# APPENDIX A

# LEVEL OF SERVICE CONCEPTS, METHODS, STANDARDS OF SIGNIFICANCE

**Table A-1**
**San Diego County Roadway Classifications, Level of Service (LOS) and Average Daily Traffic (ADT)**

| Street Classification | Lanes | Maximum Recommended ADT by LOS | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | E |
| Expressway | 6 | 36,000 | 54,000 | 70,000 | 86,000 | 108,000 |
| Prime Arterial | 6 | 22,200 | 37,000 | 44,600 | 50,000 | 57,000 |
| Major Road | 4 | 14,800 | 24,700 | 29,600 | 33,400 | 37,000 |
| Collector | 4 | 13,700 | 22,800 | 27,400 | 30,800 | 34,200 |
| Major Arterial | 3 | 10,000 | 14,000 | 20,000 | 22,500 | 25,000 |
| Town Collector | 3 | 3,000 | 6,000 | 9,500 | 13,500 | 19,000 |
| Collector | 2 | 6,850 | 11,400 | 13,700 | 15,400 | 17,100 |
| Major Arterial | 2 | 6,667 | 9,333 | 13,333 | 15,000 | 16,667 |
| Light Collector | 2 | 1,900 | 4,100 | 7,100 | 10,900 | 16,200 |
| Recreational Parkway | 2 | 1,900 | 4,100 | 7,100 | 10,900 | 16,200 |
| Rural Collector | 2 | 1,900 | 4,100 | 7,100 | 10,900 | 16,200 |
| Rural Light Collector | 2 | 1,900 | 4,100 | 7,100 | 10,900 | 16,200 |
| Rural Mountain | 2 | 1,900 | 4,100 | 7,100 | 10,900 | 16,200 |
| Local Road | 2 | | | 2,200 | | |

**Table A-2**
**County of San Diego Significant Traffic Impact Thresholds**

| | Roadway Segments | | |
|---|---|---|---|
| Operations | 2-Lane Road | 4-Lane Road | 6-Lane Road |
| LOS E | 200 ADT | 400 ADT | 600 ADT |
| LOS F | 100 ADT | 200 ADT | 300 ADT |

Notes:

1. A Critical movement is one that is experiencing excessive queues.

2. By adding proposed project trips to all other trips from a list of projects, these same tables are used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes any trips must mitigate a share of the cumulative impacts.

3. The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining rod capacity.

## Signalized Intersection Level of Service

## Highway Capacity Manual Operational Analysis Method

The operational analysis method for evaluation of signalized intersections presented in the *2000 Highway Capacity Manual* (Transportation Research Board Special Report 209) defines level of service in terms of delay, or more specifically, control stopped delay per vehicle. Delay is a measure of driver and/or passenger discomfort, frustration, fuel consumption, and lost travel time.

**Table A-3**

| Control Stopped Delay Per Vehicle (seconds) | Level of Service (LOS) Characteristics |
|---|---|
| <10 | LOS A describes operations with very low delay. This occurs when progression is extremely favorable, and most vehicles do not stop at all. Short cycle lengths may also contribute to low delay. |
| >10 – 20 | LOS B describes operations with generally good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay. |
| >20 – 35 | LOS C describes operations with higher delays, which may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping. |
| >35 – 55 | LOS D describes operations with high delay, resulting from some combination of unfavorable progression, long cycle lengths, or high volumes. The influence of congestion becomes more noticeable, and individual cycle failures are noticeable. |
| >55 – 80 | LOS E is considered to be the limit of acceptable delay. Individual cycle failures are frequent occurrences. |
| >80 | LOS F describes a condition of excessively high delay, considered unacceptable to most drivers. This condition often occurs when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes to such delay. |

Source: Highway Capacity Manual 2000, Exhibit 16-2

## Minor Street Stop and All-Way Stop Controlled Intersection Level of Service

## Highway Capacity Manual Operational Analysis Method

The Highway Capacity Manual (HCM) analysis method for evaluating minor street stop intersections is based on the average total delay for each impeded movement. For all-way stop controlled intersections it is based on the average total delay for the entire intersection. As used here, total delay is defined as the total elapsed time from when a when a vehicle stops at the end of a queue until the vehicle departs from the stop line; this time includes the time required for the vehicle to travel from the last-in-queue to the first-in-queue position. The average total delay for any particular minor movement is a function of the service rate or capacity of the approach and the degree of saturation. The resulting delay is used to determine the level of service as shown in the following table.

**Table A-4**

| Average Total Delay | Level of Service (LOS) Characteristics |
|---|---|
| 0-10 | *LOS A* – Little or no delay |
| >10 – 15 | *LOS B* – Short traffic delay |
| >15 – 25 | *LOS C* – Average traffic delay |
| >25 – 35 | *LOS D* – Long traffic delays |
| >35 – 50 | *LOS E* – Very long traffic delays |
| >50 | *LOS F* – When the demand exceeds the capacity of the lane, extreme delays will be encountered and queuing may cause severe congestion to the intersection. |

Source: Highway Capacity Manual 2000, Exhibit 17-22

## Table A-5
## City of San Diego
## Measure of Significant Project Traffic Impacts

| Level of Service with Project* | Allowable Change due to Project Impact** | |
|---|---|---|
| | Intersections | Ramps |
| | Delay (sec.) | Delay (min.) |
| E | 2 | 2 |
| F | 1 | 1 |

Notes:

* All level of service measurements are based upon HCM procedures for peak-hour conditions. The acceptable LOS for intersections is generally "D" ("C" for undeveloped locations). For metered freeway ramps, project traffic impacts are generally acceptable if they do not cause any traffic queues to exceed ramp storage capacities.

** If a proposed project's traffic causes the values shown in the table to be exceeded, the impacts are determined to be significant. These impact changes may be measured from acceptable computer programs or expanded manual spreadsheets. The project applicant shall then identify feasible mitigation within the Traffic Impact Study [TIS] report that will maintain the traffic facility at an acceptable LOS. If the LOS with the proposed project is "E" or "F," the project applicant shall be responsible for mitigating significant impact changes.

Key:

Delay = Average stopped delay per vehicle measured in seconds, or minutes

LOS = Level of Service

# APPENDIX B

# TRIP GENERATION SPREADSHEET

**Tower**
Towers have two types of trips: construction trucks and employee worker trips
Tower construction crew lives transiently in the local area no more than 25 miles away or 40 minutes from the site. Trailers, RVs, vans, campgrounds, hotels, rooms, etc.

Concrete deliveries come from the nearest batch plant.
Materials deliveries come from the closest main yard (yard 8 or 18)
Water deliveries come from the nearest water storage yard (3,7,8,13, 20)

**Conventional/Fly Yard**
All consruction workers check in first at the yard in the morning, but before peak hour
10 hour work day from 6-5PM with 1 hour lunch, so home to yard trip is off peak, but yard to home trip is PM peak.

Workers carpool into pickup trucks and drive to tower during AM/PM peak
No construction truck traffic for conventional towers, because material goes straight to tower.
Construction traffic related to foundation and tower erection occurs at fly yard for fly towers
Workers drive to fly towers with access roads, and fly to fly towers without access roads.
Water storage yards (3, 7, 8, 13, 20) get their water from any one of the water sources.

**Water Source**
The following are potential water sources: Seeley, IID, Lake Morena, Lake Barrett, El Capitan, San Vicente, Padre Dam Reclaimed, San Diego Hydrant.
Seeley and IID can only supply water to Imperial Valley Construction. Lake Morena, Lake Barrett, El Capitan, San Vicente, Padre Dam Reclaimed, San Diego Hydrant can only supply water to San Diego County construction.

**HQ**
130 Employees

**Yard 18 (Apline/Dyke)**
20 Office Employees
50 Yard Employees
30 other daily misc arrivals for inspection or monitoring and undergrounding activity
3 deliveries per hour for 7 hours (8AM - 3PM)
Dispatches to yards/towers use tower/yard trip gen

**Yard 8 (Rough Acre)**
70 Office Employees
50 Yard Employees
30 other daily misc arrivals for inspection or monitoring and undergrounding activity
3 deliveries per hour for 7 hours (8AM - 3PM)
Dispatches to yards/towers use tower/yard trip gen

**Wire**
Wiring is occuring way after towers are built, but on a few access locations (like McCain) there are enough towers to assume that both wiring and tower construction could be happening at once.

Mobilization results in most trips, so analyzing mobilization.
4 flat bed trucks deliver 1 puller w/ 1 cat, 1 tensioner, 2 cats to anchor and 1 other machine
9 reels on any given day, each delivered on separate trucks
15 crew on any given day and start at yard: 8 pull, 4 tension, 3 along
Wire pull is added only when more than 24 Tower are down one access road. B/c towers have to be completed and 7 towers minimum per pull so 17 T + 7 Pull = 24).

**Substation**
All trips were provided by SDG&E substation engineers.

| Item | # | Unit |
|---|---|---|
| Total towers | 433 | Towers |
| Contruction period | 1.5 | Years |
| Working days/week | 6 | Days |
| Contruction period | 468 | Working Days |
| Progress | 1 | Towers/day |
| Days to construct 1 tower | 20 | Days |
| Towers under construction | 20 | Per Day |

| Typical Tower | Stage | Stage Duration (Days) | Towers Under Construction |
|---|---|---|---|
| Survey | Stage 1 | 1 | 3.0 |
| Grading | Stage 2 | 2 | 3.0 |
| Foundations | Stage 3 | 4 | 4.0 |
| Tower | Stage 4 | 9 | 3.0 |
| Mob/Demob | Stage 5 | 1 | 4.0 |
| Restoration | Stage 6* | NA | NA |
| **Total** | | **17** | **17** |

*3 Employees per vehicle.

**Table 1: 500kV Employee Trips**

| Stage Name | Stage # | Total Workforce Per Day[1] | Employee Two-Way Trips | Employee Trips Per Tower Per Day Home to Yard | Employee Trips Per Tower Per Day Yard to Tower |
|---|---|---|---|---|---|
| Survey | Stage 1 | 4 | 8 | 2.7 | 0.9 |
| Grading | Stage 2 | 8 | 16 | 5.3 | 1.8 |
| Foundations | Stage 3 | 24 | 48 | 12.0 | 4.0 |
| Tower | Stage 4 | 48 | 96 | 32.0 | 10.7 |
| Mob/Demob | Stage 5 | 6 | 12 | 3.0 | 1.0 |
| Restoration | Stage 6* | NA | NA | NA | NA |
| **Total** | | **90** | **180** | | |

[1]Total Workforce based on air quality spreadsheet.

*Stage 6 does not occur concurrently with Stages 1-5 down any tower access road.

**Table 4: 500kV Truck Trips by Stage**

| Typical Tower | Stage | Material Deliveries | Water Deliveries | Material Deliveries Per Tower Per Day | Water Deliveries Per Tower Per Day | Truck Deliveries Per Tower Per Day | Truck Delivery Two-Way Trips Per Tower Per Day |
|---|---|---|---|---|---|---|---|
| Survey | Stage 1 | 0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Grading | Stage 2 | 2 | 10.5 | 2.0 | 5.3 | 7.3 | 14.5 |
| Foundations | Stage 3 | 14 | 8.8 | 14.0 | 2.2 | 16.2 | 32.4 |
| Tower | Stage 4 | 2 | 13.5 | 2.0 | 1.5 | 3.5 | 7.0 |
| Mob/Demob | Stage 5 | 2 | 1.25 | 2.0 | 1.3 | 3.3 | 6.5 |
| Restoration | Stage 6 | NA | NA | NA | NA | NA | NA |
| **Total** | | **20** | **34** | | | | |

**500kV Employee Trips Home to Yard by Stage**

| Typical Tower | Stage | Employee Daily Trips | Towers Under Construction | Employee Trips | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Daily | AM In | AM Out | PM In | PM Out |
| Survey | Stage 1 | 2.7 | 3 | 8.0 | 4.0 | 0.0 | 0.0 | 4.0 |
| Grading | Stage 2 | 5.3 | 3 | 16.0 | 8.0 | 0.0 | 0.0 | 8.0 |
| Foundations | Stage 3 | 12.0 | 4 | 48.0 | 24.0 | 0.0 | 0.0 | 24.0 |
| Tower | Stage 4 | 32.0 | 3 | 96.0 | 48.0 | 0.0 | 0.0 | 48.0 |
| Mob/Demob | Stage 5 | 3.0 | 4 | 12.0 | 6.0 | 0.0 | 0.0 | 6.0 |
| Restoration | Stage 6 | NA | NA | NA | NA | NA | NA | NA |
| **Total** | | | **17** | **180** | **90** | **0** | **0** | **90** |

**500kV Employee Trips Yard to Tower by Stage**

| Typical Tower | Stage | Employee Daily Trips* | Towers Under Construction | Employee Trips | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Daily | AM In | AM Out | PM In | PM Out |
| Survey | Stage 1 | 0.9 | 3 | 2.7 | 0.0 | 1.3 | 1.3 | 0.0 |
| Grading | Stage 2 | 1.8 | 3 | 5.3 | 0.0 | 2.7 | 2.7 | 0.0 |
| Foundations | Stage 3 | 4.0 | 4 | 16.0 | 0.0 | 8.0 | 8.0 | 0.0 |
| Tower | Stage 4 | 10.7 | 3 | 32.0 | 0.0 | 16.0 | 16.0 | 0.0 |
| Mob/Demob | Stage 5 | 1.0 | 4 | 4.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| Restoration | Stage 6 | NA | NA | NA | NA | NA | NA | NA |
| **Total** | | | **17** | **60** | **0** | **30** | **30** | **0** |

*3 Employees per vehicle.

**500kV Water Truck Trips to Tower by Stage**

| Typical Tower | Stage | Water Truck Daily Trips | Towers Under Construction | Water Truck Trips | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Daily | AM In | AM Out | PM In | PM Out |
| Survey | Stage 1 | 0 | 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Grading | Stage 2 | 10.5 | 3 | 31.5 | 1.9 | 1.9 | 1.9 | 1.9 |
| Foundations | Stage 3 | 4.4 | 4 | 17.5 | 1.0 | 1.0 | 1.0 | 1.0 |
| Tower | Stage 4 | 3.0 | 3 | 9.0 | 0.5 | 0.5 | 0.5 | 0.5 |
| Mob/Demob | Stage 5 | 2.5 | 4 | 10.0 | 0.6 | 0.6 | 0.6 | 0.6 |
| Restoration | Stage 6 | NA | NA | NA | NA | NA | NA | NA |
| **Total** | | | **17** | **68** | **4** | **4** | **4** | **4** |

**500kV Water Truck Trips to Tower by Stage (PCE)**

| Typical Tower | Stage | Water Truck Daily PCE's | Towers Under Construction | Water Truck PCE's | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Daily | AM In | AM Out | PM In | PM Out |
| Survey | Stage 1 | 0 | 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Grading | Stage 2 | 21 | 3 | 63.0 | 3.7 | 3.7 | 3.7 | 3.7 |
| Foundations | Stage 3 | 8.8 | 4 | 35.0 | 2.1 | 2.1 | 2.1 | 2.1 |
| Tower | Stage 4 | 6.0 | 3 | 18.0 | 1.1 | 1.1 | 1.1 | 1.1 |
| Mob/Demob | Stage 5 | 5 | 4 | 20.0 | 1.2 | 1.2 | 1.2 | 1.2 |
| Restoration | Stage 6 | NA | NA | NA | NA | NA | NA | NA |
| **Total** | | | **17** | **136** | **8** | **8** | **8** | **8** |

**500kV Material Truck Trips to Tower by Stage**

| Typical Tower | Stage | Material Truck Daily Trips | Towers Under Construction | Material Truck Trips | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Daily | AM In | AM Out | PM In | PM Out |
| Survey | Stage 1 | 0 | 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Grading | Stage 2 | 4 | 3 | 12.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Foundations | Stage 3 | 28.0 | 2 | 56.0 | 6.0 | 6.0 | 0.0 | 0.0 |
| Tower | Stage 4 | 4.0 | 3 | 12.0 | 6.0 | 3.0 | 0.0 | 0.0 |
| Mob/Demob | Stage 5 | 4 | 4 | 16.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Restoration | Stage 6 | NA | NA | NA | NA | NA | NA | NA |
| **Total** | | | **15** | **96** | **20** | **16** | **8** | **8** |

**500kV Material Truck Trips to Tower by Stage (PCE)**

| Typical Tower | Stage | Material Truck Daily PCE's | Towers Under Construction | Material Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Daily | AM In | AM Out | PM In | PM Out |
| Survey | Stage 1 | 0 | 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Grading | Stage 2 | 8 | 3 | 24.0 | 6.0 | 6.0 | 6.0 | 6.0 |
| Foundations | Stage 3 | 56.0 | 2 | 112.0 | 12.0 | 12.0 | 0.0 | 0.0 |
| Tower | Stage 4 | 8.0 | 3 | 24.0 | 12.0 | 6.0 | 0.0 | 0.0 |
| Mob/Demob | Stage 5 | 8 | 4 | 32.0 | 8.0 | 8.0 | 8.0 | 8.0 |
| Restoration | Stage 6 | NA | NA | NA | NA | NA | NA | NA |
| **Total** | | | **15** | **192** | **38** | **32** | **14** | **14** |

Material Truck Delivery

| Construction Stage | 500 kV Conventional Material Trucks | | | | |
|---|---|---|---|---|---|
| | ADT | AM In | AM Out | PM In | PM Out |
| Stage 1 | 0 | 0 | 0 | 0 | 0 |
| Stage 2 | 4 | 1 | 1 | 1 | 1 |
| Stage 3 | 28 | 3 | 3 | 0 | 0 |
| Stage 4 | 4 | 2 | 1 | 0 | 0 |
| Stage 5 | 4 | 1 | 1 | 1 | 1 |
| Stage 6 | NA | NA | NA | NA | NA |

| Construction Stage | 230 kV Conventional Material Trucks | | | | |
|---|---|---|---|---|---|
| | ADT | AM In | AM Out | PM In | PM Out |
| Stage 1 | 0 | 0 | 0 | 0 | 0 |
| Stage 2 | 4 | 1 | 1 | 1 | 1 |
| Stage 3 | 20 | 3 | 3 | 0 | 0 |
| Stage 4 | 4 | 2 | 1 | 0 | 0 |
| Stage 5 | 4 | 1 | 1 | 1 | 1 |
| Stage 6 | NA | NA | NA | NA | NA |

| Construction Stage | 500 kV Conventional Material Truck PCE's | | | | |
|---|---|---|---|---|---|
| | ADT | AM In | AM Out | PM In | PM Out |
| Stage 1 | 0 | 0 | 0 | 0 | 0 |
| Stage 2 | 8 | 2 | 2 | 2 | 2 |
| Stage 3 | 56 | 6 | 6 | 0 | 0 |
| Stage 4 | 8 | 4 | 2 | 0 | 0 |
| Stage 5 | 8 | 2 | 2 | 2 | 2 |
| Stage 6 | NA | NA | NA | NA | NA |

| Construction Stage | 230 kV Conventional Material Truck PCE's | | | | |
|---|---|---|---|---|---|
| | ADT | AM In | AM Out | PM In | PM Out |
| Stage 1 | 0 | 0 | 0 | 0 | 0 |
| Stage 2 | 8 | 2 | 2 | 2 | 2 |
| Stage 3 | 40 | 6 | 6 | 0 | 0 |
| Stage 4 | 8 | 4 | 2 | 0 | 0 |
| Stage 5 | 8 | 2 | 2 | 2 | 2 |
| Stage 6 | NA | NA | NA | NA | NA |

| | Water Source | Water Use[1] When Active Gallons/Day | Gallons/Truck | Water When Active Deliveries/Day | Two-way Truck Trips/Day | Two-way PCEs Trips/Day | Truck AM In | Truck AM Out | Truck PM In | Truck PM Out | PCEs AM In | PCEs AM Out | PCEs PM In | PCEs PM Out |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | Seeley[2] | 100,000 | 3,000 | 34 | 68 | 136 | 4 | 4 | 4 | 4 | 8 | 8 | 8 | 8 |
| 2 | IID[2] | 100,000 | 3,000 | 34 | 68 | 136 | 4 | 4 | 4 | 4 | 8 | 8 | 8 | 8 |
| 3 | Morena | 600,000 | 9,000 | 68 | 136 | 272 | 7 | 7 | 7 | 7 | 14 | 14 | 14 | 14 |
| 4 | Barrett Lake | 600,000 | 9,000 | 68 | 136 | 272 | 7 | 7 | 7 | 7 | 14 | 14 | 14 | 14 |
| 5 | El Capitan | 600,000 | 9,000 | 68 | 136 | 272 | 7 | 7 | 7 | 7 | 14 | 14 | 14 | 14 |
| 6 | San Vicente | 600,000 | 9,000 | 68 | 136 | 272 | 7 | 7 | 7 | 7 | 14 | 14 | 14 | 14 |
| 7 | Padre Dam Reclaimed | 600,000 | 9,000 | 68 | 136 | 272 | 7 | 7 | 7 | 7 | 14 | 14 | 14 | 14 |
| 8 | San Diego Hydrant | 600,000 | 9,000 | 68 | 136 | 272 | 7 | 7 | 7 | 7 | 14 | 14 | 14 | 14 |
| | These numbers do not total. | | | | Do not total. | | These numbers do not total. | | | | These numbers do not total. | | | |

*10 hour work day.

