Villa Rd	
1 / 3	1 / 3	1 / 3	1 / 6	1 / 2		1 / 1	
SR-52 EB Off-ramp	SR-52 EB On-ramp	SR-52 WB Off-ramp		SR-163 NB Off-ramp	I-15 NB On-ramp	SR-163 Ramps	
1 / 2	1 / 2	1 / 2	2 / 3	1 / 2	1 / 3 1 / 3	1 / 2	1 / 3 1 / 1
				I-805 NB Off-ramp		I-805 NB Off-ramp	

10	
Kearny Villa Rd	
1 / 1 1 / 2	1 / 4 1 / 6
	Site 4 Access
1 / 2 1 / 3	1 / 2 2 / 3



Legend

X / Y = AM / PM PEAK HOUR TURNING VOLUMES

NOT TO SCALE

Kimley-Horn and Associates, Inc.

FIGURE 4-6

Near Term Project Trip Assignment - Study Intersections (Site 4)

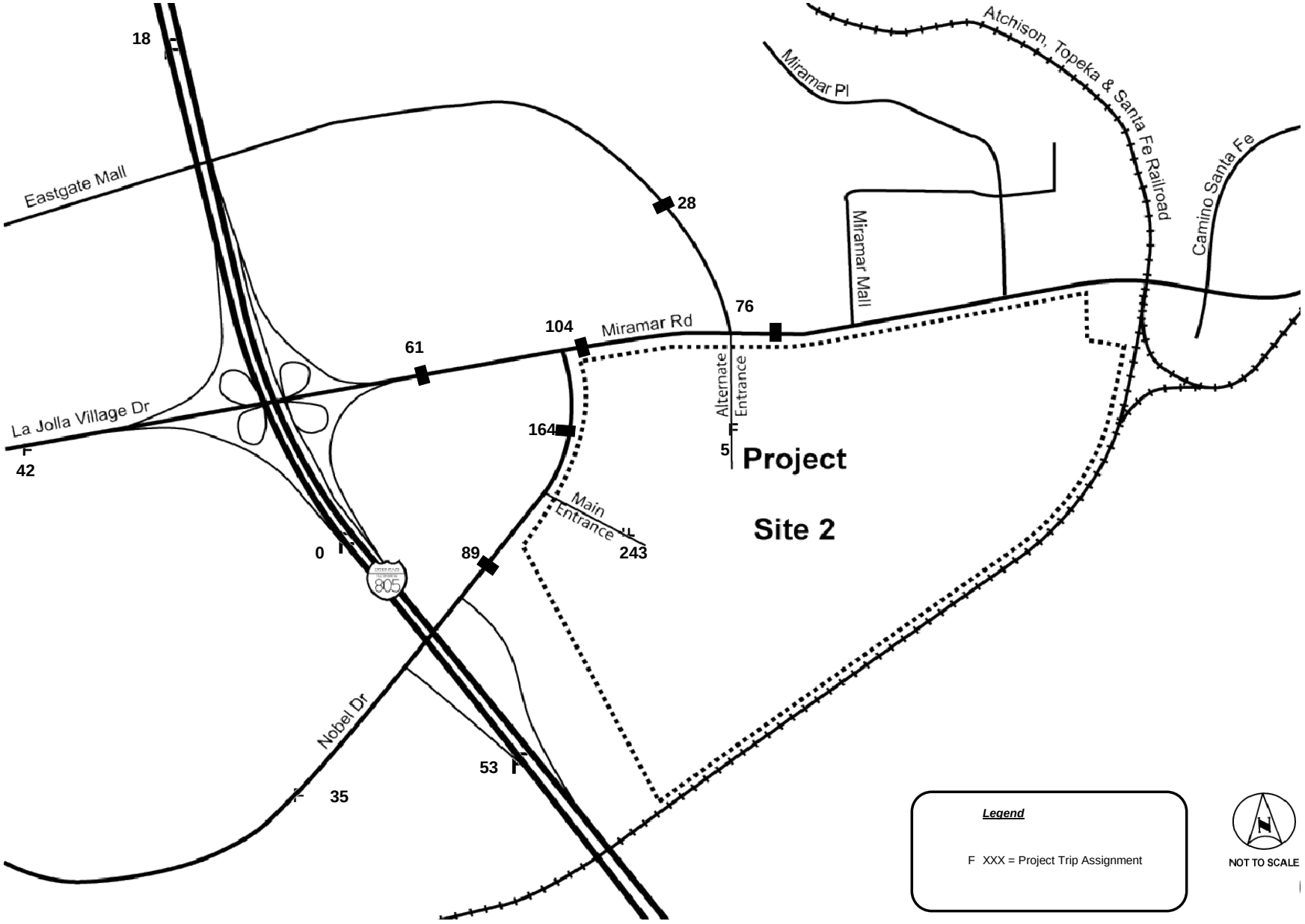


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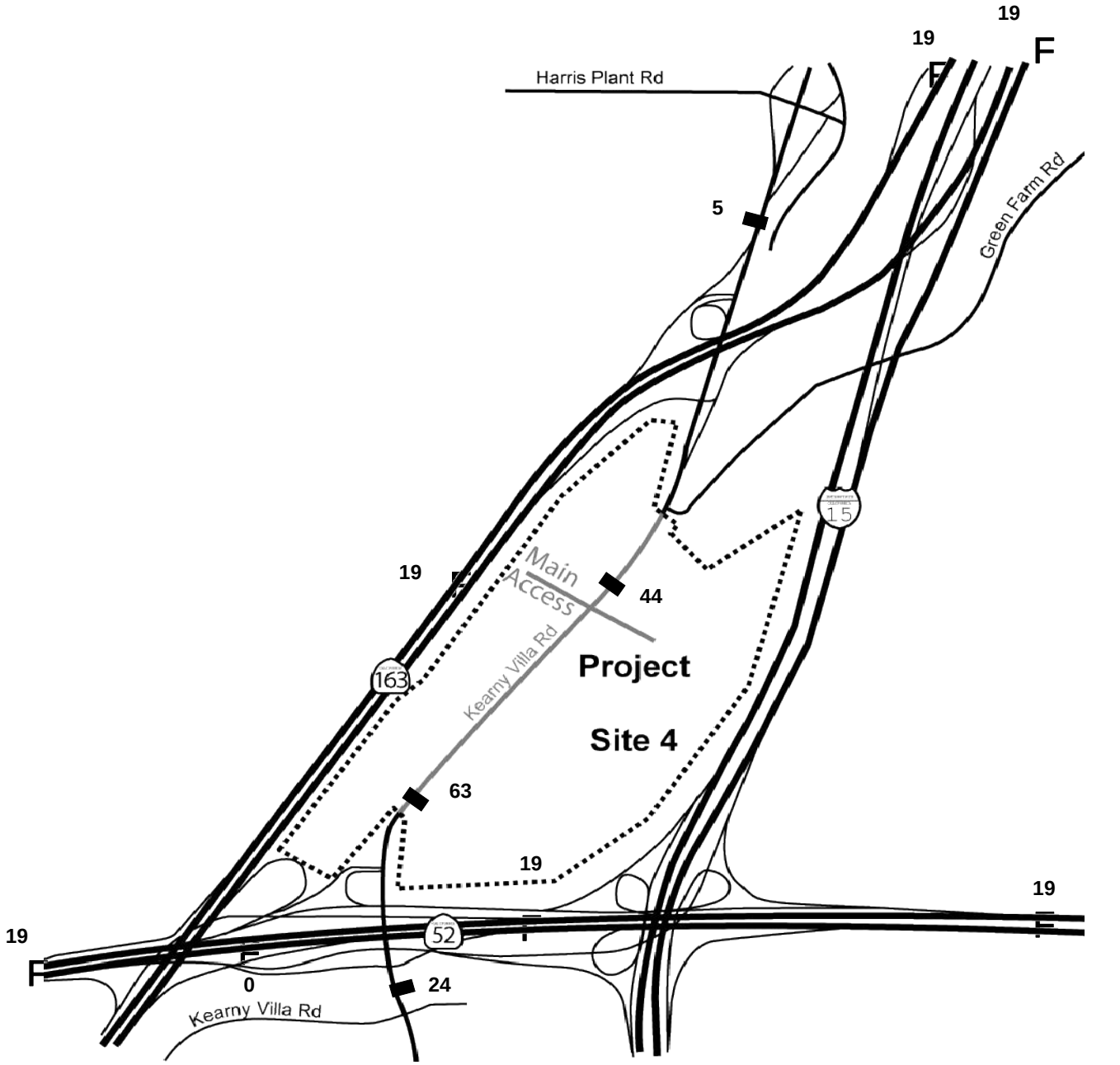
FIGURE 4-7

Near Term Project Trip Assignment - Roadway Segments (Site 2)

K:\095381003\Excel\[381003RS03.xls]ADT Figure (L)



Legend

F XXX = Project Trip Assignment

NOT TO SCALE

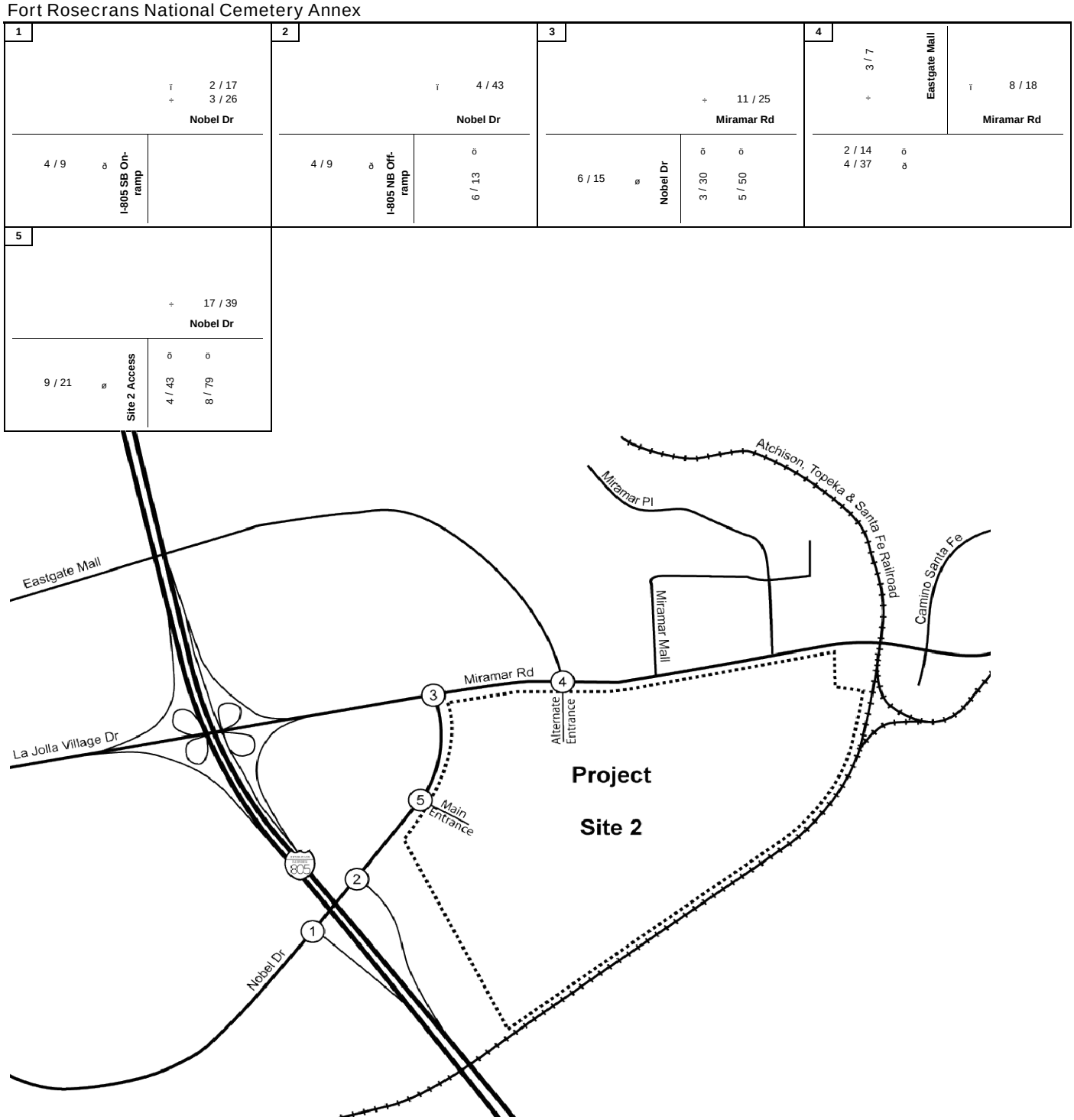
Kimley-Horn and Associates, Inc.

FIGURE 4-8

Near Term Project Trip Assignment - Roadway Segments (Site 4)

K:\095381003\Excel\[381003RS03.xls]ADT Figure (P)

Fort Rosecrans National Cemetery Annex



Kimley-Horn and Associates, Inc.

FIGURE 4-9

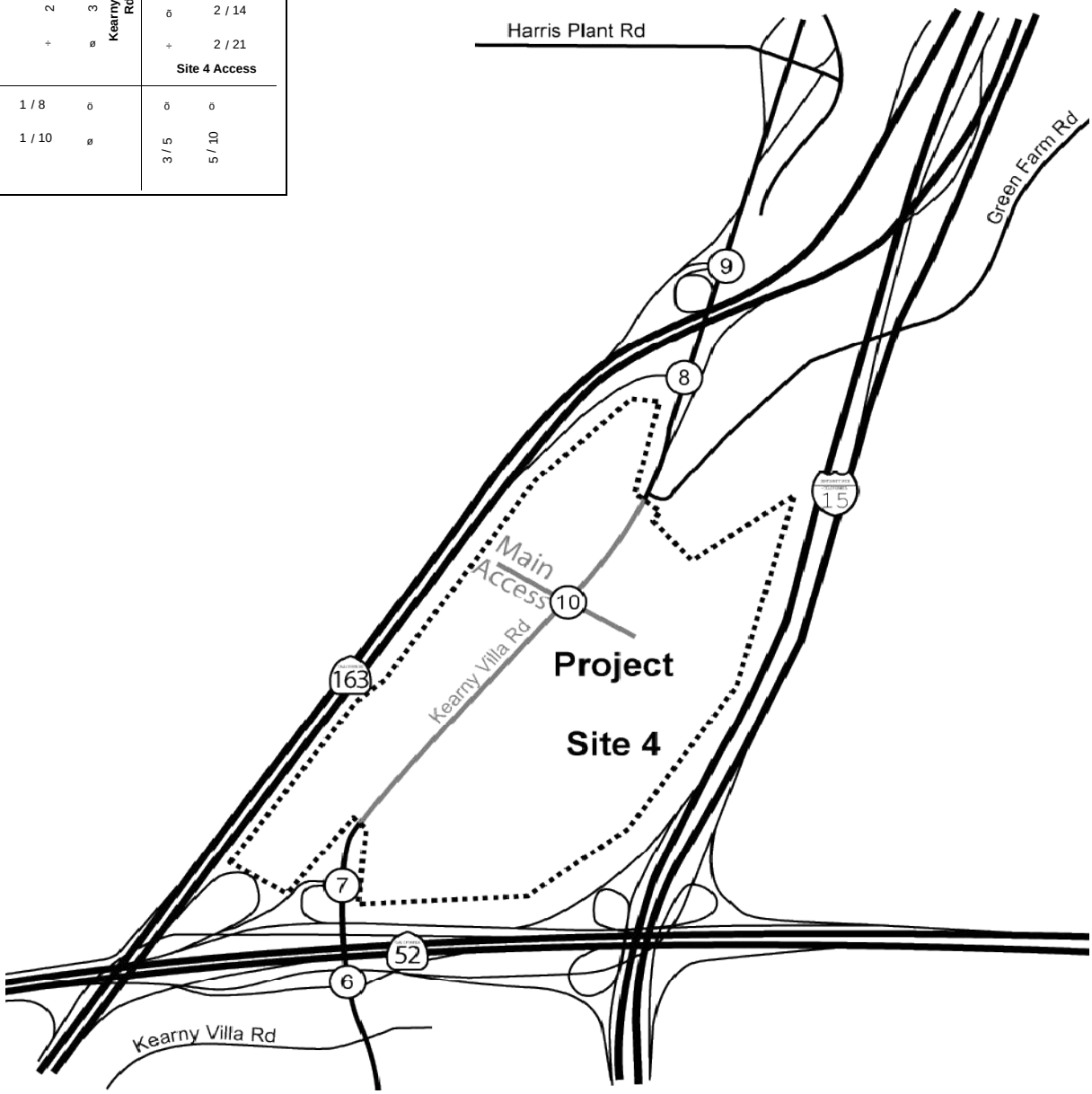
Horizon Year Project Trip Assignment - Study Intersections (Site 2)

K:\095381003\Excel\[381003TA03.xls]Proj Assign Figure 1-12 (BO)

Fort Rosecrans National Cemetery Annex

6		7		8		9	
Kearny Villa Rd: 1 / 12, 1 / 10		Kearny Villa Rd: 1 / 10, 2 / 21		Kearny Villa Rd: 3 / 6		Kearny Villa Rd: 1 / 2	
SR-52 EB Off-ramp	SR-52 EB On-ramp	SR-52 WB Off-ramp		SR-163 NB Off-ramp	I-15 NB On-ramp	SR-163 Ramps	
2 / 5	3 / 6	2 / 5	5 / 11	2 / 5	1 / 12, 1 / 10	2 / 5	1 / 10, 1 / 3
				I-805 NB Off-ramp		I-805 NB Off-ramp	

10	
Kearny Villa Rd: 2 / 4, 3 / 7	2 / 14, 2 / 21
	Site 4 Access
1 / 8, 1 / 10	3 / 5, 5 / 10



Legend

X / Y = AM / PM PEAK HOUR TURNING VOLUMES

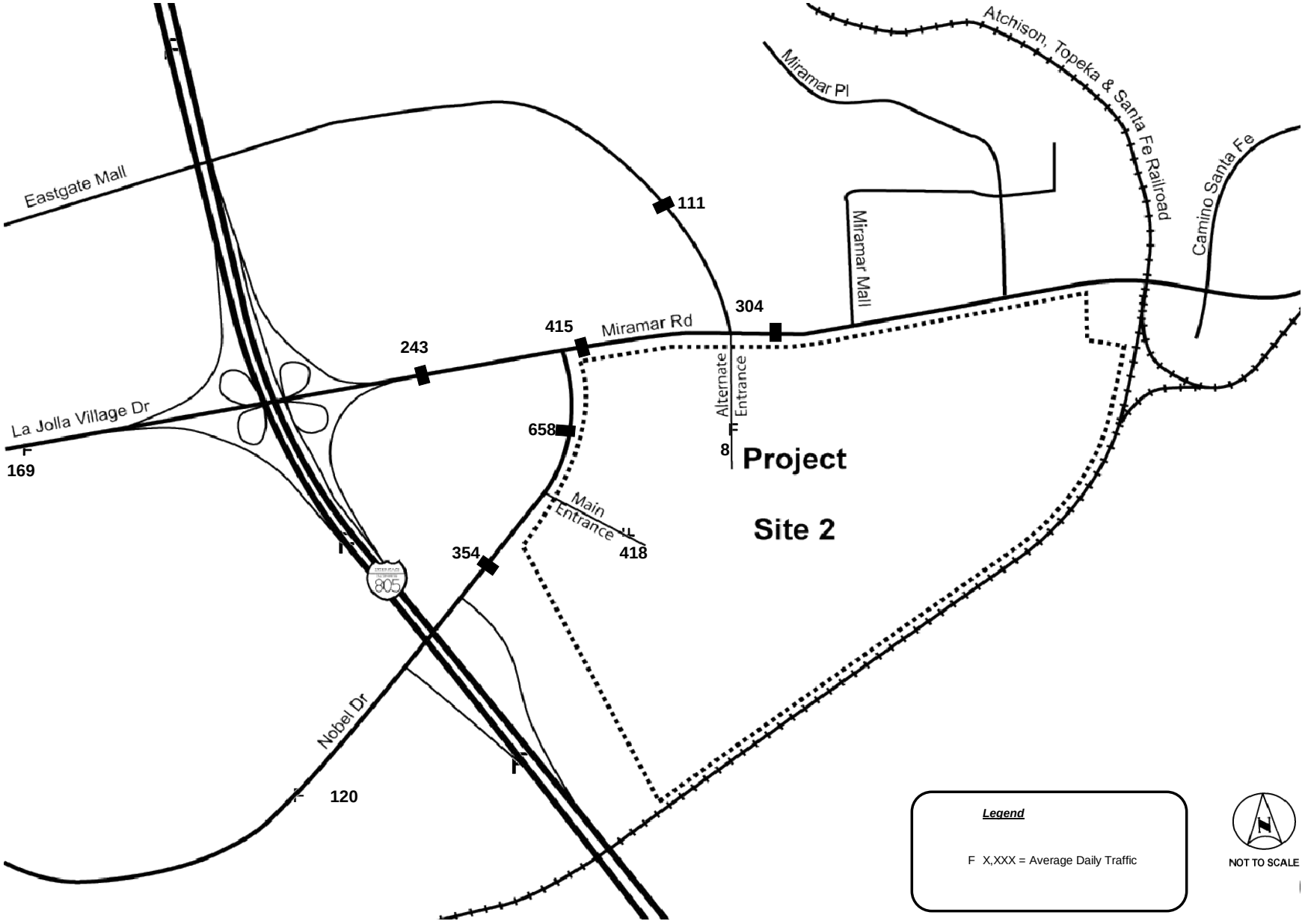
NOT TO SCALE

Kimley-Horn and Associates, Inc.

FIGURE 4-10

Horizon Year Project Trip Assignment - Study Intersections (Site 4)

K:\095381003\Excel\[381003TA03.xls]Proj Assign Figure 13-24 (BO)

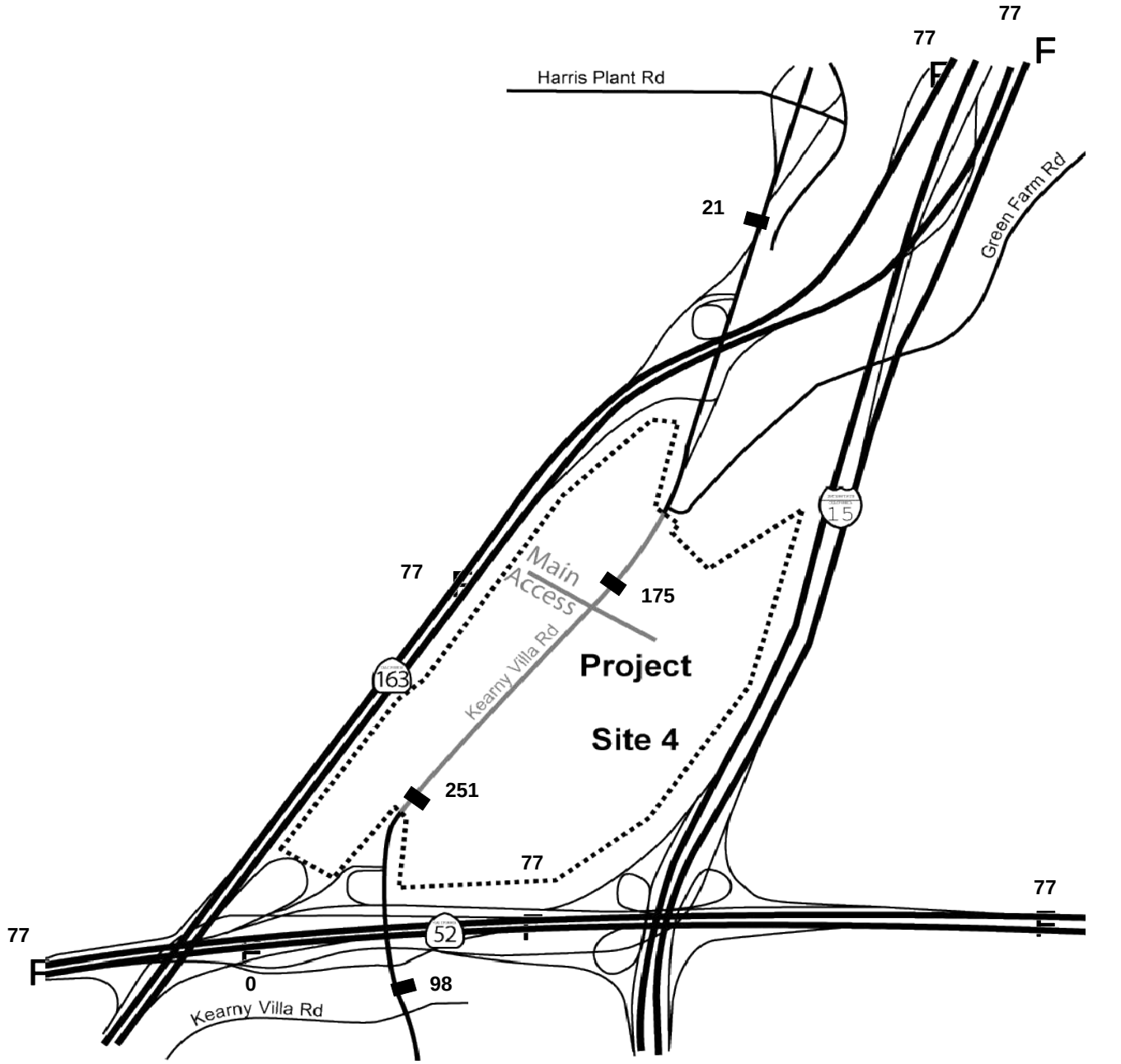


Kimley-Horn and Associates, Inc.

FIGURE 4-11

Horizon Year Project Trip Assignment - Roadway Segments (Site 2)

K:\095381003\Excel\[381003RS03.xls]ADT Figure (L)



Legend

F X,XXX = Average Daily Traffic

NOT TO SCALE

Kimley-Horn and Associates, Inc.

FIGURE 4-12

Horizon Year Project Trip Assignment - Roadway Segments (Site 4)

K:\095381003\Excel\[381003RS03.xls]ADT Figure (P)

5.0 NEAR TERM CONDITIONS

This section provides a description of the Near Term conditions both without and with the addition of the Fort Rosecrans National Cemetery Annex project traffic.

Road Network

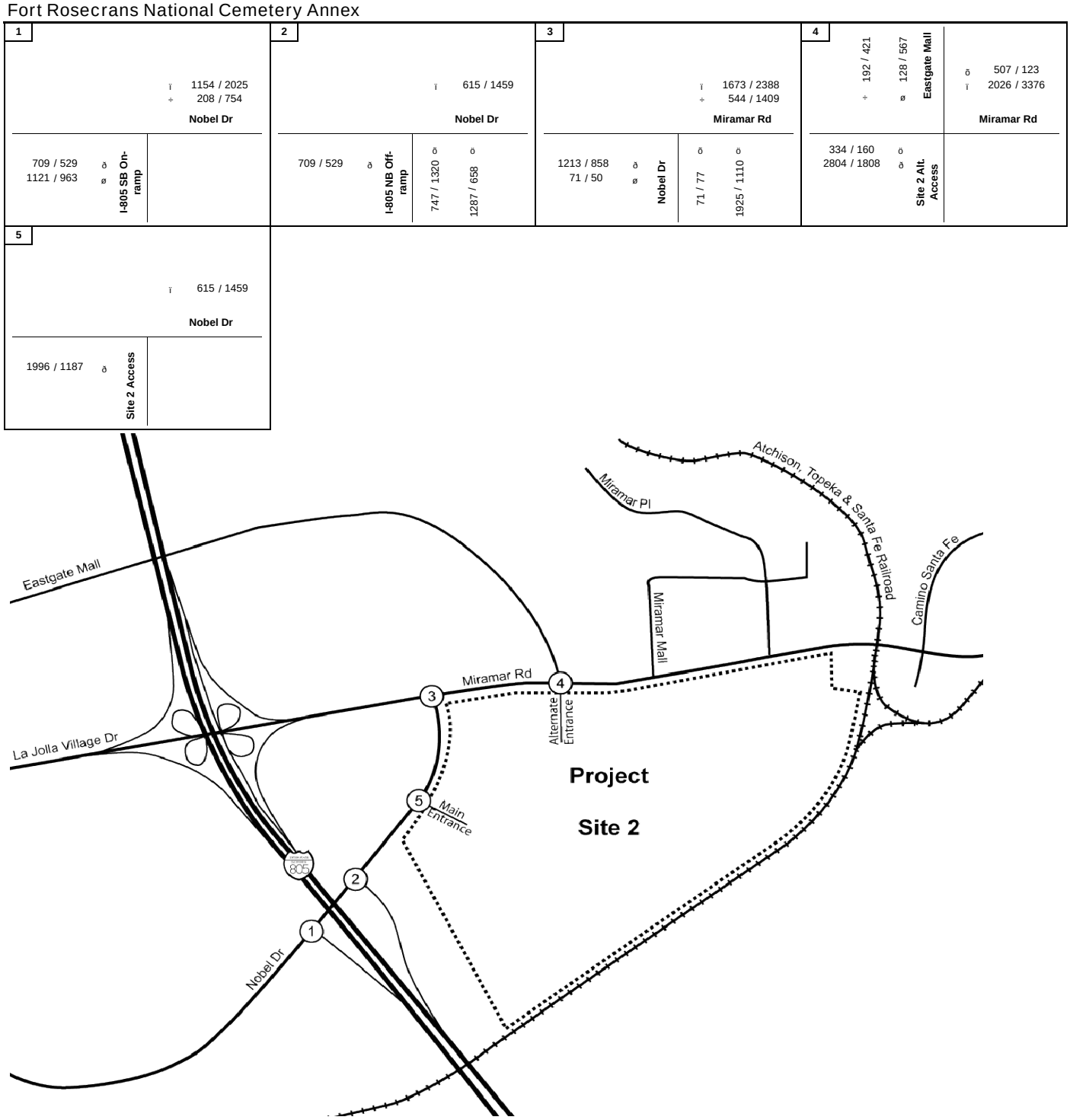
Under the near term scenario, no major infrastructure improvement projects are expected to be completed in the vicinity of the project site with the exception of the proposed project access driveways. With the development of Site 2, the project would take access off Nobel Drive and a new signal would be installed at the project entrance. In addition, with the development of Site 2, a south leg would be added to the intersection of Eastgate Mall and Miramar Road and this leg would serve as an additional entrance primarily for access to the maintenance building. It should be noted that during the weekday peak periods, the gate would be closed and would restrict vehicles entering/exiting the site. With the development of Site 4, the project would take access off Kearny Villa Road and a new signal would also be constructed at the proposed project entrance.

Traffic Volumes

The estimated traffic for Site 2 and Site 4 was added to the near term baseline condition trips to estimate the Near Term plus Project conditions. It should be noted that there was a shift in traffic from Miramar Road to Nobel Drive under this scenario. With Miramar Road being over capacity and Nobel Drive being under capacity, the traffic model recognized the imbalance and shifted traffic from an oversaturated roadway (Miramar Road) to an undersaturated roadway (Nobel Drive).

Figures 5-1, **5-3, 5-5,** and **5-7** show the peak-hour and ADT volumes without and with the project for Site 2 and **Figures 5-2, 5-4, 5-6,** and **5-8** show the peak-hour and ADT volumes without and with the project for Site 4.

Fort Rosecrans National Cemetery Annex



Kimley-Horn and Associates, Inc.

FIGURE 5-1

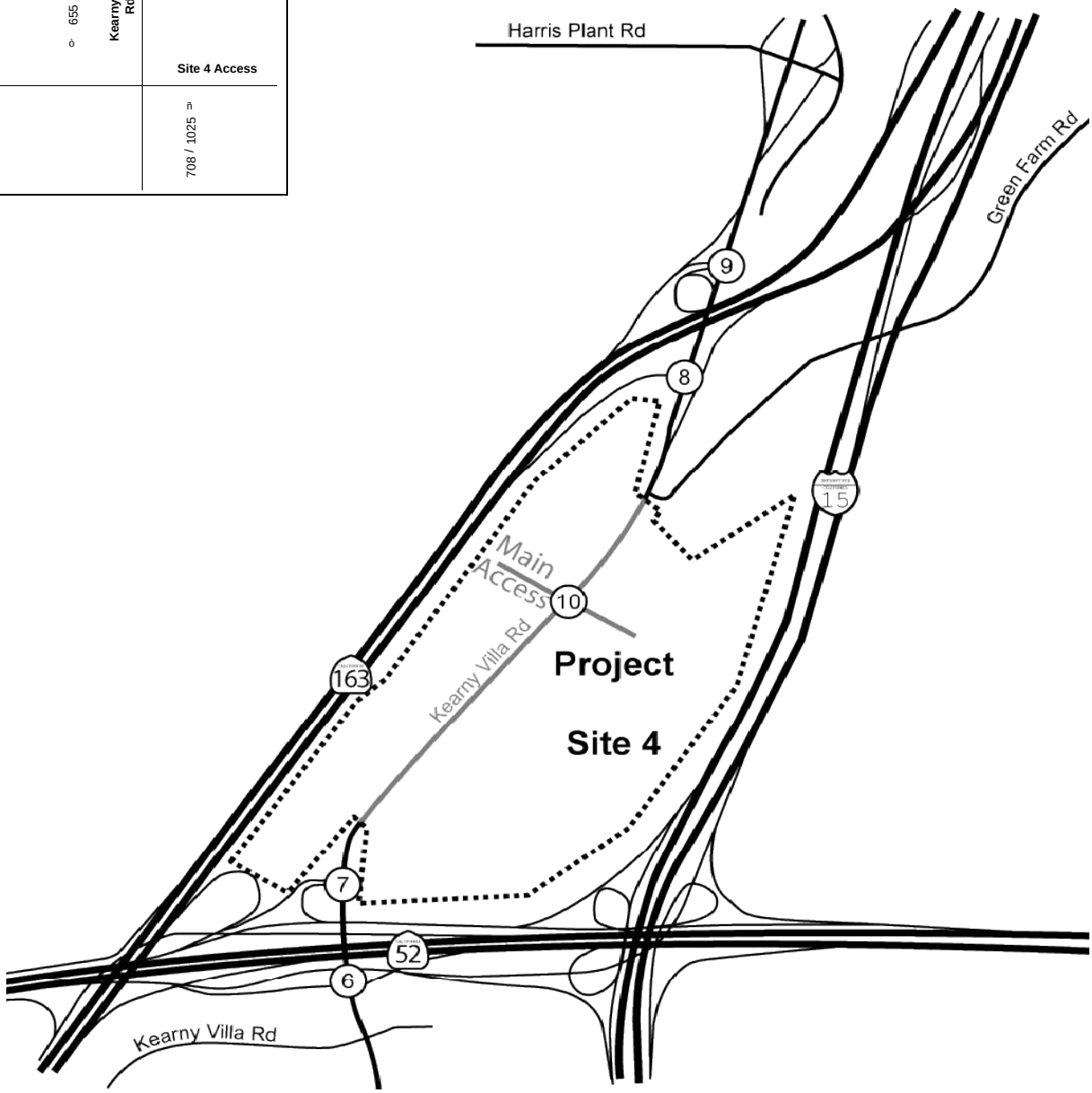
Near Term Baseline Peak-Hour Traffic Volumes (Site 2)

K:\095381003\Excel\[381003TA03.xls]NT Figure 1-12

Fort Rosecrans National Cemetery Annex

6		7		8		9	
Kearny Villa Rd: 1008 / 636 (ò), 81 / 445 (ø)		Kearny Villa Rd: 28 / 40 (+), 627 / 994 (ò)		Kearny Villa Rd: 638 / 1028 (ò), 37 / 50 (ø)		Kearny Villa Rd: 809 / 1656 (+), 566 / 1017 (ò)	
SR-52 EB Off-ramp	SR-52 EB On-ramp	SR-52 WB Off-ramp		SR-163 NB Off-ramp	I-15 NB On-ramp	SR-163 Ramps	
255 / 231 (ö), 5 / 4 (ð), 636 / 198 (ø)	405 / 1623 (ñ), 56 / 274 (ö)	229 / 37 (ö), 462 / 87 (ø)	181 / 866 (ō), 479 / 988 (ñ)	1080 / 583 (ö), 17 / 6 (ø)	597 / 650 (ñ), 141 / 375 (ö)	86 / 0 (ö), 109 / 61 (ø)	3 / 6 (ō), 1674 / 1227 (ñ)

10	
Kearny Villa Rd: 655 / 1034 (ò)	Site 4 Access
	708 / 1025 (ñ)



Legend

X / Y = AM / PM PEAK HOUR TURNING VOLUMES

NOT TO SCALE

Kimley-Horn and Associates, Inc.

FIGURE 5-2

Near Term Baseline Peak-Hour Traffic Volumes (Site 4)

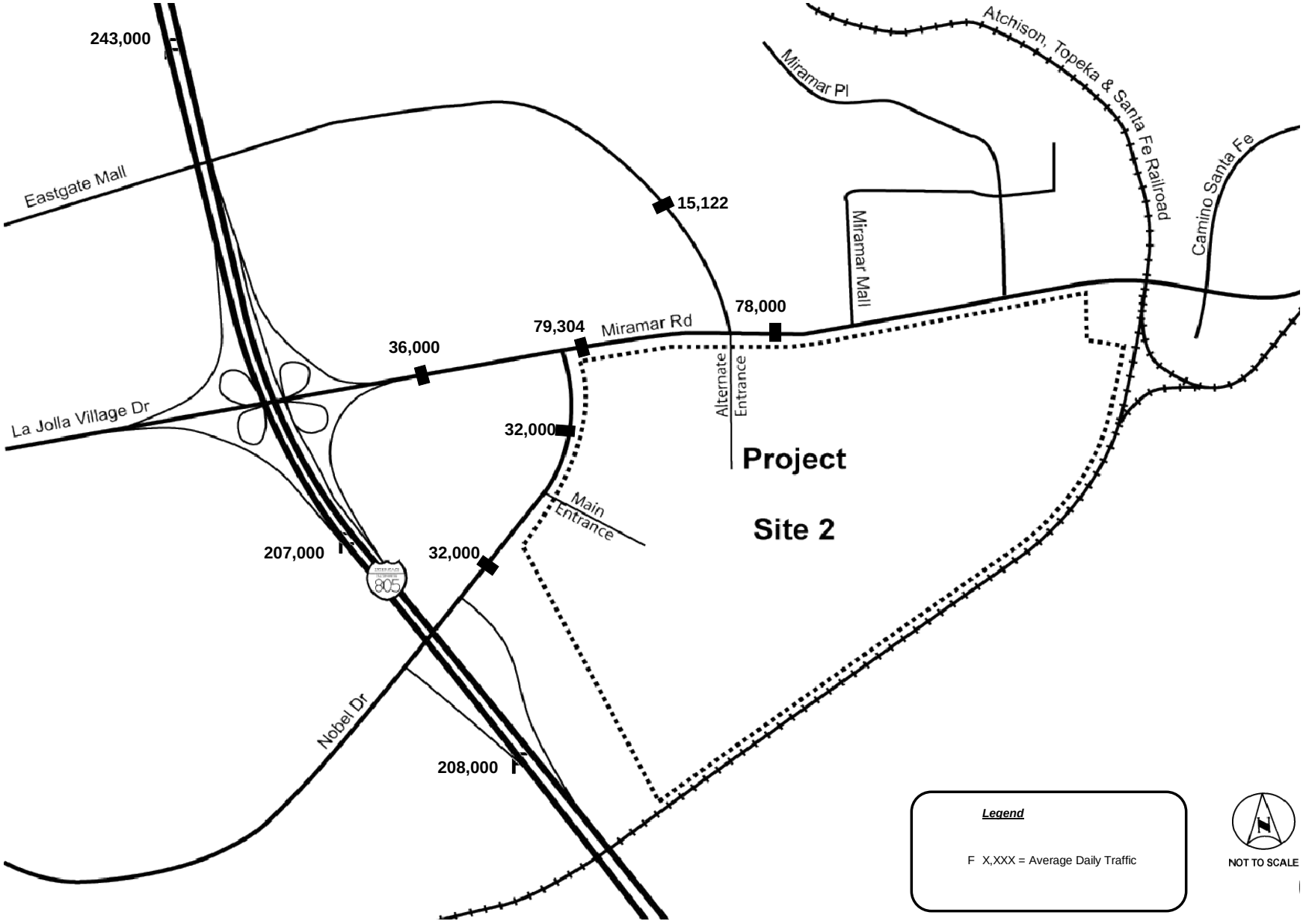


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FIGURE 5-3

Near Term Baseline ADT Volumes (Site 2)

K:\095381003\Excel\[381003RS03.xls]ADT Figure (L)

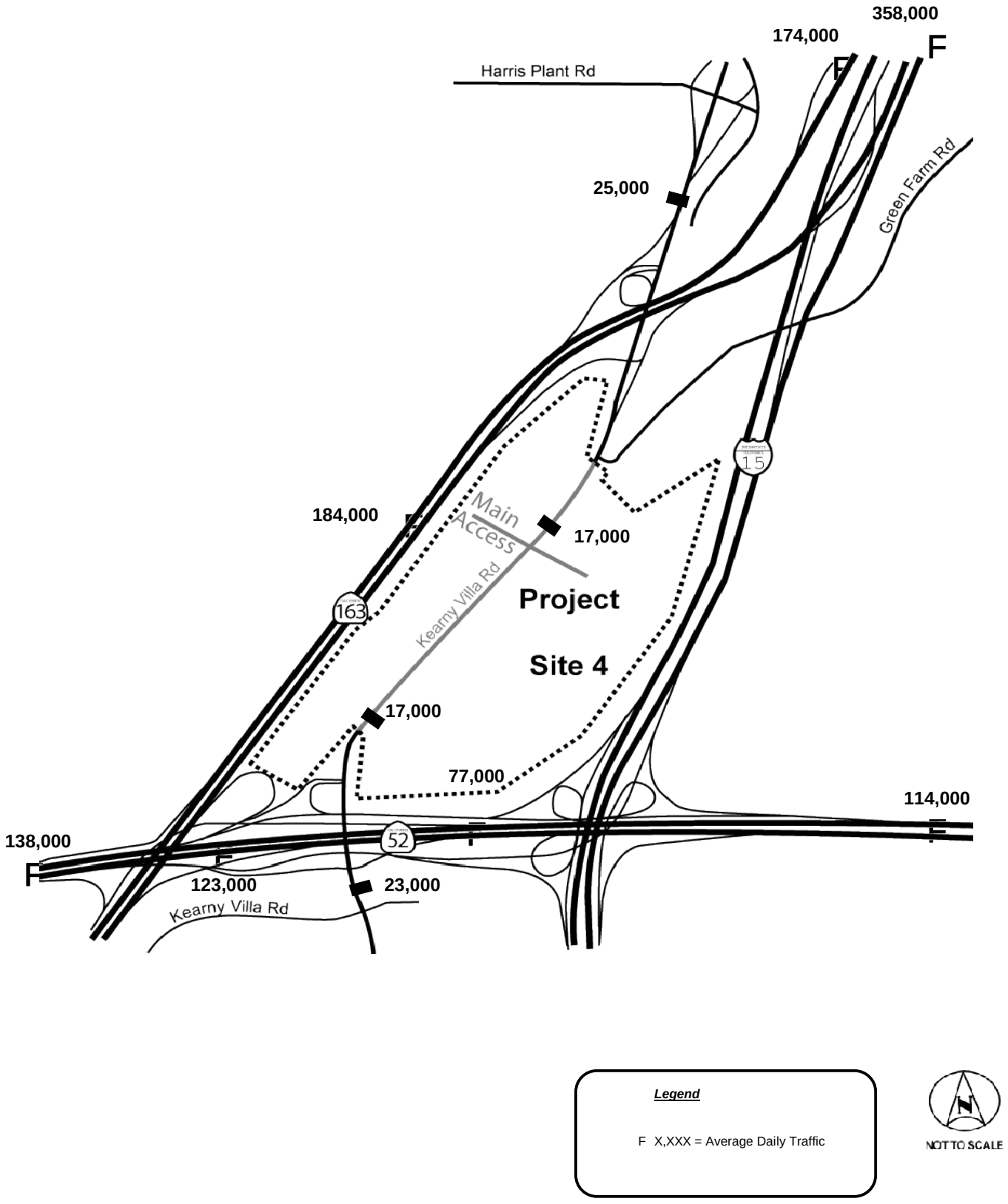

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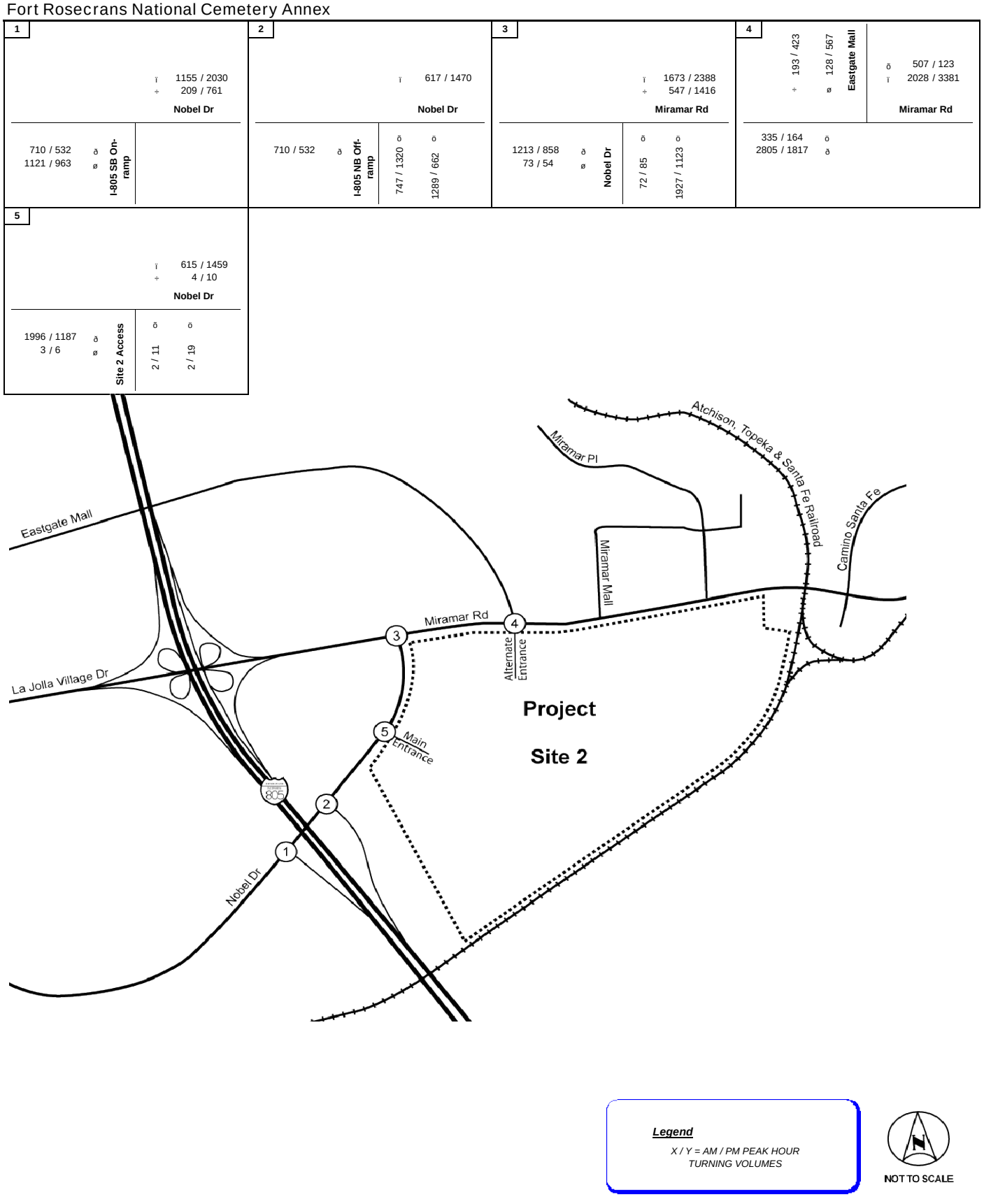
FIGURE 5-4

Near Term Baseline ADT Volumes (Site 4)

K:\095381003\Excel\[381003RS03.xls]ADT Figure (P)

Fort Rosecrans National Cemetery Annex



Kimley-Horn and Associates, Inc.

FIGURE 5-5

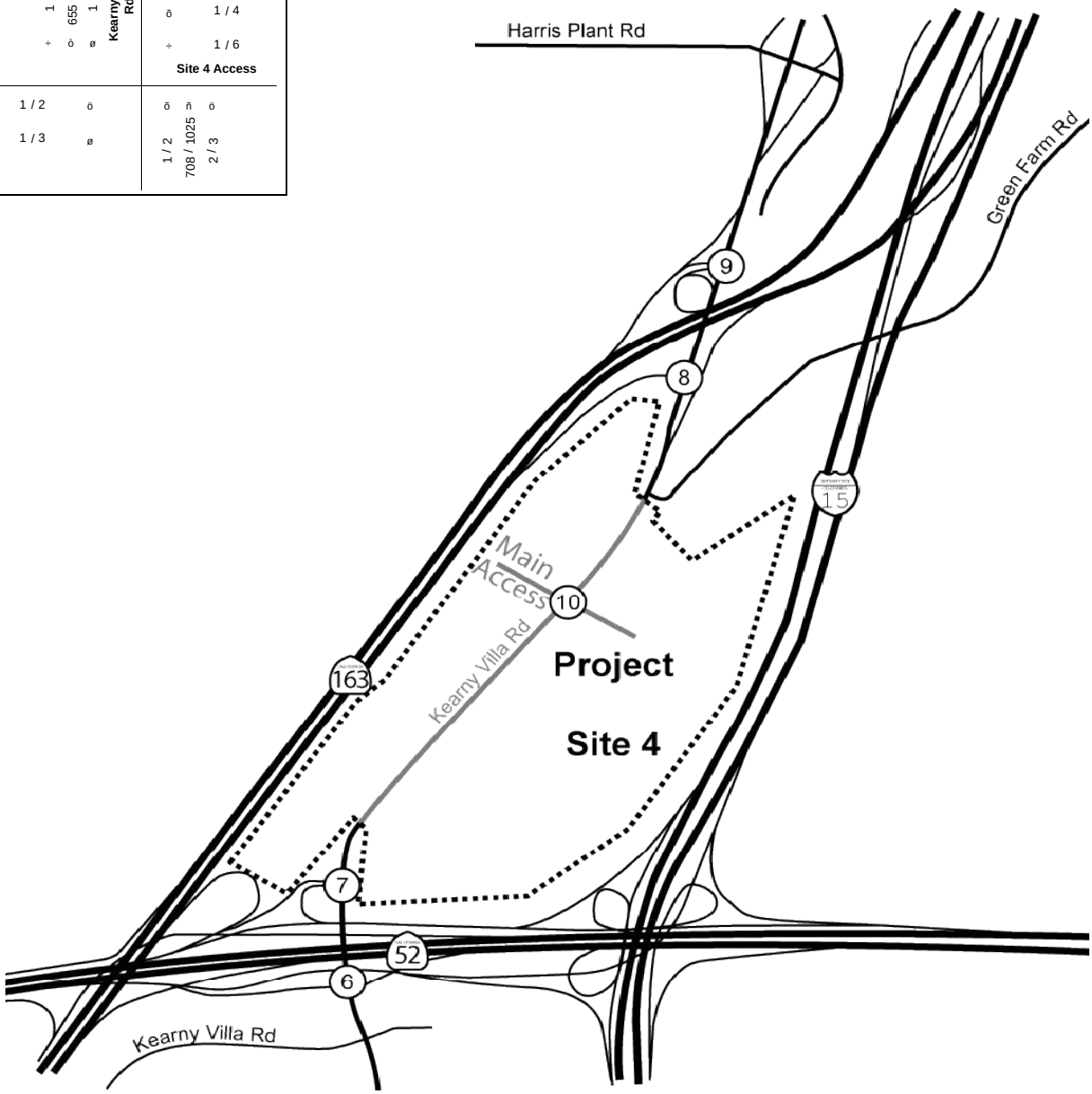
Near Term Plus Project Peak-Hour Traffic Volumes (Site 2)

K:\095381003\Excel\[381003TA03.xls]NTWP Figure 1-12

Fort Rosecrans National Cemetery Annex

6		7		8		9	
Kearny Villa Rd: 1009 / 639 (ò), 82 / 448 (ø)		Kearny Villa Rd: 29 / 43 (+), 628 / 1000 (ò)		Kearny Villa Rd: 639 / 1030 (ò), 37 / 50 (ø)		Kearny Villa Rd: 809 / 1656 (+), 567 / 1018 (ò)	
SR-52 EB Off-ramp	**SR-52 EB On-ramp**	**SR-52 WB Off-ramp**		**SR-163 NB Off-ramp**	**I-15 NB On-ramp**	**SR-163 Ramps**	
256 / 233 (ö) 5 / 4 (ð) 636 / 198 (ø)	406 / 1625 (ñ), 56 / 274 (ö)	230 / 39 (ö) 462 / 87 (ø)	181 / 866 (õ), 481 / 991 (ñ)	1080 / 583 (ö) 18 / 8 (ø)	598 / 653 (ñ), 142 / 378 (ö)	86 / 0 (ö) 110 / 63 (ø)	4 / 9 (õ), 1675 / 1228 (ñ)
I-805 NB Off-ramp				**I-805 NB Off-ramp**		**I-805 NB Off-ramp**	

10	
Kearny Villa Rd: 1 / 1 (+), 655 / 1034 (ò), 1 / 2 (ø)	õ 1 / 4 + 1 / 6
	Site 4 Access
1 / 2 (ö) 1 / 3 (ø)	õ 1 / 2, ñ 708 / 1025, ö 2 / 3



Legend

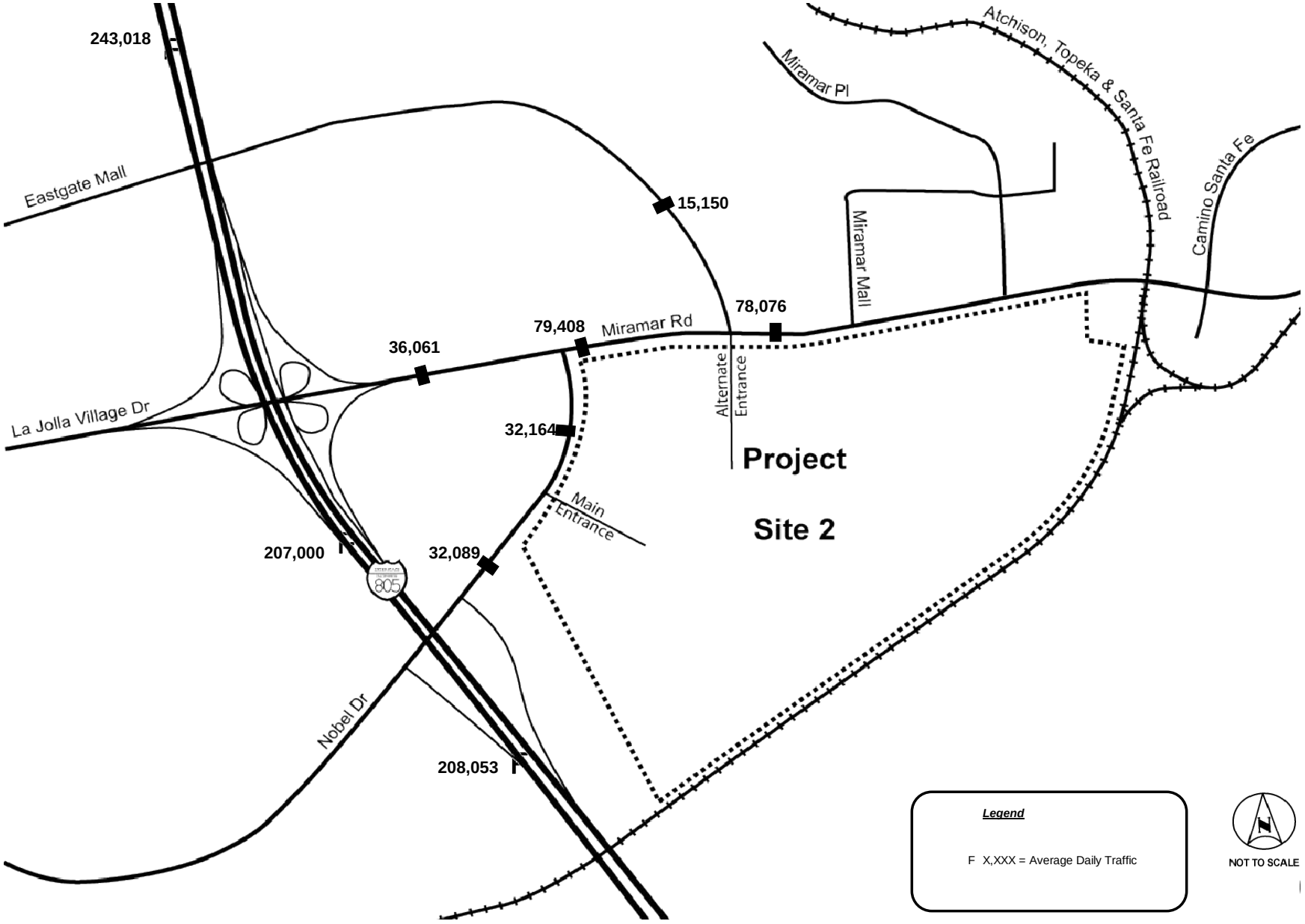
X / Y = AM / PM PEAK HOUR TURNING VOLUMES

NOT TO SCALE

Kimley-Horn and Associates, Inc.

FIGURE 5-6

Near Term Plus Project Peak-Hour Traffic Volumes (Site 4)



Kimley-Horn and Associates, Inc.

FIGURE 5-7

Near Term Plus Project ADT Volumes (Site 2)

K:\095381003\Excel\[381003RS03.xls]ADT Figure (L)

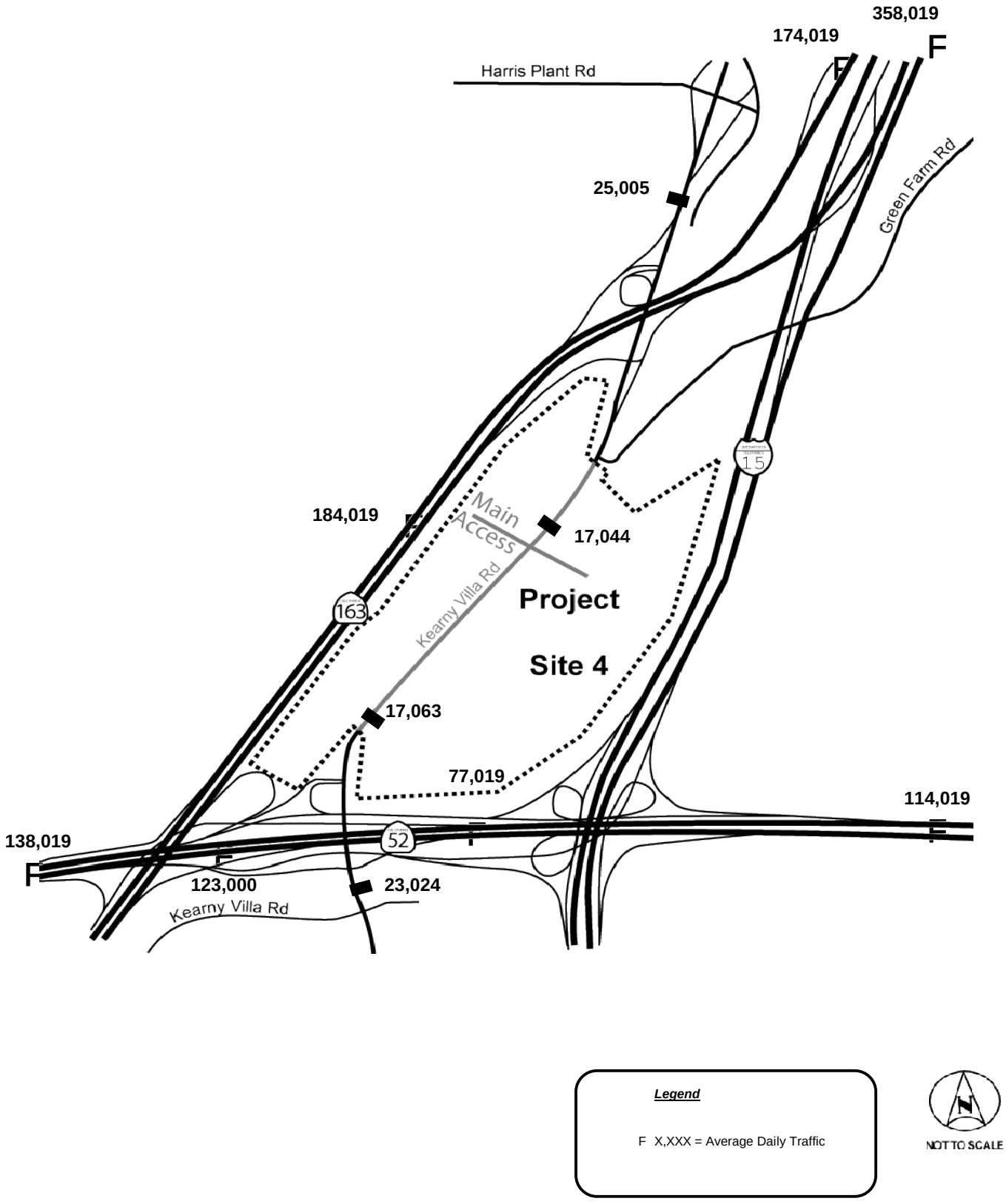


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FIGURE 5-8

Near Term Plus Project ADT Volumes (Site 4)

K:\095381003\Excel\[381003RS03.xls]ADT Figure (P)

Intersection Analysis

Table 5-1 displays the LOS analysis results for the study intersections under the near term baseline and near term plus project conditions for both Site 2 and Site 4. As shown in the table, within the Site 2 study area, all study intersections would operate at LOS C or better, except for the following intersection:

- Miramar Road/Eastgate Mall (LOS F – p.m. peak hour)

Although the intersection listed above would operate at LOS F, the increase in delay due to the project would not exceed the significance threshold. As a result, all intersections in the Site 2 study area would not be considered to have a significant impact with the addition of Site 2 project traffic.

Within the Site 4 study area, all intersections would operate at LOS D or better except for the following intersections:

- SR-52 WB Ramps/Kearny Villa Road (LOS F – a.m. and- p.m. peak-hours)
- SR-163 SB Ramps/Kearny Villa Road (LOS E – a.m. and p.m. peak hours)

As shown in the table, the increase in delay due to the Site 4 project will be greater than 2 seconds at the SR-52 WB Ramps/Kearny Villa Road, but less than 2 seconds at the SR-163 SB Ramps/Kearny Villa Road intersection. Therefore, the proposed Site 4 project would have a significant impact at the SR-52 WB Ramps and Kearny Villa Road intersection and no significant impact at the SR-163 SB Ramps and Kearny Villa Road intersection.

Appendix B contains the LOS calculation worksheets.

Roadway Segment Analysis

Table 5-2 displays the roadway segments analysis under the near term baseline and near term plus project conditions for both the Site 2 and the Site 4. As shown in the table, all roadway segments in the Site 2 study area would function at LOS C or better except for the following roadway segments:

- Miramar Road between Nobel Drive and Eastgate Mall (LOS F without and with project)
- Miramar Road between Eastgate Mall and Miramar Mall (LOS F without and with project)
- Eastgate Mall north of Miramar Road (LOS F without and with project)

Although the roadway segments listed above would function at LOS F, the increase in the v/c Ratio would not exceed the significance threshold. As a result, all roadway segments in the Site 2 study area would not be considered to have a significant impact with the addition of Site 2 project traffic.

Within the Site 4 study area, all roadway segments would function at LOS C or better without and with the addition of the Site 4 project traffic.

Freeway Segment Analysis

Table 5-3 displays the freeway segment analysis under the near term baseline and near term plus project conditions for both Site 2 and Site 4. As shown in the table, all freeway segments within the Site 2 study area would operate at LOS F0 or worse without and with the addition of the Site 2 project traffic. Although all freeways segments would function at LOS F0 or worse, the increase in the v/c Ratio would not exceed the significance threshold. As a result, all freeway segments in the Site 2 study area would not be considered to have a significant impact with the addition of Site 2 project traffic.

Within the Site 4 study area, with the exception of SR-163 between Kearny Villa Road and SR-52 during the p.m. peak-hour, all freeway segments would operate at LOS E or worse without and with the addition of the Site 4 project traffic. However, since the increase in v/c Ratio due to the Site 4 project traffic along the failing freeway segments is below the significance threshold, the proposed Site 4 is not considered to have a significant impact along the freeway segments within its study area.

TABLE 5-1

NEAR TERM CONDITIONS

PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

	INTERSECTION	PEAK HOUR	NEAR TERM BASELINE		NEAR TERM PLUS PROJECT			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Δ	SIGNIFICANT?
SITE 2								
1	Nobel Dr & I-805 SB On Ramp	AM	3.3	A	3.3	A	0.0	--
		PM	6.0	A	6.0	A	0.0	--
2	Nobel Dr & I-805 NB Off Ramp	AM	13.0	B	13.1	B	0.1	--
		PM	18.0	B	18.1	B	0.1	--
3	Miramar Rd & Nobel Dr	AM	51.2	D	51.7	D	0.5	--
		PM	15.1	B	15.4	B	0.3	--
4	Miramar Rd & Eastgate Mall	AM	16.2	B	17.6	B	1.4	--
		PM	101.7	**F**	102.4	**F**	0.7	--
5	Nobel Dr & Site 2 Access	AM	n/a (c)		6.3	A	6.3	--
		PM			5.3	A	5.3	--
SITE 4								
6	SR-52 NB Off Ramp & Kearny Villa Rd	AM	24.4	C	24.5	C	0.1	--
		PM	50.8	D	51.4	D	0.6	--
7	SR-52 WB Ramps & Kearny Villa Rd	AM	ECL	**F**	ECL	**F**	-	**YES**
		PM	ECL	**F**	ECL	**F**	-	**YES**
8	SR-163 NB Off Ramp & Kearny Villa Rd	AM	17.3	B	17.3	B	0.0	--
		PM	10.9	B	10.9	B	0.0	--
9	SR-163 SB Ramp & Kearny Villa Rd	AM	45.2	**E**	45.6	**E**	0.4	--
		PM	35.8	**E**	36.7	**E**	0.9	--
10	Site 4 Access & Kearny Villa Rd	AM	n/a (c)		1.6	A	1.6	--
		PM			2.7	A	2.7	--

Notes:

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

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

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

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

(c) Intersections 5 and 10 are the main access to the projects and will be constructed as project features.

K:\095381003\Excel\[381003IN03.xls]Near-Term

TABLE 5-2

NEAR TERM CONDITIONS

ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	CAPACITY	NEAR TERM BASELINE			NEAR TERM PLUS PROJECT			Δ in ADT	Δ in V/C	SIGNIFICANT?
			ADT	V/C RATIO (a)	LOS	ADT	V/C RATIO (a)	LOS			
SITE 2											
Miramar Rd											
I-805 NB Ramps to Nobel Dr	6 Lanes Prime Arterial	60,000	36,000	0.60	C	36,061	0.60	C	61	0.00	--
Nobel Dr to Eastgate Mall	6 Lanes Prime Arterial	60,000	79,304	1.32	**F**	79,408	1.32	**F**	104	0.00	--
Eastgate Mall to Miramar Mall	6 Lanes Prime Arterial	60,000	78,000	1.30	**F**	78,076	1.30	**F**	76	0.00	--
Nobel Dr											
Miramar Rd to Site 2 Access	6 Lanes Major Arterial	50,000	32,000	0.64	C	32,164	0.64	C	164	0.00	--
Site 2 Access to I-805 NB off-ramp	6 Lanes Major Arterial	50,000	32,000	0.64	C	32,089	0.64	C	89	0.00	--
Eastgate Mall											
North of Miramar Rd	2 Lanes Collector (commercial-industrial fronting)	8,000	15,122	1.89	**F**	15,150	1.89	**F**	28	0.00	--
SITE 4											
Kearny Villa Rd											
Harris Plant Rd to SR-163 SB Ramps	4 Lanes Major Arterial	40,000	25,000	0.63	C	25,005	0.63	C	5	0.00	--
SR-163 NB Ramps to Proposed Project Dwy	4 Lanes Collector	30,000	17,000	0.57	C	17,044	0.57	C	44	0.00	--
Proposed Project Dwy to SR-52 WB Ramps	4 Lanes Collector	30,000	17,000	0.57	C	17,063	0.57	C	63	0.00	--
SR-52 EB Ramps to Ruffin Rd	4 Lanes Major Arterial	40,000	23,000	0.58	C	23,024	0.58	C	24	0.00	--

Notes:

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

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

K:\095381003\Excel\[381003RS03.xls]NearTerm

TABLE 5-3
NEAR TERM CONDITIONS
FREEWAY SEGMENT ANALYSIS SUMMARY

FREEWAY SEGMENT	DIRECTION	NUMBER OF LANES	CAPACITY (a)	NEAR TERM BASELINE ADT (b)	K (PEAK HOUR %)	D (DIRECTIONAL SPLIT)	TRUCK FACTOR	PEAK-HOUR VOLUME (c)	V/C RATIO	LOS	NEAR TERM PLUS PROJECT ADT (b)	PEAK-HOUR VOLUME (c)	V/C RATIO	LOS	V/C RATIO Δ	SIGNIFICANT?
AM PEAK																
SITE 2																
I-805																
Governor Dr to Nobel Dr	NB	4 M	8,000	243,000	0.080	0.609	1.040	11,432	1.429	**F2**	243,018	11,433	1.429	**F2**	0.000	--
	SB	4 M	8,000													--
Nobel Dr to Miramar Rd	NB	4 M	8,000	207,000	0.080	0.609	0.946	10,701	1.338	**F1**	207,000	10,701	1.338	**F1**	0.000	--
	SB	4 M	8,000													--
Miramar Rd to Mira Mesa Blvd	NB	4 M	8,000	208,000	0.080	0.609	0.926	10,995	1.374	**F2**	208,053	10,998	1.375	**F2**	0.000	--
	SB	4 M	8,000													--
SITE 4																
I-15																
SR-163 to Miramar Way	NB	4 M + 1 ML	9,600	358,000							358,019					--
	SB	4 M + 1 ML	9,600		0.082	0.520	0.997	15,238	1.587	**F2**		15,239	1.587	**F2**	0.000	--
SR-52																
Convoy St to SR-163	WB	3 M	6,000	138,000	0.094	0.629	1.202	6,808	1.135	**F0**	138,019	6,809	1.135	**F0**	0.000	--
	EB	3 M	6,000													--
SR-163 to Kearny Villa Rd	WB	3 M	6,000	123,000	0.094	0.629	0.830	8,791	1.465	**F2**	123,000	8,791	1.465	**F2**	0.000	--
	EB	3 M	6,000													--
Kearny Villa Rd to I-15	WB	3 M	6,000	77,000	0.094	0.629	0.707	6,454	1.076	**F0**	77,019	6,456	1.076	**F0**	0.000	--
	EB	3 M	6,000													--
I-15 to Santo Rd	WB	3 M	6,000	114,000	0.094	0.629	1.060	6,378	1.063	**F0**	114,019	6,379	1.063	**F0**	0.000	--
	EB	3 M	6,000													--
SR-163																
I-15 to Kearny Villa Rd	NB	4 M	8,000	174,000	0.074	0.853	0.949	11,494	1.437	**F2**	174,019	11,496	1.437	**F2**	0.000	--
	SB	4 M + 1 A	9,200													--
Kearny Villa Rd to SR-52	NB	4 M	8,000	184,000	0.074	0.853	1.005	11,470	1.434	**F2**	184,019	11,471	1.434	**F2**	0.000	--
	SB	5 M	10,000													--
PM PEAK																
SITE 2																
I-805																
Governor Dr to Nobel Dr	NB	4 M	8,000	243,000							243,018					--
	SB	4 M	8,000		0.076	0.594	1.039	10,511	1.314	**F1**		10,529	1.316	**F1**	0.002	--
Nobel Dr to Miramar Rd	NB	4 M	8,000	207,000							207,000					--
	SB	4 M	8,000		0.076	0.594	0.945	9,839	1.230	**F0**		9,839	1.230	**F0**	0.000	--
Miramar Rd to Mira Mesa Blvd	NB	4 M	8,000	208,000							208,053					--
	SB	4 M	8,000		0.076	0.594	0.924	10,109	1.264	**F1**		10,112	1.264	**F1**	0.000	--
SITE 4																
I-15																
SR-163 to Miramar Way	NB	4 M + 1 ML	9,600	358,000							358,019					--
	SB	4 M + 1 ML	9,600		0.081	0.540	1.001	15,554	1.620	**F2**		15,555	1.620	**F2**	0.000	--
SR-52																
Convoy St to SR-163	WB	3 M	6,000	138,000							138,019					--
	EB	3 M	6,000		0.092	0.587	1.202	6,195	1.033	**F0**		6,196	1.033	**F0**	0.000	--
SR-163 to Kearny Villa Rd	WB	3 M	6,000	123,000							123,000					--
	EB	3 M	6,000		0.092	0.587	0.784	8,471	1.412	**F2**		8,471	1.412	**F2**	0.000	--
Kearny Villa Rd to I-15	WB	3 M	6,000	77,000							77,019					--
	EB	3 M	6,000		0.092	0.587	0.547	7,592	1.265	**F1**		7,594	1.266	**F1**	0.000	--
I-15 to Santo Rd	WB	3 M	6,000	114,000							114,019					--
	EB	3 M	6,000		0.092	0.587	0.720	8,546	1.424	**F2**		8,548	1.425	**F2**	0.000	--
SR-163																
I-15 to Kearny Villa Rd	NB	4 M	8,000	174,000							174,019					--
	SB	4 M + 1 A	9,200		0.090	0.540	0.948	8,900	0.967	**E**		8,901	0.967	**E**	0.000	--
Kearny Villa Rd to SR-52	NB	4 M	8,000	184,000							184,019					--
	SB	5 M	10,000		0.090	0.540	1.005	8,881	0.888	D		8,882	0.888	D	0.000	--

Notes:
Bold values indicate freeway segments operating at LOS E or F.
(a) The capacity is calculated as 2,000 ADT per Mainline, 1,600 ADT per HOV lane, 1,600 ADT per ML and 1,200 ADT per auxiliary lane (M: Mainline, A: Aux.,HOV: High Occupancy Vehicle, ML: Managed Lanes Ex. 4M+2A=4 Mainline + 2 Aux)
(b) ADT's volumes provided by SANDAG
(c) Peak-hour volume calculated by: (ADT*K*D)/Truck Factor

K:\09538100\Excel\[381003fr03.xls]Near Term

Mitigation

Table 5-4 describes the transportation improvements that will be needed to mitigate the proposed project's intersections impacts. As shown in Table 5-1, no significant impacts would result at Site 2. However, the proposed Site 4 project would have a significant impact at the SR-52 WB Ramps and Kearny Villa Road intersection. To mitigate its impact at the SR-52 WB Ramps and Kearny Villa Road intersection, the proposed project would be required to signalize the intersection. As shown in Table 5-4, with the proposed improvement, the SR-52 WB ramps and Kearny Villa Road intersection would operate at LOS D or better during both peak periods.

Figure 5-9 shows the lane configurations at the study intersections with the proposed improvements for Site 4. **Appendix C** contains the mitigated peak-hour intersections LOS calculation worksheets.

TABLE 5-4

NEAR TERM CONDITIONS MITIGATED

PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

	INTERSECTION	PEAK HOUR	BEFORE PROJECT		AFTER PROJECT		AFTER PROJECT'S IMPROVEMENT		DESCRIPTION
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	
SITE 4									
7	SR-52 WB Ramps & Kearny Villa Rd	AM	ECL	F	ECL	**F**	24.5	C	Construct Traffic Signal.
		PM	ECL	F	ECL	**F**	46.7	D	

Notes:

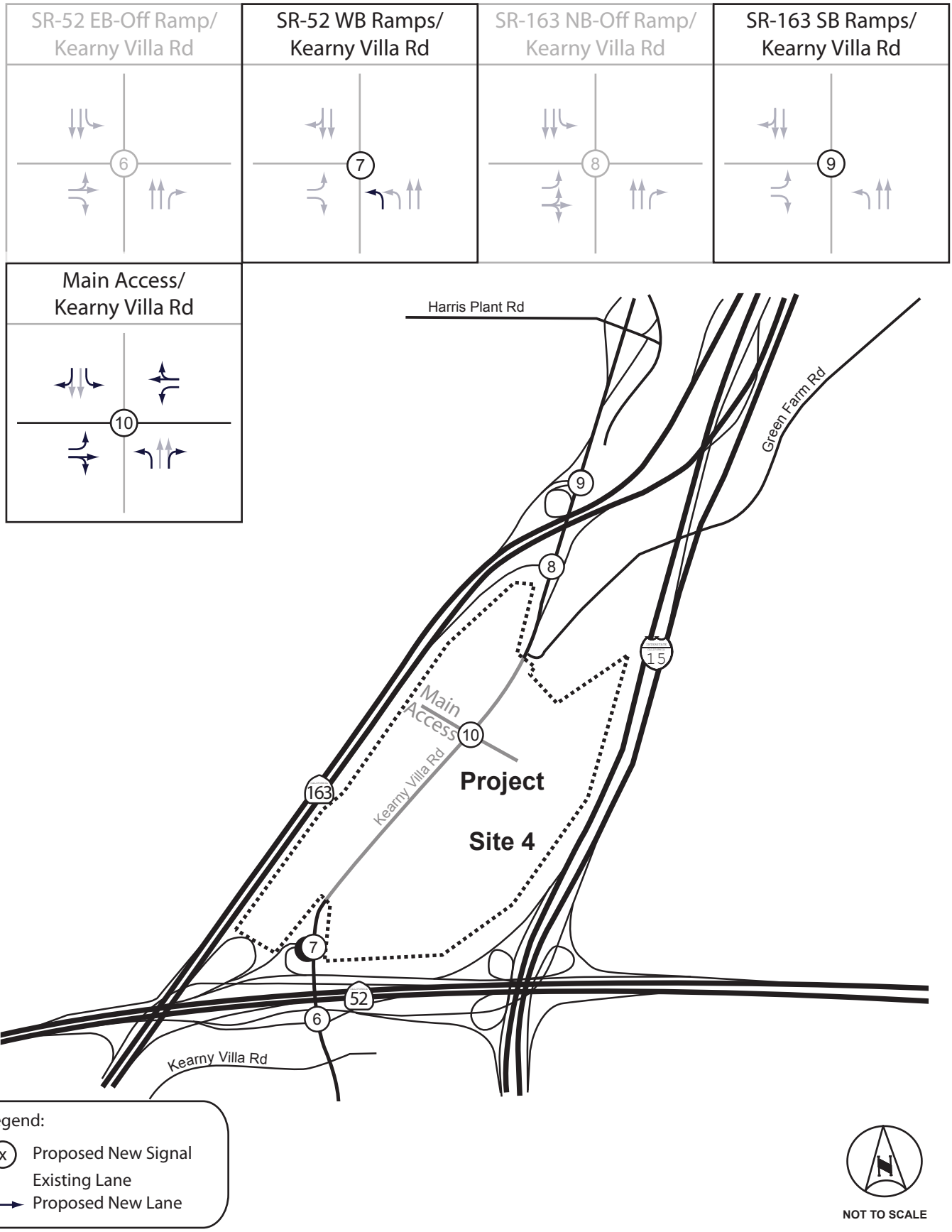
Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.

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

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

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

K:\095381003\Excel\[381003IN03.xls]Near-Term Mit



Kimley-Horn and Associates, Inc.

FIGURE 5-9

Site 4 Near Term Proposed Project Improvements

Traffic-Master/Illustrator/int geometry.ai

6.0 HORIZON YEAR CONDITIONS

This section provides a description of the Horizon Year conditions both without and with the addition of the Fort Rosecrans National Cemetery Annex project traffic.

Road Network

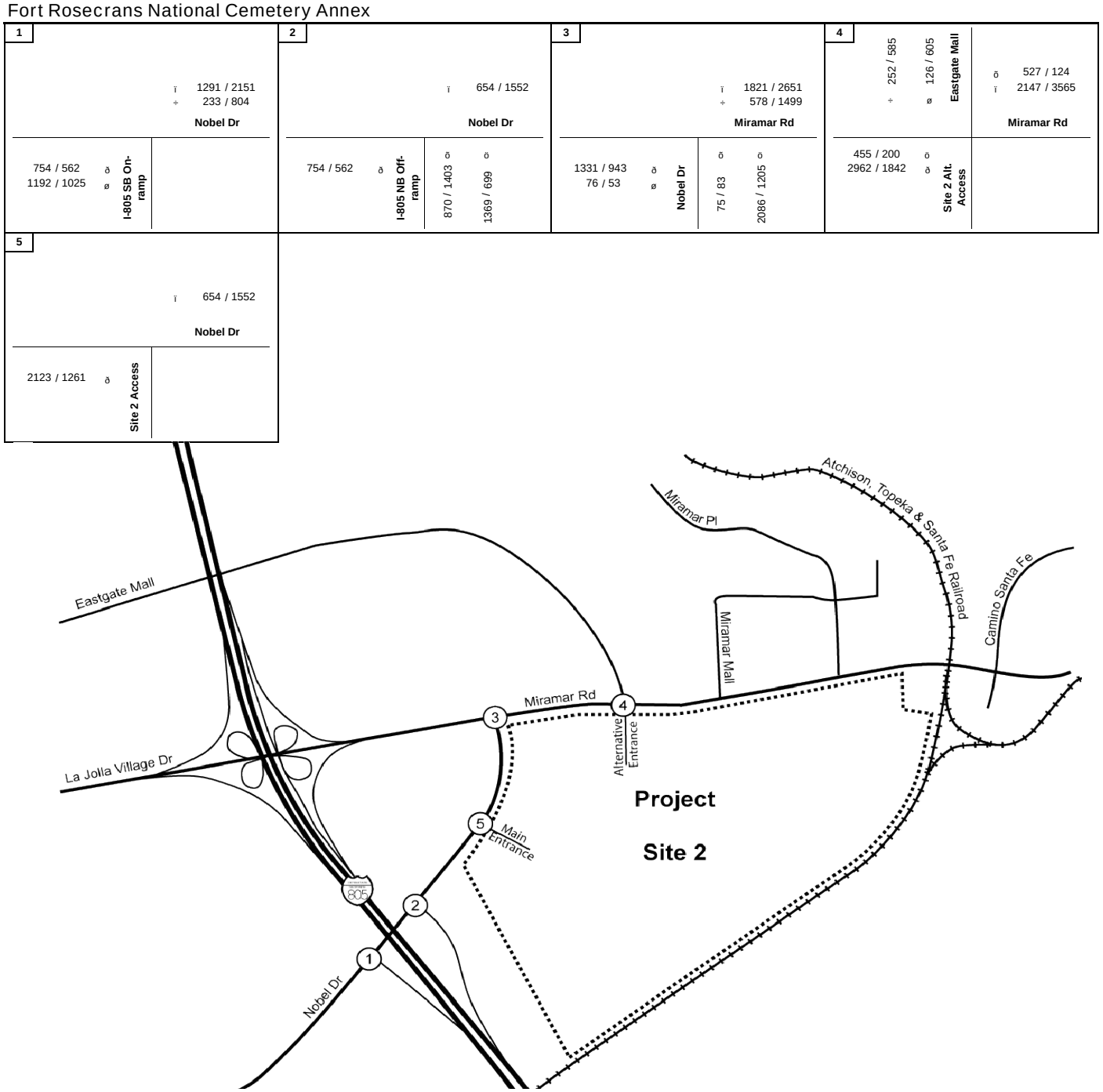
Under the Horizon Year scenario or by the year 2030, all roadways in the study area are expected to be built to their ultimate classification. No major infrastructure improvement projects are expected to be completed in the vicinity of the project sites. Under the Horizon Year scenario, the proposed project's Near Term improvements were assumed to be in place for the Horizon Year baseline conditions.

Traffic Volumes

The estimated traffic for Site 2 and Site 4 was added to the Build-Out baseline condition trips to estimate the Build-Out plus Project conditions.

Figures 6-1, **6-3, 6-5,** and **6-7** show the peak-hour and ADT volumes without and with the project for Site 2 and **Figures 6-2, 6-4, 6-6,** and **6-8** show the peak-hour and ADT volumes without and with the project for Site 4.

Fort Rosecrans National Cemetery Annex



Legend

X / Y = AM / PM PEAK HOUR TURNING VOLUMES

NOT TO SCALE

Kimley-Horn and Associates, Inc.

FIGURE 6-1

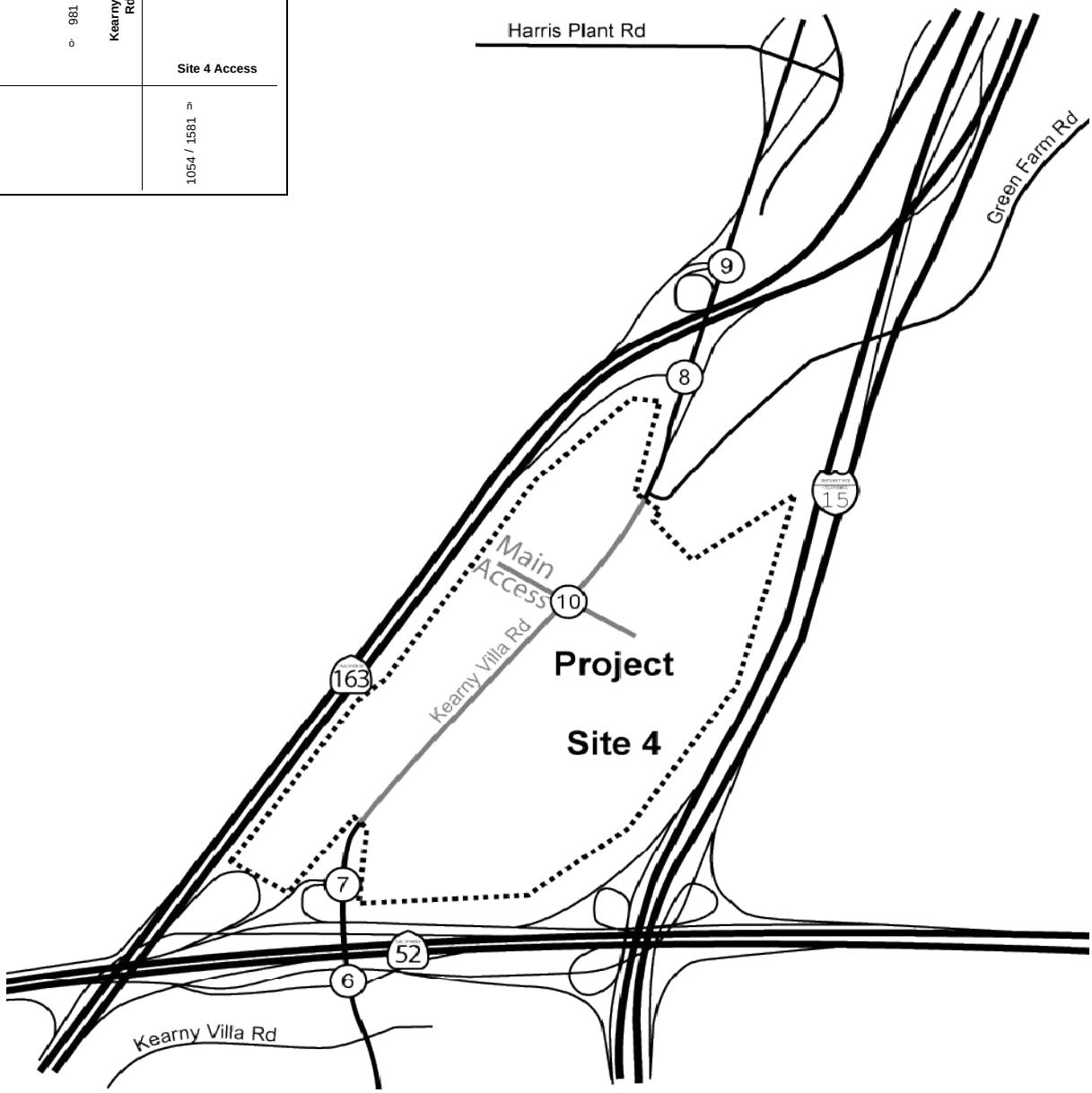
Horizon Year Baseline Peak-Hour Traffic Volumes (Site 2)

K:\095381003\Excel\[381003TA03.xls]BO Figure 1-12

Fort Rosecrans National Cemetery Annex

6				7				8				9			
		Kearny Villa Rd				Kearny Villa Rd				Kearny Villa Rd				Kearny Villa Rd	
		ò 1388 / 934	ø 137 / 726			+ 31 / 45	ò 950 / 1528			ò 978 / 1570	ø 59 / 74			+ 1161 / 2409	ò 914 / 1521
SR-52 EB Off-ramp			SR-52 EB On-ramp	SR-52 WB Off-ramp				SR-163 NB Off-ramp			I-15 NB On-ramp	SR-163 Ramps			
403 / 360	ò		ñ ò 651 / 2434	320 / 46	ò		ò 253 / 1259	1579 / 841	ò		ñ ò 878 / 1051	159 / 0	ò		ò 3 / 5
1 / 1	ð						ñ 734 / 1535			I-805 NB Off-ramp				I-805 NB Off-ramp	ñ 2454 / 1887
801 / 232	ø		84 / 369	575 / 132	ø			12 / 3	ø		176 / 530	123 / 84	ø		

10		
		Kearny Villa Rd
		ò 981 / 1573
		Site 4 Access
		ñ 1054 / 1581



Legend

X / Y = AM / PM PEAK HOUR TURNING VOLUMES

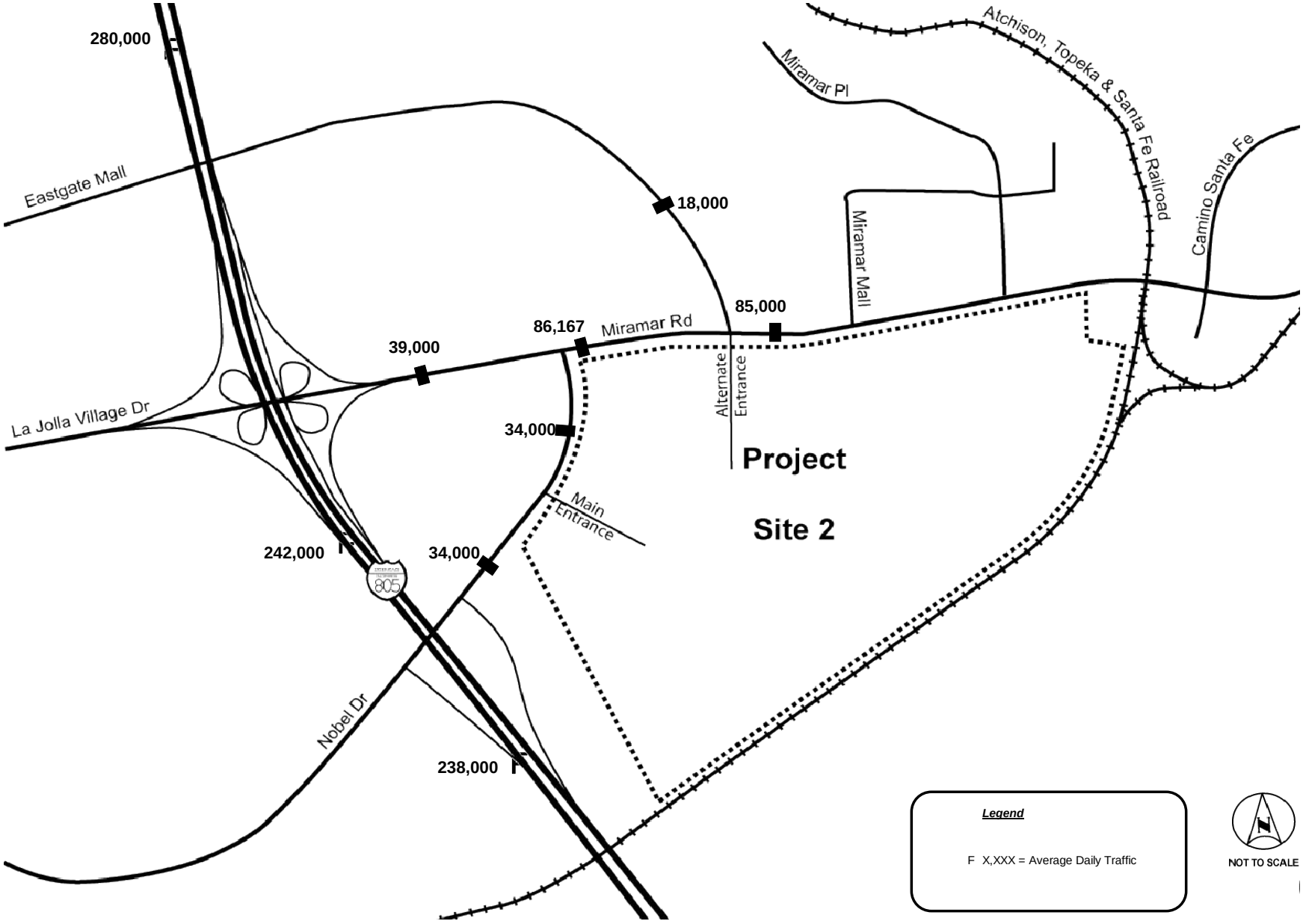
NOT TO SCALE

Kimley-Horn and Associates, Inc.

FIGURE 6-2

Horizon Year Baseline Peak-Hour Traffic Volumes (Site 4)

K:\095381003\Excel\[381003TA03.xls]BO Figure 13-24



Kimley-Horn and Associates, Inc.

FIGURE 6-3

Horizon Year Baseline ADT Volumes (Site 2)

K:\095381003\Excel\[381003RS03.xls]ADT Figure (L)

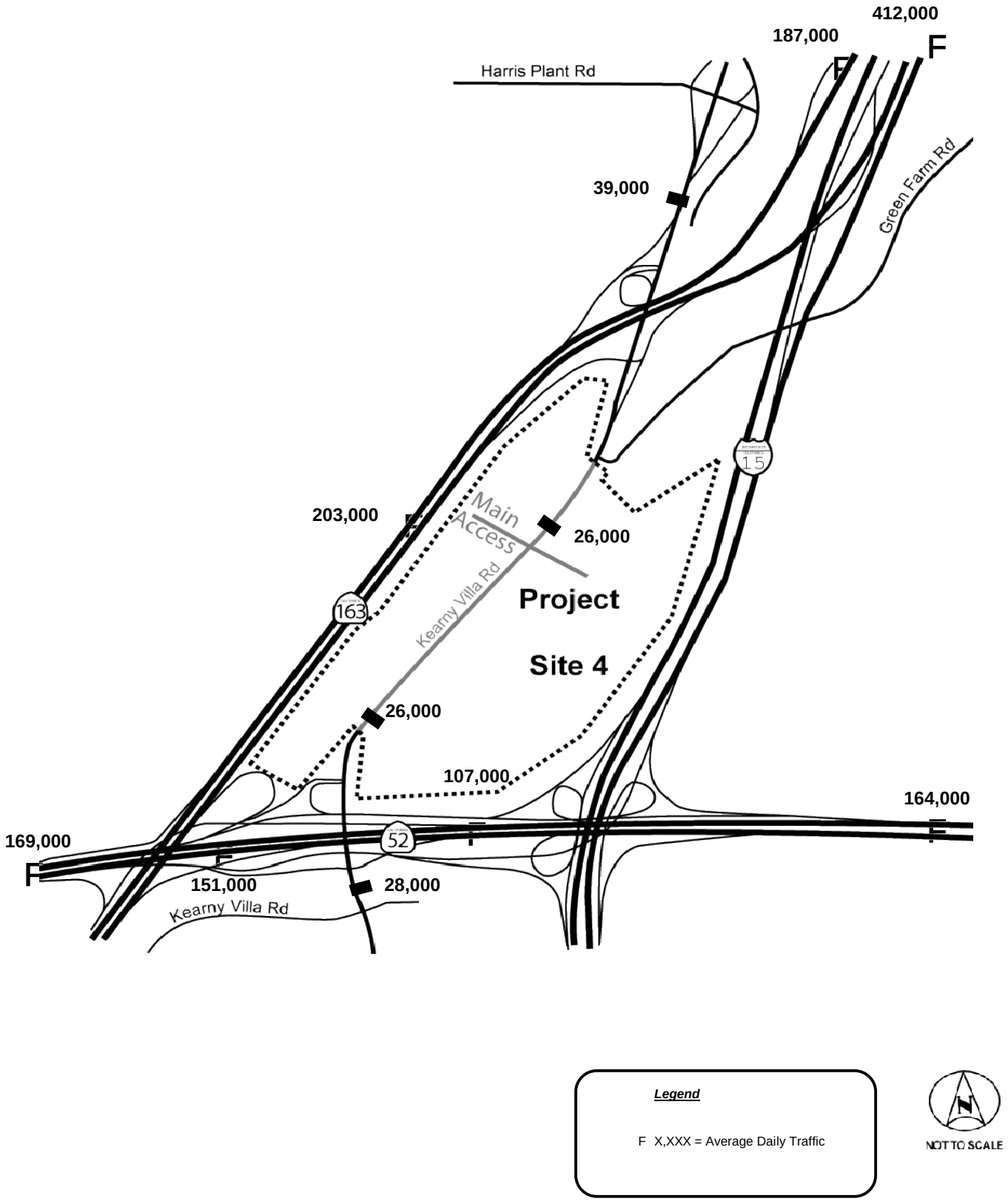


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FIGURE 6-4

Horizon Year Baseline ADT Volumes (Site 4)

K:\095381003\Excel\[381003RS03.xls]ADT Figure (P)

Fort Rosecrans National Cemetery Annex

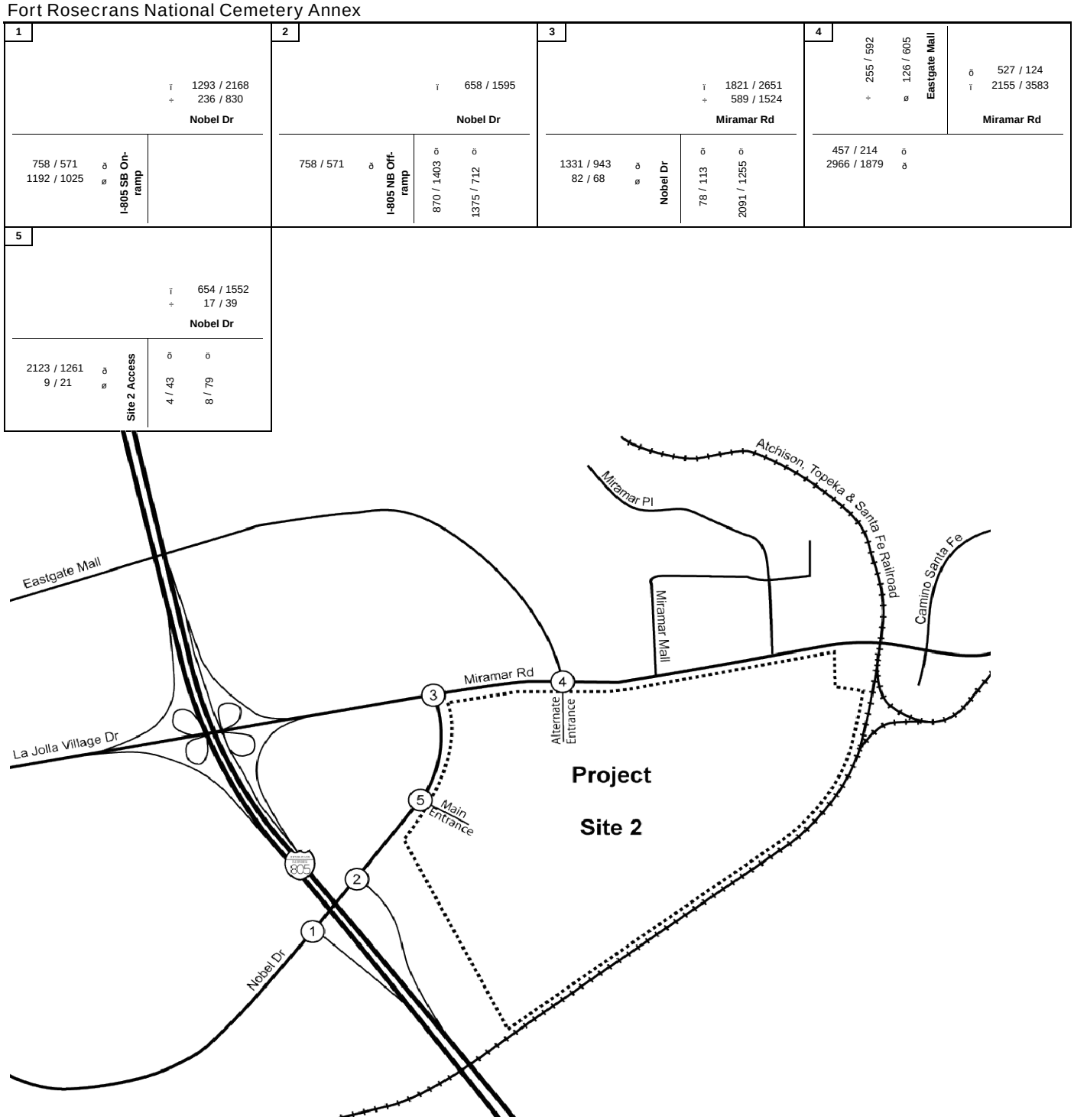

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FIGURE 6-5

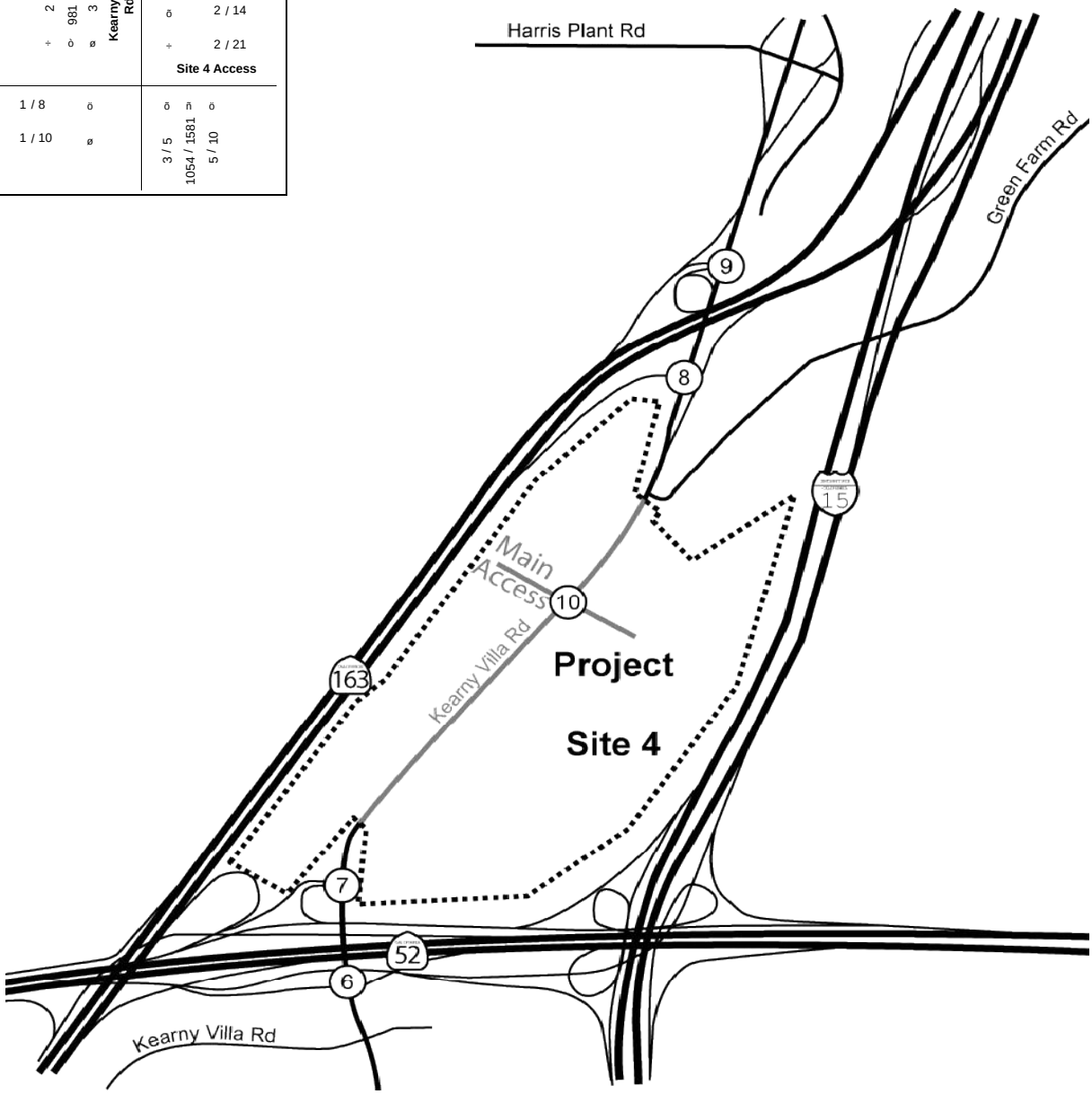
Horizon Year Plus Project Peak-Hour Traffic Volumes (Site 2)

K:\095381003\Excel\[381003TA03.xls]BOWP Figure 1-12

Fort Rosecrans National Cemetery Annex

6			7			8			9		
Kearny Villa Rd			Kearny Villa Rd			Kearny Villa Rd			Kearny Villa Rd		
1389 / 946			32 / 55			981 / 1576			1161 / 2409		
138 / 736			952 / 1549			59 / 74			915 / 1523		
SR-52 EB Off-ramp		**SR-52 EB On-ramp**	**SR-52 WB Off-ramp**			**SR-163 NB Off-ramp**		**I-15 NB On-ramp**	**SR-163 Ramps**		
405 / 365		654 / 2440	322 / 51		253 / 1259	1579 / 841		879 / 1063	159 / 0		4 / 15
1 / 1		84 / 369			739 / 1546			177 / 540			2455 / 1890
801 / 232			575 / 132			14 / 8	**I-805 NB Off-ramp**		125 / 89	**I-805 NB Off-ramp**	

10		
Kearny Villa Rd		Site 4 Access
2 / 4		2 / 14
981 / 1573		2 / 21
3 / 7		
1 / 8		3 / 5
1 / 10		1054 / 1581
		5 / 10



Legend

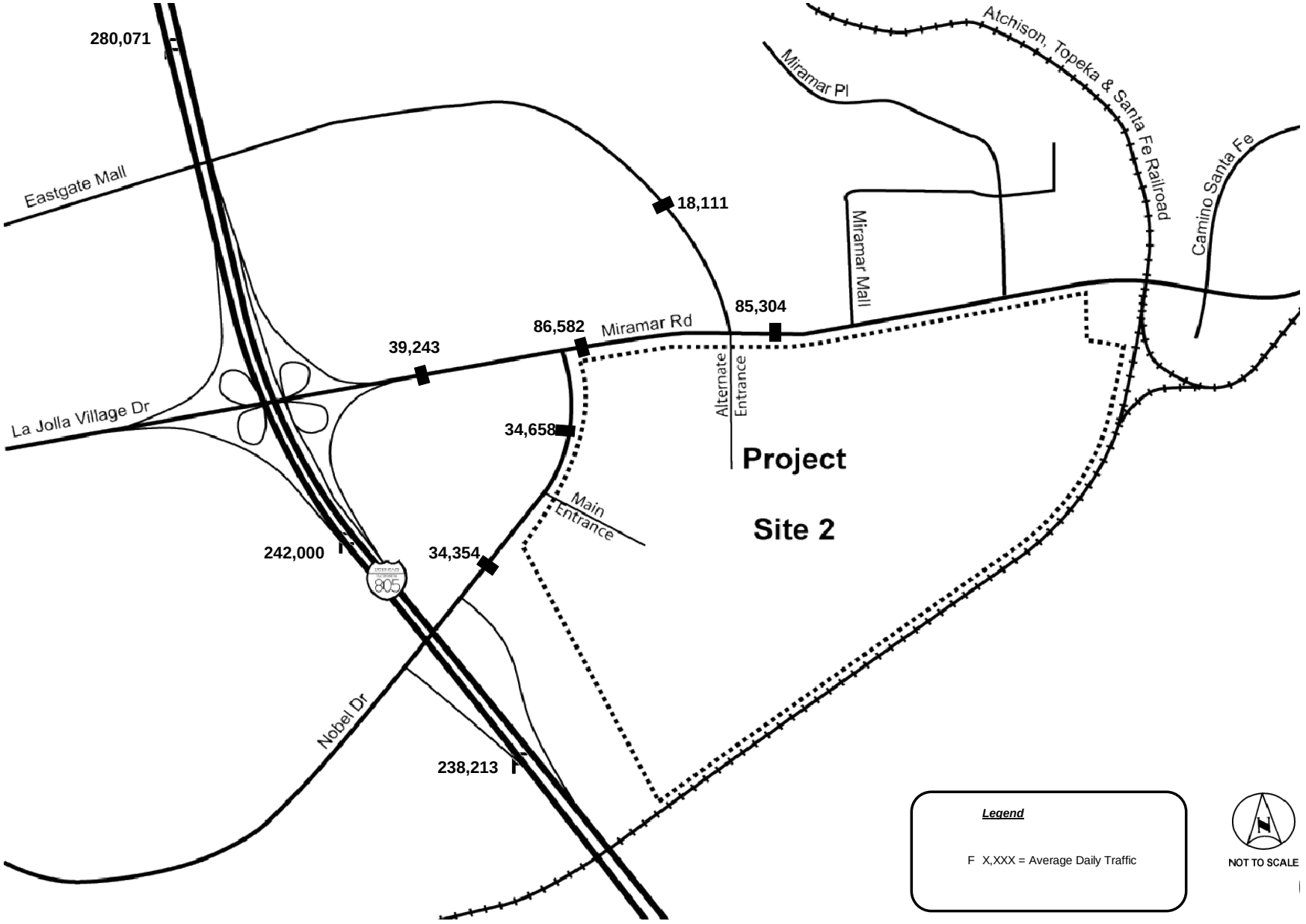
X / Y = AM / PM PEAK HOUR TURNING VOLUMES

NOT TO SCALE

Kimley-Horn and Associates, Inc.

FIGURE 6-6

Horizon Year Plus Project Peak-Hour Traffic Volumes (Site 4)

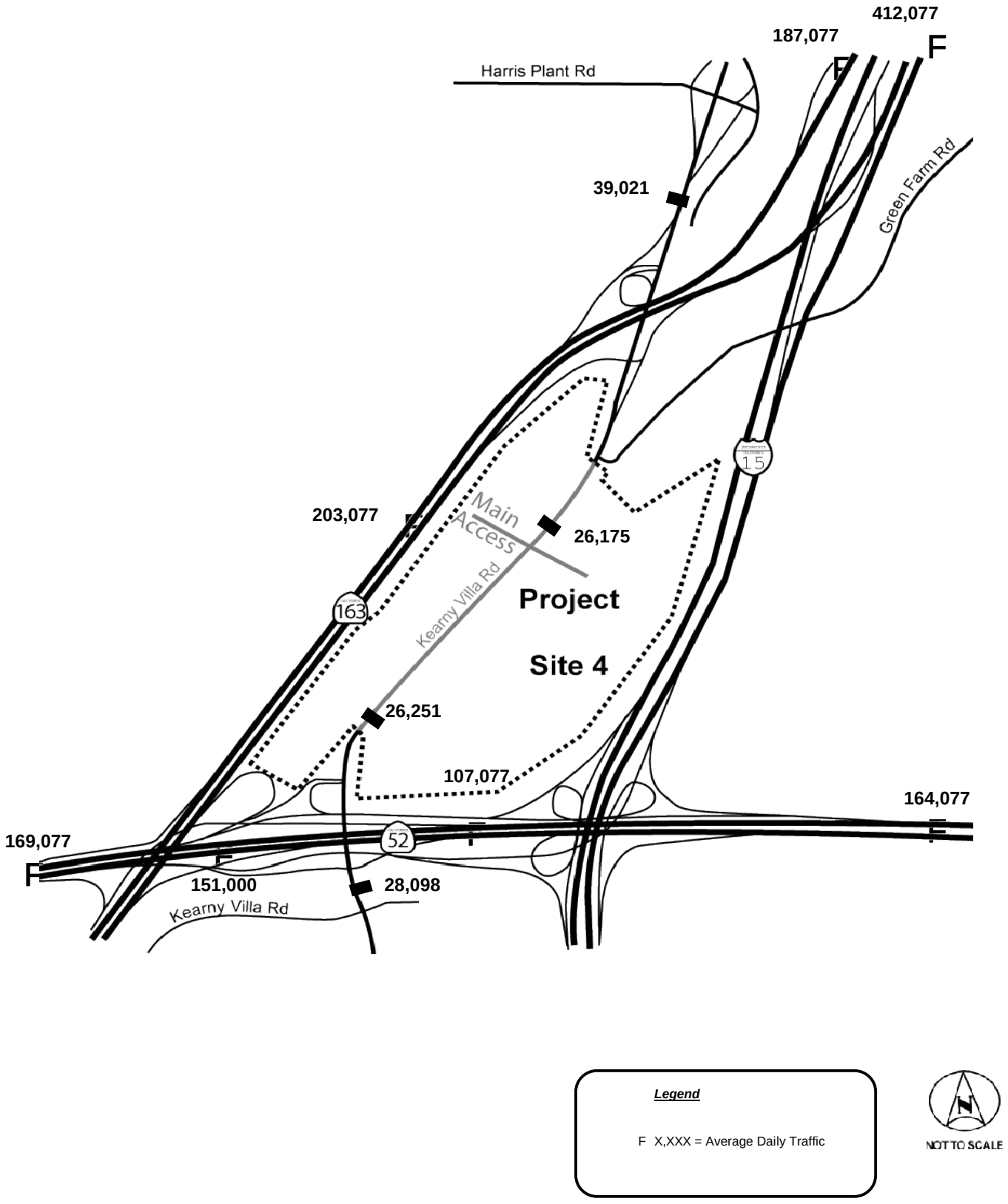


Kimley-Horn and Associates, Inc.