*10 hour work day.

| Destination | Water Use[1] When Active Gallons/Day | Gallons/Truck | Water When Active Deliveries/Day | Two-way Truck Trips/Day | Two-way PCEs Trips/Day | Truck AM In | Truck AM Out | Truck PM In | Truck PM Out | PCEs AM In | PCEs AM Out | PCEs PM In | PCEs PM Out |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Suncrest | 500,000 | 9,000 | 56 | 112 | 224 | 6 | 6 | 6 | 6 | 12 | 12 | 12 | 12 |
| FY 3 | 100,000 | 3,000 | 34 | 68 | 136 | 4 | 4 | 4 | 4 | 8 | 8 | 8 | 8 |
| FY 7 | 100,000 | 9,000 | 12 | 24 | 48 | 2 | 2 | 2 | 2 | 4 | 4 | 4 | 4 |
| FY 8 | 100,000 | 9,000 | 12 | 24 | 48 | 2 | 2 | 2 | 2 | 4 | 4 | 4 | 4 |
| FY 13 | 100,000 | 9,000 | 12 | 24 | 48 | 2 | 2 | 2 | 2 | 4 | 4 | 4 | 4 |
| FY 20 | 100,000 | 9,000 | 12 | 24 | 48 | 2 | 2 | 2 | 2 | 4 | 4 | 4 | 4 |
| These numbers do not total. | | | | Do not total. | | These numbers do not total. | | | | These numbers do not total. | | | |

*10 hour work day.

*10 hour work day.

| Destination | Water Use[1] When Active Gallons/Day | Gallons/Truck | Water When Active Deliveries/Day | Two-way Truck Trips/Day | Two-way PCEs Trips/Day | Truck AM In | Truck AM Out | Truck PM In | Truck PM Out | PCEs AM In | PCEs AM Out | PCEs PM In | PCEs PM Out |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Towers | 100,000 | 3,000 | **34** | 68 | 136 | 4 | 4 | 4 | 4 | 8 | 8 | 8 | 8 |

*10 hour work day.

*10 hour work day.

Footnotes:

[1]Maximum water use for the transmission line construction is expected to be at or below 100,000 gallons per day. Maximum water use for substation grading is expected to be at or below 500,000 gallons per day for a 2-3 week period. For the remainder of the 4-6 month substation grading phase, the daily water use is expected to be at or below 200,000 gallons per day.

[2]Supplies Imperial Valley Contruction Only.

| Item | # |
|---|---|
| towers constructed/day | 20 |
| gallons/day | 100,000 |
| gallons/truck | 3,000 |
| water deliveries | **34** |

**Wire Tensioning Yard**

| Type | Vehicles | Two-Way Trips | Daily PCE | AM in | AM out | PM in | PM out |
|---|---|---|---|---|---|---|---|
| Employees | 15 | 15 | 30 | 15 | 0 | 0 | 15 |
| Equipment Trucks | 4 | 4 | 16 | 8 | 0 | 0 | 8 |
| Wire Delivery Trucks | 9 | 9 | 36 | 2 | 2 | 0 | 0 |
| Misc. Trips | 4 | 4 | 8 | 0 | 0 | 0 | 0 |
| Total | | | **90** | 25 | 2 | 0 | 23 |

**Substation**

| | Daily PCE | AM in | AM out | PM in | PM out |
|---|---|---|---|---|---|
| Wire Yard | 100 | 40 | 5 | 5 | 40 |

**Employee Trips Home to Yard by Stage**

| Typical Tower | Stage | Employee Daily Trips | Towers Under Construction | Employee Trips | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Daily | AM In | AM Out | PM In | PM Out |
| Survey | Stage 1 | 2.7 | 3 | 8.0 | 4.0 | 0.0 | 0.0 | 4.0 |
| Grading | Stage 2 | 5.3 | 3 | 16.0 | 8.0 | 0.0 | 0.0 | 8.0 |
| Foundations | Stage 3 | 12.0 | 4 | 48.0 | 24.0 | 0.0 | 0.0 | 24.0 |
| Tower | Stage 4 | 32.0 | 3 | 96.0 | 48.0 | 0.0 | 0.0 | 48.0 |
| Mob/Demob | Stage 5 | 3.0 | 4 | 12.0 | 6.0 | 0.0 | 0.0 | 6.0 |
| Restoration | Stage 6 | NA | NA | NA | NA | NA | NA | NA |
| **Total** | | | **17** | **180** | **90** | **0** | **0** | **90** |

1. AM Peak Hour starts at 7 am; therefore employee to yard peak too early.

**Employee Trips Yard to Tower by Stage**

| Typical Tower | Stage | Employee Daily Trips | Towers Under Construction | Employee Trips | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Daily | AM In | AM Out | PM In | PM Out |
| Survey | Stage 1 | 0.9 | 3 | 2.7 | 0.0 | 1.3 | 1.3 | 0.0 |
| Grading | Stage 2 | 1.8 | 3 | 5.3 | 0.0 | 2.7 | 2.7 | 0.0 |
| Foundations | Stage 3 | 4.0 | 4 | 16.0 | 0.0 | 8.0 | 8.0 | 0.0 |
| Tower | Stage 4 | 10.7 | 3 | 32.0 | 0.0 | 16.0 | 16.0 | 0.0 |
| Mob/Demob | Stage 5 | 1.0 | 4 | 4.0 | 0.0 | 2.0 | 2.0 | 0.0 |
| Restoration | Stage 6 | NA | NA | NA | NA | NA | NA | NA |
| **Total** | | | **17** | **60** | **0** | **30** | **30** | **0** |

**Total Employee Trips at Yard**

| Typical Tower | Stage | Employee Daily Trips | Towers Under Construction | Employee Trips | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Daily | AM In | AM Out | PM In | PM Out |
| Survey | Stage 1 | NA | 3 | 10.7 | 4.0 | 1.3 | 1.3 | 4.0 |
| Grading | Stage 2 | NA | 3 | 21.3 | 8.0 | 2.7 | 2.7 | 8.0 |
| Foundations | Stage 3 | NA | 4 | 64.0 | 24.0 | 8.0 | 8.0 | 24.0 |
| Tower | Stage 4 | NA | 3 | 128.0 | 48.0 | 16.0 | 16.0 | 48.0 |
| Mob/Demob | Stage 5 | NA | 4 | 16.0 | 6.0 | 2.0 | 2.0 | 6.0 |
| Restoration | Stage 6 | NA | NA | NA | NA | NA | NA | NA |
| **Total** | | | **17** | **240** | **90** | **30** | **30** | **90** |

**Material Truck Trips to Tower by Stage**

| Typical Tower | Stage | Employee Daily Trips | Towers Under Construction | Material Truck Trips | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Daily | AM In | AM Out | PM In | PM Out |
| Survey | Stage 1 | 0.0 | 3 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Grading | Stage 2 | 4.0 | 3 | 12.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Foundations | Stage 3 | 28.0 | 2 | 56.0 | 6.0 | 6.0 | 0.0 | 0.0 |
| Tower | Stage 4 | 4.0 | 3 | 12.0 | 6.0 | 3.0 | 0.0 | 0.0 |
| Mob/Demob | Stage 5 | 4.0 | 4 | 16.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Restoration | Stage 6 | NA | NA | NA | NA | NA | NA | NA |
| **Total** | | | **15** | **96** | **20** | **16** | **8** | **8** |

**Material Truck Trips to Fly Yard by Stage (PCE)**

| Typical Tower | Stage | Employee Daily Trips | Towers Under Construction | Material Truck Trips (PCE) | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Daily | AM In | AM Out | PM In | PM Out |
| Survey | Stage 1 | 2.7 | 3 | 8.0 | 4.0 | 0.0 | 0.0 | 4.0 |
| Grading | Stage 2 | 5.3 | 3 | 16.0 | 8.0 | 0.0 | 0.0 | 8.0 |
| Foundations | Stage 3 | 12.0 | 4 | 48.0 | 24.0 | 0.0 | 0.0 | 24.0 |
| Tower | Stage 4 | 32.0 | 3 | 96.0 | 48.0 | 0.0 | 0.0 | 48.0 |
| Mob/Demob | Stage 5 | 3.0 | 4 | 12.0 | 6.0 | 0.0 | 0.0 | 6.0 |
| Restoration | Stage 6 | NA | NA | NA | NA | NA | NA | NA |
| **Total** | | | **17** | **180** | **90** | **0** | **0** | **90** |

**Total Trips at Fly Yard**

| Typical Tower | Stage | Employee Daily Trips | Towers Under Construction | Employee Trips | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | | Daily | AM In | AM Out | PM In | PM Out |
| Survey | Stage 1 | NA | 3 | 18.7 | 8.0 | 1.3 | 1.3 | 8.0 |
| Grading | Stage 2 | NA | 3 | 37.3 | 16.0 | 2.7 | 2.7 | 16.0 |
| Foundations | Stage 3 | NA | 4 | 112.0 | 48.0 | 8.0 | 8.0 | 48.0 |
| Tower | Stage 4 | NA | 3 | 224.0 | 96.0 | 16.0 | 16.0 | 96.0 |
| Mob/Demob | Stage 5 | NA | 4 | 28.0 | 12.0 | 2.0 | 2.0 | 12.0 |
| Restoration | Stage 6 | NA | NA | NA | NA | NA | NA | NA |
| **Total** | | | **17** | **420** | **180** | **30** | **30** | **180** |

## 500 kV Tower Trip Generation Detail

| 17 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 2 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 3 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 4 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 5 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 6 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 7 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 8 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 9 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 10 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 11 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 12 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 13 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 14 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 15 | Stage 1 | 0.9 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Tower 16 | Stage 1 | 0.9 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Tower 17 | Stage 1 | 0.9 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total | | 60 | 30 | 0 | 0 | 30 | 328 | 46 | 40 | 22 | 22 |

| 16 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 2 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 3 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 4 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 5 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 6 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 7 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 8 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 9 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 10 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 11 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 12 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 13 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 14 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 15 | Stage 1 | 0.9 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Tower 16 | Stage 1 | 0.9 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total | | 60 | 30 | 0 | 0 | 30 | 328 | 46 | 40 | 22 | 22 |

| 15 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 2 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 3 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 4 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 5 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 6 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 7 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 8 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 9 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 10 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 11 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 12 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 13 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 14 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 15 | Stage 1 | 0.9 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total | | 60 | 30 | 0 | 0 | 30 | 328 | 46 | 40 | 22 | 22 |

| 14 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 2 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 3 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 4 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 5 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 6 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 7 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 8 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 9 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 10 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 11 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 12 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 13 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 14 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Total | | 58 | 29 | 0 | 0 | 29 | 328 | 46 | 40 | 22 | 22 |

| 13 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 2 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 3 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 4 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 5 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 6 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 7 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 8 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 9 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 10 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 11 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 12 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 13 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Total | | 58 | 29 | 0 | 0 | 29 | 316 | 44 | 38 | 20 | 20 |

| 12 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 2 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 3 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 4 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 5 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 6 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 7 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 8 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 9 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 10 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 11 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 12 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Total | | 56 | 28 | 0 | 0 | 28 | 302 | 42 | 36 | 18 | 18 |

| 11 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 2 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 3 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 4 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 5 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 6 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 7 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 8 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 9 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 10 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 11 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Total | | 56 | 28 | 0 | 0 | 28 | 290 | 40 | 34 | 16 | 16 |

| 10 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 2 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 3 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 4 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 5 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 6 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 7 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 8 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 9 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 10 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Total | | 54 | 27 | 0 | 0 | 27 | 276 | 37 | 31 | 13 | 13 |

| 9 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 2 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 3 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 4 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 5 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 6 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 7 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 8 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 9 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Total | | 52 | 26 | 0 | 0 | 26 | 248 | 34 | 28 | 10 | 10 |

| 8 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 2 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 3 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 4 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 5 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 6 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 7 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 8 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Total | | 50 | 25 | 0 | 0 | 25 | 218 | 31 | 25 | 7 | 7 |

| 7 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 2 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 3 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 4 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 5 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 6 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 7 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Total | | 48 | 24 | 0 | 0 | 24 | 190 | 28 | 22 | 4 | 4 |

| 6 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 2 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 3 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 4 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 5 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 6 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Total | | 38 | 19 | 0 | 0 | 19 | 176 | 23 | 19 | 3 | 3 |

| 5 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 2 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 3 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 4 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 5 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Total | | 28 | 14 | 0 | 0 | 14 | 162 | 19 | 17 | 3 | 3 |

| 4 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 2 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 3 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 4 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Total | | 16 | 8 | 0 | 0 | 8 | 148 | 15 | 15 | 3 | 3 |

| 3 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 2 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 3 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Total | | 12 | 6 | 0 | 0 | 6 | 140 | 14 | 14 | 2 | 2 |

| 2 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 2 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Total | | 8 | 4 | 0 | 0 | 4 | 130 | 14 | 14 | 2 | 2 |

| 1 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 64.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Total | | 4 | 2 | 0 | 0 | 2 | 66 | 7 | 7 | 1 | 1 |

## 230 kV Tower Trip Generation Detail

| 17 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 2 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 3 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 4 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 5 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 6 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 7 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 8 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 9 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 10 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 11 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 12 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 13 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 14 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 15 | Stage 1 | 0.9 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Tower 16 | Stage 1 | 0.9 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Tower 17 | Stage 1 | 0.9 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total | | 60 | 30 | 0 | 0 | 30 | 296 | 46 | 40 | 22 | 22 |

| 16 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 2 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 3 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 4 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 5 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 6 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 7 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 8 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 9 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 10 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 11 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 12 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 13 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 14 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 15 | Stage 1 | 0.9 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Tower 16 | Stage 1 | 0.9 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total | | 60 | 30 | 0 | 0 | 30 | 296 | 46 | 40 | 22 | 22 |

| 15 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 2 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 3 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 4 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 5 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 6 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 7 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 8 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 9 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 10 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 11 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 12 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 13 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 14 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 15 | Stage 1 | 0.9 | 0.4 | 0.0 | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total | | 60 | 30 | 0 | 0 | 30 | 296 | 46 | 40 | 22 | 22 |

| 14 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 2 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 3 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 4 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 5 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 6 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 7 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 8 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 9 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 10 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 11 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 12 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 13 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 14 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Total | | 58 | 29 | 0 | 0 | 29 | 296 | 46 | 40 | 22 | 22 |

| 13 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 2 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 3 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 4 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 5 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 6 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 7 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 8 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 9 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 10 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 11 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 12 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 13 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Total | | 58 | 29 | 0 | 0 | 29 | 284 | 44 | 38 | 20 | 20 |

| 12 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 2 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 3 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 4 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 5 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 6 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 7 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 8 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 9 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 10 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 11 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 12 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Total | | 56 | 28 | 0 | 0 | 28 | 270 | 42 | 36 | 18 | 18 |

| 11 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 5 | 1.0 | 0.5 | 0.0 | 0.0 | 0.5 | 13.0 | 2.3 | 2.3 | 2.3 | 2.3 |
| Tower 2 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 3 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 4 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 5 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 6 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 7 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 8 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 9 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 10 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 11 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Total | | 56 | 28 | 0 | 0 | 28 | 258 | 40 | 34 | 16 | 16 |

| 10 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 2 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 3 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 4 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 5 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 6 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 7 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 8 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 9 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 10 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Total | | 54 | 27 | 0 | 0 | 27 | 244 | 37 | 31 | 13 | 13 |

| 9 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 2 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 3 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 4 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 5 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 6 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 7 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 8 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Tower 9 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Total | | 52 | 26 | 0 | 0 | 26 | 216 | 34 | 28 | 10 | 10 |

| 8 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 2 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 3 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 4 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 5 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 6 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 7 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 8 | Stage 2 | 1.8 | 0.9 | 0.0 | 0.0 | 0.9 | 29.0 | 3.2 | 3.2 | 3.2 | 3.2 |
| Total | | 50 | 25 | 0 | 0 | 25 | 186 | 31 | 25 | 7 | 7 |

| 7 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 2 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 3 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 4 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 5 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 6 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 7 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Total | | 48 | 24 | 0 | 0 | 24 | 158 | 28 | 22 | 4 | 4 |

| 6 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 2 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 3 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 4 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 5 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 6 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Total | | 38 | 19 | 0 | 0 | 19 | 144 | 23 | 19 | 3 | 3 |

| 5 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 4 | 10.7 | 5.3 | 0.0 | 0.0 | 5.3 | 14.0 | 4.4 | 2.4 | 0.4 | 0.4 |
| Tower 2 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 3 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 4 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 5 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Total | | 28 | 14 | 0 | 0 | 14 | 130 | 19 | 17 | 3 | 3 |

| 4 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 2 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 3 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 4 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Total | | 16 | 8 | 0 | 0 | 8 | 116 | 15 | 15 | 3 | 3 |

| 3 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 8.8 | 0.5 | 0.5 | 0.5 | 0.5 |
| Tower 2 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 3 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Total | | 12 | 6 | 0 | 0 | 6 | 108 | 14 | 14 | 2 | 2 |

| 2 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Tower 2 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Total | | 8 | 4 | 0 | 0 | 4 | 98 | 14 | 14 | 2 | 2 |

| 1 Towers | Construction Stage | Employee Trips | | | | | Truck Trip PCE's | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Daily | AM In | AM Out | PM In | PM Out | Daily | AM In | AM Out | PM In | PM Out |
| Tower 1 | Stage 3 | 4.0 | 2.0 | 0.0 | 0.0 | 2.0 | 48.8 | 6.5 | 6.5 | 0.5 | 0.5 |
| Total | | 4 | 2 | 0 | 0 | 2 | 50 | 7 | 7 | 1 | 1 |

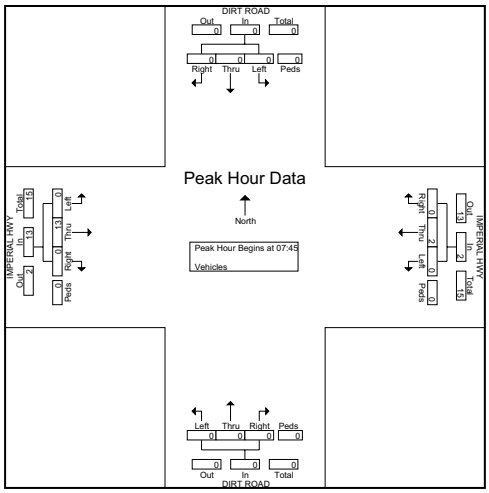
# APPENDIX C
# TRAFFIC COUNT DATA

## True Count
3401 First Ave #123
San Diego, CA 92103

Int. 512 - E/W through volumes
Int. 513

File Name : P1.01.DIRT ROAD.IMPERIAL HWY
Site Code : 00000000
Start Date : 2/9/2010
Page No : 2

| | DIRT ROAD Southbound | | | | | IMPERIAL HWY Westbound | | | | | DIRT ROAD Northbound | | | | | IMPERIAL HWY Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | | | | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | 0 | 0 | **5** | 5 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 4 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | **6** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 15 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .650 | .000 | .000 | .650 | .625 |

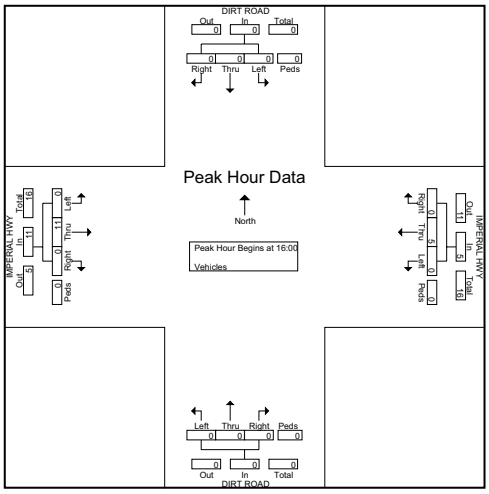



## True Count
3401 First Ave #123
San Diego, CA 92103

Int. 512 - E/W through volumes
Int. 513

File Name : P1.01.DIRT ROAD.IMPERIAL HWY
Site Code : 00000000
Start Date : 2/9/2010
Page No : 3

| | DIRT ROAD Southbound | | | | | IMPERIAL HWY Westbound | | | | | DIRT ROAD Northbound | | | | | IMPERIAL HWY Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 4 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | 0 | 0 | **6** | **6** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 16 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .625 | .000 | .000 | .625 | .000 | .000 | .000 | .000 | .000 | .000 | .458 | .000 | .000 | .458 | .667 |

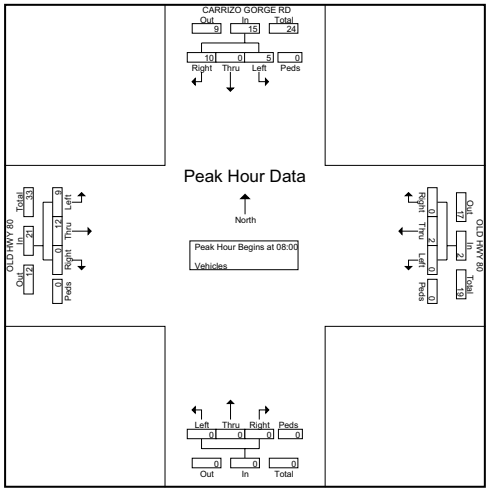



## True Count
3401 First Ave #123
San Diego, CA 92103

Int. 420

File Name : P1.02.CARRIZO GORGE RD.OLD HWY 80
Site Code : 00000000
Start Date : 2/11/2010
Page No : 2

| | CARRIZO GORGE RD Southbound | | | | | OLD HWY 80 Westbound | | | | | Northbound | | | | | OLD HWY 80 Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 | | | | | | | | | | | | | | | | | | | | | |
| 08:00 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **5** | 0 | 0 | **6** | 8 |
| 08:15 | 1 | 0 | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | 1 | 0 | 0 | 5 | 9 |
| 08:30 | **2** | 0 | 0 | 0 | 2 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 6 | 9 |
| 08:45 | 1 | 0 | **6** | 0 | **7** | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | **12** |
| Total Volume | 5 | 0 | 10 | 0 | 15 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 9 | 12 | 0 | 0 | 21 | 38 |
| % App. Total | 33.3 | 0 | 66.7 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 42.9 | 57.1 | 0 | 0 | | |
| PHF | .625 | .000 | .417 | .000 | .536 | .000 | .500 | .000 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .563 | .600 | .000 | .000 | .875 | .792 |