FIGURE 6-7

Horizon Year Plus Project ADT Volumes (Site 2)

K:\095381003\Excel\[381003RS03.xls]ADT Figure (L)



Kimley-Horn and Associates, Inc.

FIGURE 6-8

Horizon Year Plus Project ADT Volumes (Site 4)

K:\095381003\Excel\[381003RS03.xls]ADT Figure (P)

Intersection Analysis

Table 6-1 displays the LOS analysis results for the study intersections under the Horizon Year baseline and Horizon Year plus project conditions for both Site 2 and Site 4. As shown in the table, within the Site 2 study area, all study intersections would operate at LOS C or better except for the following intersections:

- Miramar Road/Nobel Drive (LOS E - a.m. peak-hour)
- Miramar Road/Eastgate Mall (LOS F – p.m. peak hour)

Although both intersections listed above would operate at LOS E/F, the increase in delay due to the project would not exceed the significance threshold. As a result, all intersections in the Site 2 study area would not be considered to have a significant impact with the addition of Site 2 project traffic.
Within the Site 4 study area, all intersections would operate at LOS D or better except for the following intersections:

- SR-52 NB off Ramp/Kearny Villa Road (LOS E or F – a.m. and- p.m. peak-hours)
- SR-52 WB Ramps/Kearny Villa Road (LOS F –p.m. peak-hour)
- SR-163 SB Ramps/Kearny Villa Road (LOS F – a.m. and p.m. peak hour)

As shown in the table, the increase in delay due to the Site 4 project will be greater than 2 seconds at the SR-52 NB off Ramp and Kearny Villa Road intersection and the SR-163 SB Ramps and Kearny Villa Road intersection. Therefore, the proposed Site 4 project would have a significant cumulative impact at both of these intersections..

Appendix B contains the LOS calculation worksheets.

Roadway Segment Analysis

Table 6-2 displays the roadway segments analysis under the Horizon Year baseline and Horizon Year plus project conditions for both the Site 2 and the Site 4. As shown in the table, all roadway segments in the Site 2 study area would function at LOS C or better except for the following roadway segment:

- Miramar Road between Nobel Drive and Eastgate Mall (LOS F without and with project)
- Miramar Road between Eastgate Mall and Miramar Mall (LOS F without and with project)
- Eastgate Mall north of Miramar Road (LOS F without and with project)

Although the roadway segments listed above would function at LOS F, the increase in the v/c Ratio would not exceed the significance threshold. As a result, all roadway segments in the Site 2 study area would not be considered to have a significant impact with the addition of Site 2 project traffic.

Within the Site 4 study area, all roadway segments would function at LOS C or better without and with the addition of the Site 4 project traffic except for the following roadway segment:

- Kearny Villa Road between Harris Plant Road and SR-163 SB Ramps (LOS E without and with project)

It should be noted that although the roadway segment listed above would function at LOS E, the increase in the v/c Ratio due to the project traffic would not exceed the significance threshold. As a result, all

roadway segments in the Site 4 study area would not be considered to have a significant impact with the addition of Site 4 project traffic.

Freeway Segment Analysis

Table 6-3 displays the freeway segment analysis under the Horizon Year baseline and Horizon Year plus project conditions for both Site 2 and Site 4. As shown in the table, all freeway segments within the Site 2 study area would operate at LOS F0 or worse without and with the addition of the Site 2 project traffic. Although all freeways segments would function at LOS F0 or worse, the increase in the v/c Ratio would not exceed the significance threshold. As a result, all freeway segments in the Site 2 study area would not be considered to have a significant impact with the addition of Site 2 project traffic.

Within the Site 4 study area, all freeway segments would operate at LOS E or worse without and with the addition of the Site 4 project traffic. However, since the increase in v/c Ratio due to the Site 4 project traffic along the failing freeway segments is below the significance threshold, the proposed Site 4 is not considered to have a significant impact along the freeway segments within its study area.

TABLE 6-1

HORIZON YEAR CONDITIONS

PEAK HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

	INTERSECTION	PEAK HOUR	HORIZON YEAR BASELINE		HORIZON YEAR PLUS PROJECT			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Δ	SIGNIFICANT?
SITE 2								
1	Nobel Dr & I-805 SB On Ramp	AM	3.5	A	3.5	A	0.0	--
		PM	6.6	A	6.8	A	0.2	--
2	Nobel Dr & I-805 NB Off Ramp	AM	14.8	B	15.0	B	0.2	--
		PM	21.5	C	22.2	C	0.7	--
3	Miramar Rd & Nobel Dr	AM	73.2	**E**	74.2	**E**	1.0	--
		PM	18.0	B	20.9	C	2.9	--
4	Miramar Rd & Eastgate Mall	AM	24.0	C	25.5	C	1.5	--
		PM	150.8	**F**	152.6	**F**	1.8	--
5	Nobel Dr & Site 2 Access	AM	n/a (c)		7.0	A	7.0	--
		PM			6.5	A	6.5	--
SITE 4								
6	SR-52 NB Off Ramp & Kearny Villa Rd	AM	56.4	**E**	56.5	**E**	0.1	--
		PM	ECL	**F**	ECL	**F**	-	**YES**
7	SR-52 WB Ramps & Kearny Villa Rd	AM	23.0	C	23.1	C	0.1	--
		PM	160.6	**F**	162.0	**F**	1.4	--
8	SR-163 NB Off Ramp & Kearny Villa Rd	AM	39.4	D	39.5	D	0.1	--
		PM	19.8	B	19.9	B	0.1	--
9	SR-163 SB Ramp & Kearny Villa Rd	AM	ECL	**F**	ECL	**F**	-	**YES**
		PM	130.7	**F**	ECL	**F**	-	**YES**
10	Site 4 Access & Kearny Villa Rd	AM	n/a (c)		2.0	A	2.0	--
		PM			5.3	A	5.3	--

Notes:

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

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

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

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

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TABLE 6-2

HORIZON YEAR CONDITIONS

ROADWAY SEGMENT LEVEL OF SERVICE SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	ACCEPTABLE VOLUME	CAPACITY	HORIZON YEAR BASELINE			HORIZON YEAR PLUS PROJECT			Δ in ADT	Δ in V/C	SIGNIFICANT?
				ADT	V/C RATIO (a)	LOS	ADT	V/C RATIO (a)	LOS			
SITE 2												
Miramar Rd												
I-805 NB Ramps to Nobel Dr	6 Lanes Prime Arterial	50,000	60,000	39,000	0.65	C	39,243	0.65	C	243	0.00	--
Nobel Dr to Eastgate Mall	6 Lanes Prime Arterial	50,000	60,000	86,167	1.44	**F**	86,582	1.44	**F**	415	0.00	--
Eastgate Mall to Miramar Mall	6 Lanes Prime Arterial	50,000	60,000	85,000	1.42	**F**	85,304	1.42	**F**	304	0.00	--
Nobel Dr												
Miramar Rd to Site 2 Access	6 Lanes Major Arterial	40,000	50,000	34,000	0.68	C	34,658	0.69	C	658	0.01	--
Site 2 Access to I-805 NB off-ramp	6 Lanes Major Arterial	40,000	50,000	34,000	0.68	C	34,354	0.69	C	354	0.01	--
Eastgate Mall												
North of Miramar Rd	2 Lanes Collector (commercial-industrial fronting)	5,000	8,000	18,000	2.25	**F**	18,111	2.26	**F**	111	0.01	--
SITE 4												
Kearny Villa Rd												
Harris Plant Rd to SR-163 SB Ramps	4 Lanes Major Arterial	30,000	40,000	39,000	0.98	**E**	39,021	0.98	**E**	21	0.00	--
SR-163 NB Ramps to Proposed Project Dwy	4 Lanes Major Arterial	30,000	40,000	26,000	0.65	C	26,175	0.65	C	175	0.00	--
Proposed Project Dwy to SR-52 WB Ramps	4 Lanes Major Arterial	30,000	40,000	26,000	0.65	C	26,251	0.66	C	251	0.01	--
SR-52 EB Ramps to Ruffin Rd	4 Lanes Major Arterial	30,000	40,000	28,000	0.70	C	28,098	0.70	C	98	0.00	--

Notes:

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

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

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TABLE 6-3

HORIZON YEAR CONDITIONS

FREEWAY SEGMENT ANALYSIS SUMMARY

FREEWAY SEGMENT	DIRECTION	NUMBER OF LANES	CAPACITY (a)	HORIZON YEAR BASELINE ADT (b)	K (PEAK HOUR %)	D (DIRECTIONAL SPLIT)	TRUCK FACTOR	PEAK-HOUR VOLUME (c)	V/C RATIO	LOS	HORIZON YEAR PLUS PROJECT ADT (b)	PEAK-HOUR VOLUME (c)	V/C RATIO	LOS	V/C RATIO Δ	SIGNIFICANT?
AM PEAK																
SITE 2																
I-805																
Governor Dr to Nobel Dr	NB	4 M + 2 ML	11,200	280,000	0.080	0.609	1.040	13,173	1.176	**F0**	280,071	13,176	1.176	**F0**	0.000	--
	SB	4 M + 2 ML	11,200		0.000	0.000										--
Nobel Dr to Miramar Rd	NB	4 M + 2 ML	11,200	242,000	0.080	0.609	0.946	12,511	1.117	**F0**	242,000	12,511	1.117	**F0**	0.000	--
	SB	4 M + 2 ML	11,200		0.000	0.000										--
Miramar Rd to Mira Mesa Blvd	NB	4 M + 2 ML	11,200	238,000	0.080	0.609	0.926	12,581	1.123	**F0**	238,213	12,592	1.124	**F0**	0.001	--
	SB	4 M + 2 ML	11,200		0.000	0.000										--
SITE 4																
I-15																
SR-163 to Miramar Way	NB	4 M + 2 ML	11,200	412,000	0.000	0.000					412,077					--
	SB	4 M + 2 ML	11,200		0.082	0.520	0.997	17,537	1.566	**F2**		17,540	1.566	**F2**	0.000	--
SR-52																
Convoy St to SR-163	WB	3 M + 1 HOV	7,600	169,000	0.094	0.629	1.202	8,338	1.097	**F0**	169,077	8,342	1.098	**F0**	0.000	--
	EB	3 M + 1 HOV	7,600		0.000	0.000										--
SR-163 to Kearny Villa Rd	WB	3 M + 1 HOV	7,600	151,000	0.094	0.629	0.830	10,793	1.420	**F2**	151,000	10,793	1.420	**F2**	0.000	--
	EB	3 M + 1 HOV	7,600		0.000	0.000										--
Kearny Villa Rd to I-15	WB	3 M + 1 HOV	7,600	107,000	0.094	0.629	0.707	8,969	1.180	**F0**	107,077	8,975	1.181	**F0**	0.001	--
	EB	3 M + 1 HOV	7,600		0.000	0.000										--
I-15 to Santo Rd	WB	3 M + 1 HOV	7,600	164,000	0.094	0.629	1.060	9,175	1.207	**F0**	164,077	9,179	1.208	**F0**	0.001	--
	EB	3 M + 1 HOV	7,600		0.000	0.000	0.000									--
SR-163																
I-15 to Kearny Villa Rd	NB	4 M	8,000	187,000	0.074	0.853	0.949	12,353	1.544	**F2**	187,077	12,358	1.545	**F2**	0.001	--
	SB	4 M + 1 A	9,200		0.000	0.000			0.000							--
Kearny Villa Rd to SR-52	NB	4 M	8,000	203,000	0.074	0.853	1.005	12,655	1.582	**F2**	203,077	12,659	1.582	**F2**	0.001	--
	SB	5 M	10,000		0.000	0.000			0.000							--
PM PEAK																
SITE 2																
I-805																
Governor Dr to Nobel Dr	NB	4 M + 2 ML	11,200	280,000	0.000	0.000					280,071					--
	SB	4 M + 2 ML	11,200		0.076	0.594	1.039	12,111	1.081	**F0**		12,111	1.081	**F0**	0.000	--
Nobel Dr to Miramar Rd	NB	4 M + 2 ML	11,200	242,000	0.000	0.000					242,000					--
	SB	4 M + 2 ML	11,200		0.076	0.594	0.945	11,503	1.027	**F0**		11,503	1.027	**F0**	0.000	--
Miramar Rd to Mira Mesa Blvd	NB	4 M + 2 ML	11,200	238,000	0.000	0.000					238,213					--
	SB	4 M + 2 ML	11,200		0.076	0.594	0.924	11,567	1.033	**F0**		11,577	1.034	**F0**	0.001	--
SITE 4																
I-15																
SR-163 to Miramar Way	NB	4 M + 2 ML	11,200	412,000	0.000	0.000					412,077					--
	SB	4 M + 2 ML	11,200		0.081	0.540	1.001	17,901	1.598	**F2**		17,904	1.599	**F2**	0.000	--
SR-52																
Convoy St to SR-163	WB	3 M + 1 HOV	7,600	169,000	0.000	0.000					169,077					--
	EB	3 M + 1 HOV	7,600		0.092	0.587	1.202	7,587	0.998	**E**		7,590	0.999	**E**	0.000	--
SR-163 to Kearny Villa Rd	WB	3 M + 1 HOV	7,600	151,000	0.000	0.000					151,000					--
	EB	3 M + 1 HOV	7,600		0.092	0.587	0.784	10,400	1.368	**F2**		10,400	1.368	**F2**	0.000	--
Kearny Villa Rd to I-15	WB	3 M + 1 HOV	7,600	107,000	0.000	0.000					107,077					--
	EB	3 M + 1 HOV	7,600		0.092	0.587	0.547	10,550	1.388	**F2**		10,557	1.389	**F2**	0.001	--
I-15 to Santo Rd	WB	3 M + 1 HOV	7,600	164,000	0.000	0.000	0.000				164,077					--
	EB	3 M + 1 HOV	7,600		0.092	0.587	0.720	12,295	1.618	**F2**		12,300	1.618	**F2**	0.001	--
SR-163																
I-15 to Kearny Villa Rd	NB	4 M	8,000	187,000	0.000	0.000					187,077					--
	SB	4 M + 1 A	9,200		0.090	0.540	0.948	9,565	1.040	**F0**		9,569	1.040	**F0**	0.000	--
Kearny Villa Rd to SR-52	NB	4 M	8,000	203,000	0.000	0.000					203,077					--
	SB	5 M	10,000		0.090	0.540	1.005	9,798	0.980	**E**		9,802	0.980	**E**	0.000	--

Notes:

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

(a) The capacity is calculated as 2,000 ADT per Mainline, 1,600 ADT per HOV lane, 1,600 ADT per ML and 1,200 ADT per auxiliary lane (M: Mainline, A: Aux.,HOV: High Occupancy Vehicle, ML: Managed Lanes Ex. 4M+2A=4 Mainline + 2 Aux)

(b) ADT's volumes provided by SANDAG

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

Mitigation

Table 6-4 describes the transportation improvements that will be needed to mitigate the proposed project's intersections impacts. As shown in Table 6-1, no significant impacts would result at Site 2. However, the proposed Site 4 project would have a significant cumulative impact at the SR-52 NB off Ramp and Kearny Villa Road intersection and at the SR-163 SB Ramps and Kearny Villa Road intersection.

To mitigate its impact at the SR-52 NB off Ramp and Kearny Villa Road intersection, the proposed project would be required to add a second southbound left-turn lane. As shown in Table 6-4, with the proposed improvement, the SR-52 NB off Ramp and Kearny Villa Road intersection would still operate at LOS F during the p.m. peak period; however, the delay at the failing intersection would decrease significantly from the before project conditions. Since the failing conditions at this intersection would be considered an existing deficiency, the proposed improvement would mitigate the proposed Site 4 project significant cumulative impact and no additional mitigation is required or warranted. In order to bring this intersection to a LOS D or better, Kearny Villa Road would need to be widened.

To mitigate its impact at the SR-163 SB Ramps and Kearny Villa Road intersection, the proposed project would be required to signalize the intersection and add a second southbound right-turn lane. As shown in Table 6-4, with these improvements the intersection of SR-163 SB Ramps and Kearny Villa Road would operate at LOS B or better.

Figure 6-9 shows the lane configurations at the study intersections with the proposed improvements for Site 4. **Appendix C** contains the mitigated peak-hour intersections LOS calculation worksheets.

TABLE 6-4

HORIZON YEAR CONDITIONS MITIGATED

PEAK HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

	INTERSECTION	PEAK HOUR	BEFORE PROJECT		AFTER PROJECT		AFTER PROJECT'S IMPROVEMENTS		DESCRIPTION
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	
SITE 4									
6	SR-52 NB Off Ramp & Kearny Villa Rd	AM	56.4	E	56.5	E	52.4	D	Add a second SB left turn lane
		PM	ECL	F	ECL	**F**	139.0	**F**	
9	SR-163 SB Ramp & Kearny Villa Rd	AM	ECL	F	ECL	**F**	14.6	B	Construct Traffic Signal and add second SB right turn lane
		PM	130.7	F	ECL	**F**	6.3	A	

Notes:

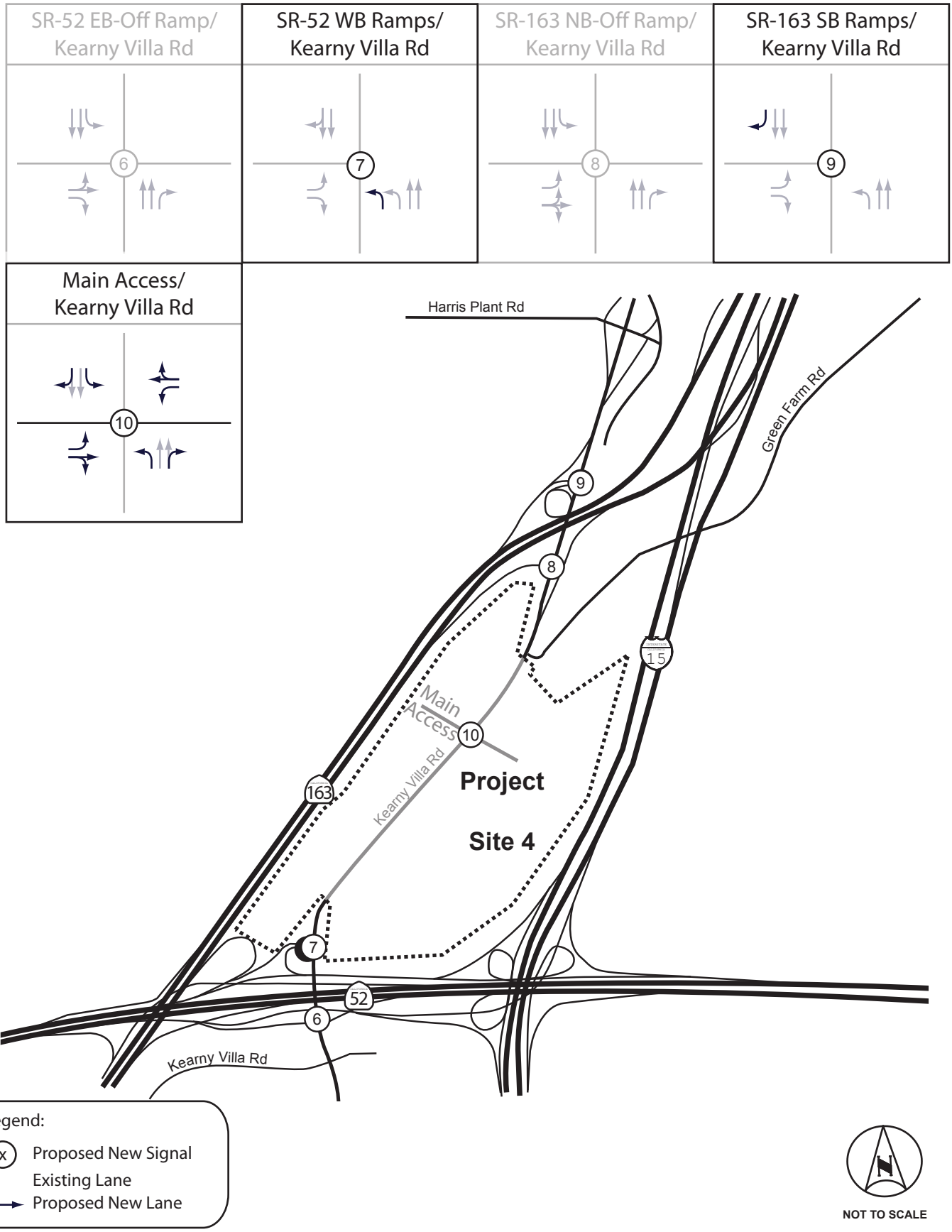
Bold values indicate intersections operating at LOS E or F. **Bold and shaded** values indicate project significant impact.

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

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

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

K:\095381003\Excel\[381003IN03.xls]Build-Out Mit



Kimley-Horn and Associates, Inc.

FIGURE 6-9

Site 4 Horizon Year Proposed Project Improvements

Traffic-Master/Illustrator/int geometry.ai

7.0 FINDINGS AND CONCLUSIONS

The preceding traffic study has been prepared to determine the traffic impacts (if any) from the proposed Fort Rosecrans National Cemetery Annex project. The following paragraphs summarize the key findings and conclusions of the analysis.

Summary of Findings and Recommendations

The Fort Rosecrans National Cemetery Annex project is an expansion of the Fort Rosecrans National Cemetery, to be located on one of two potential sites on the Marine Corps Air Station Miramar. These two sites are located within the City of San Diego, California. The first site (Site 2) is located south of Miramar Road and between Nobel Drive and the Atchison, Topeka & Santa Fe Railroad and is approximately 214 acres in size. The second site (Site 4) is located in the triangular area bounded by SR-163 to the west, SR-52 to the south, and I-15 to the east and is approximately 90 acres in size. Under near term conditions and with the proposed project being constructed on Site 2, the project would be estimated to generate a total of 253 ADT including 9 (6 in, 3 out) a.m. peak-hour trips and 45 (15 in, 30 out) p.m. peak-hour trips. With the proposed project being constructed on Site 4, under near term conditions the project would be estimated to generate a total of 106 ADT including 4 (3 in, 1 out) a.m. peak-hour trips and 19 (6 in, 13 out) p.m. peak-hour trips.

For the horizon year scenario and with the proposed project being constructed on Site 2, the project would be estimated to generate a total of 1,012 ADT including 36 (25 in, 11 out) a.m. peak-hour trips and 180 (59 in, 121 out) p.m. peak-hour trips. With the proposed project being constructed on Site 4, the project would be estimated to generate a total of 426 ADT including 15 (11 in, 4 out) a.m. peak-hour trips and 76 (25 in, 51 out) p.m. peak-hour trips.

The following list summarizes the results of our analyses and recommendations:

For Site 2:

- Under the Near Term scenario, no project impacts would occur with the addition of the project traffic.
- Under the Horizon Year scenario, no project impacts would occur with the addition of the project traffic.
- The gate at the Miramar Road/Eastgate Mall intersection would be closed during the weekday peak periods.

For Site 4:

- Under the Near Term scenario, the proposed project would have a significant impact at the SR-52 WB Ramps and Kearny Villa Road intersection. To mitigate its impact at the proposed project would be required to signalize the intersection
- Under the Horizon Year scenario, the proposed project would have a significant cumulative impact at, at the SR-52 NB off Ramp and Kearny Villa Road intersection and at the SR-163 SB Ramps and Kearny Villa Road intersection. To mitigate its impact at the SR-52 NB off Ramp and Kearny Villa Road intersection, the proposed project would add a second southbound left-turn lane. To mitigate its impact at the SR-163 SB Ramps and Kearny Villa Road intersection, the proposed project would be required to signalize the intersection and add a second southbound right-turn lane.

Summary of Intersection Analyses

Table 7-1 displays the peak-hour LOS at all the study intersections for the different scenarios analyzed. As shown in the table, the number of intersections operating at LOS E or F under each scenario is listed below in parenthesis:

- Existing Conditions (2)
- Near Term Baseline (3)
- Near Term With Project (3)
- Horizon Year Baseline (5)
- Horizon Year With Project (5)

It should be noted that although some of the intersections would operate at LOS E or F, the project would not exceed the significance threshold within the study area of Site 2.

Summary of Roadway Segment Analyses

The findings of roadway segment capacity analysis are presented in **Table 7-2.** As shown in the table, the segments along Miramar Road between Nobel Drive and Eastgate Mall and between Eastgate Mall and Miramar Mall as well as the segment of Eastgate Mall north Miramar Road would function at LOS F under all scenarios. However, with the addition of project traffic, Site 2 or Site 4, the significance thresholds of the roadway segments would not be exceeded and thus would not be considered to have a significant impact.

It should be noted that the segment of Miramar Road between I-805 and Nobel Drive operates at LOS F under existing conditions and it would operate at LOS C during future conditions. This improvement in LOS is due the shift in traffic between Miramar Road and Nobel Drive forecasted in the Series 10 Regional Model. With Miramar Road being over capacity and Nobel Drive being under capacity, the traffic model recognized the imbalance and shifted traffic from an oversaturated roadway (Miramar Road) to an undersaturated roadway (Nobel Drive).

Summary of Freeway Segment Analyses

Table 7-3 presents the Summary of the Freeway Segments Level of Service Analysis. As shown in the table, all freeway segments in all scenarios would not have a significant impact with the addition of the project. Although several freeway segments would operate at LOS E or F, the project would not cause a significant impact during any scenario.

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TABLE 7-1

SUMMARY OF PEAK-HOUR INTERSECTION LEVEL OF SERVICE ANALYSIS

	INTERSECTION	PEAK HOUR	EXISTING		NEAR TERM BASELINE		NEAR TERM PLUS PROJECT		HORIZON YEAR BASELINE		HORIZON YEAR PLUS PROJECT	
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)
SITE 2												
1	Nobel Dr & I-805 SB On Ramp	AM	2.3	A	3.3	A	3.3	A	3.5	A	3.5	A
		PM	2.8	A	6.0	A	6.0	A	6.6	A	6.8	A
2	Nobel Dr & I-805 NB Off Ramp	AM	5.8	A	13.0	B	13.1	B	14.8	B	15.0	B
		PM	6.9	A	18.0	B	18.1	B	21.5	C	22.2	C
3	Miramar Rd & Nobel Dr	AM	14.6	B	51.2	D	51.7	D	73.2	**E**	74.2	**E**
		PM	11.0	B	15.1	B	15.4	B	18.0	B	20.9	C
4	Miramar Rd & Eastgate Mall	AM	13.0	B	16.2	B	17.6	B	24.0	C	25.5	C
		PM	57.0	**E**	101.7	**F**	102.4	**F**	150.8	**F**	152.6	**F**
5	Nobel Dr & Site 2 Access	AM	n/a (c)		n/a (c)		6.3	A	n/a (c)		7.0	A
		PM					5.3	A			6.5	A
SITE 4												
6	SR-52 NB Off Ramp & Kearny Villa Rd	AM	26.2	C	24.4	C	24.5	C	56.4	**E**	56.5	**E**
		PM	28.0	C	50.8	D	51.4	D	ECL	**F**	ECL	**F**
7	SR-52 WB Ramps & Kearny Villa Rd	AM	139.7	**F**	ECL	**F**	ECL	**F**	23.0	C	23.1	C
		PM	ECL	**F**	ECL	**F**	ECL	**F**	160.6	**F**	162.0	**F**
8	SR-163 NB Off Ramp & Kearny Villa Rd	AM	15.2	B	17.3	B	17.3	B	39.4	D	39.5	D
		PM	11.4	B	10.9	B	10.9	B	19.8	B	19.9	B
9	SR-163 SB Ramp & Kearny Villa Rd	AM	22.2	C	45.2	**E**	45.6	**E**	ECL	**F**	ECL	**F**
		PM	26.0	D	35.8	**E**	36.7	**E**	130.7	**F**	ECL	**F**
10	Site 4 Access & Kearny Villa Rd	AM	n/a (c)		n/a (c)		1.6	A	n/a (c)		2.0	A
		PM					2.7	A			5.3	A

Notes:

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

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

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

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

(c) Intersections 5 and 10 are the main access to the projects and will be constructed as project features.

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TABLE 7-2

SUMMARY OF ROADWAY SEGMENT LEVEL OF SERVICE ANALYSIS

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	CAPACITY	EXISTING		NEAR-TERM BASELINE		NEAR-TERM BASELINE PLUS PROJECT		HORIZON YEAR BASELINE		HORIZON YEAR PLUS PROJECT	
			ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS
SITE 2												
Miramar Rd												
I-805 NB Ramps to Nobel Dr	6 Lanes Prime Arterial	60,000	69,065	**F**	36,000	C	36,061	C	39,000	C	39,234	C
Nobel Dr to Eastgate Mall	6 Lanes Prime Arterial	60,000	71,079	**F**	79,304	**F**	79,408	**F**	86,167	**F**	86,566	**F**
Eastgate Mall to Miramar Mall	6 Lanes Prime Arterial	60,000	69,910	**F**	78,000	**F**	78,076	**F**	85,000	**F**	85,292	**F**
Nobel Dr												
Miramar Rd to Site 2 Access	6 Lanes Major Arterial	50,000	12,943	A	32,000	C	32,164	C	34,000	C	34,633	C
Site 2 Access to I-805 NB off-ramp	6 Lanes Major Arterial	50,000	12,943	A	32,000	C	32,089	C	34,000	C	34,341	C
Eastgate Mall												
North of Miramar Rd	2 Lanes Collector (commercial-industrial fronting)	8,000	13,554	**F**	15,122	**F**	15,150	**F**	18,000	**F**	18,107	**F**
SITE 4												
Kearny Villa Rd												
Harris Plant Rd to SR-163 SB Ramps	4 Lanes Major Arterial	40,000	19,625	B	25,000	C	25,005	C	39,000	**E**	39,021	**E**
SR-163 NB Ramps to Proposed Project Dwy (b)	4 Lanes Collector/Major Arterial	30,000/40,000	15,516	C	17,000	C	17,044	C	26,000	C	26,175	C
Proposed Project Dwy to SR-52 WB Ramps (b)	4 Lanes Collector/Major Arterial	30,000/40,000	15,516	C	17,000	C	17,063	C	26,000	C	26,251	C
SR-52 EB Ramps to Ruffin Rd	4 Lanes Major Arterial	40,000	22,271	C	23,000	C	23,024	C	28,000	C	28,098	C

Notes:

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

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

(b) These segment of the roadway is divided by a painted median and therefore functions as a 4 lanes collector under the existing and near term scenario. Under the build-out conditions, it is assumed that the raised median will be constructed and it would operate as a 4-lane Major Arterial.

K:\095381003\Excel\[381003RS03.xls]Summary

TABLE 7-3

SUMMARY OF FREEWAY SEGMENT LEVEL OF SERVICE ANALYSIS

FREEWAY SEGMENT	DIRECTION	NUMBER OF LANES	CAPACITY (a)	EXISTING		NEAR TERM BASELINE		NEAR TERM PLUS PROJECT		HORIZON YEAR BASELINE		HORIZON YEAR PLUS PROJECT	
				V/C RATIO	LOS	V/C RATIO	LOS	V/C RATIO	LOS	V/C RATIO	LOS	V/C RATIO	LOS
AM PEAK													
SITE 2													
I-805													
Governor Dr to Nobel Dr	NB	4 M	8,000	1.176	**F0**	1.429	**F2**	1.429	**F2**				
	SB	4 M	8,000										
	NB	4 M + 2 ML	11,200							1.176	**F0**	1.176	**F0**
	SB	4 M + 2 ML	11,200										
Nobel Dr to Miramar Rd	NB	4 M	8,000	1.176	**F0**	1.338	**F1**	1.338	**F1**				
	SB	4 M	8,000										
	NB	4 M + 2 ML	11200							1.117	**F0**	1.117	**F0**
	SB	4 M + 2 ML	11200										
Miramar Rd to Mira Mesa Blvd	NB	4 M	8,000	1.176	**F0**	1.374	**F2**	1.375	**F2**				
	SB	4 M	8,000										
	NB	4 M + 2 ML	11200							1.123	**F0**	1.124	**F0**
	SB	4 M + 2 ML	11200										
SITE 4													
I-15													
SR-163 to Miramar Way	NB	4 M + 1 ML	9,600										
	SB	4 M + 1 ML	9,600	1.286	**F1**	1.587	**F2**	1.587	**F2**				
	NB	4 M + 2 ML	11200										
	NB	4 M + 2 ML	11200							1.566	**F2**	1.566	**F2**
SR-52													
Convoy St to SR-163	WB	3 M	6,000	1.003	**E**	1.135	**F0**	1.135	**F0**				
	EB	3 M	6,000										
	WB	3 M + 1 HOV	7600							1.097	**F0**	1.098	**F0**
	EB	3 M + 1 HOV	7600										
SR-163 to Kearny Villa Rd	WB	3 M	6,000	1.132	**F0**	1.465	**F2**	1.465	**F2**				
	EB	3 M	6,000										
	WB	3 M + 1 HOV	7600							1.420	**F2**	1.420	**F2**
	EB	3 M + 1 HOV	7600										
Kearny Villa Rd to I-15	WB	3 M	6,000	1.006	**E**	1.076	**F0**	1.076	**F0**				
	EB	3 M	6,000										
	WB	3 M + 1 HOV	7600							1.180	**F0**	1.181	**F0**
	EB	3 M + 1 HOV	7600										
I-15 to Santo Rd	WB	3 M	6000	0.839	D	1.063	**F0**	1.063	**F0**				
	EB	3 M	6000										
	WB	3 M + 1 HOV	7600							1.207	**F0**	1.208	**F0**
	WB	3 M + 1 HOV	7600										
SR-163													
I-15 to Kearny Villa Rd	NB	4 M	8,000	1.107	**F0**	1.437	**F2**	1.437	**F2**	1.544	**F2**	1.545	**F2**
	SB	4 M + 1 A	9,200										
Kearny Villa Rd to SR-52	NB	4 M	8,000	1.107	**F0**	1.434	**F2**	1.434	**F2**	1.582	**F2**	1.582	**F2**
	SB	5 M	10,000										
PM PEAK													
SITE 2													
I-805													
Governor Dr to Nobel Dr	NB	4 M	8,000										
	SB	4 M	8,000	1.081	**F0**	1.314	**F1**	1.316	**F1**				
	NB	4 M + 2 ML	11200										
	SB	4 M + 2 ML	11200							1.081	**F0**	1.081	**F0**
Nobel Dr to Miramar Rd	NB	4 M	8,000										
	SB	4 M	8,000	1.081	**F0**	1.230	**F0**	1.230	**F0**				
	NB	4 M + 2 ML	11200										
	SB	4 M + 2 ML	11200							1.027	**F0**	1.027	**F0**
Miramar Rd to Mira Mesa Blvd	NB	4 M	8,000										
	SB	4 M	8,000	1.081	**F0**	1.264	**F1**	1.264	**F1**				
	NB	4 M + 2 ML	11200										
	SB	4 M + 2 ML	11200							1.033	**F0**	1.034	**F0**
SITE 4													
I-15													
SR-163 to Miramar Way	NB	4 M + 1 ML	9,600										
	SB	4 M + 1 ML	9,600	1.313	**F1**	1.620	**F2**	1.620	**F2**				
	NB	4 M + 2 ML	11200										
	SB	4 M + 2 ML	11200							1.598	**F2**	1.599	**F2**
SR-52													
Convoy St to SR-163	WB	3 M	6,000										
	EB	3 M	6,000	0.913	D	1.033	**F0**	1.033	**F0**	0.998	**E**	0.999	**E**
	WB	3 M + 1 HOV	7600										
	EB	3 M + 1 HOV	7600							0.998	**E**	0.999	**E**
SR-163 to Kearny Villa Rd	WB	3 M	6,000										
	EB	3 M	6,000	1.091	**F0**	1.412	**F2**	1.412	**F2**				
	WB	3 M + 1 HOV	7600										
	EB	3 M + 1 HOV	7600							1.368	**F2**	1.368	**F2**
Kearny Villa Rd to I-15	WB	3 M	6,000										
	EB	3 M	6,000	1.183	**F0**	1.265	**F1**	1.266	**F1**				
	WB	3 M + 1 HOV	7600										
	EB	3 M + 1 HOV	7600							1.388	**F2**	1.389	**F2**
I-15 to Santo Rd	WB	3 M	6,000										
	EB	3 M	6,000	1.125	**F0**	1.424	**F2**	1.425	**F2**				
	WB	3 M + 1 HOV	7600										
	EB	3 M + 1 HOV	7600							1.618	**F2**	1.618	**F2**
SR-163													
I-15 to Kearny Villa Rd	NB	4 M	8,000										
	SB	4 M + 1 A	9,200	0.745	C	0.967	**E**	0.967	**E**	1.040	**F0**	1.040	**F0**
Kearny Villa Rd to SR-52	NB	4 M	8,000										
	SB	5 M	10,000	0.685	C	0.888	D	0.888	D	0.980	**E**	0.980	**E**

Notes:

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

(a) The capacity is calculated as 2,000 ADT per Mainline, 1,600 ADT per HOV lane, 1,600 ADT per ML and 1,200 ADT per auxiliary lane (M: Mainline, A: Aux.,HOV: High Occupancy Vehicle, ML: Managed Lanes Ex. 4M+2A=4 Mainline + 2 Aux)

(b) Traffic volumes provided by the City of San Diego's Traffic Model

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

APPENDICES

APPENDIX A

§ Existing Traffic Volume Data

Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: J. Green
Board # : D1-1424
Loc: I-805 SB Ramp & Nobel Dr

File Name : 05189010
Site Code : 00189010
Start Date : 6/2/2005
Page No : 1

Groups Printed- Group 1

	I-805 S/B On Ramp Southbound					Nobel Drive Westbound					I-805 S/B On Ramp Northbound					Nobel Drive 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	0	0	0	0	0	9	84	0	0	93	0	0	0	0	0	0	56	68	0	124	217
07:15	0	0	0	0	0	17	89	0	0	106	0	0	0	0	0	0	55	90	0	145	251
07:30	0	0	0	0	0	18	99	0	0	117	0	0	0	0	0	0	66	126	0	192	309
07:45	0	0	0	0	0	22	104	0	0	126	0	0	0	0	0	0	88	111	0	199	325
Total	0	0	0	0	0	66	376	0	0	442	0	0	0	0	0	0	265	395	0	660	1102
08:00	0	0	0	0	0	21	119	0	0	140	0	0	0	0	0	0	75	116	0	191	331
08:15	0	0	0	0	0	23	118	0	0	141	0	0	0	0	0	0	60	115	0	175	316
08:30	0	0	0	0	0	18	127	0	0	145	0	0	0	0	0	0	64	112	0	176	321
08:45	0	0	0	0	0	27	107	0	0	134	0	0	0	0	0	0	54	86	0	140	274
Total	0	0	0	0	0	89	471	0	0	560	0	0	0	0	0	0	253	429	0	682	1242
Grand Total	0	0	0	0	0	155	847	0	0	1002	0	0	0	0	0	0	518	824	0	1342	2344
Apprch %	0.0	0.0	0.0	0.0		15.5	84.5	0.0	0.0		0.0	0.0	0.0	0.0		0.0	38.6	61.4	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	6.6	36.1	0.0	0.0	42.7	0.0	0.0	0.0	0.0	0.0	0.0	22.1	35.2	0.0	57.3	

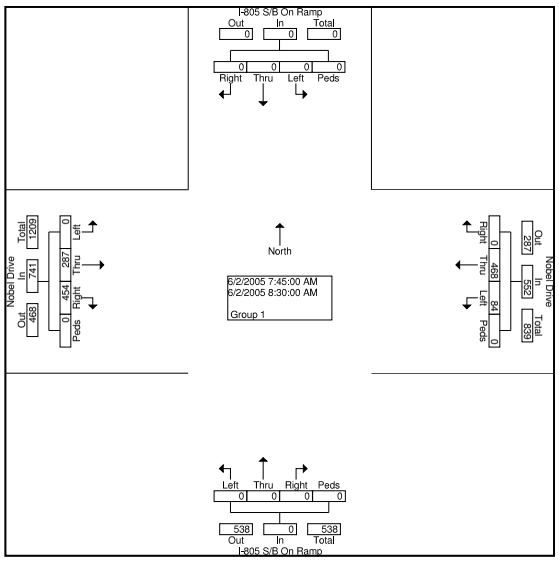
	I-805 S/B On Ramp Southbound					Nobel Drive Westbound					I-805 S/B On Ramp Northbound					Nobel Drive Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																					
Intersection	07:45																				
Volume	0	0	0	0	0	84	468	0	0	552	0	0	0	0	0	0	287	454	0	741	1293
Percent	0.0	0.0	0.0	0.0		15.2	84.8	0.0	0.0		0.0	0.0	0.0	0.0		0.0	38.7	61.3	0.0		
08:00 Volume	0	0	0	0	0	21	119	0	0	140	0	0	0	0	0	0	75	116	0	191	331
Peak Factor																					0.977
High Int.	6:45:00 AM					08:30					6:45:00 AM					07:45					
Volume	0	0	0	0	0	18	127	0	0	145	0	0	0	0	0	0	88	111	0	199	
Peak Factor										0.952										0.931	

Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: J. Green
Board # : D1-1424
Loc: I-805 SB Ramp & Nobel Dr

File Name : 05189010
Site Code : 00189010
Start Date : 6/2/2005
Page No : 2



Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: J. Green
Board # : D1-1424
Loc: I-805 SB Ramp & Nobel Dr

File Name : 05189011
Site Code : 00189011
Start Date : 6/2/2005
Page No : 1

Groups Printed- Group 1

	I-805 S/B On Ramp Southbound					Nobel Drive Westbound					I-805 S/B On Ramp Northbound					Nobel Drive 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	0	0	0	0	0	75	130	0	0	205	0	0	0	0	0	0	34	88	0	122	327
16:15	0	0	0	0	0	78	151	0	0	229	0	0	0	0	0	0	54	69	1	124	353
16:30	0	0	0	0	0	79	159	0	0	238	0	0	0	0	0	0	41	87	0	128	366
16:45	0	0	0	0	0	79	200	0	0	279	0	0	0	0	0	0	45	88	0	133	412
Total	0	0	0	0	0	311	640	0	0	951	0	0	0	0	0	0	174	332	1	507	1458
17:00	0	0	0	0	0	75	201	7	0	283	0	0	0	0	0	0	63	90	0	153	436
17:15	0	0	0	0	0	72	220	0	0	292	0	0	0	0	0	0	47	100	2	149	441
17:30	0	0	0	0	0	79	194	1	0	274	0	0	0	0	0	0	59	112	0	171	445
17:45	0	0	0	0	0	34	152	0	0	186	0	0	0	0	0	0	61	60	0	121	307
Total	0	0	0	0	0	260	767	8	0	1035	0	0	0	0	0	0	230	362	2	594	1629
Grand Total	0	0	0	0	0	571	1407	8	0	1986	0	0	0	0	0	0	404	694	3	1101	3087
Apprch %	0.0	0.0	0.0	0.0		28.8	70.8	0.4	0.0		0.0	0.0	0.0	0.0		0.0	36.7	63.0	0.3		
Total %	0.0	0.0	0.0	0.0	0.0	18.5	45.6	0.3	0.0	64.3	0.0	0.0	0.0	0.0	0.0	0.0	13.1	22.5	0.1	35.7	

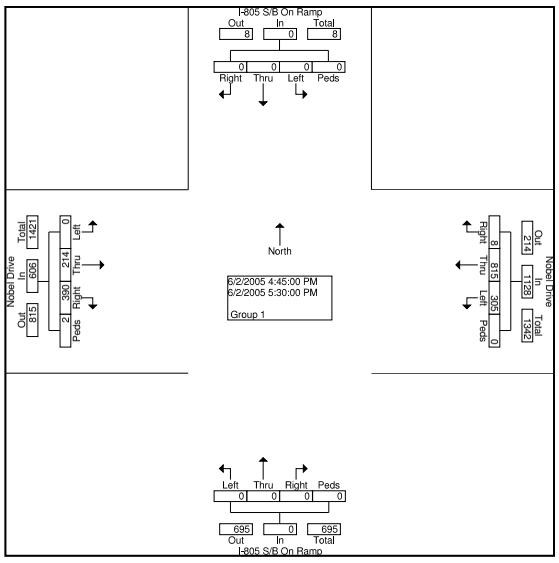
	I-805 S/B On Ramp Southbound					Nobel Drive Westbound					I-805 S/B On Ramp Northbound					Nobel Drive Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																					
Intersection	16:45																				
Volume	0	0	0	0	0	305	815	8	0	1128	0	0	0	0	0	0	214	390	2	606	1734
Percent	0.0	0.0	0.0	0.0		27.0	72.3	0.7	0.0		0.0	0.0	0.0	0.0		0.0	35.3	64.4	0.3		
17:30 Volume	0	0	0	0	0	79	194	1	0	274	0	0	0	0	0	0	59	112	0	171	445
Peak Factor																					0.974
High Int.	3:45:00 PM					17:15					3:45:00 PM					17:30					
Volume	0	0	0	0	0	72	220	0	0	292	0	0	0	0	0	0	59	112	0	171	
Peak Factor										0.966										0.886	

Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: J. Green
Board # : D1-1424
Loc: I-805 SB Ramp & Nobel Dr

File Name : 05189011
Site Code : 00189011
Start Date : 6/2/2005
Page No : 2



Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: K. Thind
Board # : D1-2172
Loc: I-805 SB Off Ramp & Nobel Dr

File Name : 05189020
Site Code : 00189020
Start Date : 6/2/2005
Page No : 1

Groups Printed- Group 1

	I-805 S/B Off Ramp Southbound					Nobel Drive Westbound					I-805 S/B Off Ramp Northbound					Nobel Drive 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	0	0	0	0	0	0	28	0	0	28	69	0	159	0	228	0	55	0	0	55	311
07:15	0	0	0	0	0	0	39	0	0	39	65	0	154	0	219	0	57	0	0	57	315
07:30	0	0	0	0	0	0	46	0	0	46	72	0	145	0	217	0	61	0	0	61	324
07:45	0	0	0	0	0	0	50	0	0	50	77	0	137	0	214	0	88	0	0	88	352
Total	0	0	0	0	0	0	163	0	0	163	283	0	595	0	878	0	261	0	0	261	1302
08:00	0	0	0	0	0	0	56	0	0	56	81	0	130	0	211	0	78	0	0	78	345
08:15	0	0	0	0	0	0	60	0	0	60	79	0	133	0	212	0	62	0	0	62	334
08:30	0	0	0	0	0	0	54	0	0	54	94	0	121	0	215	0	58	0	0	58	327
08:45	0	0	0	0	0	0	60	0	0	60	73	0	122	0	195	0	58	0	0	58	313
Total	0	0	0	0	0	0	230	0	0	230	327	0	506	0	833	0	256	0	0	256	1319
Grand Total	0	0	0	0	0	0	393	0	0	393	610	0	1101	0	1711	0	517	0	0	517	2621
Apprch %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		35.7	0.0	64.3	0.0		0.0	100.0	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	15.0	0.0	0.0	15.0	23.3	0.0	42.0	0.0	65.3	0.0	19.7	0.0	0.0	19.7	

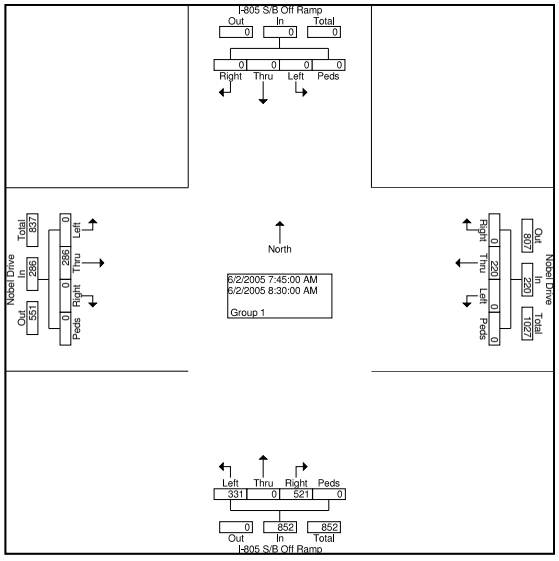
	I-805 S/B Off Ramp Southbound					Nobel Drive Westbound					I-805 S/B Off Ramp Northbound					Nobel Drive Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																					
Intersection	07:45																				
Volume	0	0	0	0	0	0	220	0	0	220	331	0	521	0	852	0	286	0	0	286	1358
Percent	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		38.8	0.0	61.2	0.0		0.0	100.0	0.0	0.0		
07:45 Volume	0	0	0	0	0	0	50	0	0	50	77	0	137	0	214	0	88	0	0	88	352
Peak Factor																					0.964
High Int.	6:45:00 AM					08:15					08:30					07:45					
Volume	0	0	0	0	0	0	60	0	0	60	94	0	121	0	215	0	88	0	0	88	
Peak Factor										0.917					0.991					0.813	

Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: K. Thind
Board # : D1-2172
Loc: I-805 SB Off Ramp & Nobel Dr

File Name : 05189020
Site Code : 00189020
Start Date : 6/2/2005
Page No : 2



Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: K. Thind
Board # : D1-2172
Loc: I-805 SB Off Ramp & Nobel Dr

File Name : 05189021
Site Code : 00189021
Start Date : 6/2/2005
Page No : 1

Groups Printed- Group 1

	I-805 S/B Off Ramp Southbound					Nobel Drive Westbound					I-805 S/B Off Ramp Northbound					Nobel Drive 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	0	0	0	0	0	0	103	0	0	103	99	0	73	0	172	0	33	0	0	33	308
16:15	0	0	0	0	0	0	98	0	0	98	122	0	70	0	192	1	46	0	0	47	337
16:30	0	0	0	0	0	0	129	0	0	129	119	0	71	0	190	1	38	0	0	39	358
16:45	0	0	0	0	0	0	144	0	0	144	134	0	69	0	203	3	37	0	0	40	387
Total	0	0	0	0	0	0	474	0	0	474	474	0	283	0	757	5	154	0	0	159	1390
17:00	0	0	0	0	0	0	133	0	0	133	124	0	73	0	197	1	62	0	0	63	393
17:15	0	0	0	0	0	0	165	0	0	165	133	0	56	0	189	2	42	0	0	44	398
17:30	0	0	0	0	0	0	129	0	0	129	143	0	68	0	211	3	59	0	0	62	402
17:45	0	0	0	0	0	0	92	0	0	92	153	0	55	0	208	4	49	0	0	53	353
Total	0	0	0	0	0	0	519	0	0	519	553	0	252	0	805	10	212	0	0	222	1546
Grand Total	0	0	0	0	0	0	993	0	0	993	1027	0	535	0	1562	15	366	0	0	381	2936
Apprch %	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		65.7	0.0	34.3	0.0		3.9	96.1	0.0	0.0		
Total %	0.0	0.0	0.0	0.0	0.0	0.0	33.8	0.0	0.0	33.8	35.0	0.0	18.2	0.0	53.2	0.5	12.5	0.0	0.0	13.0	

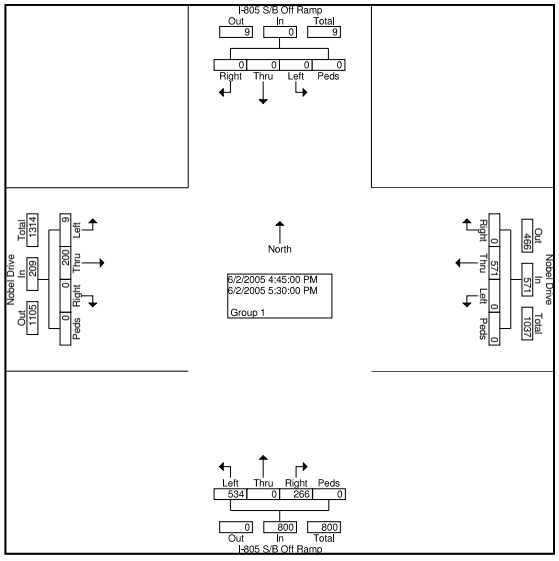
	I-805 S/B Off Ramp Southbound					Nobel Drive Westbound					I-805 S/B Off Ramp Northbound					Nobel Drive Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																					
Intersection	16:45																				
Volume	0	0	0	0	0	0	571	0	0	571	534	0	266	0	800	9	200	0	0	209	1580
Percent	0.0	0.0	0.0	0.0		0.0	100.0	0.0	0.0		66.8	0.0	33.3	0.0		4.3	95.7	0.0	0.0		
17:30 Volume	0	0	0	0	0	0	129	0	0	129	143	0	68	0	211	3	59	0	0	62	402
Peak Factor																					0.983
High Int.	3:45:00 PM					17:15					17:30					17:00					
Volume	0	0	0	0	0	0	165	0	0	165	143	0	68	0	211	1	62	0	0	63	
Peak Factor										0.865					0.948					0.829	

Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: K. Thind
Board # : D1-2172
Loc: I-805 SB Off Ramp & Nobel Dr

File Name : 05189021
Site Code : 00189021
Start Date : 6/2/2005
Page No : 2



Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: M. Archibald
Board # : D1-1429
Loc: Nobel Dr & Miramar Rd

File Name : 05189030
Site Code : 00189030
Start Date : 6/2/2005
Page No : 1

Groups Printed- Group 1

	Nobel Drive Southbound					Miramar Road Westbound					Nobel Drive Northbound					Miramar Road 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	0	0	0	0	0	16	352	0	0	368	6	0	211	0	217	0	508	7	0	515	1100
07:15	0	0	0	0	0	34	384	0	0	418	10	0	216	0	226	0	551	12	0	563	1207
07:30	0	0	0	0	0	35	463	0	0	498	15	0	185	0	200	0	501	6	0	507	1205
07:45	0	0	0	0	0	34	474	0	0	508	21	0	194	0	215	0	512	16	1	529	1252
Total	0	0	0	0	0	119	1673	0	0	1792	52	0	806	0	858	0	2072	41	1	2114	4764
08:00	0	0	0	0	0	45	453	0	0	498	21	0	184	0	205	0	485	16	0	501	1204
08:15	0	0	0	0	0	36	482	0	0	518	14	0	181	0	195	0	410	19	0	429	1142
08:30	0	0	0	0	0	38	467	0	0	505	8	0	167	0	175	0	432	16	0	448	1128
08:45	0	0	0	0	0	48	470	0	0	518	18	0	154	0	172	0	444	14	1	459	1149
Total	0	0	0	0	0	167	1872	0	0	2039	61	0	686	0	747	0	1771	65	1	1837	4623
Grand Total	0	0	0	0	0	286	3545	0	0	3831	113	0	1492	0	1605	0	3843	106	2	3951	9387
Apprch %	0.0	0.0	0.0	0.0		7.5	92.5	0.0	0.0		7.0	0.0	93.0	0.0		0.0	97.3	2.7	0.1		
Total %	0.0	0.0	0.0	0.0	0.0	3.0	37.8	0.0	0.0	40.8	1.2	0.0	15.9	0.0	17.1	0.0	40.9	1.1	0.0	42.1	

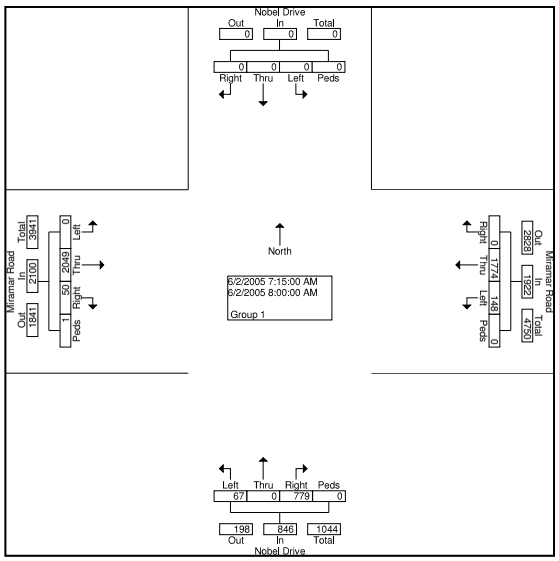
	Nobel Drive Southbound					Miramar Road Westbound					Nobel Drive Northbound					Miramar Road Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																					
Intersection	07:15																				
Volume	0	0	0	0	0	148	1774	0	0	1922	67	0	779	0	846	0	2049	50	1	2100	4868
Percent	0.0	0.0	0.0	0.0		7.7	92.3	0.0	0.0		7.9	0.0	92.1	0.0		0.0	97.6	2.4	0.0		
07:45 Volume	0	0	0	0	0	34	474	0	0	508	21	0	194	0	215	0	512	16	1	529	1252
Peak Factor																					0.972
High Int.	6:45:00 AM					07:45					07:15					07:15					
Volume	0	0	0	0	0	34	474	0	0	508	10	0	216	0	226	0	551	12	0	563	
Peak Factor										0.946					0.936					0.933	

Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: M. Archibald
Board # : D1-1429
Loc: Nobel Dr & Miramar Rd

File Name : 05189030
Site Code : 00189030
Start Date : 6/2/2005
Page No : 2



Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: M. Archibald
Board # : D1-1429
Loc: Nobel Dr & Miramar Rd

File Name : 05189031
Site Code : 00189031
Start Date : 6/2/2005
Page No : 1

Groups Printed- Group 1

	Nobel Drive Southbound					Miramar Road Westbound					Nobel Drive Northbound					Miramar Road 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	0	0	0	0	0	106	632	0	0	738	3	0	98	0	101	0	254	4	1	259	1098
16:15	0	0	0	0	0	96	616	0	0	712	14	0	85	0	99	0	372	6	1	379	1190
16:30	0	0	0	0	0	136	589	0	0	725	15	0	84	0	99	0	355	4	0	359	1183
16:45	0	0	0	0	0	105	635	0	0	740	13	0	80	0	93	0	300	12	0	312	1145
Total	0	0	0	0	0	443	2472	0	0	2915	45	0	347	0	392	0	1281	26	2	1309	4616
17:00	0	0	0	0	0	147	746	0	0	893	19	0	95	0	114	0	321	10	1	332	1339
17:15	0	0	0	0	0	159	713	0	0	872	15	0	77	0	92	0	335	9	0	344	1308
17:30	0	0	0	0	0	99	640	0	0	739	18	0	103	0	121	0	336	8	0	344	1204
17:45	0	0	0	0	0	99	544	0	0	643	17	0	88	0	105	0	319	9	0	328	1076
Total	0	0	0	0	0	504	2643	0	0	3147	69	0	363	0	432	0	1311	36	1	1348	4927
Grand Total	0	0	0	0	0	947	5115	0	0	6062	114	0	710	0	824	0	2592	62	3	2657	9543
Apprch %	0.0	0.0	0.0	0.0		15.6	84.4	0.0	0.0		13.8	0.0	86.2	0.0		0.0	97.6	2.3	0.1		
Total %	0.0	0.0	0.0	0.0	0.0	9.9	53.6	0.0	0.0	63.5	1.2	0.0	7.4	0.0	8.6	0.0	27.2	0.6	0.0	27.8	

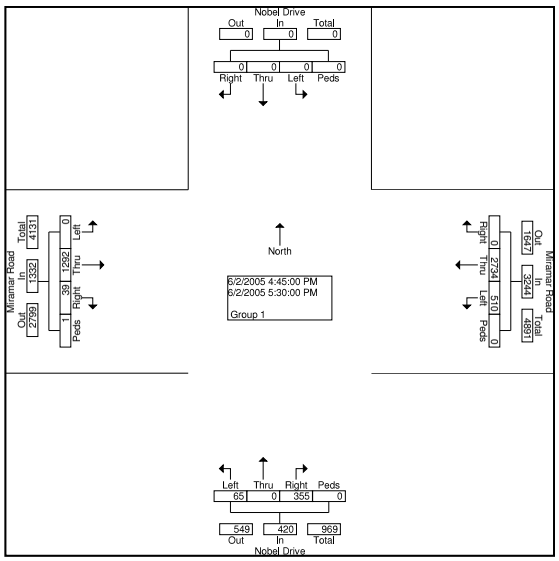
	Nobel Drive Southbound					Miramar Road Westbound					Nobel Drive Northbound					Miramar Road Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																					
Intersection	16:45																				
Volume	0	0	0	0	0	510	2734	0	0	3244	65	0	355	0	420	0	1292	39	1	1332	4996
Percent	0.0	0.0	0.0	0.0		15.7	84.3	0.0	0.0		15.5	0.0	84.5	0.0		0.0	97.0	2.9	0.1		
17:00 Volume	0	0	0	0	0	147	746	0	0	893	19	0	95	0	114	0	321	10	1	332	1339
Peak Factor																					0.933
High Int.	3:45:00 PM					17:00					17:30					17:15					
Volume	0	0	0	0	0	147	746	0	0	893	18	0	103	0	121	0	335	9	0	344	
Peak Factor										0.908					0.868					0.968	

Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: M. Archibald
Board # : D1-1429
Loc: Nobel Dr & Miramar Rd

File Name : 05189031
Site Code : 00189031
Start Date : 6/2/2005
Page No : 2



Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by:M. Archibald & S Tillman
Board # : D1-1430 & D1-1431
Location : Kearney Villa Rd &S/B SR-163

File Name : 05189080
Site Code : 00189080
Start Date : 6/1/2005
Page No : 1

Groups Printed- Group 1

	Kearney Villa Road Southbound					S/B 163 On Ramp Westbound					Kearney Villa Road Northbound					S/B 163 Off Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	0	85	135	0	220	0	0	0	0	0	2	389	0	0	391	2	0	32	0	34	645
07:15	0	135	167	0	302	0	0	0	0	0	0	382	3	0	385	4	0	39	0	43	730
07:30	0	125	197	0	322	0	0	0	0	0	1	384	0	0	385	3	0	27	0	30	737
07:45	0	127	172	0	299	0	0	0	0	0	1	373	0	0	374	2	0	45	0	47	720
Total	0	472	671	0	1143	0	0	0	0	0	4	1528	3	0	1535	11	0	143	0	154	2832
08:00	0	80	173	0	253	0	0	0	0	0	1	344	0	0	345	3	0	46	0	49	647
08:15	0	104	150	0	254	0	0	0	0	0	3	315	0	0	318	1	0	28	0	29	601
08:30	0	67	123	0	190	0	0	0	0	0	4	299	0	0	303	1	0	38	0	39	532
08:45	0	77	125	0	202	0	0	0	0	0	4	273	0	0	277	1	0	37	0	38	517
Total	0	328	571	0	899	0	0	0	0	0	12	1231	0	0	1243	6	0	149	0	155	2297
Grand Total	0	800	1242	0	2042	0	0	0	0	0	16	2759	3	0	2778	17	0	292	0	309	5129
Apprch %	0.0	39.2	60.8	0.0		0.0	0.0	0.0	0.0		0.6	99.3	0.1	0.0		5.5	0.0	94.5	0.0		
Total %	0.0	15.6	24.2	0.0	39.8	0.0	0.0	0.0	0.0	0.0	0.3	53.8	0.1	0.0	54.2	0.3	0.0	5.7	0.0	6.0	

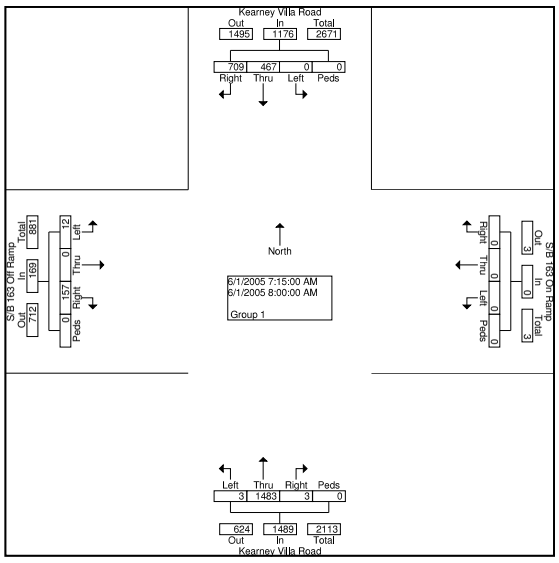
	Kearney Villa Road Southbound					S/B 163 On Ramp Westbound					Kearney Villa Road Northbound					S/B 163 Off Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																					
Intersection 07:15																					
Volume	0	467	709	0	1176	0	0	0	0	0	3	1483	3	0	1489	12	0	157	0	169	2834
Percent	0.0	39.7	60.3	0.0		0.0	0.0	0.0	0.0		0.2	99.6	0.2	0.0		7.1	0.0	92.9	0.0		
07:30 Volume	0	125	197	0	322	0	0	0	0	0	1	384	0	0	385	3	0	27	0	30	737
Peak Factor																					0.961
High Int.	07:30					6:45:00 AM					07:15					08:00					
Volume	0	125	197	0	322	0	0	0	0	0	0	382	3	0	385	3	0	46	0	49	
Peak Factor					0.913										0.967					0.862	

Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by:M. Archibald & S Tillman
Board # : D1-1430 & D1-1431
Location : Kearney Villa Rd &S/B SR-163

File Name : 05189080
Site Code : 00189080
Start Date : 6/1/2005
Page No : 2



Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: J. Green & G. Copeland
Board # : D1-1424 & D1-1432
Location : Kearney Villa Rd & N/B SR-163

File Name : 05189071
Site Code : 00189071
Start Date : 6/1/2005
Page No : 1

Groups Printed- Group 1

	Kearney Villa Road Southbound					SR-163 E/B On Ramp Westbound					Kearney Villa Road Northbound					SR-163 E/B Off Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	15	228	0	0	243	0	0	0	0	0	10	142	120	0	272	132	0	1	0	133	648
16:15	15	229	0	0	244	0	0	0	0	0	0	131	77	0	208	129	0	1	0	130	582
16:30	10	242	0	0	252	0	0	0	0	0	0	170	82	0	252	112	0	1	0	113	617
16:45	13	254	0	0	267	0	0	0	0	0	0	124	69	0	193	118	0	0	0	118	578
Total	53	953	0	0	1006	0	0	0	0	0	10	567	348	0	925	491	0	3	0	494	2425
17:00	14	209	0	0	223	0	0	0	0	0	0	165	89	0	254	146	0	1	0	147	624
17:15	6	232	0	0	238	0	0	0	0	0	2	203	110	0	315	133	0	0	0	133	686
17:30	6	194	0	0	200	0	0	0	0	0	0	139	81	0	220	131	0	1	0	132	552
17:45	5	92	0	0	97	0	0	0	0	0	0	117	61	0	178	47	0	1	0	48	323
Total	31	727	0	0	758	0	0	0	0	0	2	624	341	0	967	457	0	3	0	460	2185
Grand Total	84	1680	0	0	1764	0	0	0	0	0	12	1191	689	0	1892	948	0	6	0	954	4610
Apprch %	4.8	95.2	0.0	0.0		0.0	0.0	0.0	0.0		0.6	62.9	36.4	0.0		99.4	0.0	0.6	0.0		
Total %	1.8	36.4	0.0	0.0	38.3	0.0	0.0	0.0	0.0	0.0	0.3	25.8	14.9	0.0	41.0	20.6	0.0	0.1	0.0	20.7	

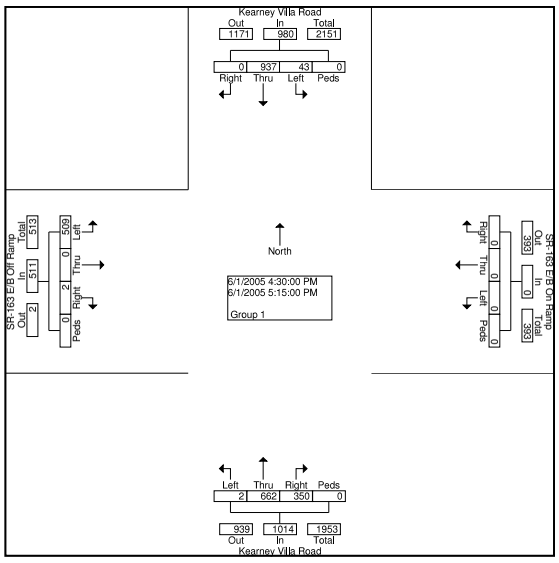
	Kearney Villa Road Southbound					SR-163 E/B On Ramp Westbound					Kearney Villa Road Northbound					SR-163 E/B Off Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																					
Intersection	16:30																				
Volume	43	937	0	0	980	0	0	0	0	0	2	662	350	0	1014	509	0	2	0	511	2505
Percent	4.4	95.6	0.0	0.0		0.0	0.0	0.0	0.0		0.2	65.3	34.5	0.0		99.6	0.0	0.4	0.0		
17:15 Volume	6	232	0	0	238	0	0	0	0	0	2	203	110	0	315	133	0	0	0	133	686
Peak Factor																					0.913
High Int.	16:45					3:45:00 PM					17:15					17:00					
Volume	13	254	0	0	267	0	0	0	0	0	2	203	110	0	315	146	0	1	0	147	
Peak Factor					0.918										0.805					0.869	

Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: J. Green & G. Copeland
Board # : D1-1424 & D1-1432
Location : Kearney Villa Rd & N/B SR-163

File Name : 05189071
Site Code : 00189071
Start Date : 6/1/2005
Page No : 2



Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: J. Green & G. Copeland
Board # : D1-1424 & D1-1432
Location :Kearney Villa Rd & N/B SR-163

File Name : 05189070
Site Code : 00189070
Start Date : 6/1/2005
Page No : 1

Groups Printed- Group 1

	Kearney Villa Road Southbound					SR-163 E/B On Ramp Westbound					Kearney Villa Road Northbound					SR-163 E/B Off Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
06:59	12	101	0	0	113	0	0	0	0	0	0	129	27	0	156	255	0	2	0	257	526
07:14	6	173	0	0	179	0	0	0	0	0	0	140	26	0	166	235	0	1	0	236	581
07:29	2	149	0	0	151	0	0	0	0	0	0	152	29	0	181	220	0	3	0	223	555
07:44	10	161	0	0	171	0	0	0	0	0	0	131	34	0	165	245	0	1	0	246	582
07:59	3	124	0	0	127	0	0	0	0	0	0	122	26	0	148	201	0	0	0	201	476
08:14	5	118	0	0	123	0	0	0	0	0	0	111	23	0	134	204	0	3	0	207	464
08:29	9	95	0	0	104	0	0	0	0	0	0	103	20	0	123	170	0	5	0	175	402
08:44	7	109	0	0	116	0	0	0	0	0	0	133	16	0	149	135	0	2	0	137	402
Grand Total	54	1030	0	0	1084	0	0	0	0	0	0	1021	201	0	1222	1665	0	17	0	1682	3988
Apprch %	5.0	95.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	83.6	16.4	0.0		99.0	0.0	1.0	0.0		
Total %	1.4	25.8	0.0	0.0	27.2	0.0	0.0	0.0	0.0	0.0	0.0	25.6	5.0	0.0	30.6	41.8	0.0	0.4	0.0	42.2	

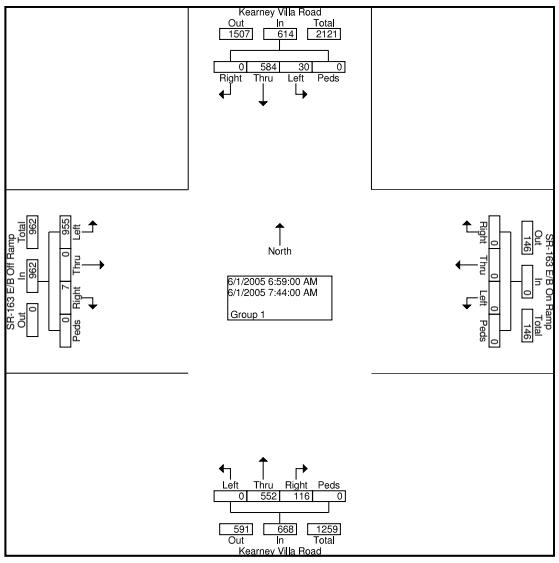
	Kearney Villa Road Southbound					SR-163 E/B On Ramp Westbound					Kearney Villa Road Northbound					SR-163 E/B Off Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 06:59 to 08:44 - Peak 1 of 1																					
Intersection	06:59																				
Volume	30	584	0	0	614	0	0	0	0	0	0	552	116	0	668	955	0	7	0	962	2244
Percent	4.9	95.1	0.0	0.0		0.0	0.0	0.0	0.0		0.0	82.6	17.4	0.0		99.3	0.0	0.7	0.0		
07:44 Volume	10	161	0	0	171	0	0	0	0	0	0	131	34	0	165	245	0	1	0	246	582
Peak Factor																					0.964
High Int.	07:14					6:44:00 AM					07:29					06:59					
Volume	6	173	0	0	179	0	0	0	0	0	0	152	29	0	181	255	0	2	0	257	
Peak Factor					0.858										0.923					0.936	

Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: J. Green & G. Copeland
Board # : D1-1424 & D1-1432
Location :Kearney Villa Rd & N/B SR-163

File Name : 05189070
Site Code : 00189070
Start Date : 6/1/2005
Page No : 2



Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: A. Massucci
Board # :D1-1429
Location : Kearney Villa Rd & W/B SR-52

File Name : 05189061
Site Code : 00189061
Start Date : 6/1/2005
Page No : 1

Groups Printed- Group 1

	Kearney Villa Road Southbound					SR-52 W/B On Ramp Westbound					Kearney Villa Road Northbound					SR-52 W/B Off Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.04	1.04	1.04	1.04		1.0	1.0	1.0	1.0		1.04	1.04	1.04	1.04		1.0	1.0	1.0	1.0		
16:00	0	180	6	0	186	0	0	0	0	0	127	233	0	0	360	10	0	27	0	37	583
16:15	0	200	16	0	216	0	0	0	0	0	101	186	0	0	287	6	0	15	0	21	524
16:30	0	206	7	0	213	0	0	0	0	0	148	218	0	0	366	19	0	27	0	46	625
16:45	0	278	7	0	285	0	0	0	0	0	164	187	0	0	351	4	0	24	0	28	664
Total	0	864	36	0	900	0	0	0	0	0	540	824	0	0	1364	39	0	93	0	132	2396
17:00	0	246	12	0	258	0	0	0	0	0	197	262	0	0	459	6	0	17	1	24	741
17:15	0	197	3	0	200	0	0	0	0	0	210	259	0	0	469	8	0	20	0	28	697
17:30	0	211	9	0	220	0	0	0	0	0	191	206	0	0	397	10	0	18	0	28	645
17:45	0	192	7	0	199	0	0	0	0	0	120	153	0	0	273	15	0	9	0	24	496
Total	0	846	31	0	877	0	0	0	0	0	718	880	0	0	1598	39	0	64	1	104	2579
Grand Total	0	1710	67	0	1777	0	0	0	0	0	1258	1704	0	0	2962	78	0	157	1	236	4975
Apprch %	0.0	96.2	3.8	0.0		0.0	0.0	0.0	0.0		42.5	57.5	0.0	0.0		33.1	0.0	66.5	0.4		
Total %	0.0	34.4	1.3	0.0	35.7	0.0	0.0	0.0	0.0	0.0	25.3	34.3	0.0	0.0	59.5	1.6	0.0	3.2	0.0	4.7	

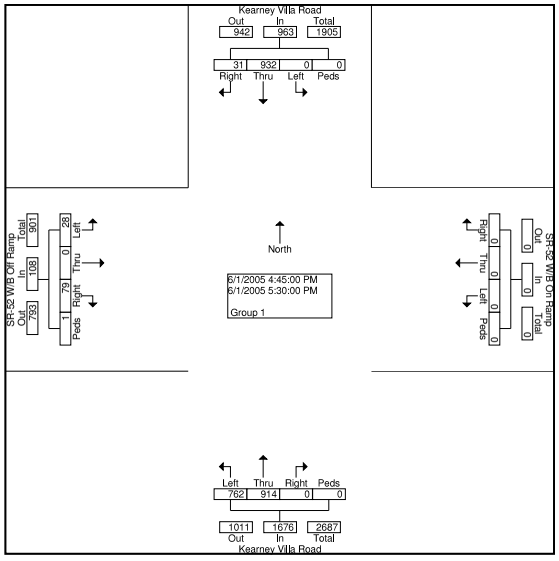
	Kearney Villa Road Southbound					SR-52 W/B On Ramp Westbound					Kearney Villa Road Northbound					SR-52 W/B Off Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																					
Intersection	16:45																				
Volume	0	932	31	0	963	0	0	0	0	0	762	914	0	0	1676	28	0	79	1	108	2747
Percent	0.0	96.8	3.2	0.0		0.0	0.0	0.0	0.0		45.5	54.5	0.0	0.0		25.9	0.0	73.1	0.9		
17:00 Volume	0	246	12	0	258	0	0	0	0	0	197	262	0	0	459	6	0	17	1	24	741
Peak Factor																					0.927
High Int.	16:45					3:45:00 PM					17:15					16:45					
Volume	0	278	7	0	285	0	0	0	0	0	210	259	0	0	469	4	0	24	0	28	
Peak Factor					0.845										0.893					0.964	

Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: A. Massucci
Board # :D1-1429
Location : Kearney Villa Rd & W/B SR-52

File Name : 05189061
Site Code : 00189061
Start Date : 6/1/2005
Page No : 2



Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: A. Massucci
Board # : D1-1429
Location : Kearney Villa Rd & W/B SR-52

File Name : 05189060
Site Code : 00189060
Start Date : 6/1/2005
Page No : 1

Groups Printed- Group 1

	Kearney Villa Road Southbound					SR-52 W/B On Ramp Westbound					Kearney Villa Road Northbound					SR-52 W/B Off Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	0	99	1	0	100	0	0	0	0	0	33	105	0	0	138	49	3	104	0	156	394
07:15	0	158	8	0	166	0	0	0	0	0	34	113	0	0	147	59	0	104	0	163	476
07:30	0	151	3	0	154	0	0	0	0	0	33	113	0	0	146	46	0	98	0	144	444
07:45	0	129	2	0	131	0	0	0	0	0	43	124	0	0	167	36	0	92	2	130	428
Total	0	537	14	0	551	0	0	0	0	0	143	455	0	0	598	190	3	398	2	593	1742
08:00	0	116	0	0	116	0	0	0	0	0	44	83	0	0	127	54	0	112	1	167	410
08:15	0	109	6	0	115	0	0	0	0	0	35	110	0	0	145	42	0	89	0	131	391
08:30	0	86	1	0	87	0	0	0	0	0	40	86	0	0	126	35	0	65	0	100	313
08:45	0	103	4	0	107	0	0	0	0	0	48	90	0	0	138	68	0	78	0	146	391
Total	0	414	11	0	425	0	0	0	0	0	167	369	0	0	536	199	0	344	1	544	1505
Grand Total	0	951	25	0	976	0	0	0	0	0	310	824	0	0	1134	389	3	742	3	1137	3247
Apprch %	0.0	97.4	2.6	0.0		0.0	0.0	0.0	0.0		27.3	72.7	0.0	0.0		34.2	0.3	65.3	0.3		
Total %	0.0	29.3	0.8	0.0	30.1	0.0	0.0	0.0	0.0	0.0	9.5	25.4	0.0	0.0	34.9	12.0	0.1	22.9	0.1	35.0	

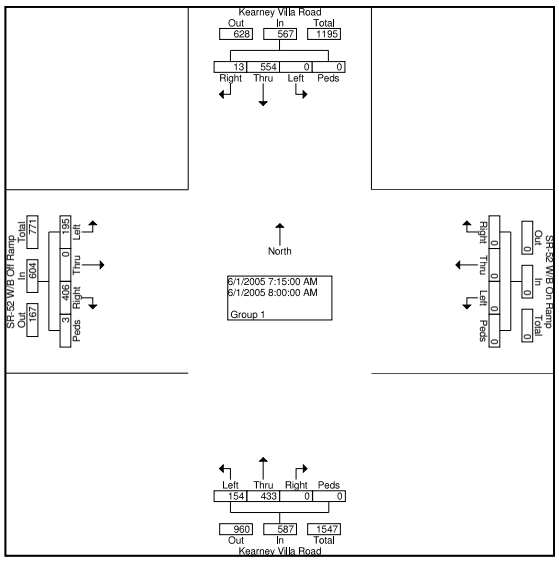
	Kearney Villa Road Southbound					SR-52 W/B On Ramp Westbound					Kearney Villa Road Northbound					SR-52 W/B Off Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																					
Intersection	07:15																				
Volume	0	554	13	0	567	0	0	0	0	0	154	433	0	0	587	195	0	406	3	604	1758
Percent	0.0	97.7	2.3	0.0		0.0	0.0	0.0	0.0		26.2	73.8	0.0	0.0		32.3	0.0	67.2	0.5		
07:15 Volume	0	158	8	0	166	0	0	0	0	0	34	113	0	0	147	59	0	104	0	163	476
Peak Factor																					0.923
High Int.	07:15					6:45:00 AM					07:45					08:00					
Volume	0	158	8	0	166	0	0	0	0	0	43	124	0	0	167	54	0	112	1	167	
Peak Factor					0.854										0.879					0.904	

Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: A. Massucci
Board # : D1-1429
Location : Kearney Villa Rd & W/B SR-52

File Name : 05189060
Site Code : 00189060
Start Date : 6/1/2005
Page No : 2



Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: K Thind & N. Odom
Board # : D1-1430 & D1-2172
Location : Kearney Villa Rd & E/B SR-52

File Name : 05189051
Site Code : 00189051
Start Date : 6/1/2005
Page No : 1

Groups Printed- Group 1

	Kearney Villa Road Southbound					E/B SR-52 On Ramp Westbound					Kearney Villa Road Northbound					E/B SR-52 Off Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	71	130	0	0	201	0	0	0	0	0	0	306	84	0	390	35	0	62	0	97	688
16:15	91	146	0	0	237	0	0	0	0	0	0	230	66	0	296	50	0	36	0	86	619
16:30	95	157	0	0	252	0	0	0	0	0	0	315	73	0	388	32	1	61	0	94	734
16:45	122	172	0	0	294	0	0	0	0	0	0	273	42	0	315	36	0	49	0	85	694
Total	379	605	0	0	984	0	0	0	0	0	0	1124	265	0	1389	153	1	208	0	362	2735
17:00	85	148	0	0	233	0	0	0	0	0	0	351	102	0	453	40	0	47	0	87	773
17:15	68	165	0	0	233	0	0	0	0	0	0	373	59	0	432	40	0	37	0	77	742
17:30	83	153	0	0	236	0	0	0	0	0	0	296	48	0	344	36	0	40	0	76	656
17:45	61	118	0	0	179	0	0	0	0	0	0	192	38	0	230	27	0	33	0	60	469
Total	297	584	0	0	881	0	0	0	0	0	0	1212	247	0	1459	143	0	157	0	300	2640
Grand Total	676	1189	0	0	1865	0	0	0	0	0	0	2336	512	0	2848	296	1	365	0	662	5375
Apprch %	36.2	63.8	0.0	0.0		0.0	0.0	0.0	0.0		0.0	82.0	18.0	0.0		44.7	0.2	55.1	0.0		
Total %	12.6	22.1	0.0	0.0	34.7	0.0	0.0	0.0	0.0	0.0	0.0	43.5	9.5	0.0	53.0	5.5	0.0	6.8	0.0	12.3	

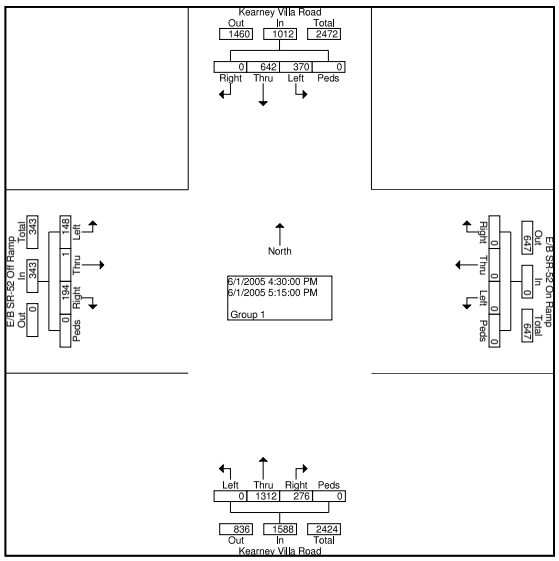
	Kearney Villa Road Southbound					E/B SR-52 On Ramp Westbound					Kearney Villa Road Northbound					E/B SR-52 Off Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																					
Intersection 16:30																					
Volume	370	642	0	0	1012	0	0	0	0	0	0	1312	276	0	1588	148	1	194	0	343	2943
Percent	36.6	63.4	0.0	0.0		0.0	0.0	0.0	0.0		0.0	82.6	17.4	0.0		43.1	0.3	56.6	0.0		
17:00 Volume	85	148	0	0	233	0	0	0	0	0	0	351	102	0	453	40	0	47	0	87	773
Peak Factor																					0.952
High Int.	16:45					3:45:00 PM					17:00					16:30					
Volume	122	172	0	0	294	0	0	0	0	0	0	351	102	0	453	32	1	61	0	94	
Peak Factor					0.861										0.876					0.912	

Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: K Thind & N. Odom
Board # : D1-1430 & D1-2172
Location : Kearney Villa Rd & E/B SR-52

File Name : 05189051
Site Code : 00189051
Start Date : 6/1/2005
Page No : 2



Traffic Data Service Southwest
9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: K. Thind
Board # : D1-2172
Location : Kearney Villa Rd & E/B SR-52

File Name : 05189050
Site Code : 00189050
Start Date : 6/1/2005
Page No : 1

Groups Printed- Group 1

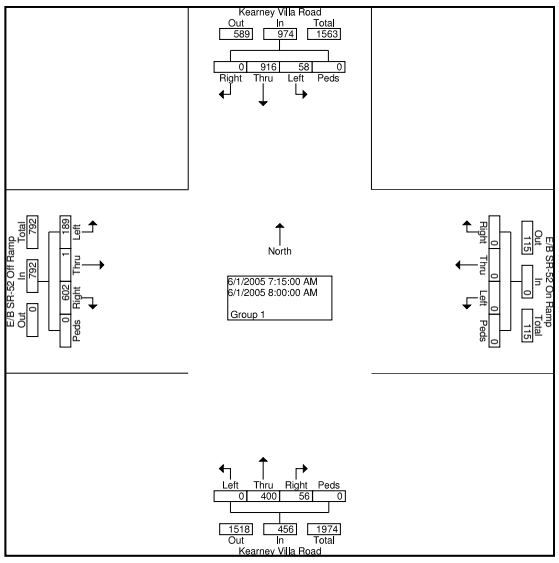
	Kearney Villa Road Southbound					E/B SR-52 On Ramp Westbound					Kearney Villa Road Northbound					E/B SR-52 Off Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	12	202	0	0	214	0	0	0	0	0	0	89	8	0	97	55	0	99	0	154	465
07:15	16	225	0	0	241	0	0	0	0	0	0	102	6	0	108	49	0	137	0	186	535
07:30	15	225	0	0	240	0	0	0	0	0	0	101	13	0	114	45	0	120	0	165	519
07:45	12	243	0	0	255	0	0	0	0	0	0	105	18	0	123	53	1	189	0	243	621
Total	55	895	0	0	950	0	0	0	0	0	0	397	45	0	442	202	1	545	0	748	2140
08:00	15	223	0	0	238	0	0	0	0	0	0	92	19	0	111	42	0	156	0	198	547
08:15	14	163	0	0	177	0	0	0	0	0	0	85	20	0	105	42	0	118	0	160	442
08:30	10	152	0	0	162	0	0	0	0	0	0	93	18	0	111	36	0	140	0	176	449
08:45	13	165	0	0	178	0	0	0	0	0	0	106	16	0	122	32	0	123	0	155	455
Total	52	703	0	0	755	0	0	0	0	0	0	376	73	0	449	152	0	537	0	689	1893
Grand Total	107	1598	0	0	1705	0	0	0	0	0	0	773	118	0	891	354	1	1082	0	1437	4033
Apprch %	6.3	93.7	0.0	0.0		0.0	0.0	0.0	0.0		0.0	86.8	13.2	0.0		24.6	0.1	75.3	0.0		
Total %	2.7	39.6	0.0	0.0	42.3	0.0	0.0	0.0	0.0	0.0	0.0	19.2	2.9	0.0	22.1	8.8	0.0	26.8	0.0	35.6	

	Kearney Villa Road Southbound					E/B SR-52 On Ramp Westbound					Kearney Villa Road Northbound					E/B SR-52 Off Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																					
Intersection	07:15																				
Volume	58	916	0	0	974	0	0	0	0	0	0	400	56	0	456	189	1	602	0	792	2222
Percent	6.0	94.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	87.7	12.3	0.0		23.9	0.1	76.0	0.0		
07:45 Volume	12	243	0	0	255	0	0	0	0	0	0	105	18	0	123	53	1	189	0	243	621
Peak Factor																					0.895
High Int.	07:45					6:45:00 AM					07:45					07:45					
Volume	12	243	0	0	255	0	0	0	0	0	0	105	18	0	123	53	1	189	0	243	
Peak Factor					0.955										0.927					0.815	

Traffic Data Service Southwest
9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: K. Thind
Board # : D1-2172
Location : Kearney Villa Rd & E/B SR-52

File Name : 05189050
Site Code : 00189050
Start Date : 6/1/2005
Page No : 2



Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: S. Tillman
Board # : D1-1431
Location : Eastgate Mall & Miramar Road

File Name : 05189041
Site Code : 00189041
Start Date : 6/2/2005
Page No : 1

Groups Printed- Group 1

	Eastgate Mall Southbound					Miramar Road Westbound					Eastgate Mall Northbound					Miramar Road 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	100	0	76	2	178	1	668	38	0	707	0	0	0	0	0	24	328	0	0	352	1237
16:15	100	0	69	0	169	0	673	39	0	712	0	0	0	0	0	48	408	0	0	456	1337
16:30	111	0	67	1	179	0	652	39	0	691	0	0	0	0	0	50	413	0	0	463	1333
16:45	123	0	88	0	211	3	710	26	0	739	0	0	0	0	0	35	368	0	0	403	1353
Total	434	0	300	3	737	4	2703	142	0	2849	0	0	0	0	0	157	1517	0	0	1674	5260
17:00	142	5	104	0	251	2	778	29	1	810	0	0	0	0	0	34	384	0	0	418	1479
17:15	145	0	87	0	232	0	774	29	0	803	0	0	0	0	0	34	406	0	0	440	1475
17:30	122	0	85	0	207	0	700	31	0	731	0	0	0	0	0	31	395	0	0	426	1364
17:45	107	0	71	0	178	0	566	27	1	594	0	0	0	0	0	38	365	0	0	403	1175
Total	516	5	347	0	868	2	2818	116	2	2938	0	0	0	0	0	137	1550	0	0	1687	5493
Grand Total	950	5	647	3	1605	6	5521	258	2	5787	0	0	0	0	0	294	3067	0	0	3361	10753
Apprch %	59.2	0.3	40.3	0.2		0.1	95.4	4.5	0.0		0.0	0.0	0.0	0.0		8.7	91.3	0.0	0.0		
Total %	8.8	0.0	6.0	0.0	14.9	0.1	51.3	2.4	0.0	53.8	0.0	0.0	0.0	0.0	0.0	2.7	28.5	0.0	0.0	31.3	

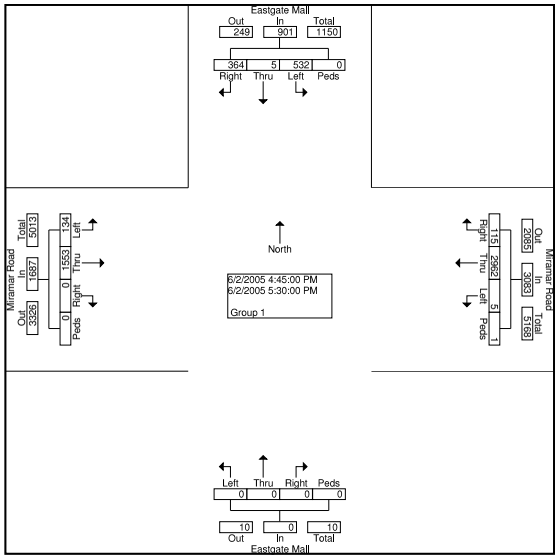
	Eastgate Mall Southbound					Miramar Road Westbound					Eastgate Mall Northbound					Miramar Road Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																					
Intersection	16:45																				
Volume	532	5	364	0	901	5	2962	115	1	3083	0	0	0	0	0	134	1553	0	0	1687	5671
Percent	59.0	0.6	40.4	0.0		0.2	96.1	3.7	0.0		0.0	0.0	0.0	0.0		7.9	92.1	0.0	0.0		
17:00 Volume	142	5	104	0	251	2	778	29	1	810	0	0	0	0	0	34	384	0	0	418	1479
Peak Factor																					0.959
High Int.	17:00					17:00					3:45:00 PM					17:15					
Volume	142	5	104	0	251	2	778	29	1	810	0	0	0	0	0	34	406	0	0	440	
Peak Factor					0.897					0.952										0.959	

Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: S. Tillman
Board # : D1-1431
Location : Eastgate Mall & Miramar Road

File Name : 05189041
Site Code : 00189041
Start Date : 6/2/2005
Page No : 2



Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: S. Tillman
Board # : D1-1431
Location : Eastgate Mall & Miramar Road

File Name : 05189040
Site Code : 00189040
Start Date : 6/2/2005
Page No : 1

Groups Printed- Group 1

	Eastgate Mall Southbound					Miramar Road Westbound					Eastgate Mall Northbound					Miramar Road 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
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00	17	0	31	0	48	0	333	84	0	417	0	0	0	0	0	78	632	0	0	710	1175
07:15	18	0	34	0	52	0	394	110	1	505	0	0	0	0	0	89	669	0	0	758	1315
07:30	24	0	50	0	74	0	441	140	0	581	0	0	0	0	0	62	637	0	0	699	1354
07:45	36	0	40	0	76	0	469	109	2	580	0	0	0	0	0	75	636	0	0	711	1367
Total	95	0	155	0	250	0	1637	443	3	2083	0	0	0	0	0	304	2574	0	0	2878	5211
08:00	42	0	40	0	82	1	458	102	0	561	0	0	0	0	0	64	601	0	0	665	1308
08:15	24	0	43	1	68	2	481	128	1	612	0	0	0	0	0	60	541	0	0	601	1281
08:30	45	0	80	0	125	1	441	130	0	572	0	0	0	0	0	42	564	0	0	606	1303
08:45	31	0	53	0	84	0	466	121	1	588	0	0	0	0	0	58	546	0	0	604	1276
Total	142	0	216	1	359	4	1846	481	2	2333	0	0	0	0	0	224	2252	0	0	2476	5168
Grand Total	237	0	371	1	609	4	3483	924	5	4416	0	0	0	0	0	528	4826	0	0	5354	10379
Apprch %	38.9	0.0	60.9	0.2		0.1	78.9	20.9	0.1		0.0	0.0	0.0	0.0		9.9	90.1	0.0	0.0		
Total %	2.3	0.0	3.6	0.0	5.9	0.0	33.6	8.9	0.0	42.5	0.0	0.0	0.0	0.0	0.0	5.1	46.5	0.0	0.0	51.6	

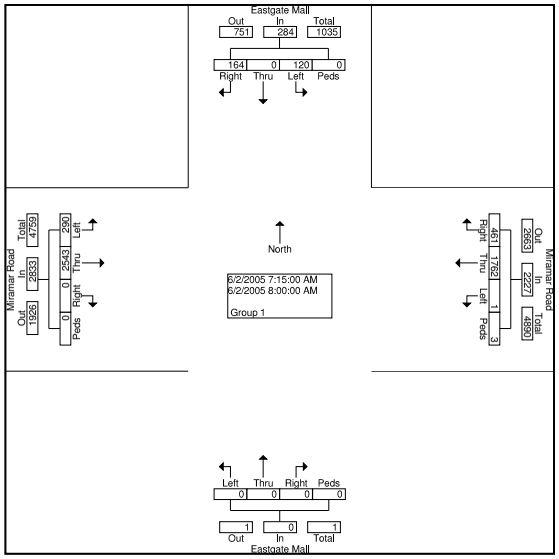
	Eastgate Mall Southbound					Miramar Road Westbound					Eastgate Mall Northbound					Miramar Road Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																					
Intersection	07:15																				
Volume	120	0	164	0	284	1	1762	461	3	2227	0	0	0	0	0	290	2543	0	0	2833	5344
Percent	42.3	0.0	57.7	0.0		0.0	79.1	20.7	0.1		0.0	0.0	0.0	0.0		10.2	89.8	0.0	0.0		
07:45 Volume	36	0	40	0	76	0	469	109	2	580	0	0	0	0	0	75	636	0	0	711	1367
Peak Factor																					0.977
High Int.	08:00					07:30					6:45:00 AM					07:15					
Volume	42	0	40	0	82	0	441	140	0	581	0	0	0	0	0	89	669	0	0	758	
Peak Factor					0.866					0.958										0.934	

Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: S. Tillman
Board # : D1-1431
Location : Eastgate Mall & Miramar Road

File Name : 05189040
Site Code : 00189040
Start Date : 6/2/2005
Page No : 2



Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: S. Tillman
Board # : D1-1431
Location : Kearney Villa Rd & S/B 163

File Name : 05189081
Site Code : 00189081
Start Date : 6/1/2005
Page No : 1

Groups Printed- Group 1

	Kearney Villa Road Southbound					S/B 163 On Ramp Westbound					Kearney Villa Road Northbound					S/B 163 Off Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
16:00	0	182	332	0	514	0	0	0	0	0	5	245	0	0	250	0	0	5	0	5	769
16:15	0	231	308	0	539	0	0	0	0	0	4	264	0	0	268	0	0	7	0	7	814
16:30	0	235	337	0	572	0	0	0	0	0	6	278	0	0	284	0	0	10	0	10	866
16:45	0	243	351	0	594	0	0	0	0	0	9	216	0	0	225	0	0	24	0	24	843
Total	0	891	1328	0	2219	0	0	0	0	0	24	1003	0	0	1027	0	0	46	0	46	3292
17:00	0	227	342	0	569	0	0	0	0	0	5	267	0	0	272	0	0	15	0	15	856
17:15	0	204	358	0	562	0	0	0	0	0	7	310	0	0	317	0	0	9	0	9	888
17:30	0	200	297	0	497	0	0	0	0	0	6	247	0	0	253	0	0	8	0	8	758
17:45	0	174	301	0	475	0	0	0	0	0	1	199	0	0	200	0	0	10	0	10	685
Total	0	805	1298	0	2103	0	0	0	0	0	19	1023	0	0	1042	0	0	42	0	42	3187
Grand Total	0	1696	2626	0	4322	0	0	0	0	0	43	2026	0	0	2069	0	0	88	0	88	6479
Apprch %	0.0	39.2	60.8	0.0		0.0	0.0	0.0	0.0		2.1	97.9	0.0	0.0		0.0	0.0	100.0	0.0		
Total %	0.0	26.2	40.5	0.0	66.7	0.0	0.0	0.0	0.0	0.0	0.7	31.3	0.0	0.0	31.9	0.0	0.0	1.4	0.0	1.4	

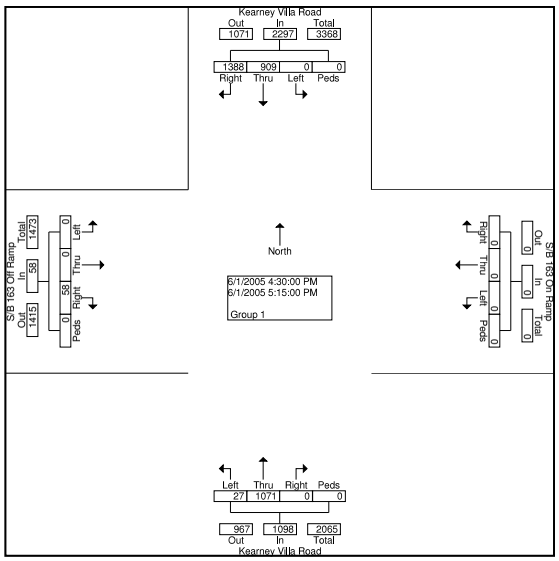
	Kearney Villa Road Southbound					S/B 163 On Ramp Westbound					Kearney Villa Road Northbound					S/B 163 Off Ramp Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																					
Intersection	16:30																				
Volume	0	909	1388	0	2297	0	0	0	0	0	27	1071	0	0	1098	0	0	58	0	58	3453
Percent	0.0	39.6	60.4	0.0		0.0	0.0	0.0	0.0		2.5	97.5	0.0	0.0		0.0	0.0	100.0	0.0		
17:15 Volume	0	204	358	0	562	0	0	0	0	0	7	310	0	0	317	0	0	9	0	9	888
Peak Factor																					0.972
High Int.	16:45					3:45:00 PM					17:15					16:45					
Volume	0	243	351	0	594	0	0	0	0	0	7	310	0	0	317	0	0	24	0	24	
Peak Factor					0.967										0.866					0.604	

Traffic Data Service Southwest

9773 Maine Avenue
Lakeside, CA 92040
(619) 390-8495 Fax (619) 390-8427

Weather : Clear & Dry
Counted by: S. Tillman
Board # : D1-1431
Location : Kearney Villa Rd & S/B 163

File Name : 05189081
Site Code : 00189081
Start Date : 6/1/2005
Page No : 2



Traffic Data Service Southwest
Event Counts

Eastbound

EventCount-85 -- English (ENU)

Datasets:

Site:	**[18901E] Miramar Rd. Btwn I-805 N/B and Nobel Dr.**
Input A:	2 - East bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	13:20 Wednesday, June 01, 2005 => 18:03 Friday, June 03, 2005
File:	Z:\mcdata\Kimley-Horn\2005\189\18901E04JUN2005.EC0 (Plus)
Identifier:	A573BVAY MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**14:00 Wednesday, June 01, 2005 => 11:00 Friday, June 03, 2005**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	47529 Events

*** Wednesday, June 01, 2005=9892 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1808**	**1550**	**1421**	**1338**	**1097**	**843**	**686**	**568**	**327**	**254**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	449	407	377	337	281	214	178	155	93	74	55
-	-	-	-	-	-	-	-	-	-	-	-	-	-	472	409	345	367	271	226	172	159	85	65	40
-	-	-	-	-	-	-	-	-	-	-	-	-	-	422	398	341	304	282	213	201	130	85	65	35
-	-	-	-	-	-	-	-	-	-	-	-	-	-	465	336	358	330	263	190	135	124	64	50	26

*** Thursday, June 02, 2005=26495, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
156	**121**	**100**	**116**	**390**	**1245**	**1933**	**2105**	**1885**	**1755**	**1543**	**1668**	**1716**	**1859**	**1715**	**1560**	**1351**	**1379**	**1127**	**835**	**706**	**578**	**361**	**291**	
55	41	22	35	61	169	477	489	**494**	449	376	395	438	**493**	450	389	289	340	300	206	197	150	107	88	67
40	33	23	31	72	238	494	**571**	458	456	392	434	414	**445**	448	421	344	357	336	208	200	190	100	77	46
35	25	24	27	101	335	444	**528**	456	420	395	425	427	**467**	409	383	379	349	268	220	144	113	72	58	30
26	22	31	23	156	503	518	**517**	477	430	380	414	437	**454**	408	367	339	333	223	201	165	125	82	68	45

AM Peak 0715 - 0815 (2110), AM PHF=0.92 PM Peak 1300 - 1400 (1859), PM PHF=0.94

*** Friday, June 03, 2005=11140 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
188	**158**	**112**	**143**	**399**	**1286**	**2151**	**2108**	**1879**	**1709**	**1007**	-	-	-	-	-	-	-	-	-	-	-	-	-	
67	42	32	34	57	167	532	530	474	487	406	-	-	-	-	-	-	-	-	-	-	-	-	-	-
46	43	24	35	64	218	530	532	466	452	405	-	-	-	-	-	-	-	-	-	-	-	-	-	-
30	38	25	24	89	337	499	510	438	390	196	-	-	-	-	-	-	-	-	-	-	-	-	-	-
45	35	31	50	189	564	590	536	501	380	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Event Counts

Westbound

EventCount-85 -- English (ENU)

Datasets:

Site:	**[18901W] Miramar Rd. Btwn I-805 N/B and Nobel Dr.**
Input A:	4 - West bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	13:21 Wednesday, June 01, 2005 => 17:01 Friday, June 03, 2005
File:	Z:\mcdata\Kimley-Horn\2005\189\18901W03JUN2005.EC0 (Plus)
Identifier:	M299DS4P MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**14:00 Wednesday, June 01, 2005 => 11:00 Friday, June 03, 2005**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	76142 Events

*** Wednesday, June 01, 2005=19289 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	**3118**	**2735**	**2949**	**3410**	**2419**	**1550**	**1185**	**884**	**611**	**428**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	756	652	663	790	670	427	333	258	158	104	81
-	-	-	-	-	-	-	-	-	-	-	-	-	-	827	655	692	969	721	405	328	256	183	101	84
-	-	-	-	-	-	-	-	-	-	-	-	-	-	779	711	719	891	539	371	298	207	142	114	70
-	-	-	-	-	-	-	-	-	-	-	-	-	-	756	717	875	760	489	347	226	163	128	109	53

*** Thursday, June 02, 2005=42570, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
288	**172**	**140**	**214**	**259**	**599**	**1846**	**2727**	**3011**	**2550**	**2525**	**2943**	**2962**	**2836**	**3142**	**2729**	**3047**	**3436**	**2573**	**1606**	**1012**	**952**	**572**	**429**	
81	57	37	48	46	76	225	637	758	654	579	713	**798**	678	777	626	708	**835**	640	457	280	266	157	134	85
84	36	39	53	69	138	376	671	737	666	641	709	**760**	755	755	705	820	**972**	772	469	282	290	154	93	110
70	42	39	65	68	189	542	679	710	629	673	**767**	642	693	775	726	692	**872**	567	374	258	223	127	99	45
53	37	25	48	76	196	703	740	806	601	632	**754**	762	710	835	672	**827**	757	594	306	192	173	134	103	58

AM Peak 1130 - 1230 (3079), AM PHF=0.96 PM Peak 1645 - 1745 (3506), PM PHF=0.90

*** Friday, June 03, 2005=14281 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
298	**197**	**214**	**191**	**273**	**616**	**1977**	**2935**	**3127**	**2709**	**1744**	-	-	-	-	-	-	-	-	-	-	-	-	-	
85	69	65	30	73	99	270	718	773	596	587	-	-	-	-	-	-	-	-	-	-	-	-	-	-
110	45	54	40	80	151	442	664	725	717	710	-	-	-	-	-	-	-	-	-	-	-	-	-	-
45	42	40	64	45	152	551	757	855	728	447	-	-	-	-	-	-	-	-	-	-	-	-	-	-
58	41	55	57	75	214	714	796	774	668	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Event Counts

Eastbound

EventCount-234 -- English (ENU)

Datasets:

Site:	**[18902] Nobel Dr. Btwn I-805 N/B Ramp and Miramar Rd.**
Input A:	2 - East bound. - Added to totals. (1)
Input B:	4 - West bound. - Excluded from totals. (0)
Survey Duration:	14:18 Monday, June 13, 2005 => 9:40 Thursday, June 16, 2005
File:	Z:\mcdata\Kimley-Horn\2005\189\1890216JUN2005.EC0 (Base)
Identifier:	A5922K3W MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**15:00 Monday, June 13, 2005 => 10:00 Wednesday, June 15, 2005**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	21938 Events

*** Monday, June 13, 2005=2351 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**493**	**449**	**422**	**341**	**201**	**171**	**120**	**94**	**60**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	128	102	109	82	56	45	28	32	15	5
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	134	127	106	87	48	38	31	30	21	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	136	116	103	97	51	48	24	22	13	4
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	95	104	104	75	46	40	37	10	11	12

*** Tuesday, June 14, 2005=8698, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
28	**23**	**32**	**26**	**89**	**438**	**740**	**888**	**812**	**658**	**533**	**482**	**542**	**534**	**522**	**488**	**438**	**423**	**315**	**205**	**153**	**169**	**102**	**58**	
5	8	8	7	11	39	170	212	**221**	199	154	113	127	125	**128**	129	119	106	100	54	36	46	31	14	6
7	5	5	5	8	70	183	**211**	203	169	122	120	133	130	**139**	136	109	122	88	50	41	38	27	16	7
4	5	5	6	36	125	184	**228**	171	144	136	122	125	**131**	116	112	101	100	71	52	33	53	19	15	9
12	5	14	8	34	204	203	**237**	217	146	121	127	157	**148**	139	111	109	95	56	49	43	32	25	13	2

AM Peak 0715 - 0815 (897), AM PHF=0.95 PM Peak 1330 - 1430 (546), PM PHF=0.92

*** Wednesday, June 15, 2005=3661 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
24	**27**	**26**	**31**	**100**	**431**	**724**	**910**	**750**	**638**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6	9	5	3	13	31	145	212	188	187	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	5	5	8	16	80	173	215	167	159	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	6	4	5	32	126	188	240	194	152	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	7	12	15	39	194	218	243	201	140	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Event Counts

Eastbound

EventCount-85 -- English (ENU)

Datasets:

Site:	**[18902E] Nobel Dr. Btwn I-805 N/B Offramp and Miramar Rd.**
Input A:	2 - East bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	11:41 Tuesday, May 31, 2005 => 16:49 Friday, June 03, 2005
File:	Z:\mcdata\Kimley-Horn\2005\189\18902E03JUN2005.EC0 (Plus)
Identifier:	M4483KR5 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**14:00 Wednesday, June 01, 2005 => 11:00 Friday, June 03, 2005**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	15718 Events

*** Wednesday, June 01, 2005=2971 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**553**	**468**	**446**	**436**	**339**	**253**	**178**	**130**	**103**	**65**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	133	122	95	97	87	72	54	44	29	22	10
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	150	128	119	127	75	71	41	34	22	16	6
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	133	103	125	104	86	61	44	28	25	13	11
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	137	115	107	108	91	49	39	24	27	14	11

*** Thursday, June 02, 2005=8668, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
38	**15**	**22**	**28**	**94**	**397**	**698**	**837**	**792**	**653**	**509**	**508**	**530**	**559**	**527**	**494**	**436**	**455**	**359**	**195**	**210**	**135**	**125**	**52**	
10	5	1	8	15	35	165	217	**223**	165	126	134	142	**150**	134	126	102	125	102	58	57	38	38	21	14
6	3	3	5	8	62	150	**214**	189	171	128	141	126	**149**	138	120	110	109	111	56	55	44	27	8	11
11	2	11	4	24	87	170	**196**	196	156	127	99	122	**128**	140	119	123	121	72	50	52	25	28	11	16
11	5	7	11	47	213	213	**210**	184	161	128	134	**140**	132	115	129	101	100	74	31	46	28	32	12	11

AM Peak 0715 - 0815 (843), AM PHF=0.95 PM Peak 1245 - 1345 (567), PM PHF=0.94

*** Friday, June 03, 2005=4078 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
52	**22**	**34**	**35**	**86**	**425**	**735**	**890**	**791**	**623**	**385**	-	-	-	-	-	-	-	-	-	-	-	-	-	
14	7	15	8	4	55	179	190	228	183	122	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	8	4	3	10	58	169	212	170	171	121	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16	3	9	10	26	99	186	227	196	134	136	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	4	6	14	46	213	201	261	197	135	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Event Counts

Westbound

EventCount-234 -- English (ENU)

Datasets:

Site:	**[18902] Nobel Dr. Btwn I-805 N/B Ramp and Miramar Rd.**
Input A:	2 - East bound. - Excluded from totals. (0)
Input B:	4 - West bound. - Added to totals. (1)
Survey Duration:	14:18 Monday, June 13, 2005 => 9:40 Thursday, June 16, 2005
File:	Z:\mcdata\Kimley-Horn\2005\189\1890216JUN2005.EC0 (Base)
Identifier:	A5922K3W MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**15:00 Monday, June 13, 2005 => 10:00 Wednesday, June 15, 2005**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	21938 Events

*** Monday, June 13, 2005=2109 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**446**	**487**	**480**	**314**	**131**	**72**	**77**	**53**	**49**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	152	129	126	109	41	20	27	13	16	13
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	102	113	147	74	28	18	12	17	13	10
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	110	133	88	91	33	17	19	10	13	6
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	82	112	119	40	29	17	19	13	7	5