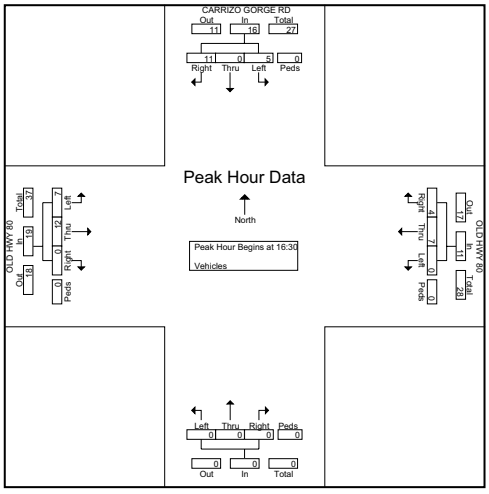



## True Count
3401 First Ave #123
San Diego, CA 92103

Int. 420

File Name : P1.02.CARRIZO GORGE RD.OLD HWY 80
Site Code : 00000000
Start Date : 2/11/2010
Page No : 3

| | CARRIZO GORGE RD Southbound | | | | | OLD HWY 80 Westbound | | | | | Northbound | | | | | OLD HWY 80 Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 2 | 0 | 2 | 0 | 4 | 0 | **4** | 1 | 0 | **5** | 0 | 0 | 0 | 0 | 0 | **4** | **5** | 0 | 0 | **9** | **18** |
| 16:45 | **3** | 0 | **4** | 0 | **7** | 0 | 1 | **3** | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 13 |
| 17:00 | 0 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 4 | 8 |
| 17:15 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 7 |
| Total Volume | 5 | 0 | 11 | 0 | 16 | 0 | 7 | 4 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 7 | 12 | 0 | 0 | 19 | 46 |
| % App. Total | 31.2 | 0 | 68.8 | 0 | | 0 | 63.6 | 36.4 | 0 | | 0 | 0 | 0 | 0 | | 36.8 | 63.2 | 0 | 0 | | |
| PHF | .417 | .000 | .688 | .000 | .571 | .000 | .438 | .333 | .000 | .550 | .000 | .000 | .000 | .000 | .000 | .438 | .600 | .000 | .000 | .528 | .639 |



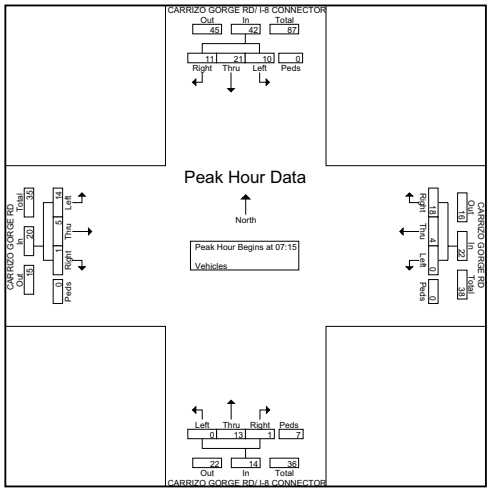
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 415

File Name : P1.03.CARRIZO GORGE RD.I-8 CONNECTOR
Site Code : 00000000
Start Date : 2/23/2010
Page No : 2

| | CARRIZO GORGE RD/ I-8 CONNECTOR Southbound | | | | | CARRIZO GORGE RD Westbound | | | | | CARRIZO GORGE RD/ I-8 CONNECTOR Northbound | | | | | CARRIZO GORGE RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 | | | | | | | | | | | | | | | | | | | | | |
| 07:15 | 3 | **8** | 2 | 0 | **13** | 0 | 1 | **8** | 0 | **9** | 0 | 2 | 0 | 1 | 3 | 3 | 1 | 0 | 0 | 4 | 29 |
| 07:30 | 1 | 7 | **4** | 0 | 12 | 0 | **3** | 3 | 0 | 6 | 0 | **5** | 0 | 2 | **7** | **6** | 1 | **1** | 0 | **8** | **33** |
| 07:45 | **4** | 2 | 4 | 0 | 10 | 0 | 0 | 4 | 0 | 4 | 0 | 2 | 0 | **3** | 5 | 1 | **2** | 0 | 0 | 3 | 22 |
| 08:00 | 2 | 4 | 1 | 0 | 7 | 0 | 0 | 3 | 0 | 3 | 0 | 4 | **1** | 1 | 6 | 4 | 1 | 0 | 0 | 5 | 21 |
| Total Volume | 10 | 21 | 11 | 0 | 42 | 0 | 4 | 18 | 0 | 22 | 0 | 13 | 1 | 7 | 21 | 14 | 5 | 1 | 0 | 20 | 105 |
| % App. Total | 23.8 | 50 | 26.2 | 0 | | 0 | 18.2 | 81.8 | 0 | | 0 | 61.9 | 4.8 | 33.3 | | 70 | 25 | 5 | 0 | | |
| PHF | .625 | .656 | .688 | .000 | .808 | .000 | .333 | .563 | .000 | .611 | .000 | .650 | .250 | .583 | .750 | .583 | .625 | .250 | .000 | .625 | .795 |



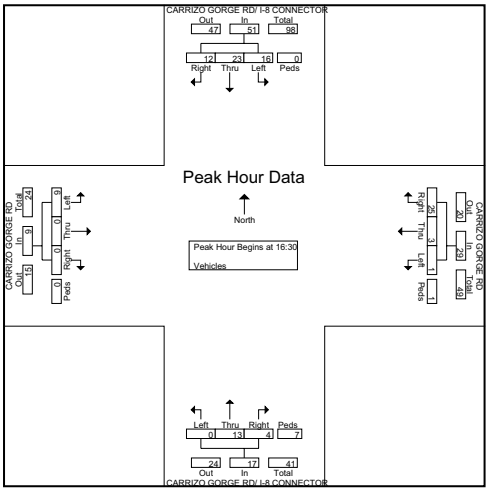

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 420

File Name : P1.03.CARRIZO GORGE RD.I-8 CONNECTOR
Site Code : 00000000
Start Date : 2/23/2010
Page No : 3

| | CARRIZO GORGE RD/ I-8 CONNECTOR Southbound | | | | | CARRIZO GORGE RD Westbound | | | | | CARRIZO GORGE RD/ I-8 CONNECTOR Northbound | | | | | CARRIZO GORGE RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 3 | **7** | 0 | 0 | 10 | **1** | 0 | **10** | 0 | **11** | 0 | 4 | 0 | 1 | 5 | **4** | 0 | 0 | 0 | **4** | 30 |
| 16:45 | 4 | 7 | **7** | 0 | **18** | 0 | **3** | 3 | **1** | 7 | 0 | 2 | 1 | 1 | 4 | 3 | 0 | 0 | 0 | 3 | **32** |
| 17:00 | **6** | 3 | 2 | 0 | 11 | 0 | 0 | 4 | 0 | 4 | 0 | 2 | **2** | 1 | 5 | 1 | 0 | 0 | 0 | 1 | 21 |
| 17:15 | 3 | 6 | 3 | 0 | 12 | 0 | 0 | 8 | 0 | 8 | 0 | **5** | 1 | **4** | **10** | 1 | 0 | 0 | 0 | 1 | 31 |
| Total Volume | 16 | 23 | 12 | 0 | 51 | 1 | 3 | 25 | 1 | 30 | 0 | 13 | 4 | 7 | 24 | 9 | 0 | 0 | 0 | 9 | 114 |
| % App. Total | 31.4 | 45.1 | 23.5 | 0 | | 3.3 | 10 | 83.3 | 3.3 | | 0 | 54.2 | 16.7 | 29.2 | | 100 | 0 | 0 | 0 | | |
| PHF | .667 | .821 | .429 | .000 | .708 | .250 | .250 | .625 | .250 | .682 | .000 | .650 | .500 | .438 | .600 | .563 | .000 | .000 | .000 | .563 | .891 |



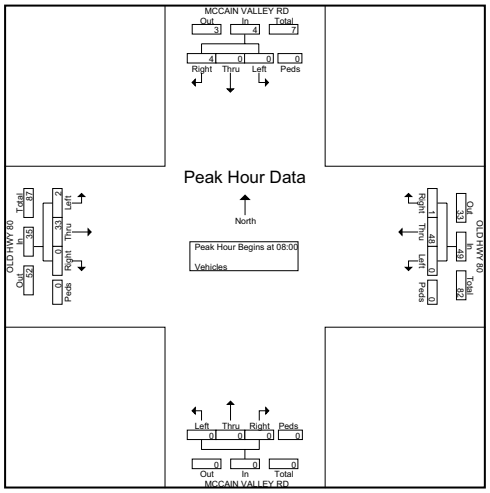

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 407

File Name : P1.04.MCCAIN VALLEY RD.OLD HWY 80
Site Code : 00000000
Start Date : 2/11/2010
Page No : 2

| | MCCAIN VALLEY RD Southbound | | | | | OLD HWY 80 Westbound | | | | | MCCAIN VALLEY RD Northbound | | | | | OLD HWY 80 Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 | | | | | | | | | | | | | | | | | | | | | |
| 08:00 | 0 | 0 | 1 | 0 | 1 | 0 | 14 | **1** | 0 | **15** | 0 | 0 | 0 | 0 | 0 | **1** | 5 | 0 | 0 | 6 | 22 |
| 08:15 | 0 | 0 | **3** | 0 | **3** | 0 | 12 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 22 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | **15** | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 1 | **11** | 0 | 0 | **12** | **27** |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 17 |
| Total Volume | 0 | 0 | 4 | 0 | 4 | 0 | 48 | 1 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 2 | 33 | 0 | 0 | 35 | 88 |
| % App. Total | 0 | 0 | 100 | 0 | | 0 | 98 | 2 | 0 | | 0 | 0 | 0 | 0 | | 5.7 | 94.3 | 0 | 0 | | |
| PHF | .000 | .000 | .333 | .000 | .333 | .000 | .800 | .250 | .000 | .817 | .000 | .000 | .000 | .000 | .000 | .500 | .750 | .000 | .000 | .729 | .815 |



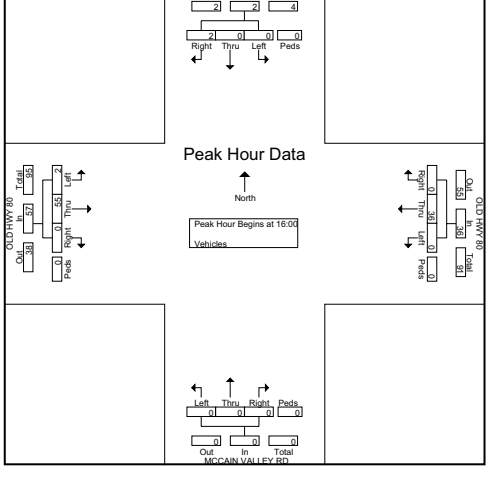

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 407

File Name : P1.04.MCCAIN VALLEY RD.OLD HWY 80
Site Code : 00000000
Start Date : 2/11/2010
Page No : 3

| | MCCAIN VALLEY RD Southbound | | | | | OLD HWY 80 Westbound | | | | | MCCAIN VALLEY RD Northbound | | | | | OLD HWY 80 Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 13 | 22 |
| 16:15 | 0 | 0 | **1** | 0 | **1** | 0 | **13** | 0 | 0 | **13** | 0 | 0 | 0 | 0 | 0 | 0 | **21** | 0 | 0 | **21** | **35** |
| 16:30 | 0 | 0 | 1 | 0 | 1 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | **1** | 11 | 0 | 0 | 12 | 21 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 1 | 10 | 0 | 0 | 11 | 17 |
| Total Volume | 0 | 0 | 2 | 0 | 2 | 0 | 36 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 2 | 55 | 0 | 0 | 57 | 95 |
| % App. Total | 0 | 0 | 100 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 3.5 | 96.5 | 0 | 0 | | |
| PHF | .000 | .000 | .500 | .000 | .500 | .000 | .692 | .000 | .000 | .692 | .000 | .000 | .000 | .000 | .000 | .500 | .655 | .000 | .000 | .679 | .679 |



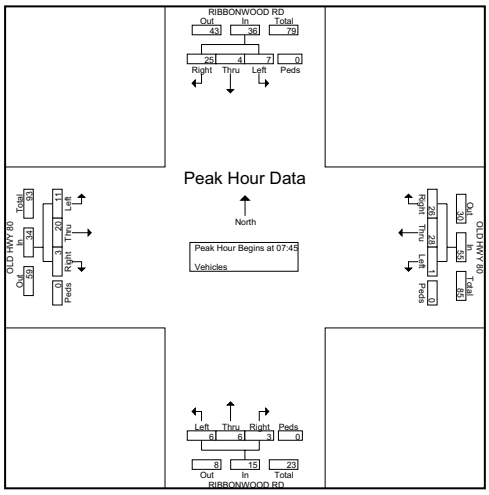
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 403

File Name : P1.05.RIBBONWOOD RD.OLD HWY 80
Site Code : 00000000
Start Date : 2/11/2010
Page No : 2

| | RIBBONWOOD RD Southbound | | | | | OLD HWY 80 Westbound | | | | | RIBBONWOOD RD Northbound | | | | | OLD HWY 80 Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | | | | |
| 07:45 | 1 | 0 | 6 | 0 | 7 | **1** | 4 | 4 | 0 | 9 | 1 | 2 | 0 | 0 | 3 | **3** | 2 | 1 | 0 | 6 | 25 |
| 08:00 | 1 | 0 | 6 | 0 | 7 | 0 | **10** | 4 | 0 | 14 | **2** | **3** | **2** | 0 | **7** | 3 | 4 | 0 | 0 | 7 | 35 |
| 08:15 | **4** | **3** | **11** | 0 | **18** | 0 | 6 | **12** | 0 | **18** | 1 | 1 | 0 | 0 | 2 | 3 | **8** | 0 | 0 | **11** | **49** |
| 08:30 | 1 | 1 | 2 | 0 | 4 | 0 | 8 | 6 | 0 | 14 | 2 | 0 | 1 | 0 | 3 | 2 | 6 | **2** | 0 | 10 | 31 |
| Total Volume | 7 | 4 | 25 | 0 | 36 | 1 | 28 | 26 | 0 | 55 | 6 | 6 | 3 | 0 | 15 | 11 | 20 | 3 | 0 | 34 | 140 |
| % App. Total | 19.4 | 11.1 | 69.4 | 0 | | 1.8 | 50.9 | 47.3 | 0 | | 40 | 40 | 20 | 0 | | 32.4 | 58.8 | 8.8 | 0 | | |
| PHF | .438 | .333 | .568 | .000 | .500 | .250 | .700 | .542 | .000 | .764 | .750 | .500 | .375 | .000 | .536 | .917 | .625 | .375 | .000 | .773 | .714 |



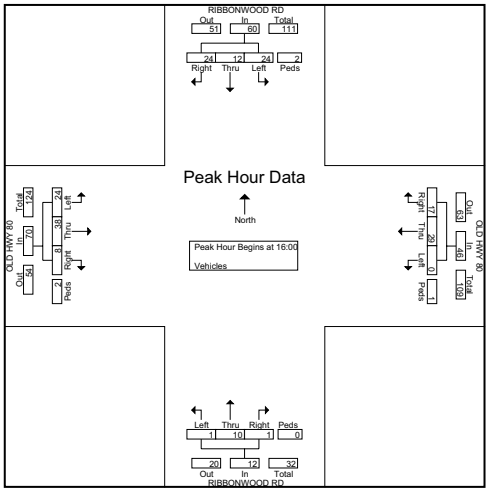

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 403

File Name : P1.05.RIBBONWOOD RD.OLD HWY 80
Site Code : 00000000
Start Date : 2/11/2010
Page No : 3

| | RIBBONWOOD RD Southbound | | | | | OLD HWY 80 Westbound | | | | | RIBBONWOOD RD Northbound | | | | | OLD HWY 80 Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 5 | **6** | **8** | **2** | **21** | 0 | 7 | 3 | 0 | 10 | **1** | **3** | **1** | 0 | **5** | 7 | 10 | 1 | 0 | 18 | 54 |
| 16:15 | 7 | 3 | 4 | 0 | 14 | 0 | **9** | **7** | **1** | **17** | 0 | 3 | 0 | 0 | 3 | 4 | 9 | **4** | 0 | 17 | 51 |
| 16:30 | **9** | 3 | 5 | 0 | 17 | 0 | 8 | 5 | 0 | 13 | 0 | 2 | 0 | 0 | 2 | **9** | **14** | 2 | **2** | **27** | **59** |
| 16:45 | 3 | 0 | 7 | 0 | 10 | 0 | 5 | 2 | 0 | 7 | 0 | 2 | 0 | 0 | 2 | 4 | 5 | 1 | 0 | 10 | 29 |
| Total Volume | 24 | 12 | 24 | 2 | 62 | 0 | 29 | 17 | 1 | 47 | 1 | 10 | 1 | 0 | 12 | 24 | 38 | 8 | 2 | 72 | 193 |
| % App. Total | 38.7 | 19.4 | 38.7 | 3.2 | | 0 | 61.7 | 36.2 | 2.1 | | 8.3 | 83.3 | 8.3 | 0 | | 33.3 | 52.8 | 11.1 | 2.8 | | |
| PHF | .667 | .500 | .750 | .250 | .738 | .000 | .806 | .607 | .250 | .691 | .250 | .833 | .250 | .000 | .600 | .667 | .679 | .500 | .250 | .667 | .818 |



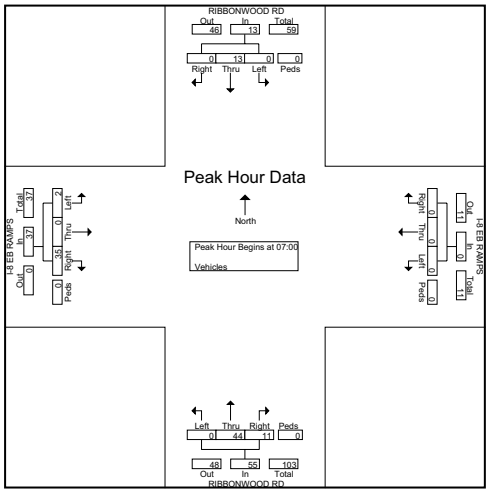

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 402

File Name : P1.06.RIBBONWOOD RD.I-8 EB RAMPS
Site Code : 00000000
Start Date : 2/11/2010
Page No : 2

| | RIBBONWOOD RD Southbound | | | | | I-8 EB RAMPS Westbound | | | | | RIBBONWOOD RD Northbound | | | | | I-8 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | **5** | 0 | 15 | 0 | 0 | 2 | 0 | 2 | 18 |
| 07:15 | 0 | **6** | 0 | 0 | **6** | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 13 | **1** | 0 | 6 | 0 | 7 | 26 |
| 07:30 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | 3 | 0 | **16** | 0 | 0 | **14** | 0 | **14** | **32** |
| 07:45 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 2 | 0 | 11 | 1 | 0 | 13 | 0 | 14 | 29 |
| Total Volume | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 44 | 11 | 0 | 55 | 2 | 0 | 35 | 0 | 37 | 105 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 80 | 20 | 0 | | 5.4 | 0 | 94.6 | 0 | | |
| PHF | .000 | .542 | .000 | .000 | .542 | .000 | .000 | .000 | .000 | .000 | .000 | .846 | .550 | .000 | .859 | .500 | .000 | .625 | .000 | .661 | .820 |



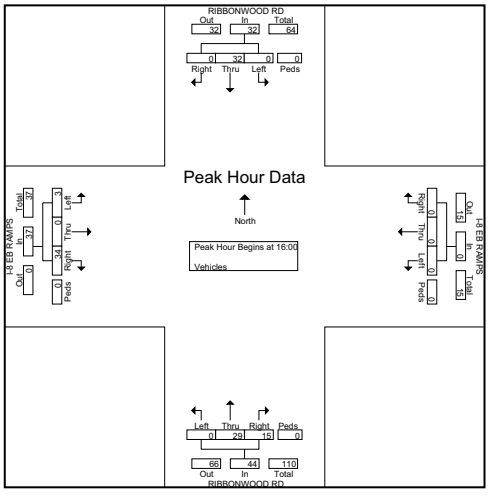

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 402

File Name : P1.06.RIBBONWOOD RD.I-8 EB RAMPS
Site Code : 00000000
Start Date : 2/11/2010
Page No : 3

| | RIBBONWOOD RD Southbound | | | | | I-8 EB RAMPS Westbound | | | | | RIBBONWOOD RD Northbound | | | | | I-8 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | **13** | 0 | 0 | **13** | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 3 | 0 | 12 | **2** | 0 | 7 | 0 | 9 | **34** |
| 16:15 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | **9** | 0 | **17** | 1 | 0 | **11** | 0 | **12** | 33 |
| 16:30 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | 3 | 0 | 13 | 0 | 0 | 6 | 0 | 6 | 21 |
| 16:45 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 10 | 0 | 10 | 25 |
| Total Volume | 0 | 32 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 15 | 0 | 44 | 3 | 0 | 34 | 0 | 37 | 113 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 65.9 | 34.1 | 0 | | 8.1 | 0 | 91.9 | 0 | | |
| PHF | .000 | .615 | .000 | .000 | .615 | .000 | .000 | .000 | .000 | .000 | .000 | .725 | .417 | .000 | .647 | .375 | .000 | .773 | .000 | .771 | .831 |