*** Tuesday, June 14, 2005=4275, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
34	**27**	**24**	**15**	**11**	**31**	**121**	**195**	**223**	**172**	**157**	**239**	**232**	**228**	**467**	**430**	**500**	**485**	**261**	**142**	**101**	**89**	**48**	**43**	
13	7	15	1	3	4	20	30	55	41	31	47	**58**	49	63	**114**	142	136	80	46	30	29	16	9	21
10	1	2	4	3	7	31	45	59	38	56	**67**	49	62	71	**112**	112	141	83	35	29	23	11	13	11
6	14	4	4	2	7	34	57	51	53	31	**59**	76	62	**147**	95	117	102	60	25	20	20	12	15	6
5	5	3	6	3	13	36	63	58	40	39	**66**	49	55	**186**	109	129	106	38	36	22	17	9	6	4

AM Peak 1115 - 1215 (250), AM PHF=0.93 PM Peak 1430 - 1530 (559), PM PHF=0.75

*** Wednesday, June 15, 2005=843 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
42	**19**	**26**	**4**	**9**	**27**	**131**	**162**	**227**	**196**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
21	4	13	2	0	5	18	30	68	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	8	4	0	4	5	31	34	55	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	5	4	1	1	5	32	41	43	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	2	5	1	4	12	50	57	61	43	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Eastbound

EventCount-86 -- English (ENU)

Datasets:

Site:	**[18903] Miramar Rd. Btwn Nobel Dr. and Eastgate Mall**
Input A:	2 - East bound. - Added to totals. (1)
Input B:	4 - West bound. - Excluded from totals. (0)
Survey Duration:	11:56 Tuesday, May 31, 2005 => 17:50 Friday, June 03, 2005
File:	Z:\mcdata\Kimley-Horn\2005\189\1890304JUN2005.EC0 (Plus)
Identifier:	A027V8X1 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**11:56 Tuesday, May 31, 2005 => 14:00 Thursday, June 02, 2005**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	148841 Events

*** Tuesday, May 31, 2005=16580 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	**1729**	**2374**	**2278**	**1944**	**1819**	**1790**	**1373**	**1009**	**769**	**701**	**456**	**338**	
-	-	-	-	-	-	-	-	-	-	-	-	32	**623**	573	489	476	450	380	270	174	201	114	103	48
-	-	-	-	-	-	-	-	-	-	-	-	527	**590**	577	489	414	466	343	255	222	199	121	84	55
-	-	-	-	-	-	-	-	-	-	-	-	547	**586**	543	475	440	455	351	231	205	157	99	81	34
-	-	-	-	-	-	-	-	-	-	-	-	0	**623**	575	585	491	489	419	299	253	168	144	122	70	42

PM Peak 1245 - 1345 (2422), PM PHF=0.97

*** Wednesday, June 01, 2005=34953, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
179	**164**	**102**	**149**	**481**	**1673**	**2745**	**2886**	**2657**	**2341**	**2091**	**2194**	**2350**	**2469**	**2330**	**1960**	**1796**	**1675**	**1380**	**1066**	**843**	**692**	**424**	**306**	
48	42	22	28	79	234	703	**736**	789	657	597	552	561	**621**	565	516	456	420	351	283	224	190	118	94	62
55	45	26	37	80	273	616	**743**	623	615	494	505	571	**622**	628	518	458	458	323	285	206	193	103	81	47
34	40	19	38	109	432	654	**691**	613	546	504	604	567	**534**	522	490	419	402	358	269	248	157	111	72	47
42	37	35	46	213	734	**772**	716	632	523	496	533	651	**692**	615	436	463	395	348	229	165	152	92	59	34

AM Peak 0645 - 0745 (2942), AM PHF=0.95 PM Peak 1300 - 1400 (2469), PM PHF=0.89

*** Thursday, June 02, 2005=21717 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
190	**128**	**124**	**138**	**484**	**1607**	**2548**	**2833**	**2550**	**2364**	**2009**	**2185**	**2180**	**2377**	-	-	-	-	-	-	-	-	-	-	
62	45	21	42	74	204	634	**705**	690	593	499	524	563	617	-	-	-	-	-	-	-	-	-	-	-
47	34	27	38	81	297	628	**737**	593	619	498	584	508	592	-	-	-	-	-	-	-	-	-	-	-
47	23	34	29	124	404	590	**702**	623	571	511	526	536	584	-	-	-	-	-	-	-	-	-	-	-
34	26	42	29	205	702	**696**	689	644	581	501	551	573	584	-	-	-	-	-	-	-	-	-	-	-

AM Peak 0645 - 0745 (2840), AM PHF=0.96

Traffic Data Service Southwest
Event Counts

Westbound

EventCount-86 -- English (ENU)

Datasets:

Site:	**[18903] Miramar Rd. Btwn Nobel Dr. and Eastgate Mall**
Input A:	2 - East bound. - Excluded from totals. (0)
Input B:	4 - West bound. - Added to totals. (1)
Survey Duration:	11:56 Tuesday, May 31, 2005 => 17:50 Friday, June 03, 2005
File:	Z:\mcdata\Kimley-Horn\2005\189\1890304JUN2005.EC0 (Plus)
Identifier:	A027V8X1 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**11:56 Tuesday, May 31, 2005 => 14:00 Thursday, June 02, 2005**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	148841 Events

*** Tuesday, May 31, 2005=21752 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	**2088**	**2349**	**2639**	**2709**	**2887**	**3074**	**2197**	**1293**	**980**	**664**	**499**	**373**	
-	-	-	-	-	-	-	-	-	-	-	-	316	587	643	752	678	**810**	595	406	323	190	156	99	83
-	-	-	-	-	-	-	-	-	-	-	-	622	585	669	611	741	**814**	675	315	265	181	128	108	63
-	-	-	-	-	-	-	-	-	-	-	-	570	570	637	707	667	**792**	525	290	243	154	111	91	68
-	-	-	-	-	-	-	-	-	-	-	0	580	607	690	639	**801**	658	402	282	149	139	104	75	54

PM Peak 1645 - 1745 (3217), PM PHF=0.99

*** Wednesday, June 01, 2005=36126, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
268	**152**	**155**	**161**	**195**	**435**	**1280**	**1920**	**2381**	**2046**	**2003**	**2370**	**2496**	**2316**	**2833**	**2751**	**2848**	**3293**	**2187**	**1359**	**1002**	**748**	**533**	**394**	
83	37	48	36	30	81	200	406	576	514	478	521	**673**	598	651	755	670	**809**	589	404	300	213	146	108	75
63	49	44	40	65	105	284	472	626	562	538	601	**570**	599	700	606	714	**865**	691	358	265	216	147	94	81
68	34	33	37	36	109	347	479	612	479	498	584	**663**	519	730	706	676	**881**	471	304	254	184	125	111	61
54	32	30	48	64	140	449	563	567	491	489	**664**	590	600	752	684	**788**	738	436	293	183	135	115	81	45

AM Peak 1145 - 1245 (2570), AM PHF=0.95 PM Peak 1645 - 1745 (3343), PM PHF=0.95

*** Thursday, June 02, 2005=17713 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
262	**163**	**141**	**151**	**200**	**440**	**1258**	**1951**	**2209**	**1956**	**1935**	**2327**	**2377**	**2343**	-	-	-	-	-	-	-	-	-	-	
75	54	46	40	41	65	180	448	530	488	448	569	**599**	568	-	-	-	-	-	-	-	-	-	-	-
81	40	36	37	55	99	249	474	549	513	491	558	**612**	608	-	-	-	-	-	-	-	-	-	-	-
61	41	37	40	48	130	355	479	545	491	499	**612**	564	571	-	-	-	-	-	-	-	-	-	-	-
45	28	22	34	56	146	474	550	585	464	497	**588**	602	596	-	-	-	-	-	-	-	-	-	-	-

AM Peak 1130 - 1230 (2411), AM PHF=0.98

Traffic Data Service Southwest
Vehicle Counts

Northbound

VehicleCount-87 -- English (ENU)

Datasets:

Site:	**[18904] Eastgate Mall North of Miramar Rd.**
Direction:	5 - South bound A>B, North bound B>A., **Lane:** 0
Survey Duration:	13:56 Wednesday, June 01, 2005 => 16:41 Friday, June 03, 2005
File:	Z:\mcdata\Kimley-Horn\2005\189\1890403JUN2005.EC0 (Plus)
Identifier:	M2909VVJ MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time:	**14:00 Wednesday, June 01, 2005 => 11:00 Friday, June 03, 2005**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	North (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	11814 Vehicles

*** Wednesday, June 01, 2005 - Total=1682 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	**359**	**299**	**264**	**260**	**186**	**112**	**78**	**55**	**41**	**28**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	83	76	40	71	64	36	25	11	10	10	6
-	-	-	-	-	-	-	-	-	-	-	-	-	-	97	74	67	76	43	33	25	15	9	4	2
-	-	-	-	-	-	-	-	-	-	-	-	-	-	90	81	86	48	44	23	19	15	12	8	6
-	-	-	-	-	-	-	-	-	-	-	-	-	-	89	68	71	65	35	20	9	14	10	6	7

*** Thursday, June 02, 2005 - Total=6479, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
21	**25**	**38**	**36**	**83**	**274**	**482**	**772**	**884**	**704**	**382**	**316**	**409**	**441**	**318**	**249**	**306**	**237**	**183**	**114**	**88**	**39**	**46**	**32**	
6	1	4	13	11	29	95	169	**224**	216	103	70	93	**119**	97	61	67	66	47	38	34	10	15	6	3
2	9	6	10	12	57	100	168	**210**	183	113	90	108	**129**	77	56	72	63	44	22	28	12	10	7	8
6	3	8	4	23	67	125	212	**228**	168	86	71	**99**	99	53	66	95	56	61	30	9	7	9	9	4
7	12	20	9	37	121	162	**223**	222	137	80	85	**109**	94	91	66	72	52	31	24	17	10	12	10	9

AM Peak 0745 - 0845 (885), AM PHF=0.97 PM Peak 1230 - 1330 (456), PM PHF=0.88

*** Friday, June 03, 2005 - Total=3653 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
24	**27**	**43**	**44**	**95**	**270**	**525**	**730**	**830**	**661**	**404**	-	-	-	-	-	-	-	-	-	-	-	-	-	
3	4	9	18	16	29	113	166	195	204	105	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	5	5	8	10	57	121	161	198	182	107	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	3	8	9	21	69	119	196	180	145	115	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	15	21	9	48	115	172	207	257	130	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Vehicle Counts

Southbound

VehicleCount-87 -- English (ENU)

Datasets:

Site:	**[18904] Eastgate Mall North of Miramar Rd.**
Direction:	5 - South bound A>B, North bound B>A., **Lane:** 0
Survey Duration:	13:56 Wednesday, June 01, 2005 => 16:41 Friday, June 03, 2005
File:	Z:\mcdata\Kimley-Horn\2005\189\1890403JUN2005.EC0 (Plus)
Identifier:	M2909VVJ MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default
Data type:	Axle sensors - Paired (Class, Speed, Count)

Profile:

Filter time:	**14:00 Wednesday, June 01, 2005 => 11:00 Friday, June 03, 2005**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	South (bound)
Separation:	All - (Headway)
Name:	Factory default profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	13067 Vehicles

*** Wednesday, June 01, 2005 - Total=4206 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**504**	**605**	**721**	**899**	**619**	**350**	**201**	**115**	**105**	**87**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	118	168	176	235	191	95	55	38	19	21	15
-	-	-	-	-	-	-	-	-	-	-	-	-	-	93	137	186	254	174	95	50	23	31	18	10
-	-	-	-	-	-	-	-	-	-	-	-	-	-	158	152	174	233	142	82	59	29	33	32	20
-	-	-	-	-	-	-	-	-	-	-	-	-	-	135	148	185	177	112	78	37	25	22	16	6

*** Thursday, June 02, 2005 - Total=7075, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
51	**40**	**21**	**23**	**17**	**73**	**172**	**223**	**392**	**310**	**315**	**492**	**493**	**424**	**466**	**545**	**701**	**884**	**608**	**316**	**220**	**114**	**98**	**77**	
15	14	0	8	3	19	24	52	86	71	62	115	**145**	108	100	137	152	**238**	179	108	71	28	23	21	14
10	7	4	7	4	21	45	37	61	87	95	129	**139**	106	112	140	171	**256**	164	94	52	20	21	21	11
20	11	10	6	3	15	50	61	105	73	72	**131**	105	101	124	135	172	**211**	136	61	68	34	27	14	8
6	8	7	2	7	18	53	73	140	79	86	**117**	104	109	130	133	**206**	179	129	53	29	32	27	21	8

AM Peak 1130 - 1230 (532), AM PHF=0.92 PM Peak 1645 - 1745 (911), PM PHF=0.89

*** Friday, June 03, 2005 - Total=1786 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
41	**41**	**24**	**32**	**40**	**76**	**185**	**259**	**407**	**341**	**340**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
14	9	6	13	8	11	30	68	71	78	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	6	10	4	8	25	42	54	144	94	83	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	14	5	5	11	12	67	69	121	89	98	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	12	3	10	13	28	46	68	71	80	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Event Counts

Eastbound

EventCount-86 -- English (ENU)

Datasets:

Site:	**[18905E] Miramar Rd. Btwn Eastgate Mall and Miramar Mall**
Input A:	2 - East bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	13:32 Wednesday, June 01, 2005 => 16:34 Friday, June 03, 2005
File:	Z:\mcdata\Kimley-Horn\2005\189\18905E03JUN2005.EC0 (Base)
Identifier:	A564FEQH MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**14:00 Wednesday, June 01, 2005 => 11:00 Friday, June 03, 2005**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	62824 Events

*** Wednesday, June 01, 2005=13759 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**2280**	**2114**	**2043**	**2092**	**1644**	**1200**	**911**	**718**	**437**	**320**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	542	580	505	526	435	315	257	201	118	91	68
-	-	-	-	-	-	-	-	-	-	-	-	-	-	605	550	538	574	409	313	217	207	114	83	47
-	-	-	-	-	-	-	-	-	-	-	-	-	-	533	513	475	503	416	296	245	147	117	82	51
-	-	-	-	-	-	-	-	-	-	-	-	-	-	600	471	525	489	384	276	192	163	88	64	42

*** Thursday, June 02, 2005=34582, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
208	**131**	**117**	**124**	**417**	**1436**	**2345**	**2621**	**2459**	**2232**	**1992**	**2195**	**2273**	**2352**	**2194**	**2105**	**1949**	**2112**	**1680**	**1122**	**960**	**715**	**487**	**356**	
68	47	21	36	67	201	593	635	**655**	559	499	510	576	**583**	549	517	427	520	469	301	263	184	153	98	87
47	29	25	32	68	255	575	**684**	581	590	505	573	583	**588**	569	555	501	591	480	298	271	236	133	99	61
51	30	33	30	96	353	538	**653**	602	535	493	542	568	**575**	544	518	515	505	391	290	202	135	91	77	38
42	25	38	26	186	627	639	**649**	621	548	495	570	546	**606**	532	515	506	496	340	233	224	160	110	82	57

AM Peak 0715 - 0815 (2641), AM PHF=0.97 PM Peak 1300 - 1400 (2352), PM PHF=0.97

*** Friday, June 03, 2005=14482 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
243	**185**	**123**	**158**	**421**	**1471**	**2552**	**2674**	**2441**	**2160**	**2054**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
87	43	40	42	52	205	639	635	663	594	526	-	-	-	-	-	-	-	-	-	-	-	-	-
61	56	32	31	66	242	621	664	599	597	505	-	-	-	-	-	-	-	-	-	-	-	-	-
38	50	28	28	107	366	595	642	575	495	513	-	-	-	-	-	-	-	-	-	-	-	-	-
57	36	23	57	196	658	697	733	604	474	510	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Event Counts

Westbound

EventCount-86 -- English (ENU)

Datasets:

Site:	**[18905W] Miramar Rd. Btwn Eastgate Mall and Miramar Mall**
Input A:	4 - West bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	13:33 Wednesday, June 01, 2005 => 17:31 Friday, June 03, 2005
File:	Z:\mcdata\Kimley-Horn\2005\189\18905W04JUN2005.EC0 (Base)
Identifier:	A560XBG4 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**14:00 Wednesday, June 01, 2005 => 11:00 Friday, June 03, 2005**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	64276 Events

*** Wednesday, June 01, 2005=16612 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	**2662**	**2508**	**2660**	**3028**	**2026**	**1278**	**928**	**703**	**475**	**344**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	593	674	594	770	548	381	279	191	137	98	79
-	-	-	-	-	-	-	-	-	-	-	-	-	-	692	547	665	797	637	327	251	218	134	81	72
-	-	-	-	-	-	-	-	-	-	-	-	-	-	657	655	649	779	445	280	225	158	108	99	58
-	-	-	-	-	-	-	-	-	-	-	-	-	-	720	632	752	682	396	290	173	136	96	66	47

*** Thursday, June 02, 2005=35328, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
256	**152**	**154**	**150**	**219**	**522**	**1441**	**2306**	**2608**	**2270**	**1979**	**2217**	**2355**	**2365**	**2649**	**2491**	**2634**	**2839**	**2130**	**1305**	**779**	**722**	**451**	**334**	
79	43	49	44	41	74	217	499	**638**	573	459	510	584	595	638	621	577	**770**	544	367	210	212	128	100	75
72	40	37	33	55	103	283	544	**644**	627	508	537	602	612	636	589	737	**741**	616	369	225	218	127	68	102
58	34	38	43	47	153	402	611	**655**	537	517	582	583	573	624	628	641	**713**	522	296	180	157	94	83	53
47	35	30	30	76	192	539	652	**671**	533	495	588	586	585	751	653	**679**	615	448	273	164	135	102	83	49

AM Peak 0800 - 0900 (2608), AM PHF=0.97 PM Peak 1645 - 1745 (2903), PM PHF=0.94

*** Friday, June 03, 2005=12336 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
279	**182**	**187**	**145**	**210**	**496**	**1495**	**2328**	**2584**	**2341**	**2089**	-	-	-	-	-	-	-	-	-	-	-	-	-	
75	58	60	33	50	67	259	497	678	586	465	-	-	-	-	-	-	-	-	-	-	-	-	-	-
102	45	42	26	50	109	290	531	576	627	574	-	-	-	-	-	-	-	-	-	-	-	-	-	-
53	33	40	49	39	139	403	638	636	586	515	-	-	-	-	-	-	-	-	-	-	-	-	-	-
49	46	45	37	71	181	543	662	694	542	535	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Event Counts

Northbound

EventCount-86 -- English (ENU)

Datasets:

Site:	**[18906N] Kearney Villa Rd. Btwn SR-52 E/B and Ruffin Rd.**
Input A:	1 - North bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	13:59 Tuesday, May 31, 2005 => 18:26 Friday, June 03, 2005
File:	Z:\mcdata\Kimley-Horn\2005\189\18906N04JUN2005.EC0 (Plus)
Identifier:	A6548T9F MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**15:00 Tuesday, May 31, 2005 => 3:00 Thursday, June 02, 2005**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	15951 Events

*** Tuesday, May 31, 2005=5291 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**1025**	**1355**	**1436**	**714**	**290**	**181**	**127**	**92**	**71**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	226	372	426	257	94	49	41	29	20	11
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	213	316	419	170	85	53	30	26	17	6
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	284	366	335	155	71	43	29	24	18	6
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	302	301	256	132	40	36	27	13	16	30

*** Wednesday, June 01, 2005=10547, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
53	**24**	**23**	**13**	**25**	**93**	**283**	**445**	**481**	**461**	**485**	**655**	**700**	**653**	**763**	**1059**	**1384**	**1510**	**644**	**302**	**179**	**160**	**97**	**55**	
11	7	6	4	5	10	30	90	121	113	125	164	**194**	169	150	259	382	**394**	241	102	56	52	32	23	21
6	5	2	4	3	22	63	99	112	105	118	162	**167**	152	181	219	313	**474**	158	85	50	43	21	11	8
6	4	5	0	7	24	86	130	123	118	115	160	**168**	167	219	313	**368**	353	150	61	37	37	23	12	6
30	8	10	5	10	37	104	126	125	125	127	**169**	171	165	213	268	**321**	289	95	54	36	28	21	9	27

AM Peak 1145 - 1245 (698), AM PHF=0.90 PM Peak 1630 - 1730 (1557), PM PHF=0.82

*** Thursday, June 02, 2005=113 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
62	**27**	**24**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
21	12	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	4	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	7	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
27	4	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Event Counts

Southbound

EventCount-86 -- English (ENU)

Datasets:

Site:	**[18906S] Kearney Villa Rd. Btwn SR-52 E/B and Ruffin Rd.**
Input A:	3 - South bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	13:59 Tuesday, May 31, 2005 => 17:17 Friday, June 03, 2005
File:	Z:\mcdata\Kimley-Horn\2005\189\18906S04JUN2005.EC0 (Plus)
Identifier:	A647KH81 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**15:00 Tuesday, May 31, 2005 => 3:00 Thursday, June 02, 2005**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	14553 Events

*** Tuesday, May 31, 2005=2765 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**678**	**714**	**659**	**338**	**146**	**91**	**64**	**39**	**36**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	158	184	169	124	53	17	16	11	14	3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	164	165	172	72	41	29	20	10	4	6
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	169	185	168	71	32	20	19	11	6	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	187	180	150	71	20	25	9	7	12	3

*** Wednesday, June 01, 2005=11724, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	**11**	**20**	**44**	**77**	**374**	**971**	**1410**	**1315**	**840**	**664**	**672**	**751**	**678**	**750**	**740**	**825**	**784**	**401**	**150**	**84**	**86**	**40**	**25**	
3	1	8	9	14	51	174	330	**429**	260	159	157	180	178	179	196	189	**205**	145	48	25	18	9	6	8
6	4	2	12	21	65	204	**337**	299	198	152	153	186	183	186	170	**199**	198	95	41	16	26	17	9	10
0	1	3	11	14	95	271	**349**	283	184	168	200	195	149	179	187	**220**	212	90	39	23	25	8	6	3
3	5	7	12	28	163	322	**394**	304	198	185	162	190	168	206	187	**217**	169	71	22	20	17	6	4	7

AM Peak 0715 - 0815 (1509), AM PHF=0.88 PM Peak 1615 - 1715 (841), PM PHF=0.96

*** Thursday, June 02, 2005=64 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
28	**16**	**20**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
8	4	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	3	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	5	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	4	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Event Counts

Northbound

EventCount-86 -- English (ENU)

Datasets:

Site:	**[18907] Kearney Villa Rd. Btwn SR-52 W/B and SR-163 N/B**
Input A:	1 - North bound. - Added to totals. (1)
Input B:	3 - South bound. - Excluded from totals. (0)
Survey Duration:	13:47 Tuesday, May 31, 2005 => 17:39 Friday, June 03, 2005
File:	Z:\mcdata\Kimley-Horn\2005\189\18907\1890704JUN2005.EC0 (Base)
Identifier:	A556KBJ1 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**14:00 Tuesday, May 31, 2005 => 11:00 Thursday, June 02, 2005**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	28020 Events

*** Tuesday, May 31, 2005=3899 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**506**	**655**	**881**	**862**	**446**	**192**	**120**	**100**	**72**	**65**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	101	138	248	238	159	62	28	29	30	20	14
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	134	155	210	263	103	58	35	27	7	15	8
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	128	172	229	196	112	44	31	25	20	15	9
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	143	190	194	165	72	28	26	19	15	15	27

*** Wednesday, June 01, 2005=8535, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
58	**27**	**27**	**24**	**29**	**208**	**610**	**702**	**596**	**438**	**444**	**416**	**470**	**483**	**498**	**721**	**893**	**879**	**430**	**193**	**133**	**113**	**84**	**59**	
14	9	8	5	0	23	87	**168**	159	102	123	87	122	120	111	170	230	**196**	149	54	44	25	27	22	12
8	4	4	4	5	39	159	**190**	138	112	103	96	96	132	115	185	217	**288**	103	70	36	31	17	18	12
9	5	6	5	5	64	167	**183**	143	110	112	109	127	113	144	182	**232**	210	112	36	29	26	21	8	11
27	9	9	10	19	82	**197**	161	156	114	106	124	125	118	128	184	**214**	185	66	33	24	31	19	11	32

AM Peak 0645 - 0745 (738), AM PHF=0.94 PM Peak 1630 - 1730 (930), PM PHF=0.81

*** Thursday, June 02, 2005=3102 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
67	**25**	**38**	**42**	**47**	**195**	**548**	**730**	**584**	**443**	**383**	-	-	-	-	-	-	-	-	-	-	-	-	-	
12	12	11	11	1	18	89	202	161	118	92	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12	6	14	16	7	29	133	185	146	110	105	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	5	7	7	15	60	148	173	125	114	89	-	-	-	-	-	-	-	-	-	-	-	-	-	-
32	2	6	8	24	88	178	170	152	101	97	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Event Counts

Southbound

EventCount-86 -- English (ENU)

Datasets:

Site:	**[18907] Kearney Villa Rd. Btwn SR-52 W/B and SR-163 N/B**
Input A:	1 - North bound. - Excluded from totals. (0)
Input B:	3 - South bound. - Added to totals. (1)
Survey Duration:	13:47 Tuesday, May 31, 2005 => 17:39 Friday, June 03, 2005
File:	Z:\mcdata\Kimley-Horn\2005\189\18907\1890704JUN2005.EC0 (Base)
Identifier:	A556KBJ1 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**14:00 Tuesday, May 31, 2005 => 11:00 Thursday, June 02, 2005**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	28020 Events

*** Tuesday, May 31, 2005=3186 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**392**	**566**	**756**	**733**	**427**	**143**	**83**	**38**	**32**	**16**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	91	127	176	195	147	41	23	11	11	3	3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	90	155	164	196	105	47	19	13	8	1	4
-	-	-	-	-	-	-	-	-	-	-	-	-	-	92	111	220	194	97	31	21	10	8	4	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	119	173	196	148	78	24	20	4	5	8	3

*** Wednesday, June 01, 2005=6981, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	**4**	**9**	**18**	**30**	**141**	**386**	**586**	**456**	**349**	**315**	**340**	**371**	**321**	**429**	**622**	**912**	**868**	**479**	**141**	**81**	**64**	**29**	**20**	
3	0	5	7	7	17	58	119	**144**	100	69	87	94	70	76	136	188	**248**	160	43	24	19	7	4	4
4	1	0	5	3	21	78	**148**	106	85	79	77	80	83	89	151	**223**	208	141	38	15	21	12	8	5
0	2	1	3	8	41	102	**158**	96	82	85	97	98	71	130	163	**240**	215	101	28	27	18	6	4	3
3	1	3	3	12	62	148	**161**	110	82	82	79	99	97	134	172	**261**	197	77	32	15	6	4	4	3

AM Peak 0715 - 0815 (611), AM PHF=0.95 PM Peak 1615 - 1715 (972), PM PHF=0.93

*** Thursday, June 02, 2005=2317 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	**18**	**21**	**22**	**32**	**157**	**389**	**566**	**431**	**373**	**293**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
4	1	3	3	5	24	59	130	131	88	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	9	6	5	3	27	78	126	111	80	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	6	8	1	14	42	102	162	95	106	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	2	4	13	10	64	150	148	94	99	77	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Northbound

EventCount-86 -- English (ENU)

Datasets:

Site:	**[18908N] Kearney Villa Rd. Btwn SR-52 W/B and Miramar Gun Club Rd.**
Input A:	1 - North bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	13:37 Tuesday, May 31, 2005 => 16:32 Friday, June 03, 2005
File:	Z:\mcdata\Kimley-Horn\2005\189\18908N03JUN2005.EC0 (Base)
Identifier:	A645ZJ44 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**14:00 Tuesday, May 31, 2005 => 11:00 Thursday, June 02, 2005**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	24318 Events

*** Tuesday, May 31, 2005=4932 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**704**	**864**	**1012**	**962**	**515**	**282**	**186**	**168**	**149**	**90**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	168	189	219	231	159	89	49	52	51	29	19
-	-	-	-	-	-	-	-	-	-	-	-	-	-	177	216	277	282	127	88	42	42	36	26	29
-	-	-	-	-	-	-	-	-	-	-	-	-	-	165	228	242	225	141	59	50	42	32	19	12
-	-	-	-	-	-	-	-	-	-	-	-	-	-	194	231	274	224	88	46	45	32	30	16	16

*** Wednesday, June 01, 2005=13343, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
76	**28**	**39**	**45**	**86**	**388**	**1235**	**1546**	**1273**	**775**	**686**	**637**	**696**	**713**	**675**	**930**	**1045**	**1065**	**486**	**258**	**208**	**186**	**164**	**103**	
19	7	11	10	7	48	185	**392**	356	212	183	135	178	200	162	214	251	**252**	158	53	61	50	55	29	19
29	7	8	11	10	60	273	**399**	327	205	153	156	155	190	176	232	280	**316**	123	91	52	50	40	27	18
12	7	9	8	20	108	350	**376**	298	169	183	165	189	156	168	234	269	**276**	105	53	56	38	28	27	18
16	7	11	16	49	172	**427**	379	292	189	167	181	174	167	169	250	**245**	221	100	61	39	48	41	20	29

AM Peak 0645 - 0745 (1594), AM PHF=0.93 PM Peak 1645 - 1745 (1089), PM PHF=0.86

*** Thursday, June 02, 2005=6042 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
84	**49**	**52**	**56**	**102**	**374**	**1162**	**1587**	**1236**	**763**	**577**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
19	15	10	11	6	41	171	407	370	224	133	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18	7	24	19	17	61	286	414	303	168	142	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18	14	9	11	35	113	300	371	284	199	145	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29	13	9	15	44	159	405	395	279	172	157	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Event Counts

Northbound

EventCount-86 -- English (ENU)

Datasets:

Site:	**[18908N] Kearney Villa Rd. Btwn SR-52 W/B and Miramar Gun Club Rd.**
Input A:	1 - North bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	13:37 Tuesday, May 31, 2005 => 16:32 Friday, June 03, 2005
File:	Z:\mcdata\Kimley-Horn\2005\189\18908N03JUN2005.EC0 (Base)
Identifier:	A645ZJ44 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**14:00 Tuesday, May 31, 2005 => 11:00 Thursday, June 02, 2005**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	24318 Events

*** Tuesday, May 31, 2005=4932 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	**704**	**864**	**1012**	**962**	**515**	**282**	**186**	**168**	**149**	**90**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	168	189	219	231	159	89	49	52	51	29	19
-	-	-	-	-	-	-	-	-	-	-	-	-	-	177	216	277	282	127	88	42	42	36	26	29
-	-	-	-	-	-	-	-	-	-	-	-	-	-	165	228	242	225	141	59	50	42	32	19	12
-	-	-	-	-	-	-	-	-	-	-	-	-	-	194	231	274	224	88	46	45	32	30	16	16

*** Wednesday, June 01, 2005=13343, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
76	**28**	**39**	**45**	**86**	**388**	**1235**	**1546**	**1273**	**775**	**686**	**637**	**696**	**713**	**675**	**930**	**1045**	**1065**	**486**	**258**	**208**	**186**	**164**	**103**	
19	7	11	10	7	48	185	**392**	356	212	183	135	178	200	162	214	251	**252**	158	53	61	50	55	29	19
29	7	8	11	10	60	273	**399**	327	205	153	156	155	190	176	232	280	**316**	123	91	52	50	40	27	18
12	7	9	8	20	108	350	**376**	298	169	183	165	189	156	168	234	269	**276**	105	53	56	38	28	27	18
16	7	11	16	49	172	**427**	379	292	189	167	181	174	167	169	250	**245**	221	100	61	39	48	41	20	29

AM Peak 0645 - 0745 (1594), AM PHF=0.93 PM Peak 1645 - 1745 (1089), PM PHF=0.86

*** Thursday, June 02, 2005=6042 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
84	**49**	**52**	**56**	**102**	**374**	**1162**	**1587**	**1236**	**763**	**577**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
19	15	10	11	6	41	171	407	370	224	133	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18	7	24	19	17	61	286	414	303	168	142	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18	14	9	11	35	113	300	371	284	199	145	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29	13	9	15	44	159	405	395	279	172	157	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Event Counts

EventCount-86 -- English (ENU)

Datasets:

Site:	**[18908S] Kearney Villa Rd. Btwn SR-52 W/B and Miramar Gun Club Rd.**
Input A:	3 - South bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	13:37 Tuesday, May 31, 2005 => 18:19 Friday, June 03, 2005
File:	Z:\mcdata\Kimley-Horn\2005\189\18908S04JUN2005.EC0 (Base)
Identifier:	A56563M0 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**14:00 Tuesday, May 31, 2005 => 11:00 Thursday, June 02, 2005**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	11152 Events

*** Tuesday, May 31, 2005=2978 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	**345**	**515**	**718**	**696**	**415**	**136**	**80**	**32**	**29**	**12**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	116	150	170	141	43	23	11	11	2	5
-	-	-	-	-	-	-	-	-	-	-	-	-	-	80	138	163	185	113	39	16	10	6	2	4
-	-	-	-	-	-	-	-	-	-	-	-	-	-	83	105	209	200	83	29	20	6	8	3	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	114	156	196	141	78	25	21	5	4	5	1

*** Wednesday, June 01, 2005=6282, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**5**	**6**	**16**	**22**	**117**	**299**	**496**	**364**	**268**	**283**	**310**	**340**	**311**	**407**	**581**	**862**	**828**	**455**	**127**	**69**	**60**	**26**	**19**	
5	0	4	5	5	19	52	106	**107**	68	69	79	80	59	75	106	185	**245**	153	38	25	18	6	4	4
4	2	0	4	2	17	50	**128**	94	67	67	76	80	93	87	159	199	**202**	138	33	12	19	11	6	2
1	1	1	2	4	29	75	**117**	82	60	78	79	85	65	124	144	**233**	196	99	29	19	18	5	7	2
1	2	1	5	11	52	122	**145**	81	73	69	76	95	94	121	172	**245**	185	65	27	13	5	4	2	2

AM Peak 0715 - 0815 (497), AM PHF=0.86 PM Peak 1630 - 1730 (925), PM PHF=0.94

*** Thursday, June 02, 2005=1892 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	**16**	**19**	**22**	**27**	**129**	**312**	**470**	**358**	**287**	**242**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
4	1	5	4	5	25	45	93	105	67	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	10	2	5	3	17	61	117	102	67	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	3	7	2	12	29	89	125	76	79	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	2	5	11	7	58	117	135	75	74	54	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Traffic Data Service Southwest
Event Counts

EventCount-86 -- English (ENU)

Datasets:

Site:	**[18908S] Kearney Villa Rd. Btwn SR-52 W/B and Miramar Gun Club Rd.**
Input A:	3 - South bound. - Added to totals. (1)
Input B:	0 - Unused or unknown. - Excluded from totals. (0)
Survey Duration:	13:37 Tuesday, May 31, 2005 => 18:19 Friday, June 03, 2005
File:	Z:\mcdata\Kimley-Horn\2005\189\18908S04JUN2005.EC0 (Base)
Identifier:	A56563M0 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**14:00 Tuesday, May 31, 2005 => 11:00 Thursday, June 02, 2005**
Name:	Factory default profile
Scheme:	Count events divided by two.
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	11152 Events

*** Tuesday, May 31, 2005=2978 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**345**	**515**	**718**	**696**	**415**	**136**	**80**	**32**	**29**	**12**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	68	116	150	170	141	43	23	11	11	2	5
-	-	-	-	-	-	-	-	-	-	-	-	-	-	80	138	163	185	113	39	16	10	6	2	4
-	-	-	-	-	-	-	-	-	-	-	-	-	-	83	105	209	200	83	29	20	6	8	3	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	114	156	196	141	78	25	21	5	4	5	1

*** Wednesday, June 01, 2005=6282, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**5**	**6**	**16**	**22**	**117**	**299**	**496**	**364**	**268**	**283**	**310**	**340**	**311**	**407**	**581**	**862**	**828**	**455**	**127**	**69**	**60**	**26**	**19**	
5	0	4	5	5	19	52	106	**107**	68	69	79	80	59	75	106	185	**245**	153	38	25	18	6	4	4
4	2	0	4	2	17	50	**128**	94	67	67	76	80	93	87	159	199	**202**	138	33	12	19	11	6	2
1	1	1	2	4	29	75	**117**	82	60	78	79	85	65	124	144	**233**	196	99	29	19	18	5	7	2
1	2	1	5	11	52	122	**145**	81	73	69	76	95	94	121	172	**245**	185	65	27	13	5	4	2	2

AM Peak 0715 - 0815 (497), AM PHF=0.86 PM Peak 1630 - 1730 (925), PM PHF=0.94

*** Thursday, June 02, 2005=1892 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	**16**	**19**	**22**	**27**	**129**	**312**	**470**	**358**	**287**	**242**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
4	1	5	4	5	25	45	93	105	67	57	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	10	2	5	3	17	61	117	102	67	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	3	7	2	12	29	89	125	76	79	70	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	2	5	11	7	58	117	135	75	74	54	-	-	-	-	-	-	-	-	-	-	-	-	-	-

OTM32420
05/18/2004
14:17:10

CALTRANS TRAFFIC VOLUMES
LATEST TRAFFIC YEAR SELECTED
PEAK HOUR VOLUME DATA

DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	1 WAY PHV	AM PEAK % K	AM PEAK % D	% KD	HR	DAY	MNTH	Dir	1 WAY PHV	PM PEAK % K	PM PEAK % D	% KD	HR	DAY	MNTH
07	710	LA		14.4	39	O	03	S	9925	7.76	56.38	4.38	7	FRI	FEB	N	9284	7.55	54.2	4.09	17	WED	JUL
07	710	LA		19.1	40	A	03	N	8116	7.25	51.96	3.77	7	TUE	AUG	S	7977	7.1	52.18	3.7	17	WED	AUG
07	710	LA	R	27.11	436	A	03	S	2297	8.71	62.12	5.41	7	TUE	FEB	N	1942	7.8	58.67	4.58	17	MON	AUG
07	710	LA	T	32.11	140	B	01	S	3417	10.68	68.7	7.33	8	FRI	OCT	S	2171	8.98	51.91	4.66	18	THU	OCT
04	780	SOL		3.995	357	A	01	E	2766	7.97	57.51	4.58	8	MON	SEP	W	2627	8.22	52.93	4.35	18	WED	SEP
11	805	SD		.647	922	A	03	S	2879	6.7	67.31	4.51	9	SAT	FEB	S	3231	7.95	63.68	5.06	17	FRI	OCT
11	805	SD		6.059	923	B	03	N	5645	6.43	62.38	4.01	5	TUE	SEP	S	6629	7.84	60.01	4.71	15	FRI	OCT
11	805	SD		8.854	924	B	03	N	9642	6.02	67.29	4.05	6	TUE	MAY	S	10590	7.73	57.52	4.45	16	THU	JUL
11	805	SD		8.854	944	A	03	N	9256	6.9	59.75	4.12	7	MON	FEB	S	9897	7.57	58.23	4.41	16	THU	OCT
11	805	SD		11.31	925	B	03	N	9670	6.51	65.43	4.26	6	MON	MAR	S	10073	7.51	59.07	4.43	16	WED	JAN
11	805	SD		13.51	926	B	03	N	10630	6.7	66.31	4.44	6	WED	NOV	S	10336	7.35	58.76	4.32	15	WED	AUG
11	805	SD		14.46	966	B	03	N	10873	7.15	67.95	4.86	6	WED	NOV	S	10295	7.5	61.3	4.6	16	MON	JUN
11	805	SD		16.43	927	B	03	N	8553	6.83	71.77	4.9	6	WED	MAY	S	9163	8.37	62.78	5.25	15	WED	DEC
11	805	SD		17.65	928	A	03	N	11434	8.18	70.04	5.73	7	MON	JUN	S	10904	8.57	63.77	5.46	15	WED	SEP
11	805	SD		23.65	929	B	03	N	7987	6.3	73.24	4.61	6	WED	JUN	S	7931	7.78	58.94	4.58	16	THU	DEC
11	805	SD		24.44	683	X	03	N	9409	8.04	60.85	4.89	7	TUE	MAY	S	8651	7.56	59.43	4.5	15	MON	JAN
11	805	SD		28.50	930	B	01	S	6498	7.58	62.92	4.77	9	WED	NOV	S	5619	7.89	52.28	4.13	16	THU	APR
11	905	SD		3.207	932	A	03	W	2302	9.85	52.91	5.21	7	THU	DEC	E	2251	9.72	52.4	5.09	16	WED	DEC
11	905	SD		5.164	942	A	03	E	3000	8.79	63.9	5.61	7	WED	NOV	W	3173	9.07	65.44	5.94	17	THU	JUN
11	905	SD		11.60	125	B	02	W	1398	6.89	75.94	5.23	7	FRI	APR	E	1483	8.94	62.02	5.55	18	FRI	JAN

									AM PEAK								PM PEAK						
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
03	162	BUT		15.83	860	B	01	E	514	8.06	54.22	4.37	12	SAT	JUN	W	570	9.28	52.25	4.85	16	WED	MAR
03	162	BUT		17.14	764	B	01	W	1246	8.4	51.83	4.36	12	SAT	MAR	E	1382	9.4	51.41	4.83	16	FRI	DEC
03	162	BUT		18.01	766	A	01	W	891	7.79	61.15	4.76	9	TUE	MAR	E	979	8.05	64.96	5.23	18	MON	JUN
11	163	SD		.89	885	B	03	S	3038	8.57	73.31	6.28	8	THU	FEB	N	2771	9.46	60.61	5.73	17	TUE	APR
11	163	SD		2.49	933	A	03	S	4532	8.03	58.61	4.7	7	WED	OCT	N	4205	7.87	55.47	4.36	15	TUE	NOV
11	163	SD		4.371	957	A	03	N	8318	9.48	50.86	4.82	7	TUE	OCT	N	8331	9.63	50.11	4.83	17	TUE	OCT
11	163	SD	R	10.84	685	B	03	S	8852	7.35	85.27	6.26	7	WED	NOV	S	6854	8.98	54.02	4.85	17	WED	AUG
07	164	LA		3.318	53	A	01	N	1909	8.21	53.82	4.42	9	TUE	OCT	S	2153	9.7	51.36	4.98	18	THU	OCT
07	164	LA		5.599	179	A	01	S	2205	7.55	52.66	3.98	9	FRI	OCT	N	2797	7.91	63.79	5.04	18	WED	OCT
10	165	MER		8.786	299	B	03	N	646	8.26	59.59	4.92	12	WED	JUL	N	693	8.41	62.77	5.28	15	FRI	OCT
10	165	MER		8.786	342	A	03	N	677	7.79	51.88	4.04	12	MON	JUN	N	749	8.48	52.75	4.47	16	MON	APR
10	165	MER		26.87	67	A	03	N	241	7.91	53.32	4.22	10	SAT	JUL	N	281	8.87	55.42	4.92	15	WED	JUL
05	166	SB		0	130	A	02	E	349	7.85	55.57	4.36	8	TUE	APR	W	417	9.89	52.72	5.21	18	MON	JUL
05	166	SB		7.87	132	B	02	E	885	8.42	53.38	4.49	12	MON	APR	E	1061	10	53.86	5.39	18	FRI	APR
05	166	SLO		74.72	229	B	03	W	320	15.08	60.49	9.12	11	SAT	JAN	W	318	16.88	53.72	9.07	16	FRI	JAN
06	166	KER		.01	109	A	03	W	185	9.86	53.47	5.27	12	FRI	OCT	E	180	9.69	52.94	5.13	18	FRI	OCT
09	167	MNO		0	949	A	02	E	18	8.96	94.74	8.49	11	WED	SEP	E	21	15.09	65.63	9.91	17	SAT	AUG
06	168	FRE	R	.993	647	B	03	W	4118	10.88	60.88	6.62	7	TUE	FEB	E	3833	9.79	62.96	6.16	17	MON	SEP
06	168	FRE	R	2.017	646	B	01	W	4865	12.17	67.11	8.17	8	WED	SEP	E	4178	10.98	63.9	7.02	18	MON	SEP
06	168	FRE	R	3.035	645	B	01	W	4759	12.35	67.21	8.3	8	MON	SEP	E	4238	11.76	62.85	7.39	18	THU	SEP
06	168	FRE	R	4.258	600	B	03	W	4642	11.02	72.14	7.95	7	TUE	MAR	E	3907	10.95	61.12	6.69	17	THU	SEP
06	168	FRE	R	4.258	611	A	01	W	2920	12.81	76.84	9.84	8	THU	MAR	E	2267	11.07	69.05	7.64	18	TUE	JUN
06	168	FRE	R	8.042	680	B	03	W	2387	12.31	81.16	9.99	7	THU	FEB	E	1646	10.27	67.07	6.89	17	MON	JAN
06	168	FRE		4.508	167	A	01	E	1906	8.24	53.15	4.38	12	FRI	DEC	E	2402	9.67	57.04	5.52	17	FRI	DEC
06	168	FRE		5	111	A	01	E	1292	8.86	79.12	7.01	12	SAT	JUN	E	1465	9.54	83.33	7.95	16	FRI	JUN
06	168	FRE	T	23.72	168	A	01	W	220	10.22	67.28	6.87	8	THU	SEP	E	311	14.21	68.35	9.72	18	FRI	SEP
06	168	FRE	R	36.18	162	A	01	W	395	9.9	63.92	6.33	12	SUN	SEP	W	604	11.98	80.75	9.67	18	SUN	MAR
06	168	FRE		49.66	113	B	01	E	289	24.56	91.17	22.39	10	SUN	MAR	W	291	24.48	92.09	22.54	17	SAT	MAR
09	168	INY		14.74	915	B	03	W	97	14.89	54.19	8.07	12	SUN	JUL	W	96	12.23	65.31	7.99	17	THU	SEP
09	168	INY		16.34	976	A	03	E	361	7.38	74.13	5.47	7	MON	MAR	W	381	9.74	59.25	5.77	17	THU	FEB
09	168	INY		18.31	941	B	02	E	496	9.45	56.95	5.38	12	FRI	JAN	E	542	9.67	60.83	5.88	13	FRI	OCT
09	168	INY		18.32	942	A	03	E	41	15.98	58.57	9.36	12	SAT	JUL	W	45	17.35	59.21	10.27	14	WED	JUN
09	168	MNO		1.45	943	B	03	E	17	15.69	70.83	11.11	12	SUN	MAY	W	17	14.38	77.27	11.11	16	MON	JUL

									AM PEAK								PM PEAK						
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH
02	049	PLU		7.5	121	B	01	S	69	11.15	54.33	6.06	8	FRI	NOV	N	77	9.57	70.64	6.76	16	THU	NOV
03	050	YOL		.35	409	A	02	E	4145	7.85	59.9	4.7	8	TUE	FEB	W	3886	7.85	56.13	4.41	18	TUE	MAR
03	050	SAC	L	2.43	422	B	02	W	10451	8.24	50.85	4.19	8	TUE	JUN	W	10202	7.89	51.8	4.09	15	TUE	APR
03	050	SAC	R	2.131	225	B	02	W	9507	8.23	54.02	4.45	8	TUE	JAN	E	9286	8.38	51.81	4.34	17	THU	FEB
03	050	SAC	R	7.746	232	A	02	W	8223	9.22	50.68	4.67	8	TUE	JAN	E	7850	8.65	51.56	4.46	16	FRI	MAY
03	050	SAC	R	10.92	234	A	03	W	8152	8.87	61.64	5.46	7	WED	APR	E	7458	8.41	59.45	5	16	WED	MAY
03	050	SAC		17.01	313	A	02	W	3746	7.12	67.74	4.82	7	TUE	MAR	E	3892	8.53	58.74	5.01	17	THU	AUG
03	050	ED	R	8.564	245	B	02	W	2908	7.76	63.27	4.91	8	TUE	AUG	E	3189	8.52	63.25	5.39	17	WED	JUL
03	050	ED		16.99	244	A	03	W	2328	7.25	66.25	4.81	12	SUN	AUG	E	2449	8.89	56.87	5.06	14	FRI	FEB
03	050	ED		17.67	240	B	02	W	2207	6.92	66.5	4.6	8	WED	APR	W	2397	7.98	62.6	5	18	SAT	OCT
03	050	ED	R	25.95	247	B	03	E	1437	13.52	55.4	7.49	11	SAT	AUG	W	1599	13.23	63.03	8.34	15	SUN	AUG
03	050	ED	R	31.30	315	A	02	E	1090	15.68	64.23	10.07	12	SAT	AUG	W	1354	15.98	78.27	12.51	17	SUN	SEP
03	050	ED		72.71	316	A	03	W	941	11.46	63.54	7.28	11	SUN	OCT	W	842	10.86	60.01	6.52	14	SUN	OCT
03	051	SAC		7.969	433	A	02	S	5637	7.01	59.81	4.2	8	TUE	APR	N	6470	7.59	63.48	4.82	18	MON	OCT
11	052	SD		.324	720	A	03	W	4338	7.74	58.57	4.53	8	THU	OCT	E	5104	8.42	63.3	5.33	16	WED	OCT
11	052	SD		3.761	703	B	03	W	4147	8.16	51.92	4.24	7	WED	JAN	W	19077	23.46	83.08	19.49	17	WED	FEB
11	052	SD		5.494	725	B	01	W	6019	9.42	62.94	5.93	8	WED	APR	E	5477	9.2	58.67	5.39	17	TUE	JUN
11	052	SD		5.494	726	A	01	W	6790	9.57	61.78	5.91	8	WED	FEB	E	6543	8.91	63.95	5.7	17	MON	MAR
11	052	SD		8.713	727	B	03	W	6035	8.91	76.51	6.82	7	MON	OCT	E	7099	9.93	80.73	8.02	17	WED	OCT
11	052	SD		8.713	728	A	03	W	5035	8.32	76.88	6.4	7	WED	MAY	E	6747	10.34	82.87	8.57	17	WED	OCT
11	052	SD		13.27	729	B	03	W	5435	9.47	82.88	7.85	6	WED	MAY	E	4827	9.34	74.68	6.97	16	FRI	JAN
11	052	SD		13.27	730	A	03	W	4016	8.93	79.42	7.09	6	TUE	JUL	E	3545	9.6	65.19	6.26	15	THU	MAY
01	053	LAK		5.15	728	A	03	S	488	10.14	59.22	6	11	SAT	AUG	S	510	11.26	55.74	6.27	13	SAT	MAY
01	053	LAK		7.413	729	B	01	N	374	9.81	53.74	5.27	12	FRI	NOV	N	407	9.92	57.81	5.74	17	FRI	JUN
11	054	SD		0	812	A	03	W	4178	6.74	67.64	4.56	6	WED	MAY	E	4837	8.28	63.75	5.28	16	THU	OCT
11	054	SD		1.88	814	A	03	W	5459	7.96	65.69	5.23	7	WED	JUN	E	5161	8.55	57.79	4.94	17	WED	JUN
11	054	SD		4.207	816	A	03	W	3932	8.84	62.76	5.54	7	THU	MAY	E	3411	8.43	57.05	4.81	14	FRI	SEP
11	054	SD	T	11.85	817	A	03	W	1177	7.68	58.44	4.49	7	THU	MAY	W	1232	8.84	53.15	4.7	17	FRI	DEC
12	055	ORA	R	2.772	909	B	03	N	4128	7.14	60.58	4.33	7	THU	DEC	N	3472	6.87	52.96	3.64	15	MON	JUN
12	055	ORA	R	8.503	911	B	03	S	15037	7.02	84.74	5.95	11	FRI	JUL	S	14862	7.42	79.2	5.88	16	WED	JUL
11	056	SD		.309	751	A	03	W	3149	8.56	62.3	5.33	8	WED	MAY	E	4245	9.54	75.35	7.19	17	THU	JUL
11	056	SD		.82	752	A	03	W	2620	8.7	65.17	5.67	8	TUE	JUN	E	3301	9.55	74.75	7.14	17	TUE	JUN
11	056	SD	T	2.135	753	A	03	W	1398	10.13	62.02	6.28	7	FRI	SEP	E	1349	9.18	66.06	6.06	17	WED	SEP

									AM PEAK								PM PEAK					
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY	MNTH	Dir	1 WAY PHV	% K	% D	% KD	HR	DAY MNTH
04	012	NAP		.24	74	A	02	W	1440	7.82	56.96	4.46	8	MON	MAR	E	1474	7.82	58.35	4.56	16	THU DEC
04	012	SOL	L	1.801	313	A	02	W	2186	9.79	66.08	6.47	8	WED	SEP	E	1567	8.28	55.96	4.64	18	TUE JUN
04	012	SOL		19.17	315	B	02	W	655	6.77	72.94	4.94	7	TUE	MAR	E	807	8.94	68.1	6.09	16	WED MAR
04	012	SOL		19.17	316	A	02	W	820	7.64	65.39	5	7	WED	JUN	E	959	9.93	58.83	5.84	16	FRI JUN
03	012	SAC		.571	98	A	02	E	787	8.57	61.82	5.3	12	SAT	JUN	E	1026	9.93	69.61	6.91	17	FRI JUN
10	012	SJ		17.7	141	A	03	E	1075	8.17	55.16	4.5	12	FRI	MAY	E	1151	8.31	58.07	4.82	14	FRI MAY
10	012	SJ	L	23.29	123	B	02	W	326	7.22	68.34	4.93	8	WED	SEP	E	630	13.27	71.84	9.53	15	FRI AUG
04	013	ALA		13.18	125	B	03	S	1003	7.41	55.85	4.14	12	FRI	FEB	S	1154	8.18	58.2	4.76	14	SAT FEB
04	013	ALA		13.91	240	B	03	N	1873	8.21	66.42	5.45	8	FRI	FEB	S	1509	7.31	60.1	4.39	16	TUE AUG
07	014	LA	R	26	779	A	03	S	8806	7.55	75.73	5.72	5	TUE	MAY	N	8279	7.76	69.34	5.38	15	MON JUL
07	014	LA	R	32.24	403	B	03	S	6076	7.43	77.74	5.77	6	TUE	MAY	N	5700	7.62	71.08	5.42	16	MON FEB
07	014	LA	R	73	63	O	03	N	1321	7.01	56.55	3.97	12	FRI	MAY	N	1766	9.75	54.37	5.3	16	FRI JAN
06	014	KER	R	0	927	A	03	S	1299	7.98	67.8	5.41	11	MON	SEP	S	1688	10.23	68.79	7.03	14	MON SEP
06	014	KER	R	3.018	901	A	03	S	1016	8.18	70.51	5.77	11	MON	SEP	S	1353	10.33	74.34	7.68	13	MON SEP
06	014	KER	R	12.15	961	A	03	S	956	8.95	60.05	5.38	12	SAT	NOV	N	1228	11.03	62.62	6.91	14	FRI MAY
06	014	KER		16.07	929	A	03	S	721	8.89	73.05	6.5	11	MON	SEP	S	876	10.44	75.58	7.89	14	MON SEP
06	014	KER		36.56	931	A	03	S	390	8.93	72.76	6.5	11	SUN	OCT	S	614	11.99	85.28	10.23	15	SUN APR
06	014	KER		36.56	958	B	03	S	436	11.44	59.48	6.8	12	FRI	OCT	S	612	11.47	83.27	9.55	14	SUN APR
06	014	KER		64.56	971	B	03	S	297	16.25	61.88	10.05	12	SUN	SEP	S	484	19.5	84.03	16.38	16	SUN MAR
11	015	SD		.405	909	A	03	N	7476	8.44	59.49	5.02	7	WED	OCT	N	9999	9.97	67.4	6.72	15	WED OCT
11	015	SD		2.226	836	B	03	S	5579	8.22	56.67	4.66	6	WED	NOV	N	6109	9.51	53.65	5.1	15	TUE OCT
11	015	SD	R	3.367	910	A	03	N	7072	7.91	58.13	4.6	7	TUE	NOV	S	6399	7.92	52.58	4.16	15	FRI OCT
11	015	SD	R	6.132	813	B	03	N	8391	8.28	64.4	5.34	7	THU	JAN	S	7644	7.86	61.84	4.86	16	FRI JAN
11	015	SD	R	9.995	682	X	03	N	6976	8.55	52.6	4.49	7	THU	MAR	S	6435	7.91	52.4	4.15	15	TUE JUL
11	015	SD	M	12.12	912	A	03	S	12344	8.16	52.18	4.26	7	MON	MAR	S	12600	8.05	54.01	4.35	17	WED SEP
11	015	SD	M	15	999	X	03	S	11032	7.54	56.94	4.29	8	MON	FEB	S	9661	6.55	57.41	3.76	15	FRI MAY
11	015	SD	R	30.63	918	B	03	S	6965	7.5	51.72	3.88	12	SAT	JUN	N	7992	7.87	56.53	4.45	16	MON APR
11	015	SD	R	36.64	916	A	03	S	8643	8.22	75.91	6.24	6	THU	SEP	N	6918	7.43	67.19	4.99	17	THU APR
08	015	RIV		20.96	622	A	02	N	3805	6.63	56.46	3.75	8	TUE	SEP	S	4259	7.95	52.71	4.19	16	FRI JUN
08	015	RIV		38.69	849	A	02	N	6263	6.79	64.04	4.35	7	WED	JUN	S	5976	6.97	59.54	4.15	18	MON OCT
08	015	RIV		44.66	156	A	01	N	5918	6.99	62.66	4.38	8	TUE	MAY	S	7162	9.1	58.25	5.3	17	WED MAR
08	015	RIV		51.47	159	X	01	N	5698	7.98	59.78	4.77	8	WED	MAY	S	5110	7.68	55.68	4.28	18	THU JAN
08	015	SBD	R	20.01	809	B	03	S	5869	6.3	70.49	4.44	7	MON	SEP	N	6129	7.54	61.44	4.63	17	FRI NOV

District	Route	Rte Suf	County	PM Prefix	Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
11	15		SD			SAN DIEGO COUNTY						
11	15		SD	R	0	SAN DIEGO, JCT. RTE. 5; BEGIN FREEWAY				14400	115000	115000
11	15		SD	R	0.59	SAN DIEGO, OCEANVIEW BOULEVARD	14400	115000	115000	12600	128000	122000
11	15		SD		1.85	SAN DIEGO, MARKET STREET	12600	128000	122000	13800	135000	128000
11	15		SD		2.23	SAN DIEGO, JCT. RTE. 94	13800	135000	128000	12400	122000	115000
11	15		SD	R	3.37	SAN DIEGO, JCT. RTE. 805	12400	122000	115000	12300	161000	160000
11	15		SD	M	4.66	SAN DIEGO, UNIVERSITY AVENUE	12300	161000	160000	11900	155000	154000
11	15		SD	M	5.04	SAN DIEGO, EL CAJON BOULEVARD	11900	155000	154000	11900	156000	155000
11	15		SD	M	5.6	SAN DIEGO, ADAMS AVENUE	11900	156000	155000	12600	164000	163000
11	15		SD	R	6.13	SAN DIEGO, JCT. RTE. 8	12600	164000	163000	16700	219000	217000
11	15		SD	R	6.82	SAN DIEGO, FRIARS ROAD	16700	219000	217000	17000	223000	221000
11	15		SD	R	8.37	SAN DIEGO, AERO DRIVE	17000	223000	221000	14900	194000	193000
11	15		SD	R	9.24	SAN DIEGO, BALBOA AVENUE	14900	194000	193000	13600	177000	176000
11	15		SD	R	10	SAN DIEGO, CLAIREMONT MESA BOULEVARD	13600	177000	176000	12900	168000	167000
11	15		SD	R	10.58	SAN DIEGO, JCT. RTE. 52	12900	168000	167000	14900	195000	194000
11	15		SD	R	11.45	MILEPOST EQUATION =M11.37						
11	15		SD	M	12	HOV LANES	14900	195000	194000	14900	195000	194000
11	15		SD	M	12.12	SAN DIEGO, JCT. RTE. 163	14900	195000	194000	23300	301000	294000
11	15		SD	M	13.33	SAN DIEGO, MIRAMAR WAY	23300	301000	294000	23100	298000	291000
11	15		SD	M	14.29	SAN DIEGO, MIRAMAR/ POMERADO ROADS	23100	298000	291000	22300	288000	281000
11	15		SD	M	15	SAN DIEGO, CARROLL CANYON ROAD	22300	288000	281000	21600	279000	272000
11	15		SD	M	15.92	SAN DIEGO, MIRA MESA BOULEVARD	21600	279000	272000	21300	275000	268000
11	15		SD	M	17.31	SAN DIEGO, MERCY ROAD	21300	275000	268000	20200	261000	255000
11	15		SD	M	18.18	SAN DIEGO, POWAY ROAD	20200	261000	255000	18200	235000	229000
11	15		SD	M	19.47	SAN DIEGO, JCT. RTE. 56	18200	235000	229000	19100	292000	244000
11	15		SD	M	20.57	SAN DIEGO, CARMEL MOUNTAIN ROAD	19100	292000	244000	18300	280000	234000
11	15		SD	M	21.91	SAN DIEGO, CAMINO DEL NORTE	18300	280000	234000	18000	275000	230000
11	15		SD	M	22.94	SAN DIEGO, BERNARDO CENTER DRIVE	18000	275000	230000	17100	262000	219000
11	15		SD	M	23.69	SAN DIEGO, RANCHO BERNARDO ROAD	17100	262000	219000	15100	216000	209000
11	15		SD	M	26.03	SAN DIEGO, POMERADO ROAD	15100	216000	209000	16800	233000	225000
11	15		SD	M	26.97	ESCONDIDO, FELICITA ROAD VIA RANCHO PARKWAY	16800	233000	225000	15800	218000	211000
11	15		SD	M	27.65	ESCONDIDO, SOUTH JUNCTION OF CENTRE CITY	15800	218000	211000	13800	191000	185000
11	15		SD	R	28.77	ESCONDIDO, CITRACADO PARKWAY	13800	191000	185000	14300	199000	192000
11	15		SD	R	30.09	ESCONDIDO, 9TH AVENUE	14300	199000	192000	14000	197000	186000
11	15		SD	R	30.63	ESCONDIDO, VALLEY PARKWAY	14000	197000	186000	15000	211000	199000
11	15		SD	R	31.52	JCT. RTE. 78	15000	211000	199000	8500	133000	126000
11	15		SD	R	32.86	EL NORTE PARKWAY	8500	133000	126000	8400	131000	124000
11	15		SD	R	33.92	NORTH JUNCTION OF CENTRE CITY PARKWAY	8400	131000	124000	9000	141000	133000
11	15		SD	R	36.64	DEER SPRINGS ROAD	9000	141000	133000	9900	155000	146000
11	15		SD	R	40.84	GOPHER CANYON ROAD	9900	155000	146000	9200	143000	135000
11	15		SD	R	43.28	ESCONDIDO HIGHWAY	9200	143000	135000	9000	140000	132000
11	15		SD	R	46.49	JCT. RTE. 76	9000	140000	132000	9200	143000	135000
11	15		SD	R	50.59	MISSION ROAD	9200	143000	135000	9200	130000	127000
11	15		SD	R	54.07	RAINBOW VALLEY BOULEVARD	9200	130000	127000	9700	132000	128000
11	15		SD	R	54.26	SAN DIEGO-RIVERSIDE COUNTY LINE	9700	132000	128000			
11	52		SD			SAN DIEGO COUNTY						
11	52		SD		0.32	SAN DIEGO, JCT. RTE. 5; BEGIN FREEWAY				7700	99000	96000
11	52		SD		1.35	SAN DIEGO, REGENTS ROAD	7700	99000	96000	7300	95000	92000
11	52		SD		2.3	SAN DIEGO, GENESEE AVENUE	7300	95000	92000	8100	98000	97000
11	52		SD		3.76	SAN DIEGO, JCT. RTE. 805	8100	98000	97000	9300	109000	106000
11	52		SD		5.49	SAN DIEGO, CONVOY STREET	9300	109000	106000	11900	138000	125000
11	52		SD		6.6	SAN DIEGO, JCT. RTE. 163	11900	138000	125000	9200	107000	97000
11	52		SD		6.93	SAN DIEGO, KEARNEY VILLA	9200	107000	97000	7000	82000	74000
11	52		SD		7.31	SAN DIEGO, JCT. RTE. 15	7000	82000	74000	8700	102000	92000
11	52		SD		8.71	SAN DIEGO, SANTO ROAD	8700	102000	92000	7600	85000	76000
11	52		SD		13.27	SAN DIEGO, MAST BOULEVARD	7600	85000	76000	5700	67000	64000
11	52		SD		14.04	END CONSTRUCTED ROUTE 52 AT THE JCT. RTE.	5700	67000	64000			
11	163		SD		0.53	C O U P L E T . . NORTHBOUND . . . ONE WAY TRAVEL						
11	163		SD		0.53	SAN DIEGO, ON 11TH AVENUE NORTH OF A STREET				1600	17000	16800
11	163		SD		0.56	SAN DIEGO, ON 11TH AVENUE AT RUSS BOULEVARD	1600	17000	16800			
11	163		SD		0.6	C O U P L E T . . SOUTHBOUND . . . ONE WAY TRAVEL						
11	163		SD		0.6	SAN DIEGO ON 10TH AVENUE AT ASH STREET				2000	21600	21300
11	163		SD		0.63	SAN DIEGO, ON 10TH AVENUE NORTH OF ASH STREE	2000	21600	21300			
11	163		SD		0.63	C O U P L E T . . END . . . . BEGIN TWO WAY TRAVEL						
11	163		SD		0.63	SAN DIEGO, BEGIN DIVIDED HIGHWAY FACILITY				5400	55000	50000
11	163		SD		0.69	BEGIN FREEWAY						
11	163		SD		0.89	SAN DIEGO, JCT. RTE. 5	5400	55000	50000	11800	120000	110000
11	163		SD		1.62	SAN DIEGO, QUINCE STREET	11800	120000	110000	11600	118000	108000
11	163		SD		1.8	SAN DIEGO, RICHMOND STREET	11600	118000	108000	11400	116000	106000
11	163		SD		2.49	SAN DIEGO, ROBINSON STREET	11400	116000	106000	7900	102000	97000
11	163		SD		2.75	SAN DIEGO, WASHINGTON STREET	7900	102000	97000	10400	134000	128000
11	163		SD		2.98	SAN DIEGO, SIXTH STREET	10400	134000	128000	13100	170000	162000
11	163		SD		3.74	SAN DIEGO, JCT. RTE. 8	13100	170000	162000	12400	161000	153000
11	163		SD		4.37	SAN DIEGO, FRIARS ROAD	12400	161000	153000	15800	178000	175000
11	163		SD		5.79	SAN DIEGO, GENESEE AVENUE	15800	178000	175000	16200	183000	180000
11	163		SD		6.54	SAN DIEGO, MESA COLLEGE DRIVE	16200	183000	180000	14700	166000	163000
11	163		SD		7.04	SAN DIEGO, JCT. RTE. 805	14700	166000	163000	13500	152000	150000
11	163		SD		8.01	SAN DIEGO, BALBOA OVERCROSSING	13500	152000	150000	13600	153000	151000
11	163		SD		8.81	SAN DIEGO, CLAIREMONT MESA BOULEVARD	13600	153000	151000	13200	148000	146000
11	163		SD		9.55	SAN DIEGO, JCT. RTE. 52	13200	148000	146000	13100	144000	142000
11	163		SD	R	10.84	SAN DIEGO, KEARNEY VILLA ROAD	13100	144000	142000	12400	136000	135000
11	163		SD	R	11.23	SAN DIEGO, JCT. RTE. 15S	12400	136000	135000	12400	137000	135000
11	163		SD	R	11.66	SAN DIEGO, JCT. RTE. 15	12400	137000	135000			
11	805		SD			SAN DIEGO COUNTY						
11	805		SD		0.49	SAN DIEGO, JCT. RTE. 5				4350	58000	55000
11	805		SD		0.65	SAN DIEGO, SAN YSIDRO BOULEVARD	4350	58000	55000	5300	70000	67000
11	805		SD		1.81	SAN DIEGO, JCT. RTE. 905	5300	70000	67000	8800	116000	111000
11	805		SD		2.9	SAN DIEGO, PALM AVENUE	8800	116000	111000	11400	151000	144000
11	805		SD		3.65	CHULA VISTA, OTAY VALLEY ROAD	11400	151000	144000	11500	152000	145000
11	805		SD		4.42	CHULA VISTA, ORANGE AVENUE	11500	152000	145000	11300	149000	145000
11	805		SD		6.06	CHULA VISTA, TELEGRAPH CANYON ROAD	11300	149000	145000	16100	211000	206000
11	805		SD		7.16	CHULA VISTA, H STREET	16100	211000	206000	17000	223000	218000
11	805		SD		7.76	CHULA VISTA, BONITA ROAD	17000	223000	218000	18800	249000	245000
11	805		SD		8.85	JCT. RTE. 54, SWEETWATER ROAD	18800	249000	245000	16400	227000	225000
11	805		SD		10.28	NATIONAL CITY, PLAZA BOULEVARD	16400	227000	225000	16800	229000	227000
11	805		SD		11.31	SAN DIEGO, JCT. RTE. 252	16800	229000	227000	17300	236000	234000
11	805		SD		12.34	SAN DIEGO, IMPERIAL AVENUE	17300	236000	234000	18500	252000	250000
11	805		SD		12.95	SAN DIEGO, MARKET STREET	18500	252000	250000	17700	240000	239000
11	805		SD		13.95	SAN DIEGO, JCT. RTE. 94;HOME AVENUE/FEDERAL BOL	17700	240000	239000	17500	234000	227000
11	805		SD		14.64	SAN DIEGO, JCT. RTE. 15	17500	234000	227000	13500	182000	176000
11	805		SD		15.95	SAN DIEGO, UNIVERSITY AVENUE	13500	182000	176000	14600	180000	175000
11	805		SD		16.43	SAN DIEGO, EL CAJON BOULEVARD	14600	180000	175000	14400	176000	172000
11	805		SD		16.99	SAN DIEGO, ADAMS AVENUE	14400	176000	172000	16100	195000	191000
11	805		SD		17.65	SAN DIEGO, JCT. RTE. 8	16100	195000	191000	16800	205000	200000
11	805		SD		18.89	SAN DIEGO, MURRAY RIDGE ROAD	16800	205000	200000	16700	203000	198000
11	805		SD		20.23	SAN DIEGO, KEARNY VILLA ROAD	16700	203000	198000	14900	181000	177000
11	805		SD		20.6	SAN DIEGO, JCT. RTE. 163	14900	181000	177000	16600	202000	197000
11	805		SD		21.65	SAN DIEGO, BALBOA AVENUE	16600	202000	197000	16300	197000	197000
11	805		SD		22.56	SAN DIEGO, CLAIREMONT MESA DRIVE	16300	197000	197000	13200	192000	187000
11	805		SD		23.65	SAN DIEGO, JCT. RTE. 52	13200	192000	187000	14600	212000	207000
11	805		SD		24.44	SAN DIEGO, GOVERNOR DRIVE	14600	212000	207000	14200	207000	202000
11	805		SD		25.48	SAN DIEGO, NOBEL DRIVE	14200	207000	202000	13000	190000	185000
11	805		SD		25.94	SAN DIEGO, MIRAMAR ROAD/LA JOLLA DRIVE	13000	190000	185000	12700	185000	180000
11	805		SD		27.07	SAN DIEGO, MIRA MESA BOULEVARD	12700	185000	180000	11500	148000	146000

APPENDIX B

§ Intersection Level of Service Worksheets

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	0.91	0.88	0.97	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	2787	3433	5085		
Flt Permitted	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	5085	2787	3433	5085		
Volume (vph)	287	454	84	468	0	0
Peak-hour factor, PHF	0.93	0.93	0.95	0.95	0.25	0.25
Adj. Flow (vph)	309	488	88	493	0	0
RTOR Reduction (vph)	0	289	0	0	0	0
Lane Group Flow (vph)	309	199	88	493	0	0
Turn Type		Perm	Prot			
Protected Phases	2		1	6		
Permitted Phases		2				
Actuated Green, G (s)	6.7	6.7	1.7	16.4		
Effective Green, g (s)	6.7	6.7	1.7	16.4		
Actuated g/C Ratio	0.41	0.41	0.10	1.00		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	2077	1139	356	5085		
v/s Ratio Prot	0.06		0.03	c0.10		
v/s Ratio Perm		0.18				
v/c Ratio	0.15	0.18	0.25	0.10		
Uniform Delay, d1	3.1	3.1	6.8	0.0		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.0	0.1	0.4	0.0		
Delay (s)	3.1	3.2	7.1	0.0		
Level of Service	A	A	A	A		
Approach Delay (s)	3.1			1.1	0.0	
Approach LOS	A			A	A	

Intersection Summary			
HCM Average Control Delay	2.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.28		
Actuated Cycle Length (s)	16.4	Sum of lost time (s)	4.0
Intersection Capacity Utilization	30.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0
Lane Util. Factor		0.91			0.91	0.97	0.88
Frt		1.00			1.00	1.00	0.85
Flt Protected		1.00			1.00	0.95	1.00
Satd. Flow (prot)		5085			5085	3433	2787
Flt Permitted		1.00			1.00	0.95	1.00
Satd. Flow (perm)		5085			5085	3433	2787
Volume (vph)	0	286	0	0	220	331	521
Peak-hour factor, PHF	0.82	0.82	0.82	0.92	0.92	0.99	0.99
Adj. Flow (vph)	0	349	0	0	239	334	526
RTOR Reduction (vph)	0	0	0	0	0	0	283
Lane Group Flow (vph)	0	349	0	0	239	334	243
Turn Type	Prot						Perm
Protected Phases	7	4			8	2	
Permitted Phases							2
Actuated Green, G (s)		5.6			5.6	11.7	11.7
Effective Green, g (s)		5.6			5.6	11.7	11.7
Actuated g/C Ratio		0.22			0.22	0.46	0.46
Clearance Time (s)		4.0			4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0
Lane Grp Cap (vph)		1126			1126	1588	1289
v/s Ratio Prot		c0.07			0.05	0.10	
v/s Ratio Perm							0.19
v/c Ratio		0.31			0.21	0.21	0.19
Uniform Delay, d1		8.2			8.0	4.0	4.0
Progression Factor		1.00			1.00	1.00	1.00
Incremental Delay, d2		0.2			0.1	0.1	0.1
Delay (s)		8.4			8.1	4.1	4.1
Level of Service		A			A	A	A
Approach Delay (s)		8.4			8.1	4.1	
Approach LOS		A			A	A	

Intersection Summary			
HCM Average Control Delay	5.8	HCM Level of Service	A
HCM Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	25.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	30.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5067		3433	5085	1770	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5067		3433	5085	1770	2787
Volume (vph)	2049	50	148	1774	67	779
Peak-hour factor, PHF	0.94	0.94	0.95	0.95	0.94	0.94
Adj. Flow (vph)	2180	53	156	1867	71	829
RTOR Reduction (vph)	3	0	0	0	0	1
Lane Group Flow (vph)	2230	0	156	1867	71	828
Turn Type			Prot			pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases						2
Actuated Green, G (s)	35.9		15.3	55.2	8.2	23.5
Effective Green, g (s)	35.9		15.3	55.2	8.2	23.5
Actuated g/C Ratio	0.50		0.21	0.77	0.11	0.33
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2548		736	3931	203	1073
v/s Ratio Prot	c0.44		0.05	0.37	0.04	c0.17
v/s Ratio Perm						0.13
v/c Ratio	0.88		0.21	0.47	0.35	0.77
Uniform Delay, d1	15.8		23.1	2.9	29.1	21.5
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	3.7		0.1	0.1	1.0	3.5
Delay (s)	19.4		23.2	3.0	30.2	25.0
Level of Service	B		C	A	C	C
Approach Delay (s)	19.4			4.6	25.4	
Approach LOS	B			A	C	

Intersection Summary			
HCM Average Control Delay	14.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	71.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	74.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	
Frt	1.00	1.00	1.00	0.85	0.91	
Flt Protected	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (prot)	1770	5085	5085	1583	3232	
Flt Permitted	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (perm)	1770	5085	5085	1583	3232	
Volume (vph)	290	2543	1762	461	120	164
Peak-hour factor, PHF	0.94	0.94	0.96	0.96	0.87	0.87
Adj. Flow (vph)	309	2705	1835	480	138	189
RTOR Reduction (vph)	0	0	0	57	161	0
Lane Group Flow (vph)	309	2705	1835	423	166	0
Turn Type	Prot			pm+ov		
Protected Phases	5	2	6	4	4	
Permitted Phases				6		
Actuated Green, G (s)	13.5	46.1	28.6	38.1	9.5	
Effective Green, g (s)	13.5	46.1	28.6	38.1	9.5	
Actuated g/C Ratio	0.21	0.72	0.45	0.60	0.15	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	376	3686	2287	1048	483	
v/s Ratio Prot	c0.17	0.53	c0.36	0.07	c0.10	
v/s Ratio Perm				0.23		
v/c Ratio	0.82	0.73	0.80	0.40	0.34	
Uniform Delay, d1	23.9	5.1	15.1	6.7	24.3	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	13.5	1.3	3.1	0.3	0.4	
Delay (s)	37.4	6.5	18.2	7.0	24.7	
Level of Service	D	A	B	A	C	
Approach Delay (s)		9.6	15.8		24.7	
Approach LOS		A	B		C	

Intersection Summary			
HCM Average Control Delay	13.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	63.6	Sum of lost time (s)	12.0
Intersection Capacity Utilization	68.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0		
Lane Util. Factor	0.91			0.91		
Frt	1.00			1.00		
Flt Protected	1.00			1.00		
Satd. Flow (prot)	5085			5085		
Flt Permitted	1.00			1.00		
Satd. Flow (perm)	5085			5085		
Volume (vph)	807	0	0	220	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	877	0	0	239	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	877	0	0	239	0	0
Turn Type			Prot			Prot
Protected Phases	4		3	8	2	2
Permitted Phases						
Actuated Green, G (s)	10.7			10.7		
Effective Green, g (s)	10.7			10.7		
Actuated g/C Ratio	0.44			0.44		
Clearance Time (s)	4.0			4.0		
Vehicle Extension (s)	3.0			3.0		
Lane Grp Cap (vph)	2239			2239		
v/s Ratio Prot	c0.17			0.05		
v/s Ratio Perm						
v/c Ratio	0.39			0.11		
Uniform Delay, d1	4.6			4.0		
Progression Factor	1.00			1.00		
Incremental Delay, d2	0.1			0.0		
Delay (s)	4.7			4.0		
Level of Service	A			A		
Approach Delay (s)	4.7			4.0	0.0	
Approach LOS	A			A	A	

Intersection Summary			
HCM Average Control Delay	4.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	24.3	Sum of lost time (s)	13.6
Intersection Capacity Utilization	18.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	0.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1774	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1774	1583					3539	1583	1770	3539	
Volume (vph)	189	1	602	0	0	0	0	400	56	58	916	0
Peak-hour factor, PHF	0.82	0.82	0.82	0.25	0.25	0.25	0.93	0.93	0.93	0.96	0.96	0.96
Adj. Flow (vph)	230	1	734	0	0	0	0	430	60	60	954	0
RTOR Reduction (vph)	0	0	17	0	0	0	0	0	42	0	0	0
Lane Group Flow (vph)	0	231	717	0	0	0	0	430	18	60	954	0
Turn Type	Split		Prot						Perm	Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		30.5	30.5					19.5	19.5	2.3	25.8	
Effective Green, g (s)		30.5	30.5					19.5	19.5	2.3	25.8	
Actuated g/C Ratio		0.47	0.47					0.30	0.30	0.04	0.40	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		841	751					1073	480	63	1420	
v/s Ratio Prot		0.13	c0.46					0.12		0.03	c0.27	
v/s Ratio Perm									0.04			
v/c Ratio		0.27	0.95					0.40	0.04	0.95	0.67	
Uniform Delay, d1		10.2	16.2					17.8	15.8	30.9	15.8	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.2	22.2					1.1	0.1	96.0	2.6	
Delay (s)		10.4	38.4					18.9	15.9	126.9	18.3	
Level of Service		B	D					B	B	F	B	
Approach Delay (s)		31.7			0.0			18.5			24.8	
Approach LOS		C			A			B			C	

Intersection Summary				
HCM Average Control Delay	26.2	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.84			
Actuated Cycle Length (s)	64.3	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	69.3%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	195	406	154	433	554	13
Peak Hour Factor	0.90	0.90	0.88	0.88	0.86	0.86
Hourly flow rate (vph)	217	451	175	492	644	15
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh)	0					
Upstream signal (ft)				786		
pX, platoon unblocked						
vC, conflicting volume	1248	330	659			
vC1, stage 1 conf vol	652					
vC2, stage 2 conf vol	596					
vCu, unblocked vol	1248	330	659			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	32	81			
cM capacity (veh/h)	197	666	925			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	217	451	175	246	246	429	230
Volume Left	217	0	175	0	0	0	0
Volume Right	0	451	0	0	0	0	15
cSH	197	666	925	1700	1700	1700	1700
Volume to Capacity	1.10	0.68	0.19	0.14	0.14	0.25	0.14
Queue Length (ft)	258	132	17	0	0	0	0
Control Delay (s)	143.7	21.0	9.8	0.0	0.0	0.0	0.0
Lane LOS	F	C	A				
Approach Delay (s)	60.8		2.6			0.0	
Approach LOS	F						

Intersection Summary				
Average Delay	21.2			
Intersection Capacity Utilization	47.5%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.95	0.95						0.95	1.00	1.00	0.95	
Frt	1.00	1.00						1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.95						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1683						3539	1583	1770	3539	
Flt Permitted	0.95	0.95						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1683						3539	1583	1770	3539	
Volume (vph)	955	0	7	0	0	0	0	552	116	30	584	0
Peak-hour factor, PHF	0.94	0.94	0.94	0.25	0.25	0.25	0.93	0.93	0.93	0.86	0.86	0.86
Adj. Flow (vph)	1016	0	7	0	0	0	0	594	125	35	679	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	539	483	0	0	0	0	0	594	125	35	679	0
Turn Type	Prot								Free	Prot		
Protected Phases	7	4						2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	27.1	27.1						17.1	57.7	1.5	22.6	
Effective Green, g (s)	27.1	27.1						17.1	57.7	1.5	22.6	
Actuated g/C Ratio	0.47	0.47						0.30	1.00	0.03	0.39	
Clearance Time (s)	4.0	4.0						4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0						3.0		3.0	3.0	
Lane Grp Cap (vph)	790	790						1049	1583	46	1386	
v/s Ratio Prot	c0.32	0.29						c0.17		0.02	c0.19	
v/s Ratio Perm									0.08			
v/c Ratio	0.68	0.61						0.57	0.08	0.76	0.49	
Uniform Delay, d1	11.9	11.4						17.2	0.0	27.9	13.2	
Progression Factor	1.00	1.00						1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.4	1.4						2.2	0.1	52.3	0.3	
Delay (s)	14.4	12.8						19.4	0.1	80.2	13.5	
Level of Service	B	B						B	A	F	B	
Approach Delay (s)		13.6			0.0			16.0			16.8	
Approach LOS		B			A			B			B	

Intersection Summary				
HCM Average Control Delay	15.2	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.65			
Actuated Cycle Length (s)	57.7	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	55.3%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	12	157	3	1483	467	709
Peak Hour Factor	0.86	0.86	0.97	0.97	0.92	0.92
Hourly flow rate (vph)	14	183	3	1529	508	771
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh)	0					
Upstream signal (ft)				881		
pX, platoon unblocked	0.93					
vC, conflicting volume	1278	254	1278			
vC1, stage 1 conf vol	508					
vC2, stage 2 conf vol	771					
vCu, unblocked vol	1221	254	1278			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	94	76	99			
cM capacity (veh/h)	219	746	539			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	14	183	3	764	764	254	254	771
Volume Left	14	0	3	0	0	0	0	0
Volume Right	0	183	0	0	0	0	0	771
cSH	219	746	539	1700	1700	1700	1700	1700
Volume to Capacity	0.06	0.24	0.01	0.45	0.45	0.15	0.15	0.45
Queue Length (ft)	5	24	0	0	0	0	0	0
Control Delay (s)	22.5	11.4	11.7	0.0	0.0	0.0	0.0	0.0
Lane LOS	C	B	B					
Approach Delay (s)	12.2		0.0			0.0		
Approach LOS	B							

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	53.9%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)								4.0			4.0	
Lane Util. Factor								0.95			0.95	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								3539			3539	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								3539			3539	
Volume (vph)	0	0	0	0	0	0	0	628	0	0	567	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	683	0	0	616	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	683	0	0	616	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)								120.0			120.0	
Effective Green, g (s)								120.0			120.0	
Actuated g/C Ratio								1.00			1.00	
Clearance Time (s)								4.0			4.0	
Vehicle Extension (s)								3.0			3.0	
Lane Grp Cap (vph)								3539			3539	
v/s Ratio Prot								c0.19			0.17	
v/s Ratio Perm												
v/c Ratio								0.19			0.17	
Uniform Delay, d1								0.0			0.0	
Progression Factor								1.00			1.00	
Incremental Delay, d2								0.0			0.0	
Delay (s)								0.0			0.0	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	0.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.19		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	20.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Volume (vph)	0	0	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)						
Effective Green, g (s)						
Actuated g/C Ratio						
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)						
v/s Ratio Prot						
v/s Ratio Perm						
v/c Ratio						
Uniform Delay, d1						
Progression Factor						
Incremental Delay, d2						
Delay (s)						
Level of Service						
Approach Delay (s)		0.0	0.0		0.0	
Approach LOS		A	A		A	

Intersection Summary			
HCM Average Control Delay	0.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	0.91	0.88	0.97	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	2787	3433	5085		
Flt Permitted	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	5085	2787	3433	5085		
Volume (vph)	214	390	305	815	0	0
Peak-hour factor, PHF	0.87	0.87	0.97	0.94	0.92	0.92
Adj. Flow (vph)	246	448	314	867	0	0
RTOR Reduction (vph)	0	276	0	0	0	0
Lane Group Flow (vph)	246	172	314	867	0	0
Turn Type		Perm	Prot			
Protected Phases	2		1	6		
Permitted Phases		2				
Actuated Green, G (s)	8.4	8.4	5.5	21.9		
Effective Green, g (s)	8.4	8.4	5.5	21.9		
Actuated g/C Ratio	0.38	0.38	0.25	1.00		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	1950	1069	862	5085		
v/s Ratio Prot	0.05		c0.09	0.17		
v/s Ratio Perm		0.16				
v/c Ratio	0.13	0.16	0.36	0.17		
Uniform Delay, d1	4.4	4.4	6.8	0.0		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.0	0.1	0.3	0.0		
Delay (s)	4.4	4.5	7.0	0.0		
Level of Service	A	A	A	A		
Approach Delay (s)	4.5			1.9	0.0	
Approach LOS	A			A	A	

Intersection Summary				
HCM Average Control Delay	2.8	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.40			
Actuated Cycle Length (s)	21.9	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	32.9%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0
Lane Util. Factor		0.91			0.91	0.97	0.88
Frt		1.00			1.00	1.00	0.85
Flt Protected		1.00			1.00	0.95	1.00
Satd. Flow (prot)		5085			5085	3433	2787
Flt Permitted		1.00			1.00	0.95	1.00
Satd. Flow (perm)		5085			5085	3433	2787
Volume (vph)	0	200	0	0	571	534	266
Peak-hour factor, PHF	0.83	0.83	0.83	0.87	0.87	0.95	0.95
Adj. Flow (vph)	0	241	0	0	656	562	280
RTOR Reduction (vph)	0	0	0	0	0	0	170
Lane Group Flow (vph)	0	241	0	0	656	562	110
Turn Type	Prot						Perm
Protected Phases	7	4			8	2	
Permitted Phases							2
Actuated Green, G (s)		9.8			9.8	11.6	11.6
Effective Green, g (s)		9.8			9.8	11.6	11.6
Actuated g/C Ratio		0.33			0.33	0.39	0.39
Clearance Time (s)		4.0			4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0
Lane Grp Cap (vph)		1695			1695	1355	1100
v/s Ratio Prot		0.05			c0.13	c0.16	
v/s Ratio Perm							0.10
v/c Ratio		0.14			0.39	0.41	0.10
Uniform Delay, d1		6.9			7.5	6.4	5.6
Progression Factor		1.00			1.00	1.00	1.00
Incremental Delay, d2		0.0			0.1	0.2	0.0
Delay (s)		6.9			7.6	6.6	5.7
Level of Service		A			A	A	A
Approach Delay (s)		6.9			7.6	6.3	
Approach LOS		A			A	A	

Intersection Summary				
HCM Average Control Delay	6.9	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.40			
Actuated Cycle Length (s)	29.4	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	32.9%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5063		3433	5085	1770	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5063		3433	5085	1770	2787
Volume (vph)	1292	39	510	2734	65	355
Peak-hour factor, PHF	0.97	0.97	0.91	0.91	0.87	0.87
Adj. Flow (vph)	1332	40	560	3004	75	408
RTOR Reduction (vph)	4	0	0	0	0	4
Lane Group Flow (vph)	1368	0	560	3004	75	404
Turn Type			Prot			pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases						2
Actuated Green, G (s)	22.3		14.1	40.4	7.8	21.9
Effective Green, g (s)	22.3		14.1	40.4	7.8	21.9
Actuated g/C Ratio	0.40		0.25	0.72	0.14	0.39
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2009		861	3655	246	1284
v/s Ratio Prot	0.27		0.16	c0.59	0.04	c0.08
v/s Ratio Perm						0.07
v/c Ratio	0.68		0.65	0.82	0.30	0.31
Uniform Delay, d1	14.0		18.8	5.4	21.8	11.9
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.0		1.8	1.6	0.7	0.1
Delay (s)	15.0		20.6	7.0	22.5	12.1
Level of Service	B		C	A	C	B
Approach Delay (s)	15.0			9.2	13.7	
Approach LOS	B			A	B	

Intersection Summary				
HCM Average Control Delay	11.0	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.75			
Actuated Cycle Length (s)	56.2	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	63.1%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	
Frt	1.00	1.00	1.00	0.85	0.94	
Flt Protected	0.95	1.00	1.00	1.00	0.97	
Satd. Flow (prot)	1770	5085	5085	1583	3296	
Flt Permitted	0.95	1.00	1.00	1.00	0.97	
Satd. Flow (perm)	1770	5085	5085	1583	3296	
Volume (vph)	134	1553	2962	115	532	364
Peak-hour factor, PHF	0.96	0.96	0.95	0.95	0.90	0.90
Adj. Flow (vph)	140	1618	3118	121	591	404
RTOR Reduction (vph)	0	0	0	17	88	0
Lane Group Flow (vph)	140	1618	3118	104	907	0
Turn Type	Prot			pm+ov		
Protected Phases	5	2	6	4	4	
Permitted Phases				6		
Actuated Green, G (s)	11.0	96.0	81.0	117.0	36.0	
Effective Green, g (s)	11.0	96.0	81.0	117.0	36.0	
Actuated g/C Ratio	0.08	0.69	0.58	0.84	0.26	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	139	3487	2942	1368	848	
v/s Ratio Prot	c0.08	0.32	c0.61	0.02	c0.30	
v/s Ratio Perm				0.05		
v/c Ratio	1.01	0.46	1.06	0.08	1.07	
Uniform Delay, d1	64.5	10.1	29.5	2.0	52.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	78.2	0.4	35.2	0.0	51.1	
Delay (s)	142.7	10.6	64.7	2.0	103.1	
Level of Service	F	B	E	A	F	
Approach Delay (s)		21.1	62.4		103.1	
Approach LOS		C	E		F	

Intersection Summary				
HCM Average Control Delay	57.0	HCM Level of Service	E	
HCM Volume to Capacity ratio	1.09			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	101.3%	ICU Level of Service	G	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0		
Lane Util. Factor	0.91			0.91		
Frt	1.00			1.00		
Flt Protected	1.00			1.00		
Satd. Flow (prot)	5085			5085		
Flt Permitted	1.00			1.00		
Satd. Flow (perm)	5085			5085		
Volume (vph)	466	0	0	571	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	507	0	0	621	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	507	0	0	621	0	0
Turn Type			Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases						2
Actuated Green, G (s)	8.5			8.5		
Effective Green, g (s)	8.5			8.5		
Actuated g/C Ratio	0.39			0.39		
Clearance Time (s)	4.0			4.0		
Vehicle Extension (s)	3.0			3.0		
Lane Grp Cap (vph)	1965			1965		
v/s Ratio Prot	0.10			c0.12		
v/s Ratio Perm						
v/c Ratio	0.26			0.32		
Uniform Delay, d1	4.6			4.7		
Progression Factor	1.00			1.00		
Incremental Delay, d2	0.1			0.1		
Delay (s)	4.7			4.8		
Level of Service	A			A		
Approach Delay (s)	4.7			4.8	0.0	
Approach LOS	A			A	A	

Intersection Summary			
HCM Average Control Delay	4.7	HCM Level of Service	A
HCM Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	22.0	Sum of lost time (s)	13.5
Intersection Capacity Utilization	14.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1775	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1775	1583					3539	1583	1770	3539	
Volume (vph)	148	1	194	0	0	0	0	1312	276	370	642	0
Peak-hour factor, PHF	0.91	0.91	0.91	0.92	0.92	0.92	0.88	0.88	0.88	0.86	0.86	0.86
Adj. Flow (vph)	163	1	213	0	0	0	0	1491	314	430	747	0
RTOR Reduction (vph)	0	0	182	0	0	0	0	0	169	0	0	0
Lane Group Flow (vph)	0	164	31	0	0	0	0	1491	145	430	747	0
Turn Type	Split		Prot						Perm	Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		12.6	12.6					39.5	39.5	22.6	66.1	
Effective Green, g (s)		12.6	12.6					39.5	39.5	22.6	66.1	
Actuated g/C Ratio		0.15	0.15					0.46	0.46	0.26	0.76	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		258	230					1612	721	461	2698	
v/s Ratio Prot		0.09	c0.13					c0.42		c0.24	0.21	
v/s Ratio Perm									0.20			
v/c Ratio		0.64	0.13					0.92	0.20	0.93	0.28	
Uniform Delay, d1		34.9	32.3					22.2	14.1	31.3	3.1	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		5.1	0.3					10.5	0.6	25.9	0.3	
Delay (s)		39.9	32.6					32.7	14.8	57.2	3.4	
Level of Service		D	C					C	B	E	A	
Approach Delay (s)		35.8			0.0			29.6			23.0	
Approach LOS		D			A			C			C	

Intersection Summary			
HCM Average Control Delay	28.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	86.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	28	79	762	914	932	31
Peak Hour Factor	0.97	0.97	0.89	0.89	0.85	0.85
Hourly flow rate (vph)	29	81	856	1027	1096	36
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh)	1					
Upstream signal (ft)				786		
pX, platoon unblocked						
vC, conflicting volume	3341	566	1133			
vC1, stage 1 conf vol	1115					
vC2, stage 2 conf vol	2226					
vCu, unblocked vol	3341	566	1133			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	83	0			
cM capacity (veh/h)	0	467	612			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	29	81	856	513	513	731	402
Volume Left	29	0	856	0	0	0	0
Volume Right	0	81	0	0	0	0	36
cSH	0	467	612	1700	1700	1700	1700
Volume to Capacity	Err	0.17	1.40	0.30	0.30	0.43	0.24
Queue Length (ft)	Err	16	969	0	0	0	0
Control Delay (s)	Err	14.3	208.7	0.0	0.0	0.0	0.0
Lane LOS	F	B	F				
Approach Delay (s)	Err		94.9			0.0	
Approach LOS	F						

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	82.3%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.95	0.95						0.95	1.00	1.00	0.95	
Frt	1.00	1.00						1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.95						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1684						3539	1583	1770	3539	
Flt Permitted	0.95	0.95						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1684						3539	1583	1770	3539	
Volume (vph)	509	0	2	0	0	0	0	662	350	43	937	0
Peak-hour factor, PHF	0.87	0.87	0.87	0.92	0.92	0.92	0.81	0.81	0.81	0.92	0.92	0.92
Adj. Flow (vph)	585	0	2	0	0	0	0	817	432	47	1018	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	310	276	0	0	0	0	0	817	432	47	1018	0
Turn Type	Prot								Free	Prot		
Protected Phases	7	4						2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	16.1	16.1						18.8	48.4	1.5	24.3	
Effective Green, g (s)	16.1	16.1						18.8	48.4	1.5	24.3	
Actuated g/C Ratio	0.33	0.33						0.39	1.00	0.03	0.50	
Clearance Time (s)	4.0	4.0						4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0						3.0		3.0	3.0	
Lane Grp Cap (vph)	559	560						1375	1583	55	1777	
v/s Ratio Prot	c0.18	0.16						0.23		0.03	c0.29	
v/s Ratio Perm									0.27			
v/c Ratio	0.55	0.49						0.59	0.27	0.85	0.57	
Uniform Delay, d1	13.2	12.9						11.8	0.0	23.3	8.4	
Progression Factor	1.00	1.00						1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.2	0.7						1.9	0.4	70.4	0.5	
Delay (s)	14.4	13.6						13.7	0.4	93.7	8.9	
Level of Service	B	B						B	A	F	A	
Approach Delay (s)		14.0			0.0			9.1			12.6	
Approach LOS		B			A			A			B	

Intersection Summary			
HCM Average Control Delay	11.4	HCM Level of Service	B
HCM Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	48.4	Sum of lost time (s)	8.0
Intersection Capacity Utilization	46.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	58	27	1071	909	1388
Peak Hour Factor	0.60	0.60	0.87	0.87	0.97	0.97
Hourly flow rate (vph)	0	97	31	1231	937	1431
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh)	1					
Upstream signal (ft)				881		
pX, platoon unblocked						
vC, conflicting volume	1615	469	2368			
vC1, stage 1 conf vol	937					
vC2, stage 2 conf vol	678					
vCu, unblocked vol	1615	469	2368			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	82	85			
cM capacity (veh/h)	203	541	203			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	0	97	31	616	616	469	469	1431
Volume Left	0	0	31	0	0	0	0	0
Volume Right	0	97	0	0	0	0	0	1431
cSH	1700	541	203	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.18	0.15	0.36	0.36	0.28	0.28	0.84
Queue Length (ft)	0	16	13	0	0	0	0	0
Control Delay (s)	0.0	13.1	26.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A	B	D					
Approach Delay (s)	13.1		0.6			0.0		
Approach LOS	B							

Intersection Summary				
Average Delay	0.6			
Intersection Capacity Utilization	95.9%	ICU Level of Service		F
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)								4.0			4.0	
Lane Util. Factor								0.95			0.95	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								3539			3539	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								3539			3539	
Volume (vph)	0	0	0	0	0	0	0	942	0	0	963	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	1024	0	0	1047	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	1024	0	0	1047	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)								120.0			120.0	
Effective Green, g (s)								120.0			120.0	
Actuated g/C Ratio								1.00			1.00	
Clearance Time (s)								4.0			4.0	
Vehicle Extension (s)								3.0			3.0	
Lane Grp Cap (vph)								3539			3539	
v/s Ratio Prot								0.29			c0.30	
v/s Ratio Perm												
v/c Ratio								0.29			0.30	
Uniform Delay, d1								0.0			0.0	
Progression Factor								1.00			1.00	
Incremental Delay, d2								0.2			0.2	
Delay (s)								0.2			0.2	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			0.2			0.2	
Approach LOS		A			A			A			A	

Intersection Summary						
HCM Average Control Delay	0.2	HCM Level of Service		A		
HCM Volume to Capacity ratio	0.30					
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		0.0		
Intersection Capacity Utilization	30.0%	ICU Level of Service		A		
Analysis Period (min)	15					
c Critical Lane Group						

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Volume (vph)	0	0	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)						
Effective Green, g (s)						
Actuated g/C Ratio						
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)						
v/s Ratio Prot						
v/s Ratio Perm						
v/c Ratio						
Uniform Delay, d1						
Progression Factor						
Incremental Delay, d2						
Delay (s)						
Level of Service						
Approach Delay (s)		0.0	0.0		0.0	
Approach LOS		A	A		A	

Intersection Summary				
HCM Average Control Delay	0.0	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.00			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0	
Intersection Capacity Utilization	0.0%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary				
HCM Average Control Delay	0.0	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.00			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0	
Intersection Capacity Utilization	0.0%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	0.91	0.88	0.97	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	2787	3433	5085		
Flt Permitted	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	5085	2787	3433	5085		
Volume (vph)	710	1121	209	1155	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	772	1218	227	1255	0	0
RTOR Reduction (vph)	0	208	0	0	0	0
Lane Group Flow (vph)	772	1010	227	1255	0	0
Turn Type		Perm	Prot			
Protected Phases	2		1	6		
Permitted Phases		2				
Actuated Green, G (s)	20.2	20.2	5.6	33.8		
Effective Green, g (s)	20.2	20.2	5.6	33.8		
Actuated g/C Ratio	0.60	0.60	0.17	1.00		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	3039	1666	569	5085		
v/s Ratio Prot	0.15		0.07	c0.25		
v/s Ratio Perm		0.44				
v/c Ratio	0.25	0.61	0.40	0.25		
Uniform Delay, d1	3.2	4.3	12.6	0.0		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.0	0.6	0.5	0.0		
Delay (s)	3.3	4.9	13.1	0.0		
Level of Service	A	A	B	A		
Approach Delay (s)	4.3			2.0	0.0	
Approach LOS	A			A	A	

Intersection Summary				
HCM Average Control Delay	3.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	33.8	Sum of lost time (s)	4.0
Intersection Capacity Utilization	65.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0
Lane Util. Factor		0.91			0.91	0.97	0.88
Frt		1.00			1.00	1.00	0.85
Flt Protected		1.00			1.00	0.95	1.00
Satd. Flow (prot)		5085			5085	3433	2787
Flt Permitted		1.00			1.00	0.95	1.00
Satd. Flow (perm)		5085			5085	3433	2787
Volume (vph)	0	710	0	0	617	747	1289
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	772	0	0	671	812	1401
RTOR Reduction (vph)	0	0	0	0	0	0	49
Lane Group Flow (vph)	0	772	0	0	671	812	1352
Turn Type	Prot						Perm
Protected Phases	7	4			8	2	
Permitted Phases							2
Actuated Green, G (s)		14.3			14.3	31.6	31.6
Effective Green, g (s)		14.3			14.3	31.6	31.6
Actuated g/C Ratio		0.27			0.27	0.59	0.59
Clearance Time (s)		4.0			4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0
Lane Grp Cap (vph)		1349			1349	2013	1634
v/s Ratio Prot		c0.15			0.13	0.24	
v/s Ratio Perm							0.50
v/c Ratio		0.57			0.50	0.40	0.83
Uniform Delay, d1		17.2			16.8	6.0	9.0
Progression Factor		1.00			1.00	1.00	1.00
Incremental Delay, d2		0.6			0.3	0.1	3.6
Delay (s)		17.7			17.0	6.2	12.6
Level of Service		B			B	A	B
Approach Delay (s)		17.7			17.0	10.2	
Approach LOS		B			B	B	

Intersection Summary				
HCM Average Control Delay	13.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	53.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	65.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5042		3433	5085	1770	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5042		3433	5085	1770	2787
Volume (vph)	1213	73	547	1673	72	1927
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1318	79	595	1818	78	2095
RTOR Reduction (vph)	5	0	0	0	0	0
Lane Group Flow (vph)	1392	0	595	1818	78	2095
Turn Type			Prot			pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases						2
Actuated Green, G (s)	33.1		68.0	105.1	10.8	78.8
Effective Green, g (s)	33.1		68.0	105.1	10.8	78.8
Actuated g/C Ratio	0.27		0.55	0.85	0.09	0.64
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1347		1884	4313	154	1862
v/s Ratio Prot	c0.28		0.17	0.36	0.04	c0.62
v/s Ratio Perm						0.13
v/c Ratio	1.03		0.32	0.42	0.51	1.12
Uniform Delay, d1	45.4		15.3	2.2	54.0	22.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	33.5		0.1	0.1	2.6	63.9
Delay (s)	78.9		15.4	2.3	56.6	86.4
Level of Service	E		B	A	E	F
Approach Delay (s)	78.9			5.5	85.4	
Approach LOS	E			A	F	

Intersection Summary				
HCM Average Control Delay	51.7	HCM Level of Service	D	
HCM Volume to Capacity ratio	1.10			
Actuated Cycle Length (s)	123.9	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	99.1%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0	4.0				4.0	4.0	
Lane Util. Factor	1.00	0.91			0.91	1.00				0.95	0.95	
Frt	1.00	1.00			1.00	0.85				1.00	0.85	
Flt Protected	0.95	1.00			1.00	1.00				0.95	1.00	
Satd. Flow (prot)	1770	5085			5085	1583				1681	1509	
Flt Permitted	0.95	1.00			1.00	1.00				0.95	1.00	
Satd. Flow (perm)	1770	5085			5085	1583				1681	1509	
Volume (vph)	335	2805	0	0	2028	507	0	0	0	128	0	193
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	364	3049	0	0	2204	551	0	0	0	139	0	210
RTOR Reduction (vph)	0	0	0	0	0	49	0	0	0	0	184	0
Lane Group Flow (vph)	364	3049	0	0	2204	502	0	0	0	133	32	0
Turn Type	Prot					custom				Prot		
Protected Phases	5	2			6	4				7	4	
Permitted Phases						6						
Actuated Green, G (s)	24.1	84.3			56.2	69.4				13.2	13.2	
Effective Green, g (s)	24.1	84.3			56.2	69.4				13.2	13.2	
Actuated g/C Ratio	0.23	0.80			0.53	0.66				0.13	0.13	
Clearance Time (s)	4.0	4.0			4.0	4.0				4.0	4.0	
Vehicle Extension (s)	3.0	3.0			3.0	3.0				3.0	3.0	
Lane Grp Cap (vph)	404	4063			2709	1101				210	189	
v/s Ratio Prot	c0.21	0.60			c0.43	0.06				0.08	c0.14	
v/s Ratio Perm						0.29						
v/c Ratio	0.90	0.75			0.81	0.46				0.63	0.17	
Uniform Delay, d1	39.5	5.3			20.3	8.8				43.9	41.3	
Progression Factor	1.00	1.00			1.00	1.00				1.00	1.00	
Incremental Delay, d2	22.6	1.3			2.8	0.3				6.1	0.4	
Delay (s)	62.1	6.6			23.1	9.1				50.0	41.7	
Level of Service	E	A			C	A				D	D	
Approach Delay (s)		12.6			20.3			0.0			44.8	
Approach LOS		B			C			A			D	

Intersection Summary				
HCM Average Control Delay	17.6	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.88			
Actuated Cycle Length (s)	105.5	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	77.2%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		1.00	0.91	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5084		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5084		1770	5085	1770	1583
Volume (vph)	1996	3	4	615	2	2
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2170	3	4	668	2	2
RTOR Reduction (vph)	0	0	0	0	0	2
Lane Group Flow (vph)	2173	0	4	668	2	0
Turn Type			Prot			Prot
Protected Phases	4		3	8	2	2
Permitted Phases						
Actuated Green, G (s)	26.8		0.7	31.5	5.7	5.7
Effective Green, g (s)	26.8		0.7	31.5	5.7	5.7
Actuated g/C Ratio	0.59		0.02	0.70	0.13	0.13
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	3014		27	3544	223	200
v/s Ratio Prot	c0.43		0.00	c0.13	0.00	c0.00
v/s Ratio Perm						
v/c Ratio	0.72		0.15	0.19	0.01	0.00
Uniform Delay, d1	6.5		22.0	2.4	17.3	17.3
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.9		2.5	0.0	0.0	0.0
Delay (s)	7.4		24.5	2.4	17.3	17.3
Level of Service	A		C	A	B	B
Approach Delay (s)	7.4			2.5	17.3	
Approach LOS	A			A	B	

Intersection Summary			
HCM Average Control Delay	6.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	45.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	48.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	0.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1776	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1776	1583					3539	1583	1770	3539	
Volume (vph)	256	5	636	0	0	0	0	406	56	82	1009	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	278	5	691	0	0	0	0	441	61	89	1097	0
RTOR Reduction (vph)	0	0	15	0	0	0	0	0	43	0	0	0
Lane Group Flow (vph)	0	283	676	0	0	0	0	441	18	89	1097	0
Turn Type	Split		Prot						Perm	Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		29.0	29.0					19.1	19.1	3.9	27.0	
Effective Green, g (s)		29.0	29.0					19.1	19.1	3.9	27.0	
Actuated g/C Ratio		0.45	0.45					0.30	0.30	0.06	0.42	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		805	717					1056	472	108	1493	
v/s Ratio Prot		0.16	c0.44					0.12		0.05	c0.31	
v/s Ratio Perm									0.04			
v/c Ratio		0.35	0.94					0.42	0.04	0.82	0.73	
Uniform Delay, d1		11.4	16.7					18.0	15.9	29.7	15.5	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.3	20.8					1.2	0.2	37.7	3.3	
Delay (s)		11.7	37.5					19.2	16.1	67.4	18.8	
Level of Service		B	D					B	B	E	B	
Approach Delay (s)		30.0			0.0			18.8			22.4	
Approach LOS		C			A			B			C	

Intersection Summary				
HCM Average Control Delay	24.5	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.85			
Actuated Cycle Length (s)	64.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	73.9%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	230	462	181	481	628	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	250	502	197	523	683	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh)	0					
Upstream signal (ft)				786		
pX, platoon unblocked						
vC, conflicting volume	1353	357	714			
vC1, stage 1 conf vol	698					
vC2, stage 2 conf vol	655					
vCu, unblocked vol	1353	357	714			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	21	78			
cM capacity (veh/h)	176	639	882			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	250	502	197	261	261	455	259
Volume Left	250	0	197	0	0	0	0
Volume Right	0	502	0	0	0	0	32
cSH	176	639	882	1700	1700	1700	1700
Volume to Capacity	1.42	0.79	0.22	0.15	0.15	0.27	0.15
Queue Length (ft)	384	190	21	0	0	0	0
Control Delay (s)	269.1	28.1	10.3	0.0	0.0	0.0	0.0
Lane LOS	F	D	B				
Approach Delay (s)	108.2		2.8			0.0	
Approach LOS	F						

Intersection Summary				
Average Delay	38.1			
Intersection Capacity Utilization	53.6%	ICU Level of Service		A
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.95	0.95						0.95	1.00	1.00	0.95	
Frt	1.00	0.99						1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.95						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1679						3539	1583	1770	3539	
Flt Permitted	0.95	0.95						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1679						3539	1583	1770	3539	
Volume (vph)	1080	0	18	0	0	0	0	598	142	37	639	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1174	0	20	0	0	0	0	650	154	40	695	0
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	629	563	0	0	0	0	0	650	154	40	695	0
Turn Type	Prot								Free	Prot		
Protected Phases	7	4						2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	27.1	27.1						17.1	57.7	1.5	22.6	
Effective Green, g (s)	27.1	27.1						17.1	57.7	1.5	22.6	
Actuated g/C Ratio	0.47	0.47						0.30	1.00	0.03	0.39	
Clearance Time (s)	4.0	4.0						4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0						3.0		3.0	3.0	
Lane Grp Cap (vph)	790	789						1049	1583	46	1386	
v/s Ratio Prot	c0.37	0.34						c0.18		0.02	c0.20	
v/s Ratio Perm									0.10			
v/c Ratio	0.80	0.71						0.62	0.10	0.87	0.50	
Uniform Delay, d1	13.0	12.2						17.5	0.0	28.0	13.3	
Progression Factor	1.00	1.00						1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.6	3.1						2.8	0.1	83.5	0.3	
Delay (s)	18.5	15.3						20.2	0.1	111.5	13.6	
Level of Service	B	B						C	A	F	B	
Approach Delay (s)		17.0			0.0			16.4			18.9	
Approach LOS		B			A			B			B	

Intersection Summary				
HCM Average Control Delay	17.3	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.74			
Actuated Cycle Length (s)	57.7	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	60.3%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	86	110	4	1675	567	809
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	93	120	4	1821	616	879
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh)	0					
Upstream signal (ft)				881		
pX, platoon unblocked	0.89					
vC, conflicting volume	1535	308	1496			
vC1, stage 1 conf vol	616					
vC2, stage 2 conf vol	919					
vCu, unblocked vol	1476	308	1496			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	47	83	99			
cM capacity (veh/h)	177	688	445			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	93	120	4	910	910	308	308	879
Volume Left	93	0	4	0	0	0	0	0
Volume Right	0	120	0	0	0	0	0	879
cSH	177	688	445	1700	1700	1700	1700	1700
Volume to Capacity	0.53	0.17	0.01	0.54	0.54	0.18	0.18	0.52
Queue Length (ft)	67	16	1	0	0	0	0	0
Control Delay (s)	46.3	11.3	13.2	0.0	0.0	0.0	0.0	0.0
Lane LOS	E	B	B					
Approach Delay (s)	26.7		0.0			0.0		
Approach LOS	D							

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	60.1%	ICU Level of Service	B	
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.85		1.00	0.85		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1583		1770	1583		1770	3538		1770	3538	
Flt Permitted	1.00	1.00		1.00	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1863	1583		1863	1583		1770	3538		1770	3538	
Volume (vph)	1	0	1	1	0	1	1	708	2	1	655	1
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	0	1	1	0	1	1	770	2	1	712	1
RTOR Reduction (vph)	0	1	0	0	1	0	0	0	0	0	0	0
Lane Group Flow (vph)	1	0	0	1	0	0	1	772	0	1	713	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	2.0	2.0		2.0	2.0		1.4	93.6		1.4	93.6	
Effective Green, g (s)	2.0	2.0		2.0	2.0		1.4	93.6		1.4	93.6	
Actuated g/C Ratio	0.02	0.02		0.02	0.02		0.01	0.86		0.01	0.86	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	34	29		34	29		23	3038		23	3038	
v/s Ratio Prot		c0.00			0.00		c0.00	c0.22		0.00	0.20	
v/s Ratio Perm	0.00			0.00								
v/c Ratio	0.03	0.00		0.03	0.00		0.04	0.25		0.04	0.23	
Uniform Delay, d1	52.5	52.5		52.5	52.5		53.1	1.4		53.1	1.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	0.0		0.4	0.0		0.8	0.0		0.8	0.0	
Delay (s)	52.9	52.5		52.9	52.5		53.9	1.4		53.9	1.4	
Level of Service	D	D		D	D		D	A		D	A	
Approach Delay (s)		52.7			52.7			1.5			1.5	
Approach LOS		D			D			A			A	