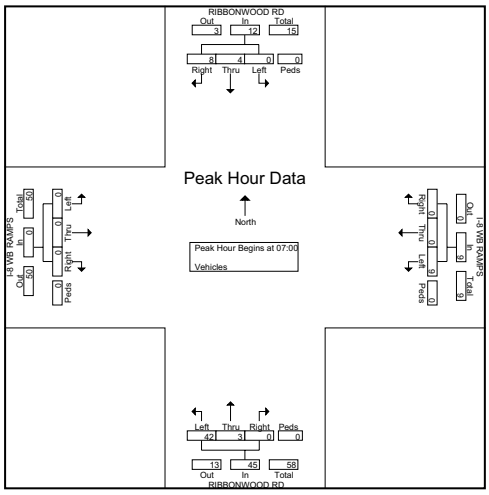
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 401

File Name : P1.07.RIBBONWOOD RD.I-8 WB RAMPS
Site Code : 00000000
Start Date : 2/11/2010
Page No : 2

| | RIBBONWOOD RD Southbound | | | | | I-8 WB RAMPS Westbound | | | | | RIBBONWOOD RD Northbound | | | | | I-8 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 1 | **5** | 0 | **6** | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 15 |
| 07:15 | 0 | **3** | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 3 | 11 | **2** | 0 | 0 | **13** | 0 | 0 | 0 | 0 | 0 | **19** |
| 07:30 | 0 | 0 | 3 | 0 | 3 | 2 | 0 | 0 | 0 | 2 | **13** | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 18 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | **4** | 0 | 0 | 0 | **4** | 9 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 14 |
| Total Volume | 0 | 4 | 8 | 0 | 12 | 9 | 0 | 0 | 0 | 9 | 42 | 3 | 0 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | 66 |
| % App. Total | 0 | 33.3 | 66.7 | 0 | | 100 | 0 | 0 | 0 | | 93.3 | 6.7 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .333 | .400 | .000 | .500 | .563 | .000 | .000 | .000 | .563 | .808 | .375 | .000 | .000 | .865 | .000 | .000 | .000 | .000 | .000 | .868 |



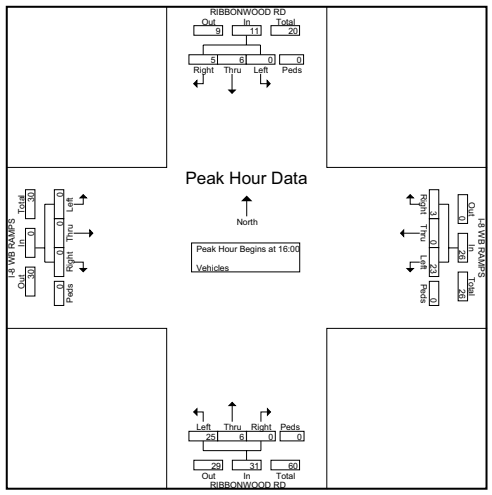

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 401

File Name : P1.07.RIBBONWOOD RD.I-8 WB RAMPS
Site Code : 00000000
Start Date : 2/11/2010
Page No : 3

| | RIBBONWOOD RD Southbound | | | | | I-8 WB RAMPS Westbound | | | | | RIBBONWOOD RD Northbound | | | | | I-8 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | **4** | **2** | 0 | **6** | 6 | 0 | **1** | 0 | 7 | **8** | **3** | 0 | 0 | **11** | 0 | 0 | 0 | 0 | 0 | **24** |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 5 | 8 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:30 | 0 | 2 | 1 | 0 | 3 | 4 | 0 | 1 | 0 | 5 | 8 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 17 |
| 16:45 | 0 | 0 | 2 | 0 | 2 | **9** | 0 | 0 | 0 | **9** | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| Total Volume | 0 | 6 | 5 | 0 | 11 | 23 | 0 | 3 | 0 | 26 | 25 | 6 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 68 |
| % App. Total | 0 | 54.5 | 45.5 | 0 | | 88.5 | 0 | 11.5 | 0 | | 80.6 | 19.4 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .375 | .625 | .000 | .458 | .639 | .000 | .750 | .000 | .722 | .781 | .500 | .000 | .000 | .705 | .000 | .000 | .000 | .000 | .000 | .708 |



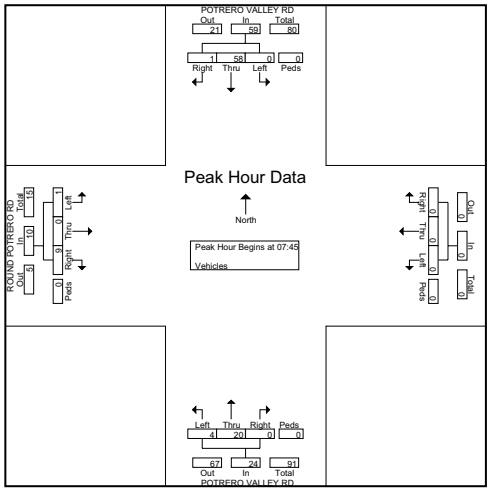

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 303

File Name : P1.08.POTRERO VALLEY RD.ROUND POTRERO RD
Site Code : 00000000
Start Date : 2/23/2010
Page No : 2

| | POTRERO VALLEY RD Southbound | | | | | Westbound | | | | | POTRERO VALLEY RD Northbound | | | | | ROUND POTRERO RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | | | | |
| 07:45 | 0 | 13 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | **2** | 3 | 0 | 0 | 5 | 0 | 0 | **4** | 0 | **4** | 22 |
| 08:00 | 0 | 9 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | **1** | 0 | 3 | 0 | 4 | 16 |
| 08:15 | 0 | 16 | **1** | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 21 |
| 08:30 | 0 | **20** | 0 | 0 | **20** | 0 | 0 | 0 | 0 | 0 | 1 | **12** | 0 | 0 | **13** | 0 | 0 | 1 | 0 | 1 | **34** |
| Total Volume | 0 | 58 | 1 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 4 | 20 | 0 | 0 | 24 | 1 | 0 | 9 | 0 | 10 | 93 |
| % App. Total | 0 | 98.3 | 1.7 | 0 | | 0 | 0 | 0 | 0 | | 16.7 | 83.3 | 0 | 0 | | 10 | 0 | 90 | 0 | | |
| PHF | .000 | .725 | .250 | .000 | .738 | .000 | .000 | .000 | .000 | .000 | .500 | .417 | .000 | .000 | .462 | .250 | .000 | .563 | .000 | .625 | .684 |



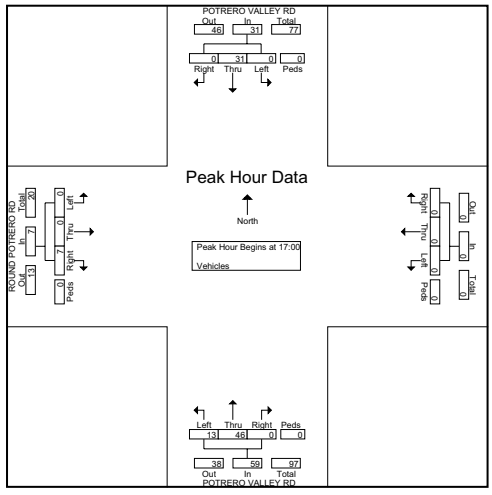

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 303

File Name : P1.08.POTRERO VALLEY RD.ROUND POTRERO RD
Site Code : 00000000
Start Date : 2/23/2010
Page No : 3

| | POTRERO VALLEY RD Southbound | | | | | Westbound | | | | | POTRERO VALLEY RD Northbound | | | | | ROUND POTRERO RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 17:00 | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 0 | **10** | 0 | 0 | **10** | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 0 | 0 | 13 | 0 | 0 | **4** | 0 | **4** | 27 |
| 17:15 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:30 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | **6** | **13** | 0 | 0 | **19** | 0 | 0 | 3 | 0 | 3 | **30** |
| 17:45 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 13 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 20 |
| Total Volume | 0 | 31 | 0 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 13 | 46 | 0 | 0 | 59 | 0 | 0 | 7 | 0 | 7 | 97 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 22 | 78 | 0 | 0 | | 0 | 0 | 100 | 0 | | |
| PHF | .000 | .775 | .000 | .000 | .775 | .000 | .000 | .000 | .000 | .000 | .542 | .885 | .000 | .000 | .776 | .000 | .000 | .438 | .000 | .438 | .808 |



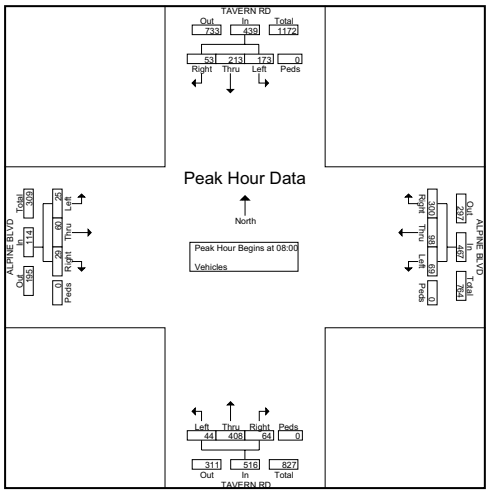
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 213

File Name : P1.09.TAVERN RD.ALPINE BLVD
Site Code : 00000000
Start Date : 2/9/2010
Page No : 2

| Start Time | TAVERN RD Southbound Left | Thru | Right | Peds | App. Total | ALPINE BLVD Westbound Left | Thru | Right | Peds | App. Total | TAVERN RD Northbound Left | Thru | Right | Peds | App. Total | ALPINE BLVD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 | | | | | | | | | | | | | | | | | | | | | |
| 08:00 | **52** | **68** | 7 | 0 | **127** | 6 | 16 | 69 | 0 | 91 | 10 | 106 | 6 | 0 | 122 | 7 | 15 | 5 | 0 | 27 | 367 |
| 08:15 | 44 | 53 | 10 | 0 | 107 | 9 | 14 | 76 | 0 | 99 | 7 | 79 | 16 | 0 | 102 | 5 | 6 | 3 | 0 | 14 | 322 |
| 08:30 | 36 | 52 | 16 | 0 | 104 | **28** | 28 | **89** | 0 | **145** | 9 | **113** | **26** | 0 | **148** | **8** | **25** | 10 | 0 | **43** | **440** |
| 08:45 | 41 | 40 | **20** | 0 | 101 | 26 | **40** | 66 | 0 | 132 | **18** | 110 | 16 | 0 | 144 | 5 | 14 | **11** | 0 | 30 | 407 |
| Total Volume | 173 | 213 | 53 | 0 | 439 | 69 | 98 | 300 | 0 | 467 | 44 | 408 | 64 | 0 | 516 | 25 | 60 | 29 | 0 | 114 | 1536 |
| % App. Total | 39.4 | 48.5 | 12.1 | 0 | | 14.8 | 21 | 64.2 | 0 | | 8.5 | 79.1 | 12.4 | 0 | | 21.9 | 52.6 | 25.4 | 0 | | |
| PHF | .832 | .783 | .663 | .000 | .864 | .616 | .613 | .843 | .000 | .805 | .611 | .903 | .615 | .000 | .872 | .781 | .600 | .659 | .000 | .663 | .873 |



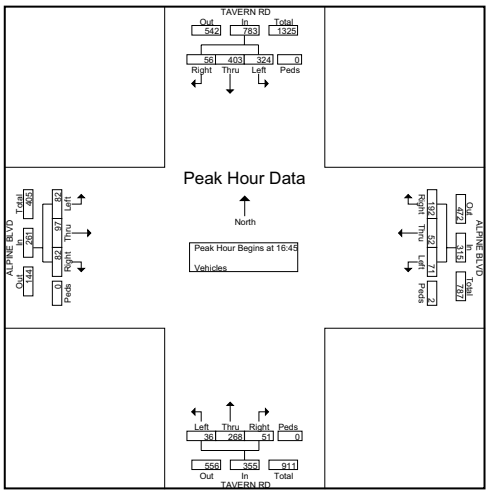

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 213

File Name : P1.09.TAVERN RD.ALPINE BLVD
Site Code : 00000000
Start Date : 2/9/2010
Page No : 3

| Start Time | TAVERN RD Southbound Left | Thru | Right | Peds | App. Total | ALPINE BLVD Westbound Left | Thru | Right | Peds | App. Total | TAVERN RD Northbound Left | Thru | Right | Peds | App. Total | ALPINE BLVD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | | | | | |
| 16:45 | **90** | 102 | 11 | 0 | **203** | 11 | **15** | 43 | 0 | 69 | **9** | 66 | 5 | 0 | 80 | 16 | **26** | **29** | 0 | **71** | 423 |
| 17:00 | 76 | **105** | **16** | 0 | 197 | 21 | 12 | **58** | 0 | **91** | 9 | **74** | 9 | 0 | **92** | **28** | 24 | 16 | 0 | 68 | **448** |
| 17:15 | 73 | 100 | 14 | 0 | 187 | 11 | 14 | 40 | **2** | 67 | 9 | 66 | 17 | 0 | 92 | 20 | 21 | 21 | 0 | 62 | 408 |
| 17:30 | 85 | 96 | 15 | 0 | 196 | **28** | 11 | 51 | 0 | 90 | 9 | 62 | **20** | 0 | 91 | 18 | 26 | 16 | 0 | 60 | 437 |
| Total Volume | 324 | 403 | 56 | 0 | 783 | 71 | 52 | 192 | 2 | 317 | 36 | 268 | 51 | 0 | 355 | 82 | 97 | 82 | 0 | 261 | 1716 |
| % App. Total | 41.4 | 51.5 | 7.2 | 0 | | 22.4 | 16.4 | 60.6 | 0.6 | | 10.1 | 75.5 | 14.4 | 0 | | 31.4 | 37.2 | 31.4 | 0 | | |
| PHF | .900 | .960 | .875 | .000 | .964 | .634 | .867 | .828 | .250 | .871 | 1.000 | | | | | | | | | | |



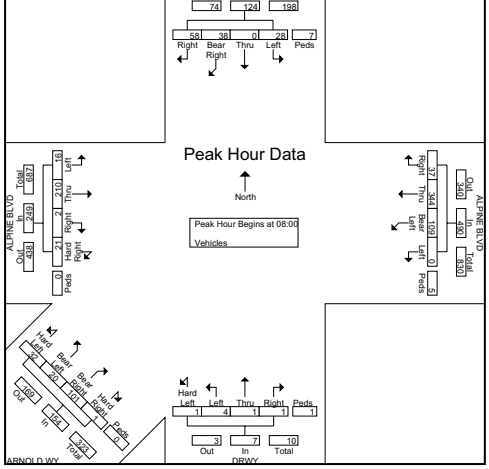

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 214

File Name : P1.10.ARNOLD WY.ALPINE BLVD
Site Code : 00000000
Start Date : 2/9/2010
Page No : 2

| Start Time | W VICTORIA DR Southbound Left | Thru | Bear Right | Right | Peds | App. Total | ALPINE BLVD Westbound Left | Bear Left | Thru | Right | Peds | App. Total | DRWY Northbound Hard Left | Left | Thru | Right | Peds | App. Total | ARNOLD WY Northeastbound Hard Left | Left | Bear Right | Hard Right | Peds | App. Total | ALPINE BLVD Eastbound Left | Thru | Right | Hard Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 07:00 to 12:30 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 08:00 | 8 | 0 | 4 | 3 | 2 | 17 | 0 | 19 | 72 | 6 | **2** | 99 | 0 | 1 | **1** | **1** | **1** | **4** | 6 | 3 | 18 | 0 | 0 | 27 | 3 | 48 | **2** | 5 | 0 | 58 | 205 |
| 08:15 | 3 | 0 | 10 | 15 | **4** | 32 | 0 | 26 | 81 | 6 | 2 | 115 | 0 | 1 | 0 | 0 | 0 | 1 | 6 | 3 | 13 | 0 | 0 | 22 | 3 | 38 | 0 | 3 | 0 | 44 | 214 |
| 08:30 | **11** | 0 | **19** | **23** | 1 | **54** | 0 | 28 | 101 | **14** | 0 | **143** | **1** | **2** | 0 | 0 | 0 | 3 | **12** | **8** | **40** | 0 | 0 | **60** | **7** | 61 | 0 | **7** | 0 | **75** | **335** |
| **08:45** | **6** | **0** | **5** | **17** | **0** | **28** | **0** | **36** | 90 | 11 | 1 | 138 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 6 | 30 | **1** | 0 | 45 | **3** | **63** | 0 | 6 | 0 | 72 | 283 |
| Total Volume | 28 | 0 | 38 | 58 | 7 | 131 | 0 | 109 | 344 | 37 | 5 | 495 | 1 | 4 | 1 | 1 | 1 | 8 | 32 | 20 | 101 | 1 | 0 | 154 | 16 | 210 | 2 | 21 | 0 | 249 | 1037 |
| % App. Total | 21.4 | 0 | 29 | 44.3 | 5.3 | | 0 | 22 | 69.5 | 7.5 | 1 | | 12.5 | 50 | 12.5 | 12.5 | | | 20.8 | 13 | 65.6 | 0.6 | 0 | | 6.4 | 84.3 | 0.8 | 8.4 | 0 | | |
| PHF | .636 | .000 | .500 | .630 | .438 | .606 | .000 | .757 | .851 | .661 | .625 | .865 | .250 | .500 | .250 | .250 | .250 | .500 | .667 | .625 | .631 | .250 | .000 | .642 | .571 | .833 | .250 | .750 | .000 | .830 | .774 |



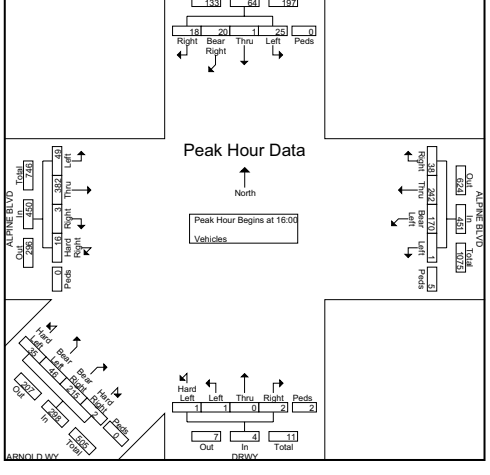

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 214

File Name : P1.10.ARNOLD WY.ALPINE BLVD
Site Code : 00000000
Start Date : 2/9/2010
Page No : 3

| Start Time | W VICTORIA DR Southbound Left | Thru | Bear Right | Right | Peds | App. Total | ALPINE BLVD Westbound Left | Bear Left | Thru | Right | Peds | App. Total | DRWY Northbound Hard Left | Left | Thru | Right | Peds | App. Total | ARNOLD WY Northeastbound Hard Left | Left | Bear Right | Hard Right | Peds | App. Total | ALPINE BLVD Eastbound Left | Thru | Right | Hard Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 12:45 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | **8** | **1** | 3 | 4 | 0 | 16 | 0 | **56** | 64 | 7 | **2** | **129** | | **1** | 0 | 0 | 0 | 1 | 8 | 10 | **64** | 0 | 0 | 82 | 7 | 93 | 0 | 4 | 0 | 104 | 332 |
| 16:15 | 6 | 0 | 3 | 4 | 0 | 13 | 0 | 37 | **67** | **13** | 1 | 118 | 0 | 0 | 0 | 0 | **1** | 1 | 7 | 8 | 44 | **1** | 0 | 60 | 5 | 92 | 0 | 3 | 0 | 100 | 292 |
| 16:30 | 3 | 0 | **9** | 3 | 0 | 15 | 0 | 31 | 50 | 10 | 1 | 92 | 0 | 0 | 0 | **1** | 1 | **2** | 9 | 12 | 43 | 0 | 0 | 64 | 9 | 86 | 1 | 4 | 0 | 100 | 273 |
| 16:45 | 8 | 0 | 5 | **7** | 0 | **20** | **1** | 46 | 61 | 8 | 1 | 117 | **1** | 0 | 0 | 1 | 0 | 2 | **11** | **16** | 64 | 1 | 0 | **92** | **28** | 111 | **2** | **5** | 0 | **146** | **377** |
| Total Volume | 25 | 1 | 20 | 18 | 0 | 64 | 1 | 170 | 242 | 38 | 5 | 456 | 1 | 1 | 0 | 2 | 2 | 6 | 35 | 46 | 215 | 2 | 0 | 298 | 49 | 382 | 3 | 16 | 0 | 450 | 1274 |
| % App. Total | 39.1 | 1.6 | 31.2 | 28.1 | 0 | | 0.2 | 37.3 | 53.1 | 8.3 | 1.1 | | 16.7 | 16.7 | 0 | 33.3 | 33.3 | | 11.7 | 15.4 | 72.1 | 0.7 | 0 | | 10.9 | 84.9 | 0.7 | 3.6 | 0 | | |
| PHF | .781 | .250 | .556 | .643 | .000 | .800 | .250 | .739 | .903 | .731 | .625 | .884 | .250 | .250 | .000 | .500 | .500 | .750 | .795 | .719 | .840 | .500 | .000 | .810 | .438 | .868 | .375 | .800 | .000 | .771 | .845 |



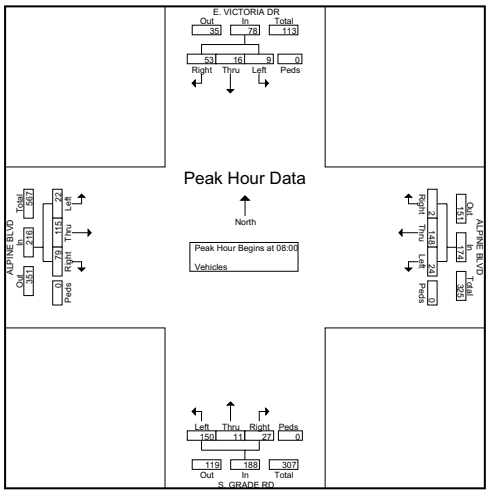
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 215

File Name : P1.11.S GRADE RD.ALPINE BLVD
Site Code : 00000000
Start Date : 2/9/2010
Page No : 2

| | E. VICTORIA DR Southbound | | | | | ALPINE BLVD Westbound | | | | | S. GRADE RD Northbound | | | | | ALPINE BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 12:30 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 | | | | | | | | | | | | | | | | | | | | | |
| 08:00 | **3** | 4 | 10 | 0 | 17 | **8** | 25 | 0 | 0 | 33 | 30 | 3 | **10** | 0 | 43 | 4 | 18 | 12 | 0 | 34 | 127 |
| 08:15 | 3 | **5** | 14 | 0 | 22 | 5 | 27 | 0 | 0 | 32 | 28 | 0 | 7 | 0 | 35 | 1 | 17 | 18 | 0 | 36 | 125 |
| 08:30 | 2 | 4 | **18** | 0 | **24** | 3 | 45 | 0 | 0 | 48 | 45 | 3 | 5 | 0 | 53 | 8 | 34 | 16 | 0 | 58 | 183 |
| 08:45 | 1 | 3 | 11 | 0 | 15 | 8 | **51** | **2** | 0 | **61** | **47** | **5** | 5 | 0 | **57** | **9** | **46** | **33** | 0 | **88** | **221** |
| Total Volume | 9 | 16 | 53 | 0 | 78 | 24 | 148 | 2 | 0 | 174 | 150 | 11 | 27 | 0 | 188 | 22 | 115 | 79 | 0 | 216 | 656 |
| % App. Total | 11.5 | 20.5 | 67.9 | 0 | | 13.8 | 85.1 | 1.1 | 0 | | 79.8 | 5.9 | 14.4 | 0 | | 10.2 | 53.2 | 36.6 | 0 | | |
| PHF | .750 | .800 | .736 | .000 | .813 | .750 | .725 | .250 | .000 | .713 | .798 | .550 | .675 | .000 | .825 | .611 | .625 | .598 | .000 | .614 | .742 |



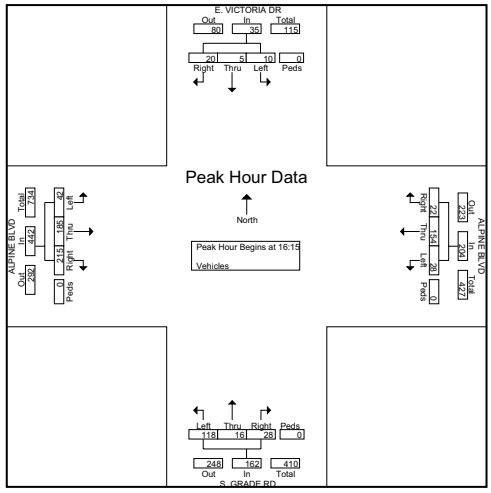

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 215

File Name : P1.11.S GRADE RD.ALPINE BLVD
Site Code : 00000000
Start Date : 2/9/2010
Page No : 3

| | E. VICTORIA DR Southbound | | | | | ALPINE BLVD Westbound | | | | | S. GRADE RD Northbound | | | | | ALPINE BLVD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:45 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:15 | | | | | | | | | | | | | | | | | | | | | |
| 16:15 | 3 | 1 | **7** | 0 | 11 | 4 | **42** | **7** | 0 | 53 | **36** | 4 | 7 | 0 | **47** | 10 | **54** | 44 | 0 | 108 | 219 |
| 16:30 | 2 | **2** | 6 | 0 | 10 | **8** | 33 | 6 | 0 | 47 | 26 | 3 | 6 | 0 | 35 | 6 | 37 | 48 | 0 | 91 | 183 |
| 16:45 | **4** | 1 | 7 | 0 | **12** | 8 | 38 | 2 | 0 | 48 | 28 | **5** | 6 | 0 | 39 | 12 | 43 | 61 | 0 | 116 | 215 |
| 17:00 | 1 | 1 | 0 | 0 | 2 | 8 | 41 | 7 | 0 | **56** | 28 | 4 | **9** | 0 | 41 | **14** | 51 | **62** | 0 | **127** | **226** |
| Total Volume | 10 | 5 | 20 | 0 | 35 | 28 | 154 | 22 | 0 | 204 | 118 | 16 | 28 | 0 | 162 | 42 | 185 | 215 | 0 | 442 | 843 |
| % App. Total | 28.6 | 14.3 | 57.1 | 0 | | 13.7 | 75.5 | 10.8 | 0 | | 72.8 | 9.9 | 17.3 | 0 | | 9.5 | 41.9 | 48.6 | 0 | | |
| PHF | .625 | .625 | .714 | .000 | .729 | .875 | .917 | .786 | .000 | .911 | .819 | .800 | .778 | .000 | .862 | .750 | .856 | .867 | .000 | .870 | .933 |



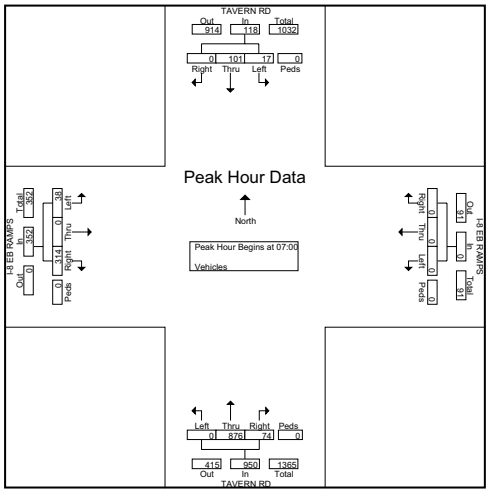

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 212

File Name : P1.12.TAVERN RD.I-8 EB RAMPS
Site Code : 00000000
Start Date : 2/9/2010
Page No : 2

| | TAVERN RD Southbound | | | | | I-8 EB RAMPS Westbound | | | | | TAVERN RD Northbound | | | | | I-8 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 12:30 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 4 | **35** | 0 | 0 | **39** | 0 | 0 | 0 | 0 | 0 | 0 | 230 | **23** | 0 | 253 | 8 | 0 | 71 | 0 | 79 | 371 |
| 07:15 | 5 | 29 | 0 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 0 | **253** | 22 | 0 | **275** | **12** | 0 | 73 | 0 | 85 | **394** |
| 07:30 | 1 | 16 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 238 | 21 | 0 | 259 | 9 | 0 | 73 | 0 | 82 | 358 |
| 07:45 | **7** | 21 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 155 | 8 | 0 | 163 | 9 | 0 | **97** | 0 | **106** | 297 |
| Total Volume | 17 | 101 | 0 | 0 | 118 | 0 | 0 | 0 | 0 | 0 | 0 | 876 | 74 | 0 | 950 | 38 | 0 | 314 | 0 | 352 | 1420 |
| % App. Total | 14.4 | 85.6 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 92.2 | 7.8 | 0 | | 10.8 | 0 | 89.2 | 0 | | |
| PHF | .607 | .721 | .000 | .000 | .756 | .000 | .000 | .000 | .000 | .000 | .000 | .866 | .804 | .000 | .864 | .792 | .000 | .809 | .000 | .830 | .901 |



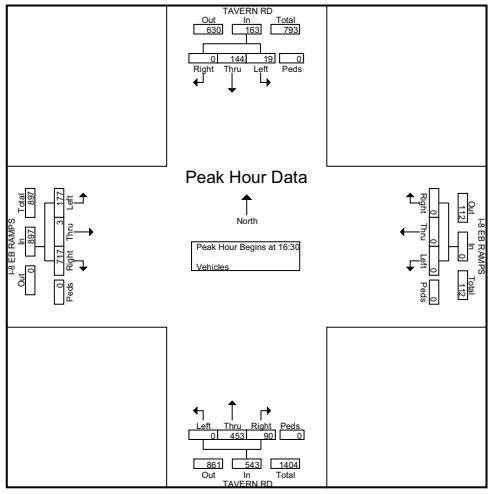

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 212

File Name : P1.12.TAVERN RD.I-8 EB RAMPS
Site Code : 00000000
Start Date : 2/9/2010
Page No : 3

| | TAVERN RD Southbound | | | | | I-8 EB RAMPS Westbound | | | | | TAVERN RD Northbound | | | | | I-8 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:45 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 5 | 34 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | **29** | 0 | 131 | 40 | **1** | 182 | 0 | 223 | 393 |
| 16:45 | **6** | 27 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 101 | 14 | 0 | 115 | **53** | 1 | 185 | 0 | **239** | 387 |
| 17:00 | 4 | **52** | 0 | 0 | **56** | 0 | 0 | 0 | 0 | 0 | 0 | **141** | 26 | 0 | **167** | 37 | 0 | 164 | 0 | 201 | **424** |
| 17:15 | 4 | 31 | 0 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 21 | 0 | 130 | 47 | 1 | **186** | 0 | 234 | 399 |
| Total Volume | 19 | 144 | 0 | 0 | 163 | 0 | 0 | 0 | 0 | 0 | 0 | 453 | 90 | 0 | 543 | 177 | 3 | 717 | 0 | 897 | 1603 |
| % App. Total | 11.7 | 88.3 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 83.4 | 16.6 | 0 | | 19.7 | 0.3 | 79.9 | 0 | | |
| PHF | .792 | .692 | .000 | .000 | .728 | .000 | .000 | .000 | .000 | .000 | .000 | .803 | .776 | .000 | .813 | .835 | .750 | .964 | .000 | .938 | .945 |



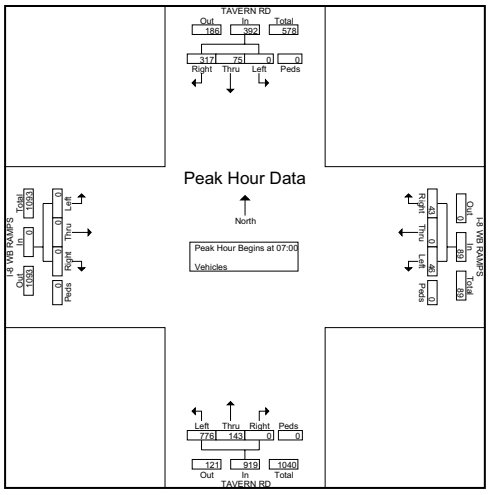
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 211

File Name : P1.13.TAVERN RD.I-8 WB RAMPS
Site Code : 00000000
Start Date : 2/9/2010
Page No : 2

| | TAVERN RD Southbound | | | | | I-8 WB RAMPS Westbound | | | | | TAVERN RD Northbound | | | | | I-8 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 12:30 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | **23** | 86 | 0 | 109 | **17** | 0 | 14 | 0 | 31 | 208 | 36 | 0 | 0 | 244 | 0 | 0 | 0 | 0 | 0 | 384 |
| 07:15 | 0 | 21 | **103** | 0 | **124** | 15 | 0 | **17** | 0 | **32** | **234** | **42** | 0 | 0 | **276** | 0 | 0 | 0 | 0 | 0 | **432** |
| 07:30 | 0 | 14 | 70 | 0 | 84 | 4 | 0 | 8 | 0 | 12 | 203 | 30 | 0 | 0 | 233 | 0 | 0 | 0 | 0 | 0 | 329 |
| 07:45 | 0 | 17 | 58 | 0 | 75 | 10 | 0 | 4 | 0 | 14 | 131 | 35 | 0 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 255 |
| Total Volume | 0 | 75 | 317 | 0 | 392 | 46 | 0 | 43 | 0 | 89 | 776 | 143 | 0 | 0 | 919 | 0 | 0 | 0 | 0 | 0 | 1400 |
| % App. Total | 0 | 19.1 | 80.9 | 0 | | 51.7 | 0 | 48.3 | 0 | | 84.4 | 15.6 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .815 | .769 | .000 | .790 | .676 | .000 | .632 | .000 | .695 | .829 | .851 | .000 | .000 | .832 | .000 | .000 | .000 | .000 | .000 | .810 |



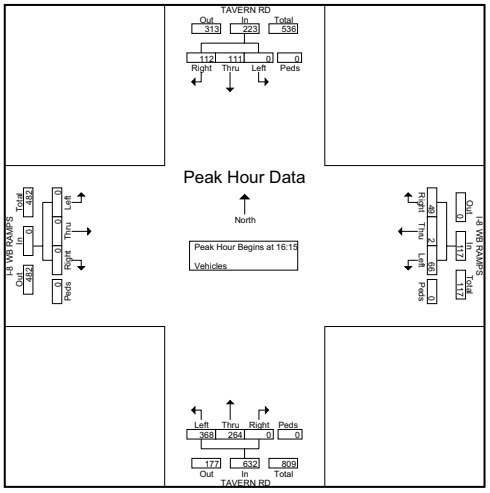

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 211

File Name : P1.13.TAVERN RD.I-8 WB RAMPS
Site Code : 00000000
Start Date : 2/9/2010
Page No : 3

| | TAVERN RD Southbound | | | | | I-8 WB RAMPS Westbound | | | | | TAVERN RD Northbound | | | | | I-8 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:45 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:15 | | | | | | | | | | | | | | | | | | | | | |
| 16:15 | 0 | 20 | **34** | 0 | 54 | **19** | **1** | **16** | 0 | **36** | 95 | 61 | 0 | 0 | 156 | 0 | 0 | 0 | 0 | 0 | 246 |
| 16:30 | 0 | 27 | 25 | 0 | 52 | 19 | 0 | 11 | 0 | 30 | 86 | 56 | 0 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 224 |
| 16:45 | 0 | 23 | 28 | 0 | 51 | 10 | 0 | 14 | 0 | 24 | 73 | **82** | 0 | 0 | 155 | 0 | 0 | 0 | 0 | 0 | 230 |
| 17:00 | 0 | **41** | 25 | 0 | **66** | 18 | 1 | 8 | 0 | 27 | **114** | 65 | 0 | 0 | **179** | 0 | 0 | 0 | 0 | 0 | **272** |
| Total Volume | 0 | 111 | 112 | 0 | 223 | 66 | 2 | 49 | 0 | 117 | 368 | 264 | 0 | 0 | 632 | 0 | 0 | 0 | 0 | 0 | 972 |
| % App. Total | 0 | 49.8 | 50.2 | 0 | | 56.4 | 1.7 | 41.9 | 0 | | 58.2 | 41.8 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .677 | .824 | .000 | .845 | .868 | .500 | .766 | .000 | .813 | .807 | .805 | .000 | .000 | .883 | .000 | .000 | .000 | .000 | .000 | .893 |



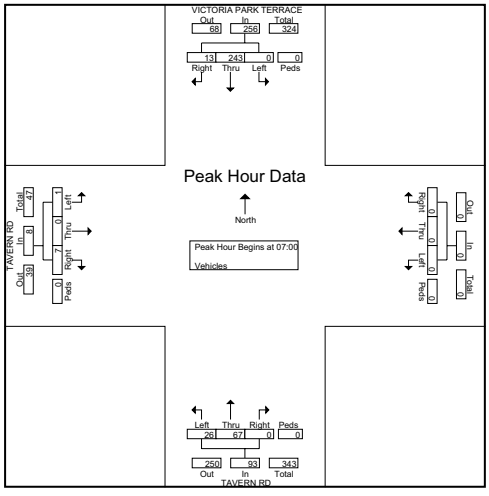

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 210

File Name : P1.14.VICTORIA PARK.TAVERN RD
Site Code : 00000000
Start Date : 2/17/2010
Page No : 2

| | VICTORIA PARK TERRACE Southbound | | | | | Westbound | | | | | TAVERN RD Northbound | | | | | TAVERN RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 68 | 4 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | **10** | **21** | 0 | 0 | **31** | 0 | 0 | 2 | 0 | 2 | **105** |
| 07:15 | 0 | **73** | 3 | 0 | **76** | 0 | 0 | 0 | 0 | 0 | 5 | 20 | 0 | 0 | 25 | **1** | 0 | 1 | 0 | 2 | 103 |
| 07:30 | 0 | 46 | **5** | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 3 | 13 | 0 | 0 | 16 | 0 | 0 | 1 | 0 | 1 | 68 |
| 07:45 | 0 | 56 | 1 | 0 | 57 | 0 | 0 | 0 | 0 | 0 | 8 | 13 | 0 | 0 | 21 | 0 | 0 | **3** | 0 | **3** | 81 |
| Total Volume | 0 | 243 | 13 | 0 | 256 | 0 | 0 | 0 | 0 | 0 | 26 | 67 | 0 | 0 | 93 | 1 | 0 | 7 | 0 | 8 | 357 |
| % App. Total | 0 | 94.9 | 5.1 | 0 | | 0 | 0 | 0 | 0 | | 28 | 72 | 0 | 0 | | 12.5 | 0 | 87.5 | 0 | | |
| PHF | .000 | .832 | .650 | .000 | .842 | .000 | .000 | .000 | .000 | .000 | .650 | .798 | .000 | .000 | .750 | .250 | .000 | .583 | .000 | .667 | .850 |



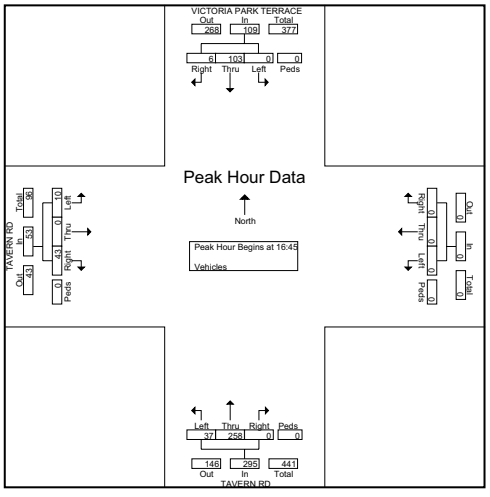

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 210

File Name : P1.14.VICTORIA PARK.TAVERN RD
Site Code : 00000000
Start Date : 2/17/2010
Page No : 3

| | VICTORIA PARK TERRACE Southbound | | | | | Westbound | | | | | TAVERN RD Northbound | | | | | TAVERN RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | | | | | |
| 16:45 | 0 | 26 | **2** | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 8 | 52 | 0 | 0 | 60 | **4** | 0 | 9 | 0 | 13 | 101 |
| 17:00 | 0 | **27** | 2 | 0 | **29** | 0 | 0 | 0 | 0 | 0 | 7 | 61 | 0 | 0 | 68 | 2 | 0 | **14** | 0 | **16** | 113 |
| 17:15 | 0 | 23 | 1 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | **13** | **86** | 0 | 0 | **99** | 3 | 0 | 10 | 0 | 13 | **136** |
| 17:30 | 0 | 27 | 1 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 9 | 59 | 0 | 0 | 68 | 1 | 0 | 10 | 0 | 11 | 107 |
| Total Volume | 0 | 103 | 6 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 37 | 258 | 0 | 0 | 295 | 10 | 0 | 43 | 0 | 53 | 457 |
| % App. Total | 0 | 94.5 | 5.5 | 0 | | 0 | 0 | 0 | 0 | | 12.5 | 87.5 | 0 | 0 | | 18.9 | 0 | 81.1 | 0 | | |
| PHF | .000 | .954 | .750 | .000 | .940 | .000 | .000 | .000 | .000 | .000 | .712 | .750 | .000 | .000 | .745 | .625 | .000 | .768 | .000 | .828 | .840 |



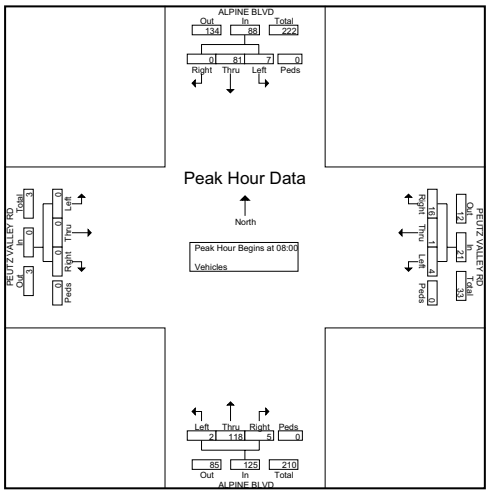
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 206