Intersection Summary			
HCM Average Control Delay	1.6	HCM Level of Service	A
HCM Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	109.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	29.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Volume (vph)	0	0	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)						
Effective Green, g (s)						
Actuated g/C Ratio						
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)						
v/s Ratio Prot						
v/s Ratio Perm						
v/c Ratio						
Uniform Delay, d1						
Progression Factor						
Incremental Delay, d2						
Delay (s)						
Level of Service						
Approach Delay (s)		0.0	0.0		0.0	
Approach LOS		A	A		A	

Intersection Summary			
HCM Average Control Delay	0.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	0.91	0.88	0.97	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	2787	3433	5085		
Flt Permitted	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	5085	2787	3433	5085		
Volume (vph)	532	963	761	2030	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	578	1047	827	2207	0	0
RTOR Reduction (vph)	0	35	0	0	0	0
Lane Group Flow (vph)	578	1012	827	2207	0	0
Turn Type		Perm	Prot			
Protected Phases	2		1	6		
Permitted Phases		2				
Actuated Green, G (s)	20.1	20.1	13.8	41.9		
Effective Green, g (s)	20.1	20.1	13.8	41.9		
Actuated g/C Ratio	0.48	0.48	0.33	1.00		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	2439	1337	1131	5085		
v/s Ratio Prot	0.11		c0.24	0.43		
v/s Ratio Perm		0.38				
v/c Ratio	0.24	0.76	0.73	0.43		
Uniform Delay, d1	6.4	8.9	12.4	0.0		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.1	2.5	2.5	0.1		
Delay (s)	6.4	11.4	14.9	0.1		
Level of Service	A	B	B	A		
Approach Delay (s)	9.6			4.1	0.0	
Approach LOS	A			A	A	

Intersection Summary				
HCM Average Control Delay	6.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.76		
Actuated Cycle Length (s)	41.9	Sum of lost time (s)	8.0
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0
Lane Util. Factor		0.91			0.91	0.97	0.88
Frt		1.00			1.00	1.00	0.85
Flt Protected		1.00			1.00	0.95	1.00
Satd. Flow (prot)		5085			5085	3433	2787
Flt Permitted		1.00			1.00	0.95	1.00
Satd. Flow (perm)		5085			5085	3433	2787
Volume (vph)	0	532	0	0	1470	1320	662
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	578	0	0	1598	1435	720
RTOR Reduction (vph)	0	0	0	0	0	0	168
Lane Group Flow (vph)	0	578	0	0	1598	1435	552
Turn Type	Prot						Perm
Protected Phases	7	4			8	2	
Permitted Phases							2
Actuated Green, G (s)		26.3			26.3	35.2	35.2
Effective Green, g (s)		26.3			26.3	35.2	35.2
Actuated g/C Ratio		0.38			0.38	0.51	0.51
Clearance Time (s)		4.0			4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0
Lane Grp Cap (vph)		1924			1924	1739	1412
v/s Ratio Prot		0.11			c0.31	c0.42	
v/s Ratio Perm							0.26
v/c Ratio		0.30			0.83	0.83	0.39
Uniform Delay, d1		15.1			19.6	14.5	10.6
Progression Factor		1.00			1.00	1.00	1.00
Incremental Delay, d2		0.1			3.2	3.3	0.2
Delay (s)		15.2			22.8	17.9	10.7
Level of Service		B			C	B	B
Approach Delay (s)		15.2			22.8	15.5	
Approach LOS		B			C	B	

Intersection Summary			
HCM Average Control Delay	18.1	HCM Level of Service	B
HCM Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	69.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	72.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5040		3433	5085	1770	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5040		3433	5085	1770	2787
Volume (vph)	858	54	1416	2388	85	1123
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	933	59	1539	2596	92	1221
RTOR Reduction (vph)	8	0	0	0	0	1
Lane Group Flow (vph)	984	0	1539	2596	92	1220
Turn Type			Prot			pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases						2
Actuated Green, G (s)	18.9		43.1	66.0	9.6	52.7
Effective Green, g (s)	18.9		43.1	66.0	9.6	52.7
Actuated g/C Ratio	0.23		0.52	0.79	0.11	0.63
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1139		1770	4014	203	1890
v/s Ratio Prot	c0.20		c0.45	0.51	0.05	c0.33
v/s Ratio Perm						0.11
v/c Ratio	0.86		0.87	0.65	0.45	0.65
Uniform Delay, d1	31.1		17.8	3.8	34.5	9.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	7.0		4.9	0.4	1.6	0.8
Delay (s)	38.1		22.6	4.1	36.2	10.4
Level of Service	D		C	A	D	B
Approach Delay (s)	38.1			11.0	12.2	
Approach LOS	D			B	B	

Intersection Summary				
HCM Average Control Delay	15.4	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.85			
Actuated Cycle Length (s)	83.6	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	72.9%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	
Frt	1.00	1.00	1.00	0.85	0.94	
Flt Protected	0.95	1.00	1.00	1.00	0.97	
Satd. Flow (prot)	1770	5085	5085	1583	3288	
Flt Permitted	0.95	1.00	1.00	1.00	0.97	
Satd. Flow (perm)	1770	5085	5085	1583	3288	
Volume (vph)	164	1817	3381	123	567	423
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	178	1975	3675	134	616	460
RTOR Reduction (vph)	0	0	0	9	96	0
Lane Group Flow (vph)	178	1975	3675	125	980	0
Turn Type	Prot			pm+ov		
Protected Phases	5	2	6	7	7	
Permitted Phases				6		
Actuated Green, G (s)	11.0	98.0	83.0	117.0	34.0	
Effective Green, g (s)	11.0	98.0	83.0	117.0	34.0	
Actuated g/C Ratio	0.08	0.70	0.59	0.84	0.24	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	139	3560	3015	1368	799	
v/s Ratio Prot	c0.10	0.39	c0.72	0.02	c0.33	
v/s Ratio Perm				0.06		
v/c Ratio	1.28	0.55	1.22	0.09	1.23	
Uniform Delay, d1	64.5	10.3	28.5	2.0	53.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	170.1	0.6	101.7	0.0	112.9	
Delay (s)	234.6	10.9	130.2	2.1	165.9	
Level of Service	F	B	F	A	F	
Approach Delay (s)		29.4	125.7		165.9	
Approach LOS		C	F		F	

Intersection Summary				
HCM Average Control Delay	102.4	HCM Level of Service	F	
HCM Volume to Capacity ratio	1.26			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	113.9%	ICU Level of Service	H	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		1.00	0.91	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5081		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5081		1770	5085	1770	1583
Volume (vph)	1187	6	10	1459	11	19
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1290	7	11	1586	12	21
RTOR Reduction (vph)	1	0	0	0	0	18
Lane Group Flow (vph)	1296	0	11	1586	12	3
Turn Type			Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases						2
Actuated Green, G (s)	18.1		0.7	22.8	6.0	6.0
Effective Green, g (s)	18.1		0.7	22.8	6.0	6.0
Actuated g/C Ratio	0.49		0.02	0.62	0.16	0.16
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2499		34	3150	289	258
v/s Ratio Prot	0.26		0.01	c0.31	0.01	
v/s Ratio Perm						0.01
v/c Ratio	0.52		0.32	0.50	0.04	0.01
Uniform Delay, d1	6.4		17.8	3.9	13.0	12.9
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2		5.5	0.1	0.1	0.0
Delay (s)	6.6		23.3	4.0	13.0	12.9
Level of Service	A		C	A	B	B
Approach Delay (s)	6.6			4.1	13.0	
Approach LOS	A			A	B	

Intersection Summary				
HCM Average Control Delay	5.3	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.42			
Actuated Cycle Length (s)	36.8	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	38.2%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1775	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1775	1583					3539	1583	1770	3539	
Volume (vph)	233	4	198	0	0	0	0	1625	274	448	639	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	253	4	215	0	0	0	0	1766	298	487	695	0
RTOR Reduction (vph)	0	0	185	0	0	0	0	0	98	0	0	0
Lane Group Flow (vph)	0	257	30	0	0	0	0	1766	201	487	695	0
Turn Type	Split		Prot						Perm	Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		18.0	18.0					65.0	65.0	35.0	104.0	
Effective Green, g (s)		18.0	18.0					65.0	65.0	35.0	104.0	
Actuated g/C Ratio		0.14	0.14					0.50	0.50	0.27	0.80	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		246	219					1770	792	477	2831	
v/s Ratio Prot		c0.14	0.14					c0.50		c0.28	0.20	
v/s Ratio Perm									0.19			
v/c Ratio		1.04	0.14					1.00	0.25	1.02	0.25	
Uniform Delay, d1		56.0	49.2					32.4	18.6	47.5	3.2	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		69.6	0.3					20.9	0.8	46.6	0.2	
Delay (s)		125.6	49.5					53.3	19.4	94.1	3.4	
Level of Service		F	D					D	B	F	A	
Approach Delay (s)		90.9			0.0			48.4			40.8	
Approach LOS		F			A			D			D	

Intersection Summary				
HCM Average Control Delay	51.4	HCM Level of Service	D	
HCM Volume to Capacity ratio	1.01			
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	92.9%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	39	87	866	991	1000	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	42	95	941	1077	1087	47
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh)	1					
Upstream signal (ft)				786		
pX, platoon unblocked						
vC, conflicting volume	3532	567	1134			
vC1, stage 1 conf vol	1110					
vC2, stage 2 conf vol	2421					
vCu, unblocked vol	3532	567	1134			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	80	0			
cM capacity (veh/h)	0	467	612			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	42	95	941	539	539	725	409
Volume Left	42	0	941	0	0	0	0
Volume Right	0	95	0	0	0	0	47
cSH	0	467	612	1700	1700	1700	1700
Volume to Capacity	Err	0.20	1.54	0.32	0.32	0.43	0.24
Queue Length (ft)	Err	19	1211	0	0	0	0
Control Delay (s)	Err	14.7	268.8	0.0	0.0	0.0	0.0
Lane LOS	F	B	F				
Approach Delay (s)	Err		125.4			0.0	
Approach LOS	F						

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	90.3%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.95	0.95						0.95	1.00	1.00	0.95	
Frt	1.00	1.00						1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.95						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1680						3539	1583	1770	3539	
Flt Permitted	0.95	0.95						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1680						3539	1583	1770	3539	
Volume (vph)	583	0	8	0	0	0	0	653	378	50	1030	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	634	0	9	0	0	0	0	710	411	54	1120	0
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	339	302	0	0	0	0	0	710	411	54	1120	0
Turn Type	Prot								Free	Prot		
Protected Phases	7	4						2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	16.1	16.1						18.4	48.8	2.3	24.7	
Effective Green, g (s)	16.1	16.1						18.4	48.8	2.3	24.7	
Actuated g/C Ratio	0.33	0.33						0.38	1.00	0.05	0.51	
Clearance Time (s)	4.0	4.0						4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0						3.0		3.0	3.0	
Lane Grp Cap (vph)	555	554						1334	1583	83	1791	
v/s Ratio Prot	c0.20	0.18						0.20		0.03	c0.32	
v/s Ratio Perm									0.26			
v/c Ratio	0.61	0.55						0.53	0.26	0.65	0.63	
Uniform Delay, d1	13.7	13.4						11.8	0.0	22.9	8.7	
Progression Factor	1.00	1.00						1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.0	1.1						1.5	0.4	16.8	0.7	
Delay (s)	15.7	14.5						13.4	0.4	39.6	9.4	
Level of Service	B	B						B	A	D	A	
Approach Delay (s)		15.1			0.0			8.6			10.8	
Approach LOS		B			A			A			B	

Intersection Summary			
HCM Average Control Delay	10.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	48.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	51.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	63	9	1228	1018	1656
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	68	10	1335	1107	1800
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh)	1					
Upstream signal (ft)				881		
pX, platoon unblocked						
vC, conflicting volume	1793	553	2907			
vC1, stage 1 conf vol	1107					
vC2, stage 2 conf vol	687					
vCu, unblocked vol	1793	553	2907			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	86	92			
cM capacity (veh/h)	182	476	123			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	0	68	10	667	667	553	553	1800
Volume Left	0	0	10	0	0	0	0	0
Volume Right	0	68	0	0	0	0	0	1800
cSH	1700	476	123	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.14	0.08	0.39	0.39	0.33	0.33	1.06
Queue Length (ft)	0	12	6	0	0	0	0	0
Control Delay (s)	0.0	13.8	36.7	0.0	0.0	0.0	0.0	0.0
Lane LOS	A	B	E					
Approach Delay (s)	13.8		0.3			0.0		
Approach LOS	B							

Intersection Summary				
Average Delay	0.3			
Intersection Capacity Utilization	112.5%	ICU Level of Service		H
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.85		1.00	0.85		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1583		1770	1583		1770	3538		1770	3539	
Flt Permitted	1.00	1.00		1.00	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1863	1583		1863	1583		1770	3538		1770	3539	
Volume (vph)	2	0	3	6	0	4	2	1025	3	2	1034	1
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	0	3	7	0	4	2	1114	3	2	1124	1
RTOR Reduction (vph)	0	3	0	0	4	0	0	0	0	0	0	0
Lane Group Flow (vph)	2	0	0	7	0	0	2	1117	0	2	1125	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	2.6	2.6		2.6	2.6		1.6	81.4		1.6	81.4	
Effective Green, g (s)	2.6	2.6		2.6	2.6		1.6	81.4		1.6	81.4	
Actuated g/C Ratio	0.03	0.03		0.03	0.03		0.02	0.83		0.02	0.83	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	50	42		50	42		29	2951		29	2952	
v/s Ratio Prot		0.00			0.00		c0.00	0.32		0.00	c0.32	
v/s Ratio Perm	0.00			c0.00								
v/c Ratio	0.04	0.00		0.14	0.00		0.07	0.38		0.07	0.38	
Uniform Delay, d1	46.3	46.2		46.4	46.2		47.3	2.0		47.3	2.0	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.0		1.3	0.0		1.0	0.4		1.0	0.4	
Delay (s)	46.6	46.3		47.7	46.3		48.3	2.3		48.3	2.3	
Level of Service	D	D		D	D		D	A		D	A	
Approach Delay (s)		46.4			47.2			2.4			2.4	
Approach LOS		D			D			A			A	

Intersection Summary				
HCM Average Control Delay	2.7	HCM Level of Service		A
HCM Volume to Capacity ratio	0.37			
Actuated Cycle Length (s)	97.6	Sum of lost time (s)		12.0
Intersection Capacity Utilization	40.3%	ICU Level of Service		A
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Volume (vph)	0	0	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)						
Effective Green, g (s)						
Actuated g/C Ratio						
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)						
v/s Ratio Prot						
v/s Ratio Perm						
v/c Ratio						
Uniform Delay, d1						
Progression Factor						
Incremental Delay, d2						
Delay (s)						
Level of Service						
Approach Delay (s)		0.0	0.0		0.0	
Approach LOS		A	A		A	

Intersection Summary				
HCM Average Control Delay	0.0	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.00			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0	
Intersection Capacity Utilization	0.0%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

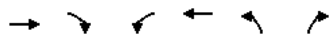
Intersection Summary				
HCM Average Control Delay	0.0	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.00			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0	
Intersection Capacity Utilization	0.0%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	0.91	0.88	0.97	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	2787	3433	5085		
Flt Permitted	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	5085	2787	3433	5085		
Volume (vph)	754	1192	233	1291	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	820	1296	253	1403	0	0
RTOR Reduction (vph)	0	140	0	0	0	0
Lane Group Flow (vph)	820	1156	253	1403	0	0
Turn Type		Perm	Prot			
Protected Phases	2		1	6		
Permitted Phases		2				
Actuated Green, G (s)	21.9	21.9	5.5	35.4		
Effective Green, g (s)	21.9	21.9	5.5	35.4		
Actuated g/C Ratio	0.62	0.62	0.16	1.00		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	3146	1724	533	5085		
v/s Ratio Prot	0.16		0.07	c0.28		
v/s Ratio Perm		0.47				
v/c Ratio	0.26	0.67	0.47	0.28		
Uniform Delay, d1	3.1	4.4	13.6	0.0		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.0	1.0	0.7	0.0		
Delay (s)	3.1	5.4	14.3	0.0		
Level of Service	A	A	B	A		
Approach Delay (s)	4.5			2.2	0.0	
Approach LOS	A			A	A	

Intersection Summary				
HCM Average Control Delay	3.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	35.4	Sum of lost time (s)	4.0
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

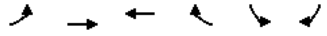
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0
Lane Util. Factor		0.91			0.91	0.97	0.88
Frt		1.00			1.00	1.00	0.85
Flt Protected		1.00			1.00	0.95	1.00
Satd. Flow (prot)		5085			5085	3433	2787
Flt Permitted		1.00			1.00	0.95	1.00
Satd. Flow (perm)		5085			5085	3433	2787
Volume (vph)	0	754	0	0	654	870	1369
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	820	0	0	711	946	1488
RTOR Reduction (vph)	0	0	0	0	0	0	30
Lane Group Flow (vph)	0	820	0	0	711	946	1458
Turn Type	Prot						Perm
Protected Phases	7	4			8	2	
Permitted Phases							2
Actuated Green, G (s)		15.8			15.8	37.0	37.0
Effective Green, g (s)		15.8			15.8	37.0	37.0
Actuated g/C Ratio		0.26			0.26	0.61	0.61
Clearance Time (s)		4.0			4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0
Lane Grp Cap (vph)		1321			1321	2089	1696
v/s Ratio Prot		c0.16			0.14	0.28	
v/s Ratio Perm							0.53
v/c Ratio		0.62			0.54	0.45	0.86
Uniform Delay, d1		19.9			19.4	6.4	9.8
Progression Factor		1.00			1.00	1.00	1.00
Incremental Delay, d2		0.9			0.4	0.2	4.6
Delay (s)		20.8			19.8	6.6	14.4
Level of Service		C			B	A	B
Approach Delay (s)		20.8			19.8	11.3	
Approach LOS		C			B	B	

Intersection Summary				
HCM Average Control Delay	14.8	HCM Level of Service	B
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	60.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5044		3433	5085	1770	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5044		3433	5085	1770	2787
Volume (vph)	1331	76	578	1821	75	2086
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1447	83	628	1979	82	2267
RTOR Reduction (vph)	4	0	0	0	0	0
Lane Group Flow (vph)	1526	0	628	1979	82	2267
Turn Type			Prot			pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases						2
Actuated Green, G (s)	37.1		74.0	115.1	11.5	85.5
Effective Green, g (s)	37.1		74.0	115.1	11.5	85.5
Actuated g/C Ratio	0.28		0.55	0.86	0.09	0.64
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1390		1887	4348	151	1853
v/s Ratio Prot	c0.30		0.18	0.39	0.05	c0.67
v/s Ratio Perm						0.14
v/c Ratio	1.10		0.33	0.46	0.54	1.22
Uniform Delay, d1	48.8		16.7	2.3	59.0	24.5
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	55.5		0.1	0.1	3.9	105.5
Delay (s)	104.2		16.8	2.4	63.0	130.1
Level of Service	F		B	A	E	F
Approach Delay (s)	104.2			5.9	127.7	
Approach LOS	F			A	F	

Intersection Summary			
HCM Average Control Delay	73.2	HCM Level of Service	E
HCM Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	134.6	Sum of lost time (s)	8.0
Intersection Capacity Utilization	107.0%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	
Frt	1.00	1.00	1.00	0.85	0.90	
Flt Protected	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (prot)	1770	5085	5085	1583	3199	
Flt Permitted	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (perm)	1770	5085	5085	1583	3199	
Volume (vph)	455	2962	2147	527	126	252
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	495	3220	2334	573	137	274
RTOR Reduction (vph)	0	0	0	39	241	0
Lane Group Flow (vph)	495	3220	2334	534	170	0
Turn Type	Prot			pm+ov		
Protected Phases	5	2	6	4	4	
Permitted Phases				6		
Actuated Green, G (s)	27.0	76.1	45.1	56.5	11.4	
Effective Green, g (s)	27.0	76.1	45.1	56.5	11.4	
Actuated g/C Ratio	0.28	0.80	0.47	0.59	0.12	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	500	4052	2401	1003	382	
v/s Ratio Prot	c0.28	0.63	c0.46	0.07	c0.13	
v/s Ratio Perm				0.29		
v/c Ratio	0.99	0.79	0.97	0.53	0.44	
Uniform Delay, d1	34.1	5.4	24.6	11.6	39.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	37.2	1.7	12.9	0.5	0.8	
Delay (s)	71.3	7.1	37.5	12.2	39.9	
Level of Service	E	A	D	B	D	
Approach Delay (s)		15.6	32.5		39.9	
Approach LOS		B	C		D	

Intersection Summary			
HCM Average Control Delay	24.0	HCM Level of Service	C
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	95.5	Sum of lost time (s)	12.0
Intersection Capacity Utilization	88.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0		
Lane Util. Factor	0.91			0.91		
Frt	1.00			1.00		
Flt Protected	1.00			1.00		
Satd. Flow (prot)	5085			5085		
Flt Permitted	1.00			1.00		
Satd. Flow (perm)	5085			5085		
Volume (vph)	2123	0	0	654	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2308	0	0	711	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2308	0	0	711	0	0
Turn Type			Prot			Prot
Protected Phases	4		3	8	2	2
Permitted Phases						
Actuated Green, G (s)	27.8			27.8		
Effective Green, g (s)	27.8			27.8		
Actuated g/C Ratio	0.67			0.67		
Clearance Time (s)	4.0			4.0		
Vehicle Extension (s)	3.0			3.0		
Lane Grp Cap (vph)	3423			3423		
v/s Ratio Prot	c0.45			0.14		
v/s Ratio Perm						
v/c Ratio	0.67			0.21		
Uniform Delay, d1	4.0			2.6		
Progression Factor	1.00			1.00		
Incremental Delay, d2	0.5			0.0		
Delay (s)	4.6			2.6		
Level of Service	A			A		
Approach Delay (s)	4.6			2.6	0.0	
Approach LOS	A			A	A	

Intersection Summary			
HCM Average Control Delay	4.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	41.3	Sum of lost time (s)	13.5
Intersection Capacity Utilization	44.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	0.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1774	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1774	1583					3539	1583	1770	3539	
Volume (vph)	403	1	801	0	0	0	0	651	84	137	1388	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	438	1	871	0	0	0	0	708	91	149	1509	0
RTOR Reduction (vph)	0	0	3	0	0	0	0	0	67	0	0	0
Lane Group Flow (vph)	0	439	868	0	0	0	0	708	24	149	1509	0
Turn Type	Split		Prot						Perm	Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		51.0	51.0					26.4	26.4	10.6	41.0	
Effective Green, g (s)		51.0	51.0					26.4	26.4	10.6	41.0	
Actuated g/C Ratio		0.51	0.51					0.26	0.26	0.11	0.41	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		905	807					934	418	188	1451	
v/s Ratio Prot		0.25	c0.55					0.20		0.08	c0.43	
v/s Ratio Perm									0.06			
v/c Ratio		0.49	1.08					0.76	0.06	0.79	1.04	
Uniform Delay, d1		16.0	24.5					33.9	27.5	43.6	29.5	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.4	53.8					5.7	0.3	20.1	34.7	
Delay (s)		16.4	78.3					39.6	27.8	63.7	64.2	
Level of Service		B	E					D	C	E	E	
Approach Delay (s)		57.6			0.0			38.2			64.2	
Approach LOS		E			A			D			E	

Intersection Summary				
HCM Average Control Delay	56.4	HCM Level of Service	E	
HCM Volume to Capacity ratio	1.06			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	94.6%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frt	1.00	0.85	1.00	1.00	1.00	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1583	1770	3539	3522	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1583	1770	3539	3522	
Volume (vph)	320	575	253	734	950	31
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	348	625	275	798	1033	34
RTOR Reduction (vph)	0	289	0	0	4	0
Lane Group Flow (vph)	348	336	275	798	1063	0
Turn Type		Perm	Prot			
Protected Phases	4		5	2	6	
Permitted Phases		4				
Actuated Green, G (s)	14.5	14.5	10.7	34.5	19.8	
Effective Green, g (s)	14.5	14.5	10.7	34.5	19.8	
Actuated g/C Ratio	0.25	0.25	0.19	0.61	0.35	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	450	403	332	2142	1223	
v/s Ratio Prot	0.20		c0.16	0.23	c0.30	
v/s Ratio Perm		0.39				
v/c Ratio	0.77	0.83	0.83	0.37	0.87	
Uniform Delay, d1	19.7	20.1	22.3	5.7	17.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	8.1	13.7	15.5	0.1	6.8	
Delay (s)	27.8	33.8	37.8	5.8	24.2	
Level of Service	C	C	D	A	C	
Approach Delay (s)	31.7			14.0	24.2	
Approach LOS	C			B	C	

Intersection Summary				
HCM Average Control Delay	23.0	HCM Level of Service	C	
HCM Volume to Capacity ratio	1.08			
Actuated Cycle Length (s)	57.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	69.5%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.95	0.95						0.95	1.00	1.00	0.95	
Frt	1.00	1.00						1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.95						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1683						3539	1583	1770	3539	
Flt Permitted	0.95	0.95						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1683						3539	1583	1770	3539	
Volume (vph)	1579	0	12	0	0	0	0	878	176	59	978	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1716	0	13	0	0	0	0	954	191	64	1063	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	912	817	0	0	0	0	0	954	191	64	1063	0
Turn Type	Prot								Free	Prot		
Protected Phases	7	4						2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	49.1	49.1						25.0	89.2	3.1	32.1	
Effective Green, g (s)	49.1	49.1						25.0	89.2	3.1	32.1	
Actuated g/C Ratio	0.55	0.55						0.28	1.00	0.03	0.36	
Clearance Time (s)	4.0	4.0						4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0						3.0		3.0	3.0	
Lane Grp Cap (vph)	925	926						992	1583	62	1274	
v/s Ratio Prot	c0.54	0.49						c0.27		0.04	c0.30	
v/s Ratio Perm									0.12			
v/c Ratio	0.99	0.88						0.96	0.12	1.03	0.83	
Uniform Delay, d1	19.7	17.5						31.6	0.0	43.1	26.1	
Progression Factor	1.00	1.00						1.00	1.00	1.00	1.00	
Incremental Delay, d2	25.9	9.9						20.7	0.2	123.6	4.9	
Delay (s)	45.6	27.4						52.3	0.2	166.7	31.0	
Level of Service	D	C						D	A	F	C	
Approach Delay (s)		37.0			0.0			43.6			38.7	
Approach LOS		D			A			D			D	

Intersection Summary				
HCM Average Control Delay	39.4	HCM Level of Service	D	
HCM Volume to Capacity ratio	0.99			
Actuated Cycle Length (s)	89.2	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	81.7%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	159	123	3	2454	914	1161
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	173	134	3	2667	993	1262
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh)	0					
Upstream signal (ft)				881		
pX, platoon unblocked	0.76					
vC, conflicting volume	2334	497	2255			
vC1, stage 1 conf vol	993					
vC2, stage 2 conf vol	1340					
vCu, unblocked vol	2440	497	2255			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	74	99			
cM capacity (veh/h)	90	519	224			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	173	134	3	1334	1334	497	497	1262
Volume Left	173	0	3	0	0	0	0	0
Volume Right	0	134	0	0	0	0	0	1262
cSH	90	519	224	1700	1700	1700	1700	1700
Volume to Capacity	1.91	0.26	0.01	0.78	0.78	0.29	0.29	0.74
Queue Length (ft)	368	25	1	0	0	0	0	0
Control Delay (s)	526.8	14.3	21.3	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	B	C					
Approach Delay (s)	303.3		0.0			0.0		
Approach LOS	F							

Intersection Summary				
Average Delay	17.8			
Intersection Capacity Utilization	83.3%	ICU Level of Service		E
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)								4.0			4.0	
Lane Util. Factor								0.95			0.95	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								3539			3539	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								3539			3539	
Volume (vph)	0	0	0	0	0	0	0	1054	0	0	981	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	1146	0	0	1066	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	1146	0	0	1066	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)								120.0			120.0	
Effective Green, g (s)								120.0			120.0	
Actuated g/C Ratio								1.00			1.00	
Clearance Time (s)								4.0			4.0	
Vehicle Extension (s)								3.0			3.0	
Lane Grp Cap (vph)								3539			3539	
v/s Ratio Prot								c0.32			0.30	
v/s Ratio Perm												
v/c Ratio								0.32			0.30	
Uniform Delay, d1								0.0			0.0	
Progression Factor								1.00			1.00	
Incremental Delay, d2								0.1			0.0	
Delay (s)								0.1			0.0	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			0.1			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	0.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.32		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	32.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Volume (vph)	0	0	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)						
Effective Green, g (s)						
Actuated g/C Ratio						
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)						
v/s Ratio Prot						
v/s Ratio Perm						
v/c Ratio						
Uniform Delay, d1						
Progression Factor						
Incremental Delay, d2						
Delay (s)						
Level of Service						
Approach Delay (s)		0.0	0.0		0.0	
Approach LOS		A	A		A	

Intersection Summary			
HCM Average Control Delay	0.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	0.91	0.88	0.97	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	2787	3433	5085		
Flt Permitted	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	5085	2787	3433	5085		
Volume (vph)	562	1025	804	2151	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	611	1114	874	2338	0	0
RTOR Reduction (vph)	0	28	0	0	0	0
Lane Group Flow (vph)	611	1086	874	2338	0	0
Turn Type		Perm	Prot			
Protected Phases	2		1	6		
Permitted Phases		2				
Actuated Green, G (s)	20.5	20.5	14.0	42.5		
Effective Green, g (s)	20.5	20.5	14.0	42.5		
Actuated g/C Ratio	0.48	0.48	0.33	1.00		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	2453	1344	1131	5085		
v/s Ratio Prot	0.12		c0.25	0.46		
v/s Ratio Perm		0.40				
v/c Ratio	0.25	0.81	0.77	0.46		
Uniform Delay, d1	6.5	9.3	12.8	0.0		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.1	3.7	3.3	0.1		
Delay (s)	6.5	13.0	16.2	0.1		
Level of Service	A	B	B	A		
Approach Delay (s)	10.7			4.4	0.0	
Approach LOS	B			A	A	

Intersection Summary				
HCM Average Control Delay	6.6	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.81			
Actuated Cycle Length (s)	42.5	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	76.7%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0
Lane Util. Factor		0.91			0.91	0.97	0.88
Frt		1.00			1.00	1.00	0.85
Flt Protected		1.00			1.00	0.95	1.00
Satd. Flow (prot)		5085			5085	3433	2787
Flt Permitted		1.00			1.00	0.95	1.00
Satd. Flow (perm)		5085			5085	3433	2787
Volume (vph)	0	562	0	0	1552	1403	699
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	611	0	0	1687	1525	760
RTOR Reduction (vph)	0	0	0	0	0	0	145
Lane Group Flow (vph)	0	611	0	0	1687	1525	615
Turn Type	Prot						Perm
Protected Phases	7	4			8	2	
Permitted Phases							2
Actuated Green, G (s)		31.0			31.0	42.0	42.0
Effective Green, g (s)		31.0			31.0	42.0	42.0
Actuated g/C Ratio		0.38			0.38	0.52	0.52
Clearance Time (s)		4.0			4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0
Lane Grp Cap (vph)		1946			1946	1780	1445
v/s Ratio Prot		0.12			c0.33	c0.44	
v/s Ratio Perm							0.27
v/c Ratio		0.31			0.87	0.86	0.43
Uniform Delay, d1		17.5			23.1	16.9	12.0
Progression Factor		1.00			1.00	1.00	1.00
Incremental Delay, d2		0.1			4.4	4.3	0.2
Delay (s)		17.6			27.5	21.2	12.2
Level of Service		B			C	C	B
Approach Delay (s)		17.6			27.5	18.2	
Approach LOS		B			C	B	

Intersection Summary				
HCM Average Control Delay	21.5	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.86			
Actuated Cycle Length (s)	81.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	76.7%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5044		3433	5085	1770	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5044		3433	5085	1770	2787
Volume (vph)	943	53	1499	2651	83	1205
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1025	58	1629	2882	90	1310
RTOR Reduction (vph)	7	0	0	0	0	1
Lane Group Flow (vph)	1076	0	1629	2882	90	1309
Turn Type			Prot			pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases						2
Actuated Green, G (s)	19.1		42.0	65.1	9.5	51.5
Effective Green, g (s)	19.1		42.0	65.1	9.5	51.5
Actuated g/C Ratio	0.23		0.51	0.79	0.12	0.62
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1166		1746	4008	204	1873
v/s Ratio Prot	c0.21		c0.47	0.57	0.05	c0.36
v/s Ratio Perm						0.11
v/c Ratio	0.92		0.93	0.72	0.44	0.70
Uniform Delay, d1	31.0		19.0	4.3	34.1	10.4
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	12.0		9.7	0.6	1.5	1.2
Delay (s)	43.0		28.6	4.9	35.6	11.5
Level of Service	D		C	A	D	B
Approach Delay (s)	43.0			13.5	13.1	
Approach LOS	D			B	B	

Intersection Summary				
HCM Average Control Delay	18.0	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.92			
Actuated Cycle Length (s)	82.6	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	76.8%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	
Frt	1.00	1.00	1.00	0.85	0.93	
Flt Protected	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (prot)	1770	5085	5085	1583	3264	
Flt Permitted	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (perm)	1770	5085	5085	1583	3264	
Volume (vph)	200	1842	3565	124	605	585
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	217	2002	3875	135	658	636
RTOR Reduction (vph)	0	0	0	8	114	0
Lane Group Flow (vph)	217	2002	3875	127	1180	0
Turn Type	Prot			pm+ov		
Protected Phases	5	2	6	4	4	
Permitted Phases				6		
Actuated Green, G (s)	14.0	102.0	84.0	124.0	40.0	
Effective Green, g (s)	14.0	102.0	84.0	124.0	40.0	
Actuated g/C Ratio	0.09	0.68	0.56	0.83	0.27	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	165	3458	2848	1351	870	
v/s Ratio Prot	c0.12	0.39	c0.76	0.03	c0.40	
v/s Ratio Perm				0.06		
v/c Ratio	1.32	0.58	1.36	0.09	1.36	
Uniform Delay, d1	68.0	12.7	33.0	2.4	55.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	178.1	0.7	164.6	0.0	167.7	
Delay (s)	246.1	13.4	197.6	2.5	222.7	
Level of Service	F	B	F	A	F	
Approach Delay (s)		36.1	191.1		222.7	
Approach LOS		D	F		F	

Intersection Summary				
HCM Average Control Delay	150.8	HCM Level of Service	F	
HCM Volume to Capacity ratio	1.39			
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	125.7%	ICU Level of Service	H	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0		
Lane Util. Factor	0.91			0.91		
Frt	1.00			1.00		
Flt Protected	1.00			1.00		
Satd. Flow (prot)	5085			5085		
Flt Permitted	1.00			1.00		
Satd. Flow (perm)	5085			5085		
Volume (vph)	1261	0	0	1552	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1371	0	0	1687	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1371	0	0	1687	0	0
Turn Type			Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases						2
Actuated Green, G (s)	20.9			20.9		
Effective Green, g (s)	20.9			20.9		
Actuated g/C Ratio	0.61			0.61		
Clearance Time (s)	4.0			4.0		
Vehicle Extension (s)	3.0			3.0		
Lane Grp Cap (vph)	3080			3080		
v/s Ratio Prot	0.27			c0.33		
v/s Ratio Perm						
v/c Ratio	0.45			0.55		
Uniform Delay, d1	3.7			4.0		
Progression Factor	1.00			1.00		
Incremental Delay, d2	0.1			0.2		
Delay (s)	3.8			4.2		
Level of Service	A			A		
Approach Delay (s)	3.8			4.2	0.0	
Approach LOS	A			A	A	

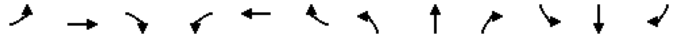
Intersection Summary				
HCM Average Control Delay	4.0	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.55			
Actuated Cycle Length (s)	34.5	Sum of lost time (s)	13.6	
Intersection Capacity Utilization	33.3%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1774	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1774	1583					3539	1583	1770	3539	
Volume (vph)	360	1	232	0	0	0	0	2434	369	726	934	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	391	1	252	0	0	0	0	2646	401	789	1015	0
RTOR Reduction (vph)	0	0	165	0	0	0	0	0	81	0	0	0
Lane Group Flow (vph)	0	392	87	0	0	0	0	2646	320	789	1015	0
Turn Type	Split		Prot						Perm	Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		23.0	23.0					68.0	68.0	37.0	109.0	
Effective Green, g (s)		23.0	23.0					68.0	68.0	37.0	109.0	
Actuated g/C Ratio		0.16	0.16					0.49	0.49	0.26	0.78	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		291	260					1719	769	468	2755	
v/s Ratio Prot		c0.22	0.16					c0.75		c0.45	0.29	
v/s Ratio Perm									0.25			
v/c Ratio		1.35	0.33					1.54	0.42	1.69	0.37	
Uniform Delay, d1		58.5	51.7					36.0	23.2	51.5	4.8	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		177.3	0.8					245.6	1.7	317.8	0.4	
Delay (s)		235.8	52.5					281.6	24.9	369.3	5.2	
Level of Service		F	D					F	C	F	A	
Approach Delay (s)		164.1			0.0			247.8			164.5	
Approach LOS		F			A			F			F	

Intersection Summary				
HCM Average Control Delay	210.6	HCM Level of Service	F	
HCM Volume to Capacity ratio	1.55			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	137.5%	ICU Level of Service	H	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frt	1.00	0.85	1.00	1.00	1.00	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1583	1770	3539	3524	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1583	1770	3539	3524	
Volume (vph)	46	132	1259	1535	1528	45
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	143	1368	1668	1661	49
RTOR Reduction (vph)	0	134	0	0	1	0
Lane Group Flow (vph)	50	9	1368	1668	1709	0
Turn Type		Perm	Prot			
Protected Phases	4		5	2	6	
Permitted Phases		4				
Actuated Green, G (s)	9.4	9.4	72.0	126.0	50.0	
Effective Green, g (s)	9.4	9.4	72.0	126.0	50.0	
Actuated g/C Ratio	0.07	0.07	0.50	0.88	0.35	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	116	104	889	3110	1229	
v/s Ratio Prot	0.03		c0.77	0.47	c0.49	
v/s Ratio Perm		0.09				
v/c Ratio	0.43	0.09	1.54	0.54	1.39	
Uniform Delay, d1	64.4	63.0	35.7	2.0	46.7	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.6	0.4	248.1	0.2	180.7	
Delay (s)	67.0	63.4	283.8	2.2	227.4	
Level of Service	E	E	F	A	F	
Approach Delay (s)	64.3			129.1	227.4	
Approach LOS	E			F	F	

Intersection Summary				
HCM Average Control Delay	160.6	HCM Level of Service	F	
HCM Volume to Capacity ratio	1.47			
Actuated Cycle Length (s)	143.4	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	126.8%	ICU Level of Service	H	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.95	0.95						0.95	1.00	1.00	0.95	
Frt	1.00	1.00						1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.95						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1684						3539	1583	1770	3539	
Flt Permitted	0.95	0.95						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1684						3539	1583	1770	3539	
Volume (vph)	841	0	3	0	0	0	0	1051	530	74	1570	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	914	0	3	0	0	0	0	1142	576	80	1707	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	484	432	0	0	0	0	0	1142	576	80	1707	0
Turn Type	Prot								Free	Prot		
Protected Phases	7	4						2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	20.0	20.0						24.8	60.0	3.2	32.0	
Effective Green, g (s)	20.0	20.0						24.8	60.0	3.2	32.0	
Actuated g/C Ratio	0.33	0.33						0.41	1.00	0.05	0.53	
Clearance Time (s)	4.0	4.0						4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0						3.0		3.0	3.0	
Lane Grp Cap (vph)	560	561						1463	1583	94	1887	
v/s Ratio Prot	c0.29	0.26						0.32		0.05	c0.48	
v/s Ratio Perm									0.36			
v/c Ratio	0.86	0.77						0.78	0.36	0.85	0.90	
Uniform Delay, d1	18.7	17.9						15.2	0.0	28.2	12.6	
Progression Factor	1.00	1.00						1.00	1.00	1.00	1.00	
Incremental Delay, d2	13.1	6.5						4.2	0.6	48.3	6.6	
Delay (s)	31.8	24.4						19.4	0.6	76.5	19.2	
Level of Service	C	C						B	A	E	B	
Approach Delay (s)		28.3			0.0			13.1			21.8	
Approach LOS		C			A			B			C	

Intersection Summary				
HCM Average Control Delay	19.8	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.89			
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	73.5%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	84	5	1887	1521	2409
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	91	5	2051	1653	2618
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh)	1					
Upstream signal (ft)				881		
pX, platoon unblocked						
vC, conflicting volume	2690	827	4272			
vC1, stage 1 conf vol	1653					
vC2, stage 2 conf vol	1036					
vCu, unblocked vol	2690	827	4272			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	71	84			
cM capacity (veh/h)	89	315	34			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	0	91	5	1026	1026	827	827	2618
Volume Left	0	0	5	0	0	0	0	0
Volume Right	0	91	0	0	0	0	0	2618
cSH	1700	315	34	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.29	0.16	0.60	0.60	0.49	0.49	1.54
Queue Length (ft)	0	29	13	0	0	0	0	0
Control Delay (s)	0.0	21.0	130.7	0.0	0.0	0.0	0.0	0.0
Lane LOS	A	C	F					
Approach Delay (s)	21.0		0.3			0.0		
Approach LOS	C							

Intersection Summary				
Average Delay		0.4		
Intersection Capacity Utilization	159.2%	ICU Level of Service		H
Analysis Period (min)		15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)								4.0			4.0	
Lane Util. Factor								0.95			0.95	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								3539			3539	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								3539			3539	
Volume (vph)	0	0	0	0	0	0	0	1581	0	0	1573	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	1718	0	0	1710	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	1718	0	0	1710	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)								120.0			120.0	
Effective Green, g (s)								120.0			120.0	
Actuated g/C Ratio								1.00			1.00	
Clearance Time (s)								4.0			4.0	
Vehicle Extension (s)								3.0			3.0	
Lane Grp Cap (vph)								3539			3539	
v/s Ratio Prot								c0.49			0.48	
v/s Ratio Perm												
v/c Ratio								0.49			0.48	
Uniform Delay, d1								0.0			0.0	
Progression Factor								1.00			1.00	
Incremental Delay, d2								0.5			0.5	
Delay (s)								0.5			0.5	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			0.5			0.5	
Approach LOS		A			A			A			A	

Intersection Summary				
HCM Average Control Delay	0.5	HCM Level of Service		A
HCM Volume to Capacity ratio	0.49			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		0.0
Intersection Capacity Utilization	47.0%	ICU Level of Service		A
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Volume (vph)	0	0	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)						
Effective Green, g (s)						
Actuated g/C Ratio						
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)						
v/s Ratio Prot						
v/s Ratio Perm						
v/c Ratio						
Uniform Delay, d1						
Progression Factor						
Incremental Delay, d2						
Delay (s)						
Level of Service						
Approach Delay (s)		0.0	0.0		0.0	
Approach LOS		A	A		A	

Intersection Summary				
HCM Average Control Delay	0.0	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.00			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0	
Intersection Capacity Utilization	0.0%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary				
HCM Average Control Delay	0.0	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.00			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0	
Intersection Capacity Utilization	0.0%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	0.91	0.88	0.97	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	2787	3433	5085		
Flt Permitted	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	5085	2787	3433	5085		
Volume (vph)	758	1192	236	1293	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	824	1296	257	1405	0	0
RTOR Reduction (vph)	0	136	0	0	0	0
Lane Group Flow (vph)	824	1160	257	1405	0	0
Turn Type		Perm	Prot			
Protected Phases	2		1	6		
Permitted Phases		2				
Actuated Green, G (s)	22.0	22.0	5.5	35.5		
Effective Green, g (s)	22.0	22.0	5.5	35.5		
Actuated g/C Ratio	0.62	0.62	0.15	1.00		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	3151	1727	532	5085		
v/s Ratio Prot	0.16		c0.07	0.28		
v/s Ratio Perm		0.47				
v/c Ratio	0.26	0.67	0.48	0.28		
Uniform Delay, d1	3.1	4.4	13.7	0.0		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.0	1.0	0.7	0.0		
Delay (s)	3.1	5.4	14.4	0.0		
Level of Service	A	A	B	A		
Approach Delay (s)	4.5			2.3	0.0	
Approach LOS	A			A	A	

Intersection Summary			
HCM Average Control Delay	3.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	35.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0
Lane Util. Factor		0.91			0.91	0.97	0.88
Frt		1.00			1.00	1.00	0.85
Flt Protected		1.00			1.00	0.95	1.00
Satd. Flow (prot)		5085			5085	3433	2787
Flt Permitted		1.00			1.00	0.95	1.00
Satd. Flow (perm)		5085			5085	3433	2787
Volume (vph)	0	758	0	0	658	870	1375
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	824	0	0	715	946	1495
RTOR Reduction (vph)	0	0	0	0	0	0	30
Lane Group Flow (vph)	0	824	0	0	715	946	1465
Turn Type	Prot						Perm
Protected Phases	7	4			8	2	
Permitted Phases							2
Actuated Green, G (s)		15.9			15.9	37.1	37.1
Effective Green, g (s)		15.9			15.9	37.1	37.1
Actuated g/C Ratio		0.26			0.26	0.61	0.61
Clearance Time (s)		4.0			4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0
Lane Grp Cap (vph)		1325			1325	2088	1695
v/s Ratio Prot		c0.16			0.14	0.28	
v/s Ratio Perm							0.54
v/c Ratio		0.62			0.54	0.45	0.86
Uniform Delay, d1		19.9			19.4	6.5	9.9
Progression Factor		1.00			1.00	1.00	1.00
Incremental Delay, d2		0.9			0.4	0.2	4.9
Delay (s)		20.8			19.8	6.6	14.7
Level of Service		C			B	A	B
Approach Delay (s)		20.8			19.8	11.6	
Approach LOS		C			B	B	

Intersection Summary			
HCM Average Control Delay	15.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	61.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5041		3433	5085	1770	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5041		3433	5085	1770	2787
Volume (vph)	1331	82	589	1821	78	2091
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1447	89	640	1979	85	2273
RTOR Reduction (vph)	5	0	0	0	0	0
Lane Group Flow (vph)	1531	0	640	1979	85	2273
Turn Type			Prot			pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases						2
Actuated Green, G (s)	37.1		74.0	115.1	11.8	85.8
Effective Green, g (s)	37.1		74.0	115.1	11.8	85.8
Actuated g/C Ratio	0.28		0.55	0.85	0.09	0.64
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1386		1883	4339	155	1855
v/s Ratio Prot	c0.30		0.19	0.39	0.05	c0.67
v/s Ratio Perm						0.14
v/c Ratio	1.10		0.34	0.46	0.55	1.23
Uniform Delay, d1	48.9		16.9	2.4	59.0	24.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	58.2		0.1	0.1	3.9	106.3
Delay (s)	107.1		17.0	2.5	62.9	130.9
Level of Service	F		B	A	E	F
Approach Delay (s)	107.1			6.0	128.4	
Approach LOS	F			A	F	

Intersection Summary				
HCM Average Control Delay	74.2	HCM Level of Service	E	
HCM Volume to Capacity ratio	1.19			
Actuated Cycle Length (s)	134.9	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	107.4%	ICU Level of Service	G	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	
Frt	1.00	1.00	1.00	0.85	0.90	
Flt Protected	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (prot)	1770	5085	5085	1583	3198	
Flt Permitted	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (perm)	1770	5085	5085	1583	3198	
Volume (vph)	457	2966	2155	527	126	255
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	497	3224	2342	573	137	277
RTOR Reduction (vph)	0	0	0	38	242	0
Lane Group Flow (vph)	497	3224	2342	535	172	0
Turn Type	Prot			pm+ov		
Protected Phases	5	2	6	4	4	
Permitted Phases				6		
Actuated Green, G (s)	27.0	76.1	45.1	57.3	12.2	
Effective Green, g (s)	27.0	76.1	45.1	57.3	12.2	
Actuated g/C Ratio	0.28	0.79	0.47	0.60	0.13	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	496	4018	2381	1008	405	
v/s Ratio Prot	c0.28	0.63	c0.46	0.07	c0.13	
v/s Ratio Perm				0.29		
v/c Ratio	1.00	0.80	0.98	0.53	0.42	
Uniform Delay, d1	34.6	5.8	25.2	11.5	38.8	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	40.9	1.8	15.0	0.5	0.7	
Delay (s)	75.6	7.6	40.2	12.1	39.5	
Level of Service	E	A	D	B	D	
Approach Delay (s)		16.7	34.7		39.5	
Approach LOS		B	C		D	

Intersection Summary				
HCM Average Control Delay	25.5	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.99			
Actuated Cycle Length (s)	96.3	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	88.6%	ICU Level of Service	E	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		1.00	0.91	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5082		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5082		1770	5085	1770	1583
Volume (vph)	2123	9	17	654	4	8
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2308	10	18	711	4	9
RTOR Reduction (vph)	0	0	0	0	0	8
Lane Group Flow (vph)	2318	0	18	711	4	1
Turn Type			Prot			Prot
Protected Phases	4		3	8	2	2
Permitted Phases						
Actuated Green, G (s)	28.1		0.7	32.8	5.8	5.8
Effective Green, g (s)	28.1		0.7	32.8	5.8	5.8
Actuated g/C Ratio	0.60		0.02	0.70	0.12	0.12
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	3064		27	3579	220	197
v/s Ratio Prot	c0.46		c0.01	0.14	0.00	c0.01
v/s Ratio Perm						
v/c Ratio	0.76		0.67	0.20	0.02	0.01
Uniform Delay, d1	6.8		22.8	2.4	17.9	17.9
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	1.1		48.1	0.0	0.0	0.0
Delay (s)	7.9		70.9	2.4	17.9	17.9
Level of Service	A		E	A	B	B
Approach Delay (s)	7.9			4.1	17.9	
Approach LOS	A			A	B	

Intersection Summary				
HCM Average Control Delay	7.0	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.64			
Actuated Cycle Length (s)	46.6	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	51.2%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary				
HCM Average Control Delay	0.0	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.00			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0	
Intersection Capacity Utilization	0.0%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1774	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1774	1583					3539	1583	1770	3539	
Volume (vph)	405	1	801	0	0	0	0	654	84	138	1389	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	440	1	871	0	0	0	0	711	91	150	1510	0
RTOR Reduction (vph)	0	0	3	0	0	0	0	0	67	0	0	0
Lane Group Flow (vph)	0	441	868	0	0	0	0	711	24	150	1510	0
Turn Type	Split		Prot						Perm	Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		51.0	51.0					26.3	26.3	10.7	41.0	
Effective Green, g (s)		51.0	51.0					26.3	26.3	10.7	41.0	
Actuated g/C Ratio		0.51	0.51					0.26	0.26	0.11	0.41	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		905	807					931	416	189	1451	
v/s Ratio Prot		0.25	c0.55					0.20		0.08	c0.43	
v/s Ratio Perm									0.06			
v/c Ratio		0.49	1.08					0.76	0.06	0.79	1.04	
Uniform Delay, d1		16.0	24.5					34.0	27.6	43.6	29.5	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.4	53.8					5.9	0.3	20.1	34.9	
Delay (s)		16.4	78.3					39.9	27.8	63.6	64.4	
Level of Service		B	E					D	C	E	E	
Approach Delay (s)		57.5			0.0			38.5			64.4	
Approach LOS		E			A			D			E	

Intersection Summary				
HCM Average Control Delay	56.5	HCM Level of Service	E	
HCM Volume to Capacity ratio	1.06			
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	94.7%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frt	1.00	0.85	1.00	1.00	1.00	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1583	1770	3539	3522	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1583	1770	3539	3522	
Volume (vph)	322	575	253	739	952	32
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	350	625	275	803	1035	35
RTOR Reduction (vph)	0	289	0	0	4	0
Lane Group Flow (vph)	350	336	275	803	1066	0
Turn Type		Perm	Prot			
Protected Phases	4		5	2	6	
Permitted Phases		4				
Actuated Green, G (s)	14.5	14.5	10.7	34.6	19.9	
Effective Green, g (s)	14.5	14.5	10.7	34.6	19.9	
Actuated g/C Ratio	0.25	0.25	0.19	0.61	0.35	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	449	402	332	2144	1227	
v/s Ratio Prot	0.20		c0.16	0.23	c0.30	
v/s Ratio Perm		0.39				
v/c Ratio	0.78	0.83	0.83	0.37	0.87	
Uniform Delay, d1	19.8	20.2	22.3	5.7	17.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	8.3	13.9	15.5	0.1	6.8	
Delay (s)	28.2	34.0	37.8	5.8	24.1	
Level of Service	C	C	D	A	C	
Approach Delay (s)	31.9			14.0	24.1	
Approach LOS	C			B	C	

Intersection Summary				
HCM Average Control Delay	23.1	HCM Level of Service	C	
HCM Volume to Capacity ratio	1.08			
Actuated Cycle Length (s)	57.1	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	69.6%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.95	0.95						0.95	1.00	1.00	0.95	
Frt	1.00	1.00						1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.95						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1682						3539	1583	1770	3539	
Flt Permitted	0.95	0.95						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1682						3539	1583	1770	3539	
Volume (vph)	1579	0	14	0	0	0	0	879	177	59	981	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1716	0	15	0	0	0	0	955	192	64	1066	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	913	817	0	0	0	0	0	955	192	64	1066	0
Turn Type	Prot								Free	Prot		
Protected Phases	7	4						2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	49.1	49.1						25.0	89.2	3.1	32.1	
Effective Green, g (s)	49.1	49.1						25.0	89.2	3.1	32.1	
Actuated g/C Ratio	0.55	0.55						0.28	1.00	0.03	0.36	
Clearance Time (s)	4.0	4.0						4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0						3.0		3.0	3.0	
Lane Grp Cap (vph)	925	926						992	1583	62	1274	
v/s Ratio Prot	c0.54	0.49						c0.27		0.04	c0.30	
v/s Ratio Perm									0.12			
v/c Ratio	0.99	0.88						0.96	0.12	1.03	0.84	
Uniform Delay, d1	19.7	17.5						31.6	0.0	43.1	26.1	
Progression Factor	1.00	1.00						1.00	1.00	1.00	1.00	
Incremental Delay, d2	26.2	9.9						20.9	0.2	123.6	4.9	
Delay (s)	45.9	27.5						52.5	0.2	166.7	31.1	
Level of Service	D	C						D	A	F	C	
Approach Delay (s)		37.2			0.0			43.8			38.8	
Approach LOS		D			A			D			D	

Intersection Summary				
HCM Average Control Delay	39.5	HCM Level of Service	D	
HCM Volume to Capacity ratio	0.99			
Actuated Cycle Length (s)	89.2	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	81.8%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	159	125	4	2455	915	1161
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	173	136	4	2668	995	1262
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh)	0					
Upstream signal (ft)				881		
pX, platoon unblocked	0.76					
vC, conflicting volume	2338	497	2257			
vC1, stage 1 conf vol	995					
vC2, stage 2 conf vol	1343					
vCu, unblocked vol	2445	497	2257			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	74	98			
cM capacity (veh/h)	90	518	224			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	173	136	4	1334	1334	497	497	1262
Volume Left	173	0	4	0	0	0	0	0
Volume Right	0	136	0	0	0	0	0	1262
cSH	90	518	224	1700	1700	1700	1700	1700
Volume to Capacity	1.93	0.26	0.02	0.78	0.78	0.29	0.29	0.74
Queue Length (ft)	369	26	1	0	0	0	0	0
Control Delay (s)	533.0	14.4	21.4	0.0	0.0	0.0	0.0	0.0
Lane LOS	F	B	C					
Approach Delay (s)	304.7		0.0			0.0		
Approach LOS	F							