File Name : P1.15.ALPINE BLVD.PEUTZ VALLEY RD
Site Code : 00000000
Start Date : 2/17/2010
Page No : 2

| Start Time | ALPINE BLVD Southbound Left | Thru | Right | Peds | App. Total | PEUTZ VALLEY RD Westbound Left | Thru | Right | Peds | App. Total | ALPINE BLVD Northbound Left | Thru | Right | Peds | App. Total | PEUTZ VALLEY RD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 07:00 to 12:30 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 | | | | | | | | | | | | | | | | | | | | | |
| 08:00 | 0 | 15 | 0 | 0 | 15 | 0 | **1** | 2 | 0 | 3 | 0 | 20 | **2** | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 40 |
| 08:15 | 1 | 15 | 0 | 0 | 16 | **3** | 0 | 2 | 0 | 5 | **1** | 16 | 1 | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 39 |
| 08:30 | 2 | **27** | 0 | 0 | **29** | 0 | 0 | 5 | 0 | 5 | 0 | 38 | 1 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 73 |
| 08:45 | **4** | 24 | 0 | 0 | 28 | 1 | 0 | **7** | 0 | **8** | 1 | **44** | 1 | 0 | **46** | 0 | 0 | 0 | 0 | 0 | **82** |
| Total Volume | 7 | 81 | 0 | 0 | 88 | 4 | 1 | 16 | 0 | 21 | 2 | 118 | 5 | 0 | 125 | 0 | 0 | 0 | 0 | 0 | 234 |
| % App. Total | 8 | 92 | 0 | 0 | | 19 | 4.8 | 76.2 | 0 | | 1.6 | 94.4 | 4 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .438 | .750 | .000 | .000 | .759 | .333 | .250 | .571 | .000 | .656 | .500 | .670 | .625 | .000 | .679 | .000 | .000 | .000 | .000 | .000 | .713 |



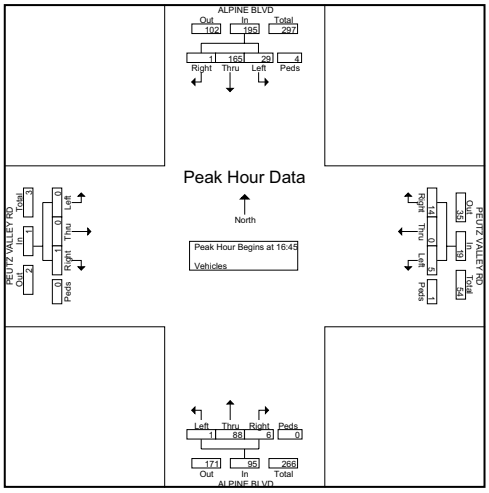

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 206

File Name : P1.15.ALPINE BLVD.PEUTZ VALLEY RD
Site Code : 00000000
Start Date : 2/17/2010
Page No : 3

| Start Time | ALPINE BLVD Southbound Left | Thru | Right | Peds | App. Total | PEUTZ VALLEY RD Westbound Left | Thru | Right | Peds | App. Total | ALPINE BLVD Northbound Left | Thru | Right | Peds | App. Total | PEUTZ VALLEY RD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 12:45 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | | | | | |
| 16:45 | **9** | 42 | 0 | **2** | 53 | 1 | 0 | 3 | 0 | 4 | **1** | 25 | **2** | 0 | 28 | 0 | 0 | 0 | 0 | 0 | **85** |
| 17:00 | 5 | 33 | 0 | 0 | 38 | **3** | 0 | **6** | **1** | **10** | 0 | **28** | 1 | 0 | **29** | 0 | 0 | 0 | 0 | 0 | 77 |
| 17:15 | 8 | 44 | **1** | 0 | 53 | 0 | 0 | 1 | 0 | 1 | 0 | 18 | 1 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 73 |
| 17:30 | 7 | **46** | 0 | 2 | **55** | 1 | 0 | 4 | 0 | 5 | 0 | 17 | 2 | 0 | 19 | 0 | 0 | **1** | 0 | **1** | 80 |
| Total Volume | 29 | 165 | 1 | 4 | 199 | 5 | 0 | 14 | 1 | 20 | 1 | 88 | 6 | 0 | 95 | 0 | 0 | 1 | 0 | 1 | 315 |
| % App. Total | 14.6 | 82.9 | 0.5 | 2 | | 25 | 0 | 70 | 5 | | 1.1 | 92.6 | 6.3 | 0 | | 0 | 0 | 100 | 0 | | |
| PHF | .806 | .897 | .250 | .500 | .905 | .417 | .000 | .583 | .250 | .500 | .250 | .786 | .750 | .000 | .819 | .000 | .000 | .250 | .000 | .250 | .926 |



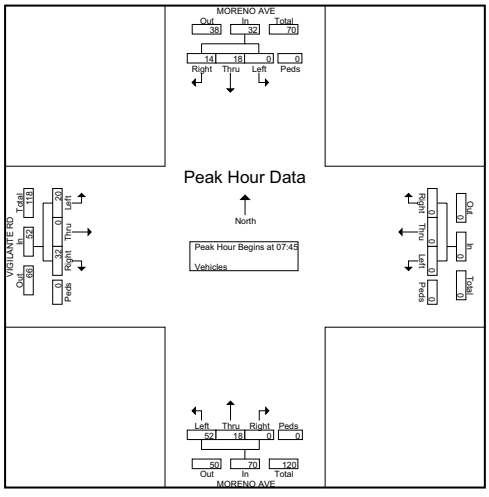

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 117

File Name : P1.16.MORENO AVE.VIGILANTE RD
Site Code : 00000000
Start Date : 2/16/2010
Page No : 2

| Start Time | MORENO AVE Southbound Left | Thru | Right | Peds | App. Total | Westbound Left | Thru | Right | Peds | App. Total | MORENO AVE Northbound Left | Thru | Right | Peds | App. Total | VIGILANTE RD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | | | | |
| 07:45 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | **14** | **7** | 0 | 0 | **21** | 3 | 0 | 6 | 0 | 9 | 35 |
| 08:00 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 12 | 5 | 0 | 0 | 17 | 6 | 0 | 9 | 0 | 15 | 37 |
| 08:15 | 0 | **8** | **7** | 0 | **15** | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 14 | 3 | 0 | 5 | 0 | 8 | 37 |
| 08:30 | 0 | 4 | 3 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 12 | 6 | 0 | 0 | 18 | **8** | 0 | **12** | 0 | **20** | **45** |
| Total Volume | 0 | 18 | 14 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 52 | 18 | 0 | 0 | 70 | 20 | 0 | 32 | 0 | 52 | 154 |
| % App. Total | 0 | 56.2 | 43.8 | 0 | | 0 | 0 | 0 | 0 | | 74.3 | 25.7 | 0 | 0 | | 38.5 | 0 | 61.5 | 0 | | |
| PHF | .000 | .563 | .500 | .000 | .533 | .000 | .000 | .000 | .000 | .000 | .929 | .643 | .000 | .000 | .833 | .625 | .000 | .667 | .000 | .650 | .856 |



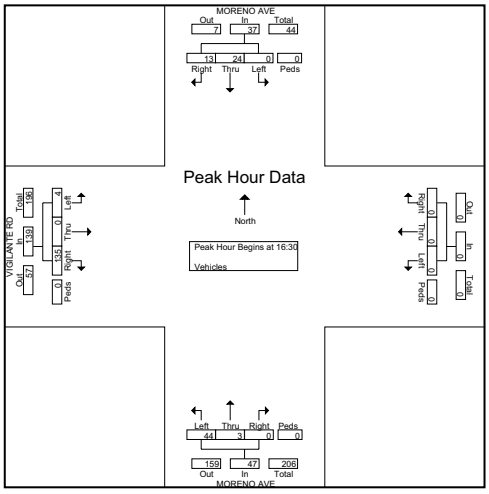

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 117

File Name : P1.16.MORENO AVE.VIGILANTE RD
Site Code : 00000000
Start Date : 2/16/2010
Page No : 3

| Start Time | MORENO AVE Southbound Left | Thru | Right | Peds | App. Total | Westbound Left | Thru | Right | Peds | App. Total | MORENO AVE Northbound Left | Thru | Right | Peds | App. Total | VIGILANTE RD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 0 | 2 | 2 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | **12** | **1** | 0 | 0 | **13** | 0 | 0 | 33 | 0 | 33 | 50 |
| 16:45 | 0 | 5 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 13 | 1 | 0 | 29 | 0 | 30 | 50 |
| 17:00 | 0 | 4 | 4 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 12 | 1 | 0 | 0 | 13 | **2** | 0 | 36 | 0 | **38** | 59 |
| 17:15 | 0 | **13** | **5** | 0 | **18** | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | 1 | 0 | **37** | 0 | 38 | **64** |
| Total Volume | 0 | 24 | 13 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 44 | 3 | 0 | 0 | 47 | 4 | 0 | 135 | 0 | 139 | 223 |
| % App. Total | 0 | 64.9 | 35.1 | 0 | | 0 | 0 | 0 | 0 | | 93.6 | 6.4 | 0 | 0 | | 2.9 | 0 | 97.1 | 0 | | |
| PHF | .000 | .462 | .650 | .000 | .514 | .000 | .000 | .000 | .000 | .000 | .917 | .750 | .000 | .000 | .904 | .500 | .000 | .912 | .000 | .914 | .871 |



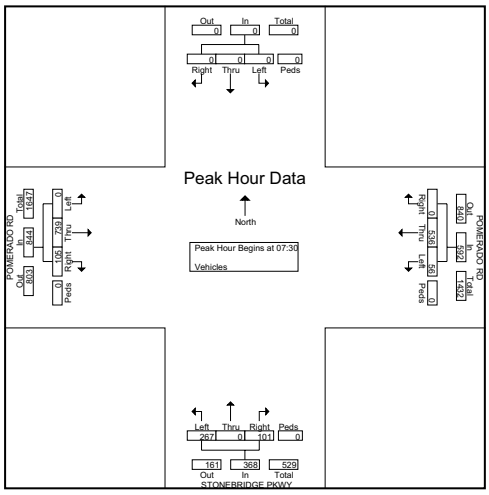
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 103

File Name : P1.17.STONEBRIDGE PKWY.POMERADO RD
Site Code : 00000000
Start Date : 2/16/2010
Page No : 2

| | Southbound | | | | | POMERADO RD Westbound | | | | | STONEBRIDGE PKWY Northbound | | | | | POMERADO RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 | | | | | | | | | | | | | | | | | | | | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 10 | 141 | 0 | 0 | 151 | 70 | 0 | 27 | 0 | 97 | 0 | 178 | **50** | 0 | 228 | 476 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 17 | 126 | 0 | 0 | 143 | **77** | 0 | 26 | 0 | **103** | 0 | **226** | 21 | 0 | **247** | **493** |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 9 | **143** | 0 | 0 | **152** | 59 | 0 | **29** | 0 | 88 | 0 | 170 | 20 | 0 | 190 | 430 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | **20** | 126 | 0 | 0 | 146 | 61 | 0 | 19 | 0 | 80 | 0 | 165 | 14 | 0 | 179 | 405 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 56 | 536 | 0 | 0 | 592 | 267 | 0 | 101 | 0 | 368 | 0 | 739 | 105 | 0 | 844 | 1804 |
| % App. Total | 0 | 0 | 0 | 0 | | 9.5 | 90.5 | 0 | 0 | | 72.6 | 0 | 27.4 | 0 | | 0 | 87.6 | 12.4 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .700 | .937 | .000 | .000 | .974 | .867 | .000 | .871 | .000 | .893 | .000 | .817 | .525 | .000 | .854 | .915 |



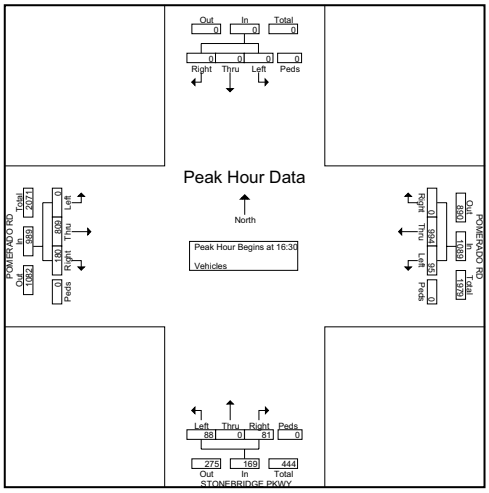

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 103

File Name : P1.17.STONEBRIDGE PKWY.POMERADO RD
Site Code : 00000000
Start Date : 2/16/2010
Page No : 3

| | Southbound | | | | | POMERADO RD Westbound | | | | | STONEBRIDGE PKWY Northbound | | | | | POMERADO RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 20 | 239 | 0 | 0 | 259 | 22 | 0 | 20 | 0 | 42 | 0 | 194 | 45 | 0 | 239 | 540 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 23 | 245 | 0 | 0 | 268 | **25** | 0 | **22** | 0 | **47** | 0 | **209** | 47 | 0 | 256 | 571 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | **27** | 239 | 0 | 0 | 266 | 21 | 0 | 21 | 0 | 42 | 0 | 203 | 34 | 0 | 237 | 545 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 25 | **271** | 0 | 0 | **296** | 20 | 0 | 18 | 0 | 38 | 0 | 203 | **54** | 0 | **257** | **591** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 95 | 994 | 0 | 0 | 1089 | 88 | 0 | 81 | 0 | 169 | 0 | 809 | 180 | 0 | 989 | 2247 |
| % App. Total | 0 | 0 | 0 | 0 | | 8.7 | 91.3 | 0 | 0 | | 52.1 | 0 | 47.9 | 0 | | 0 | 81.8 | 18.2 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .880 | .917 | .000 | .000 | .920 | .880 | .000 | .920 | .000 | .899 | .000 | .968 | .833 | .000 | .962 | .951 |



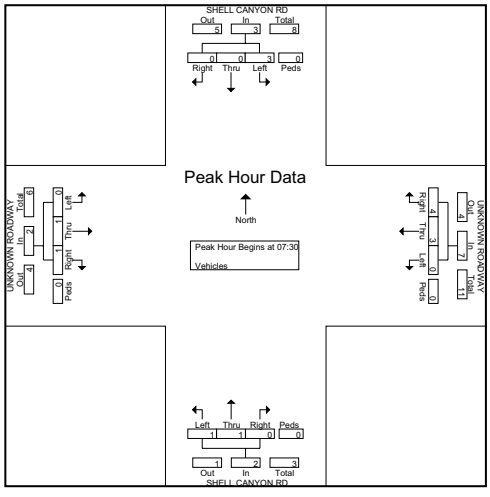

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 517

File Name : P1.18.SHELL CANYON RD.UNKNOWN ROADWAY
Site Code : 00000000
Start Date : 2/23/2010
Page No : 2

| | SHELL CANYON RD Southbound | | | | | UNKNOWN ROADWAY Westbound | | | | | SHELL CANYON RD Northbound | | | | | UNKNOWN ROADWAY Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 | | | | | | | | | | | | | | | | | | | | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | **2** | **1** | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:45 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | **4** |
| 08:00 | **2** | 0 | 0 | 0 | **2** | 0 | 1 | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | 3 |
| Total Volume | 3 | 0 | 0 | 0 | 3 | 0 | 3 | 4 | 0 | 7 | 1 | 1 | 0 | 0 | 2 | 0 | 1 | 1 | 0 | 2 | 14 |
| % App. Total | 100 | 0 | 0 | 0 | | 0 | 42.9 | 57.1 | 0 | | 50 | 50 | 0 | 0 | | 0 | 50 | 50 | 0 | | |
| PHF | .375 | .000 | .000 | .000 | .375 | .000 | .375 | .500 | .000 | .875 | .250 | .250 | .000 | .000 | .500 | .000 | .250 | .250 | .000 | .500 | .875 |



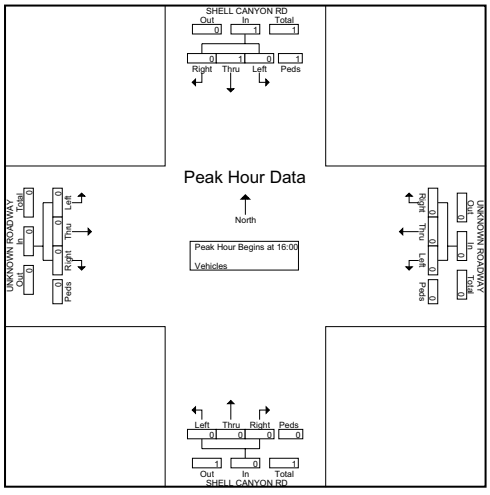

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 517

File Name : P1.18.SHELL CANYON RD.UNKNOWN ROADWAY
Site Code : 00000000
Start Date : 2/23/2010
Page No : 3

| | SHELL CANYON RD Southbound | | | | | UNKNOWN ROADWAY Westbound | | | | | SHELL CANYON RD Northbound | | | | | UNKNOWN ROADWAY Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | **1** | 0 | **1** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % App. Total | 0 | 50 | 0 | 50 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .250 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 |



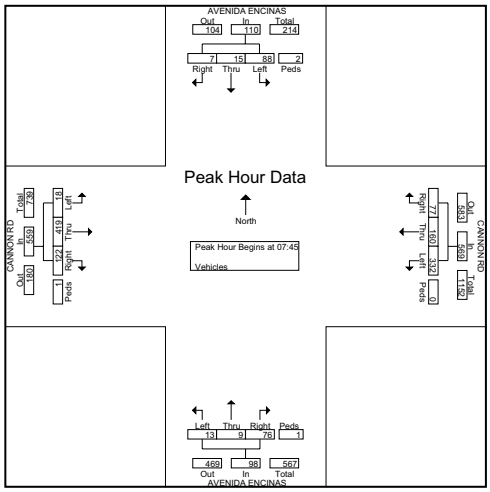
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 701

File Name : P1.19.AVENIDA ENCINAS.CANNON RD
Site Code : 00000000
Start Date : 2/23/2010
Page No : 2

| | AVENIDA ENCINAS Southbound | | | | | CANNON RD Westbound | | | | | AVENIDA ENCINAS Northbound | | | | | CANNON RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | | | | |
| 07:45 | **28** | **7** | **2** | 0 | **37** | 79 | 36 | 19 | 0 | 134 | **5** | 1 | 16 | 0 | 22 | **9** | **116** | 30 | 0 | 155 | 348 |
| 08:00 | 18 | 1 | 2 | **1** | 22 | 65 | 29 | 19 | 0 | 113 | 3 | 2 | 18 | 0 | 23 | 3 | 104 | 36 | **1** | 144 | 302 |
| 08:15 | 17 | 6 | 2 | 1 | 26 | 85 | 38 | **27** | 0 | 150 | 3 | **3** | **21** | **1** | **28** | 2 | 113 | **41** | 0 | **156** | **360** |
| 08:30 | 25 | 1 | 1 | 0 | 27 | **103** | **57** | 12 | 0 | **172** | 2 | 3 | 21 | 0 | 26 | 4 | 86 | 15 | 0 | 105 | 330 |
| Total Volume | 88 | 15 | 7 | 2 | 112 | 332 | 160 | 77 | 0 | 569 | 13 | 9 | 76 | 1 | 99 | 18 | 419 | 122 | 1 | 560 | 1340 |
| % App. Total | 78.6 | 13.4 | 6.2 | 1.8 | | 58.3 | 28.1 | 13.5 | 0 | | 13.1 | 9.1 | 76.8 | 1 | | 3.2 | 74.8 | 21.8 | 0.2 | | |
| PHF | .786 | .536 | .875 | .500 | .757 | .806 | .702 | .713 | .000 | .827 | .650 | .750 | .905 | .250 | .884 | .500 | .903 | .744 | .250 | .897 | .931 |



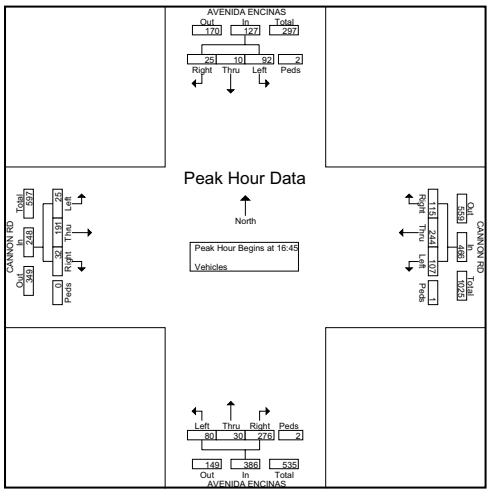

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 701

File Name : P1.19.AVENIDA ENCINAS.CANNON RD
Site Code : 00000000
Start Date : 2/23/2010
Page No : 3

| | AVENIDA ENCINAS Southbound | | | | | CANNON RD Westbound | | | | | AVENIDA ENCINAS Northbound | | | | | CANNON RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | | | | | |
| 16:45 | **28** | 2 | 2 | 0 | 32 | 21 | 55 | 28 | 0 | 104 | **21** | 9 | 47 | **1** | 78 | 3 | **59** | 5 | 0 | **67** | 281 |
| 17:00 | 21 | **3** | 9 | 0 | **33** | 26 | 58 | 22 | 0 | 106 | 20 | **12** | **105** | 0 | **137** | **8** | 46 | 8 | 0 | 62 | **338** |
| 17:15 | 17 | 3 | **12** | 0 | 32 | **33** | **69** | 26 | 0 | 128 | 21 | 6 | 58 | 1 | 86 | 8 | 44 | **14** | 0 | 66 | 312 |
| 17:30 | 26 | 2 | 2 | **2** | 32 | 27 | 62 | **39** | **1** | **129** | 18 | 3 | 66 | 0 | 87 | 6 | 42 | 5 | 0 | 53 | 301 |
| Total Volume | 92 | 10 | 25 | 2 | 129 | 107 | 244 | 115 | 1 | 467 | 80 | 30 | 276 | 2 | 388 | 25 | 191 | 32 | 0 | 248 | 1232 |
| % App. Total | 71.3 | 7.8 | 19.4 | 1.6 | | 22.9 | 52.2 | 24.6 | 0.2 | | 20.6 | 7.7 | 71.1 | 0.5 | | 10.1 | 77 | 12.9 | 0 | | |
| PHF | .821 | .833 | .521 | .250 | .977 | .811 | .884 | .737 | .250 | .905 | .952 | .625 | .657 | .500 | .708 | .781 | .809 | .571 | .000 | .925 | .911 |