Intersection Summary				
Average Delay	18.0			
Intersection Capacity Utilization	83.3%	ICU Level of Service		E
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.85		1.00	0.85		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1583		1770	1583		1770	3537		1770	3538	
Flt Permitted	1.00	1.00		1.00	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1863	1583		1863	1583		1770	3537		1770	3538	
Volume (vph)	1	0	1	2	0	2	3	1054	5	3	981	2
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1	0	1	2	0	2	3	1146	5	3	1066	2
RTOR Reduction (vph)	0	1	0	0	2	0	0	0	0	0	0	0
Lane Group Flow (vph)	1	0	0	2	0	0	3	1151	0	3	1068	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	2.1	2.1		2.1	2.1		1.4	88.0		1.4	88.0	
Effective Green, g (s)	2.1	2.1		2.1	2.1		1.4	88.0		1.4	88.0	
Actuated g/C Ratio	0.02	0.02		0.02	0.02		0.01	0.85		0.01	0.85	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	38	32		38	32		24	3007		24	3008	
v/s Ratio Prot		0.00			c0.00		c0.00	c0.33		0.00	0.30	
v/s Ratio Perm	0.00			0.00								
v/c Ratio	0.03	0.00		0.05	0.00		0.12	0.38		0.12	0.36	
Uniform Delay, d1	49.7	49.7		49.7	49.7		50.4	1.7		50.4	1.7	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.3	0.0		0.6	0.0		2.3	0.1		2.3	0.1	
Delay (s)	50.0	49.7		50.3	49.7		52.8	1.8		52.8	1.7	
Level of Service	D	D		D	D		D	A		D	A	
Approach Delay (s)		49.8			50.0			1.9			1.9	
Approach LOS		D			D			A			A	

Intersection Summary				
HCM Average Control Delay	2.0	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.37			
Actuated Cycle Length (s)	103.5	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	39.3%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Volume (vph)	0	0	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)						
Effective Green, g (s)						
Actuated g/C Ratio						
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)						
v/s Ratio Prot						
v/s Ratio Perm						
v/c Ratio						
Uniform Delay, d1						
Progression Factor						
Incremental Delay, d2						
Delay (s)						
Level of Service						
Approach Delay (s)		0.0	0.0		0.0	
Approach LOS		A	A		A	

Intersection Summary				
HCM Average Control Delay	0.0	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.00			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0	
Intersection Capacity Utilization	0.0%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	0.91	0.88	0.97	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	2787	3433	5085		
Flt Permitted	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	5085	2787	3433	5085		
Volume (vph)	571	1025	830	2168	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	621	1114	902	2357	0	0
RTOR Reduction (vph)	0	25	0	0	0	0
Lane Group Flow (vph)	621	1089	902	2357	0	0
Turn Type		Perm	Prot			
Protected Phases	2		1	6		
Permitted Phases		2				
Actuated Green, G (s)	20.8	20.8	14.1	42.9		
Effective Green, g (s)	20.8	20.8	14.1	42.9		
Actuated g/C Ratio	0.48	0.48	0.33	1.00		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	2465	1351	1128	5085		
v/s Ratio Prot	0.12		c0.26	0.46		
v/s Ratio Perm		0.40				
v/c Ratio	0.25	0.81	0.80	0.46		
Uniform Delay, d1	6.5	9.3	13.1	0.0		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.1	3.6	4.1	0.1		
Delay (s)	6.5	13.0	17.2	0.1		
Level of Service	A	B	B	A		
Approach Delay (s)	10.7			4.8	0.0	
Approach LOS	B			A	A	

Intersection Summary				
HCM Average Control Delay	6.8	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.81			
Actuated Cycle Length (s)	42.9	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	77.5%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0
Lane Util. Factor		0.91			0.91	0.97	0.88
Frt		1.00			1.00	1.00	0.85
Flt Protected		1.00			1.00	0.95	1.00
Satd. Flow (prot)		5085			5085	3433	2787
Flt Permitted		1.00			1.00	0.95	1.00
Satd. Flow (perm)		5085			5085	3433	2787
Volume (vph)	0	571	0	0	1595	1403	712
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	621	0	0	1734	1525	774
RTOR Reduction (vph)	0	0	0	0	0	0	141
Lane Group Flow (vph)	0	621	0	0	1734	1525	633
Turn Type	Prot						Perm
Protected Phases	7	4			8	2	
Permitted Phases							2
Actuated Green, G (s)		31.0			31.0	42.0	42.0
Effective Green, g (s)		31.0			31.0	42.0	42.0
Actuated g/C Ratio		0.38			0.38	0.52	0.52
Clearance Time (s)		4.0			4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0
Lane Grp Cap (vph)		1946			1946	1780	1445
v/s Ratio Prot		0.12			c0.34	c0.44	
v/s Ratio Perm							0.28
v/c Ratio		0.32			0.89	0.86	0.44
Uniform Delay, d1		17.6			23.4	16.9	12.2
Progression Factor		1.00			1.00	1.00	1.00
Incremental Delay, d2		0.1			5.6	4.3	0.2
Delay (s)		17.7			29.0	21.2	12.4
Level of Service		B			C	C	B
Approach Delay (s)		17.7			29.0	18.2	
Approach LOS		B			C	B	

Intersection Summary				
HCM Average Control Delay	22.2	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.87			
Actuated Cycle Length (s)	81.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	77.5%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5034		3433	5085	1770	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5034		3433	5085	1770	2787
Volume (vph)	943	68	1524	2651	113	1255
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1025	74	1657	2882	123	1364
RTOR Reduction (vph)	9	0	0	0	0	1
Lane Group Flow (vph)	1090	0	1657	2882	123	1363
Turn Type			Prot			pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases						2
Actuated Green, G (s)	19.0		42.1	65.1	11.1	53.2
Effective Green, g (s)	19.0		42.1	65.1	11.1	53.2
Actuated g/C Ratio	0.23		0.50	0.77	0.13	0.63
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1136		1717	3932	233	1893
v/s Ratio Prot	c0.22		c0.48	0.57	0.07	c0.36
v/s Ratio Perm						0.13
v/c Ratio	0.96		0.97	0.73	0.53	0.72
Uniform Delay, d1	32.2		20.3	5.0	34.1	10.5
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	17.6		14.2	0.7	2.2	1.4
Delay (s)	49.9		34.6	5.7	36.3	11.8
Level of Service	D		C	A	D	B
Approach Delay (s)	49.9			16.3	13.9	
Approach LOS	D			B	B	

Intersection Summary					
HCM Average Control Delay	20.9	HCM Level of Service	C		
HCM Volume to Capacity ratio	0.94				
Actuated Cycle Length (s)	84.2	Sum of lost time (s)	12.0		
Intersection Capacity Utilization	79.5%	ICU Level of Service	D		
Analysis Period (min)	15				
c Critical Lane Group					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	
Frt	1.00	1.00	1.00	0.85	0.93	
Flt Protected	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (prot)	1770	5085	5085	1583	3263	
Flt Permitted	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (perm)	1770	5085	5085	1583	3263	
Volume (vph)	214	1879	3583	124	605	592
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	233	2042	3895	135	658	643
RTOR Reduction (vph)	0	0	0	7	114	0
Lane Group Flow (vph)	233	2042	3895	128	1187	0
Turn Type	Prot			pm+ov		
Protected Phases	5	2	6	4	4	
Permitted Phases				6		
Actuated Green, G (s)	14.0	103.0	85.0	124.0	39.0	
Effective Green, g (s)	14.0	103.0	85.0	124.0	39.0	
Actuated g/C Ratio	0.09	0.69	0.57	0.83	0.26	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	165	3492	2882	1351	848	
v/s Ratio Prot	c0.13	0.40	c0.77	0.03	c0.40	
v/s Ratio Perm				0.06		
v/c Ratio	1.41	0.58	1.35	0.10	1.40	
Uniform Delay, d1	68.0	12.3	32.5	2.4	55.5	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	217.3	0.7	160.5	0.0	187.1	
Delay (s)	285.3	13.0	193.0	2.5	242.6	
Level of Service	F	B	F	A	F	
Approach Delay (s)		40.9	186.7		242.6	
Approach LOS		D	F		F	

Intersection Summary					
HCM Average Control Delay	152.6	HCM Level of Service	F		
HCM Volume to Capacity ratio	1.41				
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0		
Intersection Capacity Utilization	127.0%	ICU Level of Service	H		
Analysis Period (min)	15				
c Critical Lane Group					

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		1.00	0.91	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5073		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5073		1770	5085	1770	1583
Volume (vph)	1261	21	39	1552	43	79
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1371	23	42	1687	47	86
RTOR Reduction (vph)	3	0	0	0	0	71
Lane Group Flow (vph)	1391	0	42	1687	47	15
Turn Type			Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases						2
Actuated Green, G (s)	18.3		1.4	23.7	6.6	6.6
Effective Green, g (s)	18.3		1.4	23.7	6.6	6.6
Actuated g/C Ratio	0.48		0.04	0.62	0.17	0.17
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	2424		65	3147	305	273
v/s Ratio Prot	0.27		0.02	c0.33	0.03	
v/s Ratio Perm						0.05
v/c Ratio	0.57		0.65	0.54	0.15	0.05
Uniform Delay, d1	7.2		18.2	4.2	13.5	13.2
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3		20.0	0.2	0.2	0.1
Delay (s)	7.5		38.2	4.3	13.7	13.3
Level of Service	A		D	A	B	B
Approach Delay (s)	7.5			5.2	13.5	
Approach LOS	A			A	B	

Intersection Summary			
HCM Average Control Delay	6.5	HCM Level of Service	A
HCM Volume to Capacity ratio	0.49		
Actuated Cycle Length (s)	38.3	Sum of lost time (s)	8.0
Intersection Capacity Utilization	41.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1774	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1774	1583					3539	1583	1770	3539	
Volume (vph)	365	1	232	0	0	0	0	2440	369	736	946	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	397	1	252	0	0	0	0	2652	401	800	1028	0
RTOR Reduction (vph)	0	0	162	0	0	0	0	0	76	0	0	0
Lane Group Flow (vph)	0	398	90	0	0	0	0	2652	325	800	1028	0
Turn Type	Split		Prot						Perm	Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		25.0	25.0					73.0	73.0	40.0	117.0	
Effective Green, g (s)		25.0	25.0					73.0	73.0	40.0	117.0	
Actuated g/C Ratio		0.17	0.17					0.49	0.49	0.27	0.78	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		296	264					1722	770	472	2760	
v/s Ratio Prot		c0.22	0.16					c0.75		c0.45	0.29	
v/s Ratio Perm									0.25			
v/c Ratio		1.34	0.34					1.54	0.42	1.69	0.37	
Uniform Delay, d1		62.5	55.2					38.5	24.9	55.0	5.1	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		176.0	0.8					246.0	1.7	321.8	0.4	
Delay (s)		238.5	56.0					284.5	26.6	376.8	5.5	
Level of Service		F	E					F	C	F	A	
Approach Delay (s)		167.7			0.0			250.6			168.0	
Approach LOS		F			A			F			F	

Intersection Summary			
HCM Average Control Delay	213.6	HCM Level of Service	F
HCM Volume to Capacity ratio	1.55		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	138.5%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1583	1770	3539	3521	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1583	1770	3539	3521	
Volume (vph)	51	132	1259	1546	1549	55
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	55	143	1368	1680	1684	60
RTOR Reduction (vph)	0	133	0	0	2	0
Lane Group Flow (vph)	55	10	1368	1680	1742	0
Turn Type		Perm	Prot			
Protected Phases	4		5	2	6	
Permitted Phases		4				
Actuated Green, G (s)	9.8	9.8	69.0	126.0	53.0	
Effective Green, g (s)	9.8	9.8	69.0	126.0	53.0	
Actuated g/C Ratio	0.07	0.07	0.48	0.88	0.37	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	121	108	849	3101	1298	
v/s Ratio Prot	0.03		c0.77	0.47	c0.50	
v/s Ratio Perm		0.09				
v/c Ratio	0.45	0.09	1.61	0.54	1.34	
Uniform Delay, d1	64.4	62.8	37.4	2.1	45.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.7	0.4	280.6	0.2	159.2	
Delay (s)	67.1	63.2	318.0	2.3	204.6	
Level of Service	E	E	F	A	F	
Approach Delay (s)	64.3			144.0	204.6	
Approach LOS	E			F	F	

Intersection Summary				
HCM Average Control Delay	162.0	HCM Level of Service	F	
HCM Volume to Capacity ratio	1.48			
Actuated Cycle Length (s)	143.8	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	127.7%	ICU Level of Service	H	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.95	0.95						0.95	1.00	1.00	0.95	
Frt	1.00	1.00						1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.95						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1682						3539	1583	1770	3539	
Flt Permitted	0.95	0.95						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1682						3539	1583	1770	3539	
Volume (vph)	841	0	8	0	0	0	0	1063	540	74	1576	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	914	0	9	0	0	0	0	1155	587	80	1713	0
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	486	436	0	0	0	0	0	1155	587	80	1713	0
Turn Type	Prot								Free	Prot		
Protected Phases	7	4						2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	20.0	20.0						24.9	60.1	3.2	32.1	
Effective Green, g (s)	20.0	20.0						24.9	60.1	3.2	32.1	
Actuated g/C Ratio	0.33	0.33						0.41	1.00	0.05	0.53	
Clearance Time (s)	4.0	4.0						4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0						3.0		3.0	3.0	
Lane Grp Cap (vph)	559	560						1466	1583	94	1890	
v/s Ratio Prot	c0.29	0.26						0.33		0.05	c0.48	
v/s Ratio Perm									0.37			
v/c Ratio	0.87	0.78						0.79	0.37	0.85	0.91	
Uniform Delay, d1	18.8	18.1						15.3	0.0	28.2	12.6	
Progression Factor	1.00	1.00						1.00	1.00	1.00	1.00	
Incremental Delay, d2	13.5	6.7						4.4	0.7	48.3	6.7	
Delay (s)	32.3	24.8						19.7	0.7	76.5	19.3	
Level of Service	C	C						B	A	E	B	
Approach Delay (s)		28.8			0.0			13.3			21.9	
Approach LOS		C			A			B			C	

Intersection Summary				
HCM Average Control Delay	19.9	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.89			
Actuated Cycle Length (s)	60.1	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	73.8%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	89	15	1890	1523	2409
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	97	16	2054	1655	2618
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh)	1					
Upstream signal (ft)				881		
pX, platoon unblocked						
vC, conflicting volume	2715	828	4274			
vC1, stage 1 conf vol	1655					
vC2, stage 2 conf vol	1060					
vCu, unblocked vol	2715	828	4274			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	69	52			
cM capacity (veh/h)	71	314	34			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	0	97	16	1027	1027	828	828	2618
Volume Left	0	0	16	0	0	0	0	0
Volume Right	0	97	0	0	0	0	0	2618
cSH	1700	314	34	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.31	0.48	0.60	0.60	0.49	0.49	1.54
Queue Length (ft)	0	32	40	0	0	0	0	0
Control Delay (s)	0.0	21.5	186.8	0.0	0.0	0.0	0.0	0.0
Lane LOS	A	C	F					
Approach Delay (s)	21.5		1.5			0.0		
Approach LOS	C							

Intersection Summary				
Average Delay	0.8			
Intersection Capacity Utilization	159.2%	ICU Level of Service		H
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95		1.00	0.95	
Frt	1.00	0.85		1.00	0.85		1.00	1.00		1.00	1.00	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	1583		1770	1583		1770	3536		1770	3538	
Flt Permitted	0.87	1.00		0.87	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1620	1583		1620	1583		1770	3536		1770	3538	
Volume (vph)	8	0	10	21	0	14	5	1581	10	7	1573	4
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	9	0	11	23	0	15	5	1718	11	8	1710	4
RTOR Reduction (vph)	0	10	0	0	14	0	0	0	0	0	0	0
Lane Group Flow (vph)	9	1	0	23	1	0	5	1729	0	8	1714	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)	4.6	4.6		4.6	4.6		1.2	69.7		1.2	69.7	
Effective Green, g (s)	4.6	4.6		4.6	4.6		1.2	69.7		1.2	69.7	
Actuated g/C Ratio	0.05	0.05		0.05	0.05		0.01	0.80		0.01	0.80	
Clearance Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	85	83		85	83		24	2817		24	2818	
v/s Ratio Prot		0.01			0.01		0.00	c0.49		c0.00	0.48	
v/s Ratio Perm	0.01			c0.01								
v/c Ratio	0.11	0.01		0.27	0.01		0.21	0.61		0.33	0.61	
Uniform Delay, d1	39.5	39.3		39.8	39.3		42.7	3.5		42.8	3.5	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.6	0.0		1.7	0.0		4.3	1.0		8.0	1.0	
Delay (s)	40.0	39.3		41.6	39.3		47.0	4.6		50.8	4.5	
Level of Service	D	D		D	D		D	A		D	A	
Approach Delay (s)		39.6			40.7			4.7			4.7	
Approach LOS		D			D			A			A	

Intersection Summary					
HCM Average Control Delay	5.3	HCM Level of Service		A	
HCM Volume to Capacity ratio	0.59				
Actuated Cycle Length (s)	87.5	Sum of lost time (s)		12.0	
Intersection Capacity Utilization	58.5%	ICU Level of Service		B	
Analysis Period (min)	15				
c Critical Lane Group					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Volume (vph)	0	0	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)						
Effective Green, g (s)						
Actuated g/C Ratio						
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)						
v/s Ratio Prot						
v/s Ratio Perm						
v/c Ratio						
Uniform Delay, d1						
Progression Factor						
Incremental Delay, d2						
Delay (s)						
Level of Service						
Approach Delay (s)		0.0	0.0		0.0	
Approach LOS		A	A		A	

Intersection Summary				
HCM Average Control Delay	0.0	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.00			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0	
Intersection Capacity Utilization	0.0%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary				
HCM Average Control Delay	0.0	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.00			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0	
Intersection Capacity Utilization	0.0%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	0.91	0.88	0.97	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	2787	3433	5085		
Flt Permitted	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	5085	2787	3433	5085		
Volume (vph)	709	1121	208	1154	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	771	1218	226	1254	0	0
RTOR Reduction (vph)	0	209	0	0	0	0
Lane Group Flow (vph)	771	1009	226	1254	0	0
Turn Type		Perm	Prot			
Protected Phases	2		1	6		
Permitted Phases		2				
Actuated Green, G (s)	20.2	20.2	5.6	33.8		
Effective Green, g (s)	20.2	20.2	5.6	33.8		
Actuated g/C Ratio	0.60	0.60	0.17	1.00		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	3039	1666	569	5085		
v/s Ratio Prot	0.15		0.07	c0.25		
v/s Ratio Perm		0.44				
v/c Ratio	0.25	0.61	0.40	0.25		
Uniform Delay, d1	3.2	4.3	12.6	0.0		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.0	0.6	0.5	0.0		
Delay (s)	3.3	4.9	13.1	0.0		
Level of Service	A	A	B	A		
Approach Delay (s)	4.3			2.0	0.0	
Approach LOS	A			A	A	

Intersection Summary				
HCM Average Control Delay	3.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	33.8	Sum of lost time (s)	4.0
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0
Lane Util. Factor		0.91			0.91	0.97	0.88
Frt		1.00			1.00	1.00	0.85
Flt Protected		1.00			1.00	0.95	1.00
Satd. Flow (prot)		5085			5085	3433	2787
Flt Permitted		1.00			1.00	0.95	1.00
Satd. Flow (perm)		5085			5085	3433	2787
Volume (vph)	0	709	0	0	615	747	1287
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	771	0	0	668	812	1399
RTOR Reduction (vph)	0	0	0	0	0	0	49
Lane Group Flow (vph)	0	771	0	0	668	812	1350
Turn Type	Prot						Perm
Protected Phases	7	4			8	2	
Permitted Phases							2
Actuated Green, G (s)		14.2			14.2	31.3	31.3
Effective Green, g (s)		14.2			14.2	31.3	31.3
Actuated g/C Ratio		0.27			0.27	0.59	0.59
Clearance Time (s)		4.0			4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0
Lane Grp Cap (vph)		1350			1350	2008	1631
v/s Ratio Prot		c0.15			0.13	0.24	
v/s Ratio Perm							0.50
v/c Ratio		0.57			0.49	0.40	0.83
Uniform Delay, d1		17.0			16.6	6.0	8.9
Progression Factor		1.00			1.00	1.00	1.00
Incremental Delay, d2		0.6			0.3	0.1	3.6
Delay (s)		17.6			16.9	6.2	12.5
Level of Service		B			B	A	B
Approach Delay (s)		17.6			16.9	10.2	
Approach LOS		B			B	B	

Intersection Summary			
HCM Average Control Delay	13.0	HCM Level of Service	B
HCM Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	53.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5043		3433	5085	1770	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5043		3433	5085	1770	2787
Volume (vph)	1213	71	544	1673	71	1925
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1318	77	591	1818	77	2092
RTOR Reduction (vph)	5	0	0	0	0	0
Lane Group Flow (vph)	1390	0	591	1818	77	2092
Turn Type			Prot			pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases						2
Actuated Green, G (s)	33.1		68.0	105.1	10.7	78.7
Effective Green, g (s)	33.1		68.0	105.1	10.7	78.7
Actuated g/C Ratio	0.27		0.55	0.85	0.09	0.64
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1348		1886	4317	153	1862
v/s Ratio Prot	c0.28		0.17	0.36	0.04	c0.62
v/s Ratio Perm						0.13
v/c Ratio	1.03		0.31	0.42	0.50	1.12
Uniform Delay, d1	45.3		15.2	2.2	54.0	22.5
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	32.8		0.1	0.1	2.6	63.2
Delay (s)	78.2		15.3	2.3	56.6	85.8
Level of Service	E		B	A	E	F
Approach Delay (s)	78.2			5.5	84.7	
Approach LOS	E			A	F	

Intersection Summary				
HCM Average Control Delay	51.2	HCM Level of Service	D	
HCM Volume to Capacity ratio	1.10			
Actuated Cycle Length (s)	123.8	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	99.0%	ICU Level of Service	F	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	
Frt	1.00	1.00	1.00	0.85	0.91	
Flt Protected	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (prot)	1770	5085	5085	1583	3224	
Flt Permitted	0.95	1.00	1.00	1.00	0.98	
Satd. Flow (perm)	1770	5085	5085	1583	3224	
Volume (vph)	334	2804	2026	507	128	192
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	363	3048	2202	551	139	209
RTOR Reduction (vph)	0	0	0	47	183	0
Lane Group Flow (vph)	363	3048	2202	504	165	0
Turn Type	Prot			pm+ov		
Protected Phases	5	2	6	4	4	
Permitted Phases				6		
Actuated Green, G (s)	19.4	66.1	42.7	53.3	10.6	
Effective Green, g (s)	19.4	66.1	42.7	53.3	10.6	
Actuated g/C Ratio	0.23	0.78	0.50	0.63	0.13	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	405	3968	2564	1071	403	
v/s Ratio Prot	c0.21	0.60	c0.43	0.06	c0.11	
v/s Ratio Perm				0.28		
v/c Ratio	0.90	0.77	0.86	0.47	0.41	
Uniform Delay, d1	31.7	5.1	18.4	8.3	34.2	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	21.6	1.5	4.0	0.3	0.7	
Delay (s)	53.3	6.6	22.4	8.6	34.8	
Level of Service	D	A	C	A	C	
Approach Delay (s)		11.6	19.6		34.8	
Approach LOS		B	B		C	

Intersection Summary				
HCM Average Control Delay	16.2	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.87			
Actuated Cycle Length (s)	84.7	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	77.4%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0		
Lane Util. Factor	0.91			0.91		
Frt	1.00			1.00		
Flt Protected	1.00			1.00		
Satd. Flow (prot)	5085			5085		
Flt Permitted	1.00			1.00		
Satd. Flow (perm)	5085			5085		
Volume (vph)	1996	0	0	615	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2170	0	0	668	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2170	0	0	668	0	0
Turn Type			Prot			Prot
Protected Phases	4		3	8	2	2
Permitted Phases						
Actuated Green, G (s)	26.6			26.6		
Effective Green, g (s)	26.6			26.6		
Actuated g/C Ratio	0.66			0.66		
Clearance Time (s)	4.0			4.0		
Vehicle Extension (s)	3.0			3.0		
Lane Grp Cap (vph)	3373			3373		
v/s Ratio Prot	c0.43			0.13		
v/s Ratio Perm						
v/c Ratio	0.64			0.20		
Uniform Delay, d1	4.0			2.6		
Progression Factor	1.00			1.00		
Incremental Delay, d2	0.4			0.0		
Delay (s)	4.4			2.6		
Level of Service	A			A		
Approach Delay (s)	4.4			2.6	0.0	
Approach LOS	A			A	A	

Intersection Summary			
HCM Average Control Delay	4.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	40.1	Sum of lost time (s)	13.5
Intersection Capacity Utilization	41.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	0.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

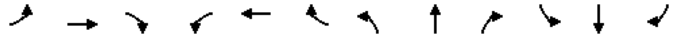
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1776	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1776	1583					3539	1583	1770	3539	
Volume (vph)	255	5	636	0	0	0	0	405	56	81	1008	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	277	5	691	0	0	0	0	440	61	88	1096	0
RTOR Reduction (vph)	0	0	15	0	0	0	0	0	43	0	0	0
Lane Group Flow (vph)	0	282	676	0	0	0	0	440	18	88	1096	0
Turn Type	Split		Prot						Perm	Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		29.0	29.0					19.1	19.1	3.9	27.0	
Effective Green, g (s)		29.0	29.0					19.1	19.1	3.9	27.0	
Actuated g/C Ratio		0.45	0.45					0.30	0.30	0.06	0.42	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		805	717					1056	472	108	1493	
v/s Ratio Prot		0.16	c0.44					0.12		0.05	c0.31	
v/s Ratio Perm									0.04			
v/c Ratio		0.35	0.94					0.42	0.04	0.81	0.73	
Uniform Delay, d1		11.4	16.7					18.0	15.9	29.7	15.5	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.3	20.8					1.2	0.2	35.7	3.2	
Delay (s)		11.6	37.5					19.2	16.1	65.4	18.7	
Level of Service		B	D					B	B	E	B	
Approach Delay (s)		30.0			0.0			18.8			22.2	
Approach LOS		C			A			B			C	

Intersection Summary				
HCM Average Control Delay	24.4	HCM Level of Service	C	
HCM Volume to Capacity ratio	0.85			
Actuated Cycle Length (s)	64.0	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	73.9%	ICU Level of Service	D	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	229	462	181	479	627	28
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	249	502	197	521	682	30
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh)	0					
Upstream signal (ft)				786		
pX, platoon unblocked						
vC, conflicting volume	1351	356	712			
vC1, stage 1 conf vol	697					
vC2, stage 2 conf vol	654					
vCu, unblocked vol	1351	356	712			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	22	78			
cM capacity (veh/h)	176	640	884			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	249	502	197	260	260	454	258
Volume Left	249	0	197	0	0	0	0
Volume Right	0	502	0	0	0	0	30
cSH	176	640	884	1700	1700	1700	1700
Volume to Capacity	1.41	0.78	0.22	0.15	0.15	0.27	0.15
Queue Length (ft)	380	189	21	0	0	0	0
Control Delay (s)	265.1	27.9	10.2	0.0	0.0	0.0	0.0
Lane LOS	F	D	B				
Approach Delay (s)	106.5		2.8			0.0	
Approach LOS	F						

Intersection Summary				
Average Delay	37.6			
Intersection Capacity Utilization	53.5%	ICU Level of Service		A
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.95	0.95						0.95	1.00	1.00	0.95	
Frt	1.00	1.00						1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.95						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1680						3539	1583	1770	3539	
Flt Permitted	0.95	0.95						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1680						3539	1583	1770	3539	
Volume (vph)	1080	0	17	0	0	0	0	597	141	37	638	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1174	0	18	0	0	0	0	649	153	40	693	0
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	628	562	0	0	0	0	0	649	153	40	693	0
Turn Type	Prot								Free	Prot		
Protected Phases	7	4						2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	27.1	27.1						17.1	57.7	1.5	22.6	
Effective Green, g (s)	27.1	27.1						17.1	57.7	1.5	22.6	
Actuated g/C Ratio	0.47	0.47						0.30	1.00	0.03	0.39	
Clearance Time (s)	4.0	4.0						4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0						3.0		3.0	3.0	
Lane Grp Cap (vph)	790	789						1049	1583	46	1386	
v/s Ratio Prot	c0.37	0.34						c0.18		0.02	c0.20	
v/s Ratio Perm									0.10			
v/c Ratio	0.79	0.71						0.62	0.10	0.87	0.50	
Uniform Delay, d1	12.9	12.2						17.5	0.0	28.0	13.3	
Progression Factor	1.00	1.00						1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.5	3.1						2.7	0.1	83.5	0.3	
Delay (s)	18.5	15.2						20.2	0.1	111.5	13.6	
Level of Service	B	B						C	A	F	B	
Approach Delay (s)		17.0			0.0			16.4			18.9	
Approach LOS		B			A			B			B	

Intersection Summary				
HCM Average Control Delay	17.3	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.74			
Actuated Cycle Length (s)	57.7	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	60.3%	ICU Level of Service	B	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	86	109	3	1674	566	809
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	93	118	3	1820	615	879
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh)	0					
Upstream signal (ft)				881		
pX, platoon unblocked	0.89					
vC, conflicting volume	1532	308	1495			
vC1, stage 1 conf vol	615					
vC2, stage 2 conf vol	916					
vCu, unblocked vol	1471	308	1495			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	47	83	99			
cM capacity (veh/h)	178	688	445			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	93	118	3	910	910	308	308	879
Volume Left	93	0	3	0	0	0	0	0
Volume Right	0	118	0	0	0	0	0	879
cSH	178	688	445	1700	1700	1700	1700	1700
Volume to Capacity	0.53	0.17	0.01	0.54	0.54	0.18	0.18	0.52
Queue Length (ft)	67	15	1	0	0	0	0	0
Control Delay (s)	45.8	11.3	13.1	0.0	0.0	0.0	0.0	0.0
Lane LOS	E	B	B					
Approach Delay (s)	26.5		0.0			0.0		
Approach LOS	D							

Intersection Summary				
Average Delay	1.6			
Intersection Capacity Utilization	60.1%	ICU Level of Service		B
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)								4.0			4.0	
Lane Util. Factor								0.95			0.95	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								3539			3539	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								3539			3539	
Volume (vph)	0	0	0	0	0	0	0	708	0	0	655	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	770	0	0	712	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	770	0	0	712	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)								120.0			120.0	
Effective Green, g (s)								120.0			120.0	
Actuated g/C Ratio								1.00			1.00	
Clearance Time (s)								4.0			4.0	
Vehicle Extension (s)								3.0			3.0	
Lane Grp Cap (vph)								3539			3539	
v/s Ratio Prot								c0.22			0.20	
v/s Ratio Perm												
v/c Ratio								0.22			0.20	
Uniform Delay, d1								0.0			0.0	
Progression Factor								1.00			1.00	
Incremental Delay, d2								0.0			0.0	
Delay (s)								0.0			0.0	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM Average Control Delay	0.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.22		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	22.9%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Volume (vph)	0	0	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)						
Effective Green, g (s)						
Actuated g/C Ratio						
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)						
v/s Ratio Prot						
v/s Ratio Perm						
v/c Ratio						
Uniform Delay, d1						
Progression Factor						
Incremental Delay, d2						
Delay (s)						
Level of Service						
Approach Delay (s)		0.0	0.0		0.0	
Approach LOS		A	A		A	

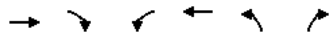
Intersection Summary			
HCM Average Control Delay	0.0	HCM Level of Service	A
HCM Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0		
Lane Util. Factor	0.91	0.88	0.97	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	2787	3433	5085		
Flt Permitted	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	5085	2787	3433	5085		
Volume (vph)	529	963	754	2025	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	575	1047	820	2201	0	0
RTOR Reduction (vph)	0	36	0	0	0	0
Lane Group Flow (vph)	575	1011	820	2201	0	0
Turn Type		Perm	Prot			
Protected Phases	2		1	6		
Permitted Phases		2				
Actuated Green, G (s)	20.1	20.1	13.7	41.8		
Effective Green, g (s)	20.1	20.1	13.7	41.8		
Actuated g/C Ratio	0.48	0.48	0.33	1.00		
Clearance Time (s)	4.0	4.0	4.0	4.0		
Vehicle Extension (s)	3.0	3.0	3.0	3.0		
Lane Grp Cap (vph)	2445	1340	1125	5085		
v/s Ratio Prot	0.11		c0.24	0.43		
v/s Ratio Perm		0.38				
v/c Ratio	0.24	0.75	0.73	0.43		
Uniform Delay, d1	6.4	8.8	12.4	0.0		
Progression Factor	1.00	1.00	1.00	1.00		
Incremental Delay, d2	0.0	2.5	2.4	0.1		
Delay (s)	6.4	11.3	14.8	0.1		
Level of Service	A	B	B	A		
Approach Delay (s)	9.6			4.1	0.0	
Approach LOS	A			A	A	

Intersection Summary				
HCM Average Control Delay	6.0	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.76			
Actuated Cycle Length (s)	41.8	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	72.5%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				

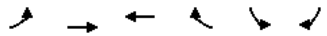
Movement	EBU	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations							
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0	4.0
Lane Util. Factor		0.91			0.91	0.97	0.88
Frt		1.00			1.00	1.00	0.85
Flt Protected		1.00			1.00	0.95	1.00
Satd. Flow (prot)		5085			5085	3433	2787
Flt Permitted		1.00			1.00	0.95	1.00
Satd. Flow (perm)		5085			5085	3433	2787
Volume (vph)	0	529	0	0	1459	1320	658
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	575	0	0	1586	1435	715
RTOR Reduction (vph)	0	0	0	0	0	0	170
Lane Group Flow (vph)	0	575	0	0	1586	1435	545
Turn Type	Prot						Perm
Protected Phases	7	4			8	2	
Permitted Phases							2
Actuated Green, G (s)		26.2			26.2	35.2	35.2
Effective Green, g (s)		26.2			26.2	35.2	35.2
Actuated g/C Ratio		0.38			0.38	0.51	0.51
Clearance Time (s)		4.0			4.0	4.0	4.0
Vehicle Extension (s)		3.0			3.0	3.0	3.0
Lane Grp Cap (vph)		1920			1920	1741	1414
v/s Ratio Prot		0.11			c0.31	c0.42	
v/s Ratio Perm							0.26
v/c Ratio		0.30			0.83	0.82	0.39
Uniform Delay, d1		15.2			19.5	14.5	10.5
Progression Factor		1.00			1.00	1.00	1.00
Incremental Delay, d2		0.1			3.1	3.3	0.2
Delay (s)		15.2			22.6	17.8	10.7
Level of Service		B			C	B	B
Approach Delay (s)		15.2			22.6	15.4	
Approach LOS		B			C	B	

Intersection Summary				
HCM Average Control Delay	18.0	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.83			
Actuated Cycle Length (s)	69.4	Sum of lost time (s)	8.0	
Intersection Capacity Utilization	72.5%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0	4.0
Lane Util. Factor	0.91		0.97	0.91	1.00	0.88
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	5044		3433	5085	1770	2787
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	5044		3433	5085	1770	2787
Volume (vph)	858	50	1409	2388	77	1110
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	933	54	1532	2596	84	1207
RTOR Reduction (vph)	7	0	0	0	0	1
Lane Group Flow (vph)	980	0	1532	2596	84	1206
Turn Type			Prot			pm+ov
Protected Phases	4		3	8	2	3
Permitted Phases						2
Actuated Green, G (s)	18.9		43.0	65.9	9.3	52.3
Effective Green, g (s)	18.9		43.0	65.9	9.3	52.3
Actuated g/C Ratio	0.23		0.52	0.79	0.11	0.63
Clearance Time (s)	4.0		4.0	4.0	4.0	4.0
Vehicle Extension (s)	3.0		3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1146		1774	4028	198	1886
v/s Ratio Prot	c0.20		c0.45	0.51	0.05	c0.33
v/s Ratio Perm						0.10
v/c Ratio	0.86		0.86	0.64	0.42	0.64
Uniform Delay, d1	30.8		17.5	3.7	34.5	9.6
Progression Factor	1.00		1.00	1.00	1.00	1.00
Incremental Delay, d2	6.4		4.6	0.4	1.5	0.7
Delay (s)	37.3		22.2	4.0	35.9	10.3
Level of Service	D		C	A	D	B
Approach Delay (s)	37.3			10.8	12.0	
Approach LOS	D			B	B	

Intersection Summary				
HCM Average Control Delay	15.1	HCM Level of Service	B	
HCM Volume to Capacity ratio	0.85			
Actuated Cycle Length (s)	83.2	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	72.2%	ICU Level of Service	C	
Analysis Period (min)	15			
c Critical Lane Group				



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	0.91	0.91	1.00	0.97	
Frt	1.00	1.00	1.00	0.85	0.94	
Flt Protected	0.95	1.00	1.00	1.00	0.97	
Satd. Flow (prot)	1770	5085	5085	1583	3288	
Flt Permitted	0.95	1.00	1.00	1.00	0.97	
Satd. Flow (perm)	1770	5085	5085	1583	3288	
Volume (vph)	160	1808	3376	123	567	421
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	174	1965	3670	134	616	458
RTOR Reduction (vph)	0	0	0	9	95	0
Lane Group Flow (vph)	174	1965	3670	125	979	0
Turn Type	Prot			pm+ov		
Protected Phases	5	2	6	4	4	
Permitted Phases				6		
Actuated Green, G (s)	11.0	98.0	83.0	117.0	34.0	
Effective Green, g (s)	11.0	98.0	83.0	117.0	34.0	
Actuated g/C Ratio	0.08	0.70	0.59	0.84	0.24	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	139	3560	3015	1368	799	
v/s Ratio Prot	c0.10	0.39	c0.72	0.02	c0.33	
v/s Ratio Perm				0.06		
v/c Ratio	1.25	0.55	1.22	0.09	1.22	
Uniform Delay, d1	64.5	10.3	28.5	2.0	53.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	159.1	0.6	101.0	0.0	112.2	
Delay (s)	223.6	10.9	129.5	2.1	165.2	
Level of Service	F	B	F	A	F	
Approach Delay (s)		28.2	125.0		165.2	
Approach LOS		C	F		F	

Intersection Summary				
HCM Average Control Delay	101.7	HCM Level of Service	F	
HCM Volume to Capacity ratio	1.25			
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0	
Intersection Capacity Utilization	113.5%	ICU Level of Service	H	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0			4.0		
Lane Util. Factor	0.91			0.91		
Frt	1.00			1.00		
Flt Protected	1.00			1.00		
Satd. Flow (prot)	5085			5085		
Flt Permitted	1.00			1.00		
Satd. Flow (perm)	5085			5085		
Volume (vph)	1187	0	0	1459	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1290	0	0	1586	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1290	0	0	1586	0	0
Turn Type			Prot			Perm
Protected Phases	4		3	8	2	
Permitted Phases						2
Actuated Green, G (s)	19.4			19.4		
Effective Green, g (s)	19.4			19.4		
Actuated g/C Ratio	0.59			0.59		
Clearance Time (s)	4.0			4.0		
Vehicle Extension (s)	3.0			3.0		
Lane Grp Cap (vph)	2989			2989		
v/s Ratio Prot	0.25			c0.31		
v/s Ratio Perm						
v/c Ratio	0.43			0.53		
Uniform Delay, d1	3.8			4.1		
Progression Factor	1.00			1.00		
Incremental Delay, d2	0.1			0.2		
Delay (s)	3.9			4.3		
Level of Service	A			A		
Approach Delay (s)	3.9			4.3	0.0	
Approach LOS	A			A	A	

Intersection Summary			
HCM Average Control Delay	4.1	HCM Level of Service	A
HCM Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	33.0	Sum of lost time (s)	13.6
Intersection Capacity Utilization	31.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	1.00	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1775	1583					3539	1583	1770	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1775	1583					3539	1583	1770	3539	
Volume (vph)	231	4	198	0	0	0	0	1623	274	445	636	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	251	4	215	0	0	0	0	1764	298	484	691	0
RTOR Reduction (vph)	0	0	185	0	0	0	0	0	98	0	0	0
Lane Group Flow (vph)	0	255	30	0	0	0	0	1764	200	484	691	0
Turn Type	Split		Prot						Perm	Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		18.0	18.0					65.0	65.0	35.0	104.0	
Effective Green, g (s)		18.0	18.0					65.0	65.0	35.0	104.0	
Actuated g/C Ratio		0.14	0.14					0.50	0.50	0.27	0.80	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		246	219					1770	792	477	2831	
v/s Ratio Prot		c0.14	0.14					c0.50		c0.27	0.20	
v/s Ratio Perm									0.19			
v/c Ratio		1.04	0.14					1.00	0.25	1.01	0.24	
Uniform Delay, d1		56.0	49.2					32.4	18.6	47.5	3.2	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		67.2	0.3					20.6	0.8	44.9	0.2	
Delay (s)		123.2	49.5					53.0	19.4	92.4	3.4	
Level of Service		F	D					D	B	F	A	
Approach Delay (s)		89.5			0.0			48.1			40.1	
Approach LOS		F			A			D			D	

Intersection Summary			
HCM Average Control Delay	50.8	HCM Level of Service	D
HCM Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	92.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	37	87	866	988	994	40
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	40	95	941	1074	1080	43
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh)	1					
Upstream signal (ft)				786		
pX, platoon unblocked						
vC, conflicting volume	3522	562	1124			
vC1, stage 1 conf vol	1102					
vC2, stage 2 conf vol	2420					
vCu, unblocked vol	3522	562	1124			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	80	0			
cM capacity (veh/h)	0	470	617			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	40	95	941	537	537	720	404
Volume Left	40	0	941	0	0	0	0
Volume Right	0	95	0	0	0	0	43
cSH	0	470	617	1700	1700	1700	1700
Volume to Capacity	Err	0.20	1.52	0.32	0.32	0.42	0.24
Queue Length (ft)	Err	19	1197	0	0	0	0
Control Delay (s)	Err	14.6	262.9	0.0	0.0	0.0	0.0
Lane LOS	F	B	F				
Approach Delay (s)	Err		122.8			0.0	
Approach LOS	F						

Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	90.1%	ICU Level of Service	E
Analysis Period (min)	15		

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0						4.0	4.0	4.0	4.0	
Lane Util. Factor	0.95	0.95						0.95	1.00	1.00	0.95	
Frt	1.00	1.00						1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.95						1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1681						3539	1583	1770	3539	
Flt Permitted	0.95	0.95						1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1681	1681						3539	1583	1770	3539	
Volume (vph)	583	0	6	0	0	0	0	650	375	50	1028	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	634	0	7	0	0	0	0	707	408	54	1117	0
RTOR Reduction (vph)	0	2	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	338	301	0	0	0	0	0	707	408	54	1117	0
Turn Type	Prot								Free	Prot		
Protected Phases	7	4						2		1	6	
Permitted Phases									Free			
Actuated Green, G (s)	16.1	16.1						18.4	48.8	2.3	24.7	
Effective Green, g (s)	16.1	16.1						18.4	48.8	2.3	24.7	
Actuated g/C Ratio	0.33	0.33						0.38	1.00	0.05	0.51	
Clearance Time (s)	4.0	4.0						4.0		4.0	4.0	
Vehicle Extension (s)	3.0	3.0						3.0		3.0	3.0	
Lane Grp Cap (vph)	555	555						1334	1583	83	1791	
v/s Ratio Prot	c0.20	0.18						0.20		0.03	c0.32	
v/s Ratio Perm									0.26			
v/c Ratio	0.61	0.54						0.53	0.26	0.65	0.62	
Uniform Delay, d1	13.7	13.3						11.8	0.0	22.9	8.7	
Progression Factor	1.00	1.00						1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.9	1.1						1.5	0.4	16.8	0.7	
Delay (s)	15.6	14.4						13.3	0.4	39.6	9.4	
Level of Service	B	B						B	A	D	A	
Approach Delay (s)		15.1			0.0			8.6			10.8	
Approach LOS		B			A			A			B	

Intersection Summary			
HCM Average Control Delay	10.9	HCM Level of Service	B
HCM Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	48.8	Sum of lost time (s)	8.0
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	0	61	6	1227	1017	1656
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	66	7	1334	1105	1800
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh)	1					
Upstream signal (ft)				881		
pX, platoon unblocked						
vC, conflicting volume	1785	553	2905			
vC1, stage 1 conf vol	1105					
vC2, stage 2 conf vol	680					
vCu, unblocked vol	1785	553	2905			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	86	95			
cM capacity (veh/h)	185	477	123			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	0	66	7	667	667	553	553	1800
Volume Left	0	0	7	0	0	0	0	0
Volume Right	0	66	0	0	0	0	0	1800
cSH	1700	477	123	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.14	0.05	0.39	0.39	0.33	0.33	1.06
Queue Length (ft)	0	12	4	0	0	0	0	0
Control Delay (s)	0.0	13.8	35.8	0.0	0.0	0.0	0.0	0.0
Lane LOS	A	B	E					
Approach Delay (s)	13.8		0.2			0.0		
Approach LOS	B							

Intersection Summary				
Average Delay	0.3			
Intersection Capacity Utilization	112.5%	ICU Level of Service		H
Analysis Period (min)	15			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)								4.0			4.0	
Lane Util. Factor								0.95			0.95	
Frt								1.00			1.00	
Flt Protected								1.00			1.00	
Satd. Flow (prot)								3539			3539	
Flt Permitted								1.00			1.00	
Satd. Flow (perm)								3539			3539	
Volume (vph)	0	0	0	0	0	0	0	1025	0	0	1034	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	1114	0	0	1124	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	1114	0	0	1124	0
Turn Type	Perm			Perm			Prot			Prot		
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4			8								
Actuated Green, G (s)								120.0			120.0	
Effective Green, g (s)								120.0			120.0	
Actuated g/C Ratio								1.00			1.00	
Clearance Time (s)								4.0			4.0	
Vehicle Extension (s)								3.0			3.0	
Lane Grp Cap (vph)								3539			3539	
v/s Ratio Prot								0.31			c0.32	
v/s Ratio Perm												
v/c Ratio								0.31			0.32	
Uniform Delay, d1								0.0			0.0	
Progression Factor								1.00			1.00	
Incremental Delay, d2								0.2			0.2	
Delay (s)								0.2			0.2	
Level of Service								A			A	
Approach Delay (s)		0.0			0.0			0.2			0.2	
Approach LOS		A			A			A			A	

Intersection Summary						
HCM Average Control Delay	0.2	HCM Level of Service		A		
HCM Volume to Capacity ratio	0.32					
Actuated Cycle Length (s)	120.0	Sum of lost time (s)		0.0		
Intersection Capacity Utilization	31.9%	ICU Level of Service		A		
Analysis Period (min)	15					
c Critical Lane Group						

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Volume (vph)	0	0	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0
Turn Type	Prot			Perm		Perm
Protected Phases	5	2	6		4	
Permitted Phases				6		4
Actuated Green, G (s)						
Effective Green, g (s)						
Actuated g/C Ratio						
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)						
v/s Ratio Prot						
v/s Ratio Perm						
v/c Ratio						
Uniform Delay, d1						
Progression Factor						
Incremental Delay, d2						
Delay (s)						
Level of Service						
Approach Delay (s)		0.0	0.0		0.0	
Approach LOS		A	A		A	

Intersection Summary				
HCM Average Control Delay	0.0	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.00			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0	
Intersection Capacity Utilization	0.0%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot			Prot			Prot		
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary				
HCM Average Control Delay	0.0	HCM Level of Service	A	
HCM Volume to Capacity ratio	0.00			
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	0.0	
Intersection Capacity Utilization	0.0%	ICU Level of Service	A	
Analysis Period (min)	15			
c Critical Lane Group				

APPENDIX C

§ Mitigated Intersections Level of Service Worksheets

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	230	462	181	481	628	29
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	250	502	197	523	683	32
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	TWLTL					
Median storage veh)	0					
Upstream signal (ft)				786		
pX, platoon unblocked						
vC, conflicting volume	1353	357	714			
vC1, stage 1 conf vol	698					
vC2, stage 2 conf vol	655					
vCu, unblocked vol	1353	357	714			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)	5.8					
tF (s)	3.5	3.3	2.2			
p0 queue free %	0	21	78			
cM capacity (veh/h)	176	639	882			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2
Volume Total	250	502	197	261	261	455	259
Volume Left	250	0	197	0	0	0	0
Volume Right	0	502	0	0	0	0	32
cSH	176	639	882	1700	1700	1700	1700
Volume to Capacity	1.42	0.79	0.22	0.15	0.15	0.27	0.15
Queue Length (ft)	384	190	21	0	0	0	0
Control Delay (s)	269.1	28.1	10.3	0.0	0.0	0.0	0.0
Lane LOS	F	D	B				
Approach Delay (s)	108.2		2.8			0.0	
Approach LOS	F						

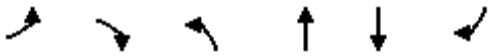
Intersection Summary			
Average Delay	38.1		
Intersection Capacity Utilization	53.6%	ICU Level of Service	A
Analysis Period (min)	15		

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1583	1770	3539	3517	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1583	1770	3539	3517	
Volume (vph)	39	87	866	991	1000	43
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	95	941	1077	1087	47
RTOR Reduction (vph)	0	89	0	0	2	0
Lane Group Flow (vph)	42	6	941	1077	1132	0
Turn Type		Perm	Prot			
Protected Phases	4		5	2	6	
Permitted Phases		4				
Actuated Green, G (s)	8.8	8.8	76.0	126.0	46.0	
Effective Green, g (s)	8.8	8.8	76.0	126.0	46.0	
Actuated g/C Ratio	0.06	0.06	0.53	0.88	0.32	
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	109	98	942	3123	1133	
v/s Ratio Prot	0.02		c0.53	0.30	c0.32	
v/s Ratio Perm		0.06				
v/c Ratio	0.39	0.06	1.00	0.34	1.00	
Uniform Delay, d1	64.4	63.1	33.4	1.4	48.4	
Progression Factor	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	2.3	0.3	28.8	0.1	26.3	
Delay (s)	66.7	63.4	62.2	1.5	74.7	
Level of Service	E	E	E	A	E	
Approach Delay (s)	64.4			29.8	74.7	
Approach LOS	E			C	E	

Intersection Summary			
HCM Average Control Delay	46.7	HCM Level of Service	D
HCM Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	142.8	Sum of lost time (s)	12.0
Intersection Capacity Utilization	90.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	0.97	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1774	1583					3539	1583	3433	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1774	1583					3539	1583	3433	3539	
Volume (vph)	405	1	801	0	0	0	0	654	84	138	1389	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	440	1	871	0	0	0	0	711	91	150	1510	0
RTOR Reduction (vph)	0	0	5	0	0	0	0	0	63	0	0	0
Lane Group Flow (vph)	0	441	866	0	0	0	0	711	28	150	1510	0
Turn Type	Split		Prot						Perm	Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		49.0	49.0					31.2	31.2	7.8	43.0	
Effective Green, g (s)		49.0	49.0					31.2	31.2	7.8	43.0	
Actuated g/C Ratio		0.49	0.49					0.31	0.31	0.08	0.43	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		869	776					1104	494	268	1522	
v/s Ratio Prot		0.25	c0.55					0.20		0.04	c0.43	
v/s Ratio Perm									0.06			
v/c Ratio		0.51	1.12					0.64	0.06	0.56	0.99	
Uniform Delay, d1		17.3	25.5					29.6	24.1	44.4	28.3	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.5	69.3					2.9	0.2	2.5	21.3	
Delay (s)		17.8	94.8					32.5	24.3	47.0	49.6	
Level of Service		B	F					C	C	D	D	
Approach Delay (s)		68.9			0.0			31.6			49.4	
Approach LOS		E			A			C			D	

Intersection Summary			
HCM Average Control Delay	52.4	HCM Level of Service	D
HCM Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	94.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

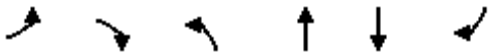


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.88
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)	1770	1583	1770	3539	3539	2787
Flt Permitted	0.95	1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)	1770	1583	1770	3539	3539	2787
Volume (vph)	159	125	4	2455	915	1161
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	173	136	4	2668	995	1262
RTOR Reduction (vph)	0	117	0	0	0	0
Lane Group Flow (vph)	173	19	4	2668	995	1262
Turn Type		Perm	Prot			Free
Protected Phases	4		5	2	6	
Permitted Phases		4				Free
Actuated Green, G (s)	13.2	13.2	0.8	72.3	67.5	93.5
Effective Green, g (s)	13.2	13.2	0.8	72.3	67.5	93.5
Actuated g/C Ratio	0.14	0.14	0.01	0.77	0.72	1.00
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	250	223	15	2737	2555	2787
v/s Ratio Prot	c0.10		0.00	c0.75	0.28	
v/s Ratio Perm		0.09				0.45
v/c Ratio	0.69	0.09	0.27	0.97	0.39	0.45
Uniform Delay, d1	38.2	34.9	46.1	9.8	5.0	0.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	8.0	0.2	9.3	11.8	0.1	0.5
Delay (s)	46.2	35.1	55.4	21.6	5.1	0.5
Level of Service	D	D	E	C	A	A
Approach Delay (s)	41.3			21.7	2.6	
Approach LOS	D			C	A	

Intersection Summary			
HCM Average Control Delay	14.6	HCM Level of Service	B
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	93.5	Sum of lost time (s)	8.0
Intersection Capacity Utilization	83.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor		1.00	1.00					0.95	1.00	0.97	0.95	
Frt		1.00	0.85					1.00	0.85	1.00	1.00	
Flt Protected		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1774	1583					3539	1583	3433	3539	
Flt Permitted		0.95	1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)		1774	1583					3539	1583	3433	3539	
Volume (vph)	365	1	232	0	0	0	0	2440	369	736	946	0
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	397	1	252	0	0	0	0	2652	401	800	1028	0
RTOR Reduction (vph)	0	0	154	0	0	0	0	0	76	0	0	0
Lane Group Flow (vph)	0	398	98	0	0	0	0	2652	325	800	1028	0
Turn Type	Split		Prot						Perm	Prot		
Protected Phases	4	4	4					2		1	6	
Permitted Phases									2			
Actuated Green, G (s)		27.0	27.0					85.0	85.0	26.0	115.0	
Effective Green, g (s)		27.0	27.0					85.0	85.0	26.0	115.0	
Actuated g/C Ratio		0.18	0.18					0.57	0.57	0.17	0.77	
Clearance Time (s)		4.0	4.0					4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0					3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		319	285					2005	897	595	2713	
v/s Ratio Prot		c0.22	0.16					c0.75		c0.23	0.29	
v/s Ratio Perm									0.25			
v/c Ratio		1.25	0.34					1.32	0.36	1.34	0.38	
Uniform Delay, d1		61.5	53.8					32.5	17.7	62.0	5.8	
Progression Factor		1.00	1.00					1.00	1.00	1.00	1.00	
Incremental Delay, d2		134.9	0.7					148.8	1.1	166.1	0.4	
Delay (s)		196.4	54.5					181.3	18.9	228.1	6.2	
Level of Service		F	D					F	B	F	A	
Approach Delay (s)		141.4			0.0			160.0			103.3	
Approach LOS		F			A			F			F	

Intersection Summary			
HCM Average Control Delay	139.0	HCM Level of Service	F
HCM Volume to Capacity ratio	1.31		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	118.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0	4.0
Lane Util. Factor		1.00	1.00	0.95	0.95	0.88
Frt		0.85	1.00	1.00	1.00	0.85
Flt Protected		1.00	0.95	1.00	1.00	1.00
Satd. Flow (prot)		1583	1770	3539	3539	2787
Flt Permitted		1.00	0.95	1.00	1.00	1.00
Satd. Flow (perm)		1583	1770	3539	3539	2787
Volume (vph)	0	89	15	1890	1523	2409
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	97	16	2054	1655	2618
RTOR Reduction (vph)	0	90	0	0	0	0
Lane Group Flow (vph)	0	7	16	2054	1655	2618
Turn Type		Perm	Prot			Free
Protected Phases	4		5	2	6	
Permitted Phases		4				Free
Actuated Green, G (s)		6.0	1.1	67.6	62.5	81.6
Effective Green, g (s)		6.0	1.1	67.6	62.5	81.6
Actuated g/C Ratio		0.07	0.01	0.83	0.77	1.00
Clearance Time (s)		4.0	4.0	4.0	4.0	
Vehicle Extension (s)		3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		116	24	2932	2711	2787
v/s Ratio Prot			0.01	0.58	0.47	
v/s Ratio Perm		0.06				0.94
v/c Ratio		0.06	0.67	0.70	0.61	0.94
Uniform Delay, d1		35.2	40.1	2.9	4.2	0.0
Progression Factor		1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		0.2	52.8	0.8	0.4	7.8
Delay (s)		35.4	92.9	3.6	4.6	7.8
Level of Service		D	F	A	A	A
Approach Delay (s)	35.4			4.3	6.6	
Approach LOS	D			A	A	

Intersection Summary			
HCM Average Control Delay	6.3	HCM Level of Service	A
HCM Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	81.6	Sum of lost time (s)	0.0
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			