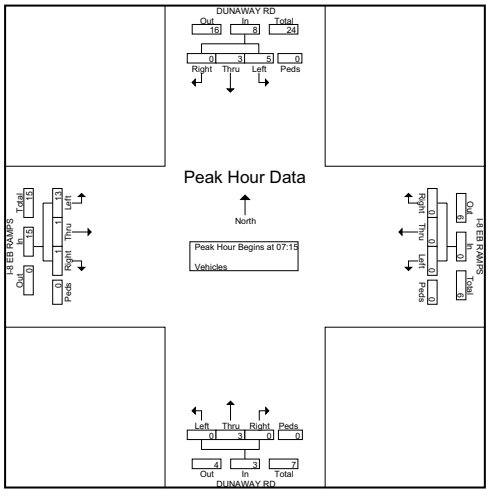

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 604

File Name : P2.01.DUNAWAY RD.I-8 EB RAMPS
Site Code : 00000000
Start Date : 2/9/2010
Page No : 2

| | DUNAWAY RD Southbound | | | | | I-8 EB RAMPS Westbound | | | | | DUNAWAY RD Northbound | | | | | I-8 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 | | | | | | | | | | | | | | | | | | | | | |
| 07:15 | 1 | **1** | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | 0 | 0 | 0 | 4 | 6 |
| 07:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 3 | 5 |
| 07:45 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | **2** | 3 | **1** | **1** | 0 | **5** | **8** |
| 08:00 | **4** | 0 | 0 | 0 | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 7 |
| Total Volume | 5 | 3 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 13 | 1 | 1 | 0 | 15 | 26 |
| % App. Total | 62.5 | 37.5 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 86.7 | 6.7 | 6.7 | 0 | | |
| PHF | .313 | .750 | .000 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .000 | .375 | .000 | .000 | .375 | .813 | .250 | .250 | .000 | .750 | .813 |



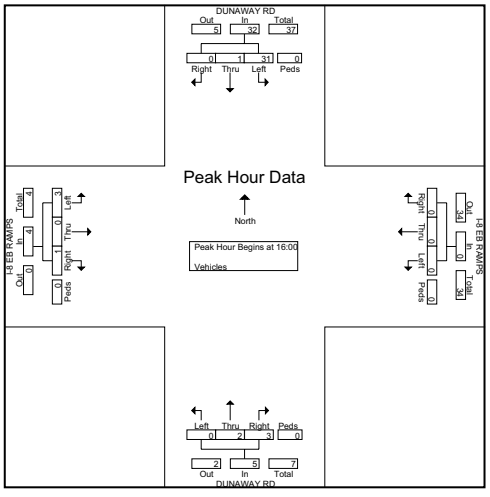

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 604

File Name : P2.01.DUNAWAY RD.I-8 EB RAMPS
Site Code : 00000000
Start Date : 2/9/2010
Page No : 3

| | DUNAWAY RD Southbound | | | | | I-8 EB RAMPS Westbound | | | | | DUNAWAY RD Northbound | | | | | I-8 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | **15** | 0 | 0 | 0 | **15** | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **16** |
| 16:15 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 9 |
| 16:30 | 3 | **1** | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:45 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **2** | 0 | **3** | **2** | 0 | **1** | 0 | **3** | 11 |
| Total Volume | 31 | 1 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 5 | 3 | 0 | 1 | 0 | 4 | 41 |
| % App. Total | 96.9 | 3.1 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 40 | 60 | 0 | | 75 | 0 | 25 | 0 | | |
| PHF | .517 | .250 | .000 | .000 | .533 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .375 | .000 | .417 | .375 | .000 | .250 | .000 | .333 | .641 |



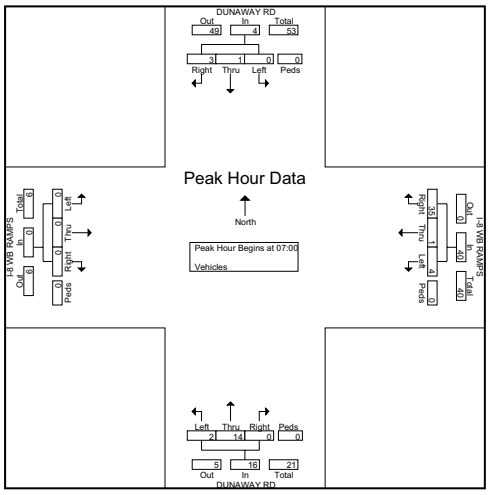
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 603

File Name : P2.02.DUNAWAY RD.I-8 WB RAMPS
Site Code : 00000000
Start Date : 2/9/2010
Page No : 2

| | DUNAWAY RD Southbound | | | | | I-8 WB RAMPS Westbound | | | | | DUNAWAY RD Northbound | | | | | I-8 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | **1** | 0 | **1** | 0 | 0 | 8 | 0 | 8 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 07:15 | 0 | **1** | 0 | 0 | 1 | 1 | 0 | **15** | 0 | **16** | 0 | **6** | 0 | 0 | **6** | 0 | 0 | 0 | 0 | 0 | **23** |
| 07:30 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 8 | 0 | 9 | **1** | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 14 |
| 07:45 | 0 | 0 | 1 | 0 | 1 | **2** | **1** | 4 | 0 | 7 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 12 |
| Total Volume | 0 | 1 | 3 | 0 | 4 | 4 | 1 | 35 | 0 | 40 | 2 | 14 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 60 |
| % App. Total | 0 | 25 | 75 | 0 | | 10 | 2.5 | 87.5 | 0 | | 12.5 | 87.5 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .250 | .750 | .000 | 1.000 | .500 | .250 | .583 | .000 | .625 | .500 | .583 | .000 | .000 | .667 | .000 | .000 | .000 | .000 | .000 | .652 |



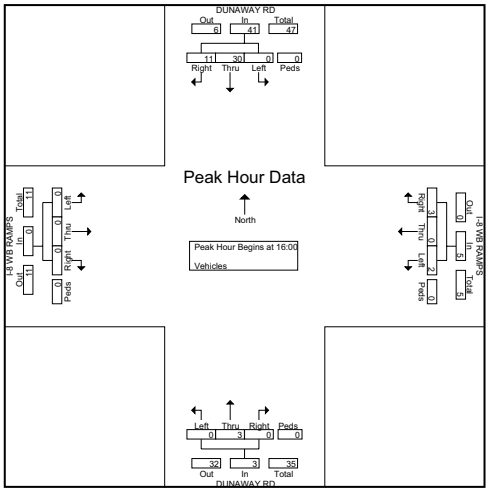

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 603

File Name : P2.02.DUNAWAY RD.I-8 WB RAMPS
Site Code : 00000000
Start Date : 2/9/2010
Page No : 3

| | DUNAWAY RD Southbound | | | | | I-8 WB RAMPS Westbound | | | | | DUNAWAY RD Northbound | | | | | I-8 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | **15** | 3 | 0 | **18** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **18** |
| 16:15 | 0 | 7 | 1 | 0 | 8 | 0 | 0 | **2** | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 16:30 | 0 | 4 | **6** | 0 | 10 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:45 | 0 | 4 | 1 | 0 | 5 | **2** | 0 | 0 | 0 | 2 | 0 | **3** | 0 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 10 |
| Total Volume | 0 | 30 | 11 | 0 | 41 | 2 | 0 | 3 | 0 | 5 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 49 |
| % App. Total | 0 | 73.2 | 26.8 | 0 | | 40 | 0 | 60 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .500 | .458 | .000 | .569 | .250 | .000 | .375 | .000 | .625 | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .681 |



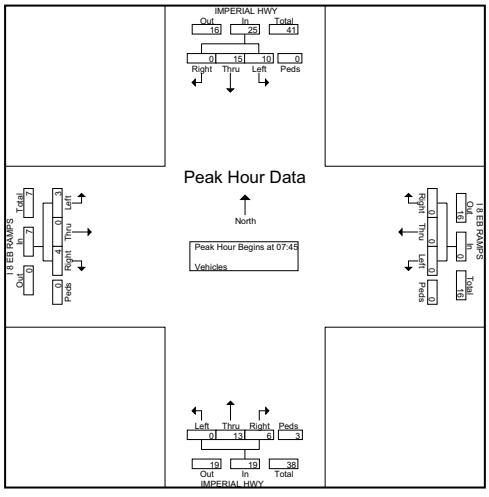

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 520

File Name : P2.03.IMPERIAL HWY.I 8 EB RAMPS
Site Code : 00000000
Start Date : 2/9/2010
Page No : 2

| | IMPERIAL HWY Southbound | | | | | I 8 EB RAMPS Westbound | | | | | IMPERIAL HWY Northbound | | | | | I 8 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | | | | |
| 07:45 | 3 | 5 | 0 | 0 | **8** | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 1 | 0 | 1 | 0 | 2 | 14 |
| 08:00 | **4** | 4 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | **4** | 0 | **8** | **2** | 0 | **2** | 0 | **4** | **20** |
| 08:15 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 9 |
| 08:30 | 2 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | **3** | 7 | 0 | 0 | 0 | 0 | 0 | 11 |
| Total Volume | 10 | 15 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 6 | 3 | 22 | 3 | 0 | 4 | 0 | 7 | 54 |
| % App. Total | 40 | 60 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 59.1 | 27.3 | 13.6 | | 42.9 | 0 | 57.1 | 0 | | |
| PHF | .625 | .750 | .000 | .000 | .781 | .000 | .000 | .000 | .000 | .000 | .000 | .813 | .375 | .250 | .688 | .375 | .000 | .500 | .000 | .438 | .675 |



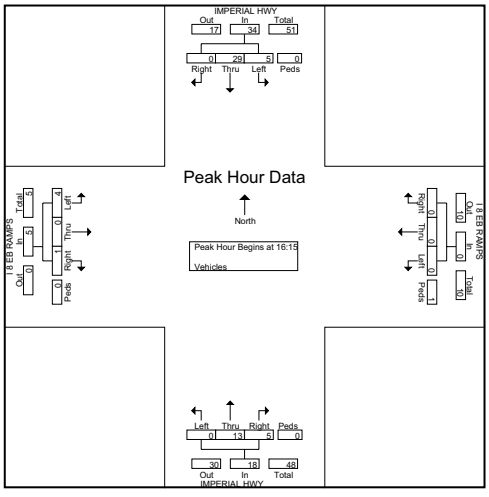

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 520

File Name : P2.03.IMPERIAL HWY.I 8 EB RAMPS
Site Code : 00000000
Start Date : 2/9/2010
Page No : 3

| | IMPERIAL HWY Southbound | | | | | I 8 EB RAMPS Westbound | | | | | IMPERIAL HWY Northbound | | | | | I 8 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:15 | | | | | | | | | | | | | | | | | | | | | |
| 16:15 | 0 | **11** | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | **2** | 0 | **9** | 1 | 0 | 0 | 0 | 1 | **21** |
| 16:30 | **2** | 4 | 0 | 0 | 6 | 0 | 0 | 0 | **1** | **1** | 0 | 1 | 2 | 0 | 3 | 0 | 0 | **1** | 0 | 1 | 11 |
| 16:45 | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | 0 | **2** | 7 |
| 17:00 | 2 | 10 | 0 | 0 | **12** | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 1 | 0 | 6 | 1 | 0 | 0 | 0 | 1 | 19 |
| Total Volume | 5 | 29 | 0 | 0 | 34 | 0 | 0 | 0 | 1 | 1 | 0 | 13 | 5 | 0 | 18 | 4 | 0 | 1 | 0 | 5 | 58 |
| % App. Total | 14.7 | 85.3 | 0 | 0 | | 0 | 0 | 0 | 100 | | 0 | 72.2 | 27.8 | 0 | | 80 | 0 | 20 | 0 | | |
| PHF | .625 | .659 | .000 | .000 | .708 | .000 | .000 | .000 | .250 | .250 | .000 | .464 | .625 | .000 | .500 | .500 | .000 | .250 | .000 | .625 | .690 |



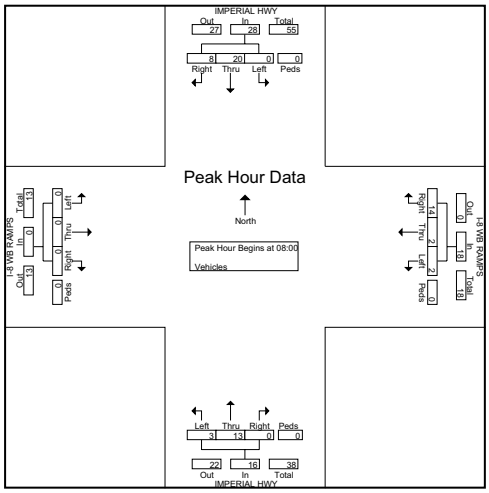
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 519

File Name : P2.04.IMPERIAL HWY.I-8 WB RAMPS
Site Code : 00000000
Start Date : 2/9/2010
Page No : 2

| | IMPERIAL HWY Southbound | | | | | I-8 WB RAMPS Westbound | | | | | IMPERIAL HWY Northbound | | | | | I-8 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 | | | | | | | | | | | | | | | | | | | | | |
| 08:00 | 0 | **5** | 2 | 0 | 7 | 0 | **1** | 3 | 0 | 4 | **1** | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 15 |
| 08:15 | 0 | 5 | 2 | 0 | 7 | 0 | 1 | 3 | 0 | 4 | 1 | **4** | 0 | 0 | **5** | 0 | 0 | 0 | 0 | 0 | 16 |
| 08:30 | 0 | 5 | **4** | 0 | **9** | **1** | 0 | **4** | 0 | **5** | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | **18** |
| 08:45 | 0 | 5 | 0 | 0 | 5 | 1 | 0 | 4 | 0 | 5 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| Total Volume | 0 | 20 | 8 | 0 | 28 | 2 | 2 | 14 | 0 | 18 | 3 | 13 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 62 |
| % App. Total | 0 | 71.4 | 28.6 | 0 | | 11.1 | 11.1 | 77.8 | 0 | | 18.8 | 81.2 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | 1.000 | | | | | | | | | | | | | | | | | | | |



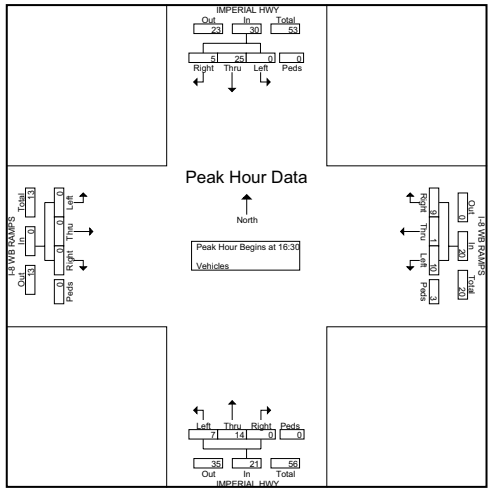

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 519

File Name : P2.04.IMPERIAL HWY.I-8 WB RAMPS
Site Code : 00000000
Start Date : 2/9/2010
Page No : 3

| | IMPERIAL HWY Southbound | | | | | I-8 WB RAMPS Westbound | | | | | IMPERIAL HWY Northbound | | | | | I-8 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 0 | 6 | 1 | 0 | 7 | 2 | **1** | **3** | **1** | **7** | 2 | **4** | 0 | 0 | **6** | 0 | 0 | 0 | 0 | 0 | 20 |
| 16:45 | 0 | 2 | 0 | 0 | 2 | **3** | 0 | 2 | 1 | 6 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |
| 17:00 | 0 | **9** | 0 | 0 | 9 | 2 | 0 | 3 | 0 | 5 | 2 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:15 | 0 | 8 | **4** | 0 | **12** | 3 | 0 | 1 | 1 | 5 | **3** | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | **23** |
| Total Volume | 0 | 25 | 5 | 0 | 30 | 10 | 1 | 9 | 3 | 23 | 7 | 14 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 74 |
| % App. Total | 0 | 83.3 | 16.7 | 0 | | 43.5 | 4.3 | 39.1 | 13 | | 33.3 | 66.7 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .694 | .313 | .000 | .625 | .833 | .250 | .750 | .750 | .821 | .583 | .875 | .000 | .000 | .875 | .000 | .000 | .000 | .000 | .000 | .804 |



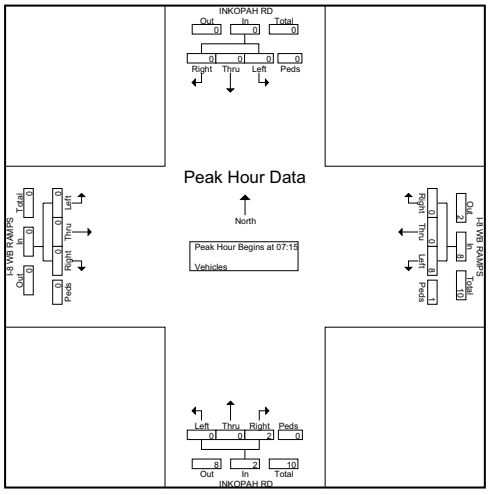

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 508

File Name : P2.05.INKOPAH RD.I-8 WB RAMPS
Site Code : 00000000
Start Date : 2/9/2010
Page No : 2

| | INKOPAH RD Southbound | | | | | I-8 WB RAMPS Westbound | | | | | INKOPAH RD Northbound | | | | | I-8 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 | | | | | | | | | | | | | | | | | | | | | |
| 07:15 | 0 | 0 | 0 | 0 | 0 | **4** | 0 | 0 | 0 | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | **2** | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 1 | 9 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| % App. Total | 0 | 0 | 0 | 0 | | 88.9 | 0 | 0 | 11.1 | | 0 | 0 | 100 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .000 | .250 | .563 | .000 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .688 |



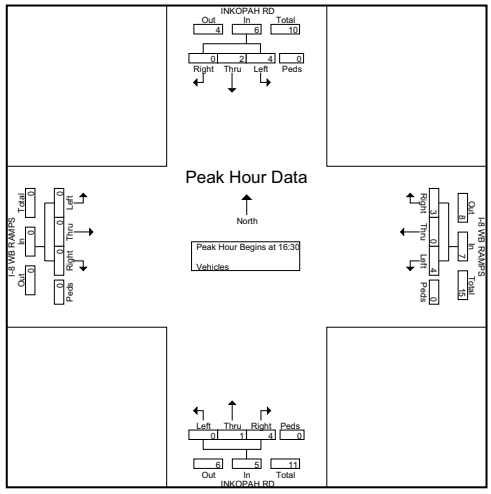

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 508

File Name : P2.05.INKOPAH RD.I-8 WB RAMPS
Site Code : 00000000
Start Date : 2/9/2010
Page No : 3

| | INKOPAH RD Southbound | | | | | I-8 WB RAMPS Westbound | | | | | INKOPAH RD Northbound | | | | | I-8 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | **2** | 0 | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 1 | **2** | 0 | 0 | **3** | **2** | 0 | 1 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:15 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | **2** | 0 | 2 | 0 | 0 | **3** | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 6 |
| Total Volume | 4 | 2 | 0 | 0 | 6 | 4 | 0 | 3 | 0 | 7 | 0 | 1 | 4 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 18 |
| % App. Total | 66.7 | 33.3 | 0 | 0 | | 57.1 | 0 | 42.9 | 0 | | 0 | 20 | 80 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .500 | .250 | .000 | .000 | .500 | .500 | .000 | .375 | .000 | .583 | .000 | .250 | .333 | .000 | .417 | .000 | .000 | .000 | .000 | .000 | .750 |



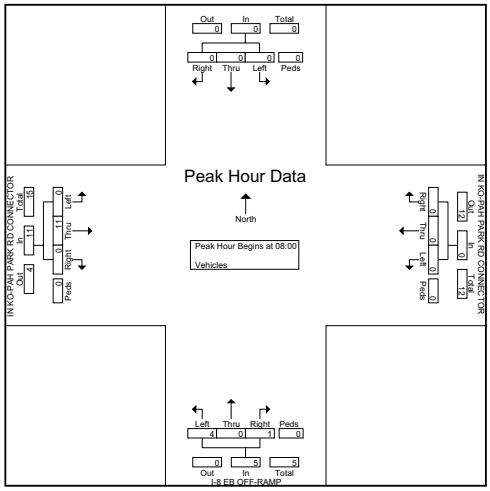
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 507

File Name : P2.06.IN KO-PAH PARK RD CONNECTOR.I-8 EB OFF-RAMP
Site Code : 00000000
Start Date : 2/23/2010
Page No : 2

| Start Time | Southbound | | | | | IN KO-PAH PARK RD CONNECTOR Westbound | | | | | I-8 EB OFF-RAMP Northbound | | | | | IN KO-PAH PARK RD CONNECTOR Eastbound | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 | | | | | | | | | | | | | | | | | | | | | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 3 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | **5** | 0 | 0 | **5** | **6** |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | **1** | 0 | **3** | 0 | 3 | 0 | 0 | 3 | 6 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 5 | 0 | 11 | 0 | 0 | 11 | 16 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 80 | 0 | 20 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .250 | .000 | .417 | .000 | .550 | .000 | .000 | .550 | .667 |



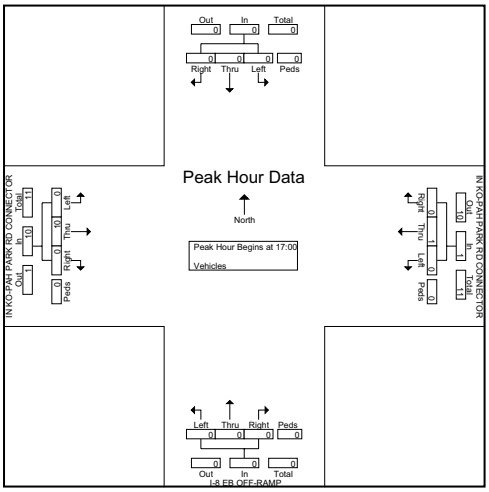

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 507

File Name : P2.06.IN KO-PAH PARK RD CONNECTOR.I-8 EB OFF-RAMP
Site Code : 00000000
Start Date : 2/23/2010
Page No : 3

| Start Time | Southbound | | | | | IN KO-PAH PARK RD CONNECTOR Westbound | | | | | I-8 EB OFF-RAMP Northbound | | | | | IN KO-PAH PARK RD CONNECTOR Eastbound | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 17:00 | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | 0 | 0 | **4** | **4** |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 4 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 11 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .625 | .000 | .000 | .625 | .688 |



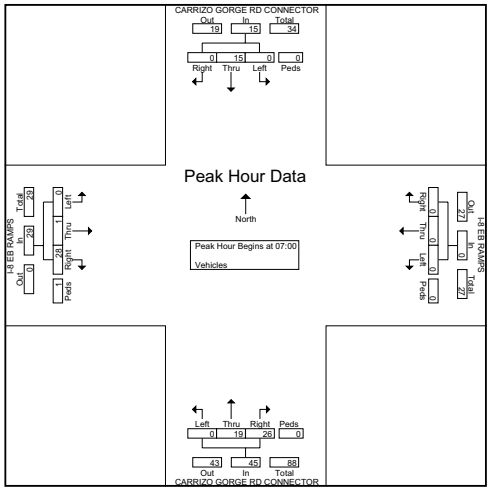

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 414

File Name : P2.07.UNDERPASS.I-8 EB RAMPS
Site Code : 00000000
Start Date : 2/21/2010
Page No : 2

| Start Time | CARRIZO GORGE RD CONNECTOR Southbound | | | | | I-8 EB RAMPS Westbound | | | | | CARRIZO GORGE RD CONNECTOR Northbound | | | | | I-8 EB RAMPS Eastbound | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | **6** | 0 | 0 | **6** | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 8 | 0 | **1** | 3 | 0 | 4 | 18 |
| 07:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | **11** | 0 | **15** | 0 | 0 | **12** | 0 | **12** | **28** |
| 07:30 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 8 | 0 | 11 | 0 | 0 | 5 | **1** | 6 | 22 |
| 07:45 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | 4 | 0 | 11 | 0 | 0 | 8 | 0 | 8 | 22 |
| Total Volume | 0 | 15 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 26 | 0 | 45 | 0 | 1 | 28 | 1 | 30 | 90 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 42.2 | 57.8 | 0 | | 0 | 3.3 | 93.3 | 3.3 | | |
| PHF | .000 | .625 | .000 | .000 | .625 | .000 | .000 | .000 | .000 | .000 | .000 | .679 | .591 | .000 | .750 | .000 | .250 | .583 | .250 | .625 | .804 |



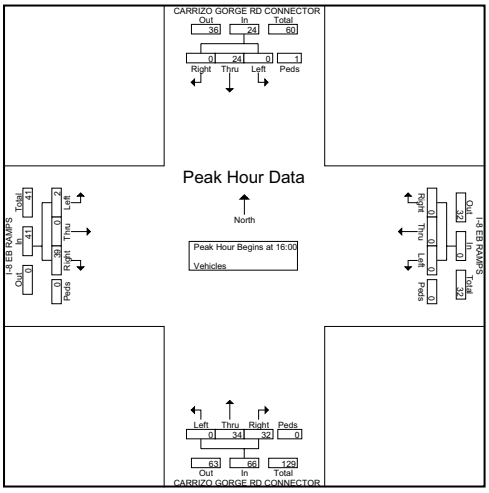

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 414

File Name : P2.07.UNDERPASS.I-8 EB RAMPS
Site Code : 00000000
Start Date : 2/21/2010
Page No : 3

| Start Time | CARRIZO GORGE RD CONNECTOR Southbound | | | | | I-8 EB RAMPS Westbound | | | | | CARRIZO GORGE RD CONNECTOR Northbound | | | | | I-8 EB RAMPS Eastbound | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | **12** | 0 | **1** | **13** | 0 | 0 | 0 | 0 | 0 | 0 | **9** | 3 | 0 | 12 | 0 | 0 | 8 | 0 | 8 | 33 |
| 16:15 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | **11** | 0 | **20** | **2** | 0 | 10 | 0 | 12 | **40** |
| 16:30 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 11 | 0 | 19 | 0 | 0 | **13** | 0 | **13** | 35 |
| 16:45 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 0 | 15 | 0 | 0 | 8 | 0 | 8 | 24 |
| Total Volume | 0 | 24 | 0 | 1 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 32 | 0 | 66 | 2 | 0 | 39 | 0 | 41 | 132 |
| % App. Total | 0 | 96 | 0 | 4 | | 0 | 0 | 0 | 0 | | 0 | 51.5 | 48.5 | 0 | | 4.9 | 0 | 95.1 | 0 | | |
| PHF | .000 | .500 | .000 | .250 | .481 | .000 | .000 | .000 | .000 | .000 | .000 | .944 | .727 | .000 | .825 | .250 | .000 | .750 | .000 | .788 | .825 |



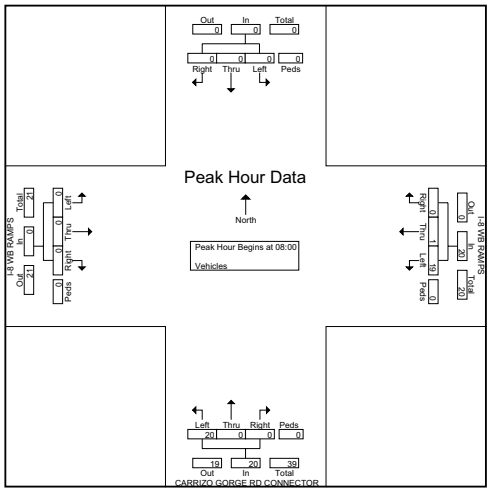
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 413

File Name : P2.08.CARRIZO GORGE CONNECTOR. I-8 WB RAMPS
Site Code : 00000000
Start Date : 2/23/2010
Page No : 2

| | Southbound | | | | | I-8 WB RAMPS Westbound | | | | | CARRIZO GORGE RD CONNECTOR Northbound | | | | | I-8 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 | | | | | | | | | | | | | | | | | | | | | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 6 | **1** | 0 | 0 | **7** | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 10 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | **7** | 0 | 0 | 0 | 7 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 13 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | **9** | 0 | 0 | 0 | **9** | 0 | 0 | 0 | 0 | 0 | **14** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 19 | 1 | 0 | 0 | 20 | 20 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 40 |
| % App. Total | 0 | 0 | 0 | 0 | | 95 | 5 | 0 | 0 | | 100 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .679 | .250 | .000 | .000 | .714 | .556 | .000 | .000 | .000 | .556 | .000 | .000 | .000 | .000 | .000 | .714 |



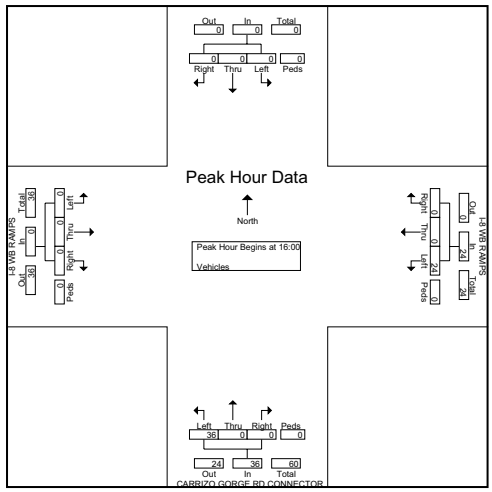

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 413

File Name : P2.08.CARRIZO GORGE CONNECTOR. I-8 WB RAMPS
Site Code : 00000000
Start Date : 2/23/2010
Page No : 3

| | Southbound | | | | | I-8 WB RAMPS Westbound | | | | | CARRIZO GORGE RD CONNECTOR Northbound | | | | | I-8 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | **12** | 0 | 0 | 0 | **12** | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | **21** |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 8 | **11** | 0 | 0 | 0 | **11** | 0 | 0 | 0 | 0 | 0 | 19 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 11 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 9 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | 24 | 36 | 0 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 60 |
| % App. Total | 0 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .000 | .000 | .500 | .818 | .000 | .000 | .000 | .818 | .000 | .000 | .000 | .000 | .000 | .714 |



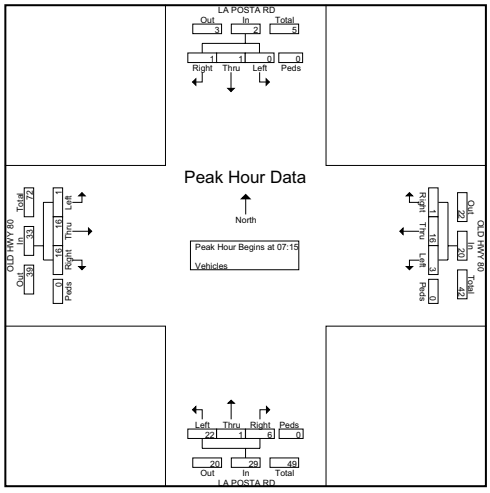

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 325

File Name : P2.09.LA POSTA RD.OLD HWY 80
Site Code : 00000000
Start Date : 2/23/2010
Page No : 2

| | LA POSTA RD Southbound | | | | | OLD HWY 80 Westbound | | | | | LA POSTA RD Northbound | | | | | OLD HWY 80 Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 | | | | | | | | | | | | | | | | | | | | | |
| 07:15 | 0 | **1** | 0 | 0 | **1** | 0 | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 3 | 0 | **5** | **7** | 0 | **12** | 19 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | 6 | **1** | 2 | 0 | 9 | 0 | 5 | 6 | 0 | 11 | **24** |
| 07:45 | 0 | 0 | 0 | 0 | 0 | **2** | 4 | 0 | 0 | 6 | 6 | 0 | **4** | 0 | **10** | **1** | 2 | 1 | 0 | 4 | 20 |
| 08:00 | 0 | 0 | **1** | 0 | 1 | 0 | **6** | **1** | 0 | **7** | **7** | 0 | 0 | 0 | 7 | 0 | 4 | 2 | 0 | 6 | 21 |
| Total Volume | 0 | 1 | 1 | 0 | 2 | 3 | 16 | 1 | 0 | 20 | 22 | 1 | 6 | 0 | 29 | 1 | 16 | 16 | 0 | 33 | 84 |
| % App. Total | 0 | 50 | 50 | 0 | | 15 | 80 | 5 | 0 | | 75.9 | 3.4 | 20.7 | 0 | | 3 | 48.5 | 48.5 | 0 | | |
| PHF | .000 | .250 | .250 | .000 | .500 | .375 | .667 | .250 | .000 | .714 | .786 | .250 | .375 | .000 | .725 | .250 | .800 | .571 | .000 | .688 | .875 |



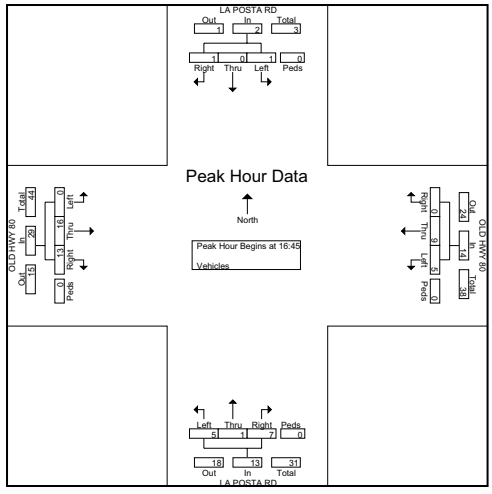

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 325

File Name : P2.09.LA POSTA RD.OLD HWY 80
Site Code : 00000000
Start Date : 2/23/2010
Page No : 3

| | LA POSTA RD Southbound | | | | | OLD HWY 80 Westbound | | | | | LA POSTA RD Northbound | | | | | OLD HWY 80 Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | | | | | |
| 16:45 | **1** | 0 | 0 | 0 | **1** | **2** | 1 | 0 | 0 | 3 | 0 | **1** | **4** | 0 | **5** | 0 | 2 | 2 | 0 | 4 | 13 |
| 17:00 | 0 | 0 | **1** | 0 | 1 | 0 | **3** | 0 | 0 | 3 | **3** | 0 | 2 | 0 | 5 | 0 | 3 | 3 | 0 | 6 | 15 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | **5** | 1 | 0 | 1 | 0 | 2 | 0 | 4 | 3 | 0 | 7 | 14 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | **7** | **5** | 0 | **12** | **16** |
| Total Volume | 1 | 0 | 1 | 0 | 2 | 5 | 9 | 0 | 0 | 14 | 5 | 1 | 7 | 0 | 13 | 0 | 16 | 13 | 0 | 29 | 58 |
| % App. Total | 50 | 0 | 50 | 0 | | 35.7 | 64.3 | 0 | 0 | | 38.5 | 7.7 | 53.8 | 0 | | 0 | 55.2 | 44.8 | 0 | | |
| PHF | .250 | .000 | .250 | .000 | .500 | .625 | .750 | .000 | .000 | .700 | .417 | .250 | .438 | .000 | .650 | .000 | .571 | .650 | .000 | .604 | .906 |



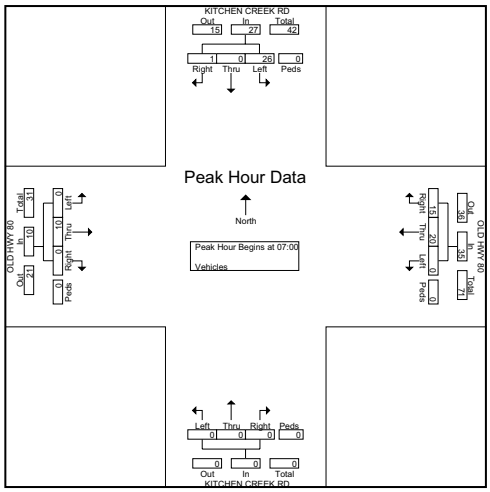
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 321

File Name : P2.10.KITCHEN CREEK RD.OLD HWY 80
Site Code : 00000000
Start Date : 2/11/2010
Page No : 2

| | KITCHEN CREEK RD Southbound | | | | | OLD HWY 80 Westbound | | | | | KITCHEN CREEK RD Northbound | | | | | OLD HWY 80 Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 7 | 0 | 0 | 0 | 7 | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 13 |
| 07:15 | **9** | 0 | 0 | 0 | **9** | 0 | 1 | **5** | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 17 |
| 07:30 | 6 | 0 | 0 | 0 | 6 | 0 | **9** | 5 | 0 | **14** | 0 | 0 | 0 | 0 | 0 | 0 | **5** | 0 | 0 | **5** | **25** |
| 07:45 | 4 | 0 | **1** | 0 | 5 | 0 | 6 | 4 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 17 |
| Total Volume | 26 | 0 | 1 | 0 | 27 | 0 | 20 | 15 | 0 | 35 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 72 |
| % App. Total | 96.3 | 0 | 3.7 | 0 | | 0 | 57.1 | 42.9 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .722 | .000 | .250 | .000 | .750 | .000 | .556 | .750 | .000 | .625 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .000 | .500 | .720 |



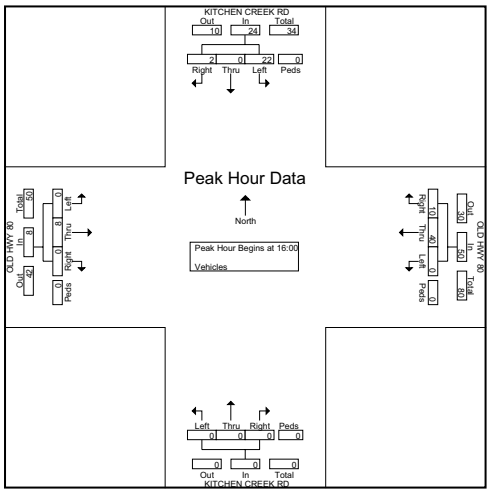

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 321

File Name : P2.10.KITCHEN CREEK RD.OLD HWY 80
Site Code : 00000000
Start Date : 2/11/2010
Page No : 3

| | KITCHEN CREEK RD Southbound | | | | | OLD HWY 80 Westbound | | | | | KITCHEN CREEK RD Northbound | | | | | OLD HWY 80 Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 6 | 0 | 0 | 0 | 6 | 0 | 7 | 4 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | 0 | 0 | **4** | 21 |
| 16:15 | 6 | 0 | **1** | 0 | 7 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 15 |
| 16:30 | **8** | 0 | 1 | 0 | **9** | 0 | **20** | **5** | 0 | **25** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | **35** |
| 16:45 | 2 | 0 | 0 | 0 | 2 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 11 |
| Total Volume | 22 | 0 | 2 | 0 | 24 | 0 | 40 | 10 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 82 |
| % App. Total | 91.7 | 0 | 8.3 | 0 | | 0 | 80 | 20 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .688 | .000 | .500 | .000 | .667 | .000 | .500 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .000 | .500 | .586 |



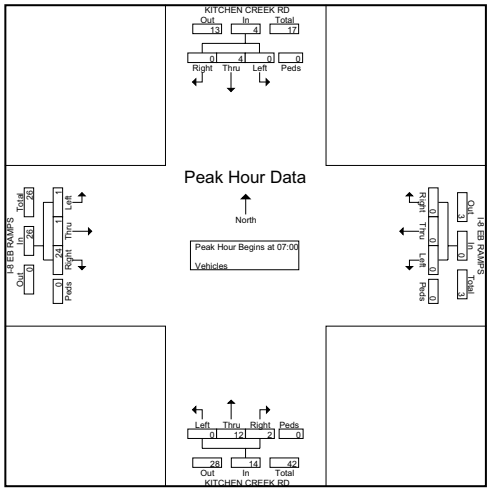

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 320

File Name : P2.11.KITCHEN CREEK RD.I-8 EB RAMPS
Site Code : 00000000
Start Date : 2/11/2010
Page No : 2

| | KITCHEN CREEK RD Southbound | | | | | I-8 EB RAMPS Westbound | | | | | KITCHEN CREEK RD Northbound | | | | | I-8 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 6 | 0 | 8 | 9 |
| 07:15 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | **2** | 0 | 5 | 0 | 0 | **9** | 0 | **9** | **15** |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | 0 | 0 | **6** | 0 | 0 | 6 | 0 | 6 | 12 |
| 07:45 | 0 | **2** | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 3 | 8 |
| Total Volume | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 2 | 0 | 14 | 1 | 1 | 24 | 0 | 26 | 44 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 85.7 | 14.3 | 0 | | 3.8 | 3.8 | 92.3 | 0 | | |
| PHF | .000 | .500 | .000 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .250 | .000 | .583 | .250 | .250 | .667 | .000 | .722 | .733 |



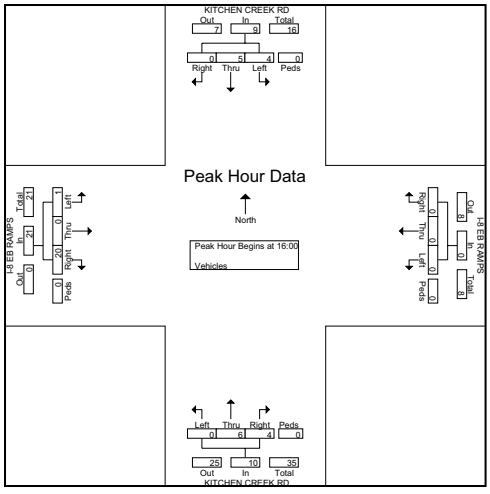

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 320

File Name : P2.11.KITCHEN CREEK RD.I-8 EB RAMPS
Site Code : 00000000
Start Date : 2/11/2010
Page No : 3

| | KITCHEN CREEK RD Southbound | | | | | I-8 EB RAMPS Westbound | | | | | KITCHEN CREEK RD Northbound | | | | | I-8 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 1 | 0 | 3 | 0 | 0 | 4 | 0 | 4 | 8 |
| 16:15 | **3** | 1 | 0 | 0 | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 6 | 0 | 6 | 11 |
| 16:30 | 0 | **2** | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | **3** | 0 | **5** | 0 | 0 | **7** | 0 | **7** | **14** |
| 16:45 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | **1** | 0 | 3 | 0 | 4 | 7 |
| Total Volume | 4 | 5 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 4 | 0 | 10 | 1 | 0 | 20 | 0 | 21 | 40 |
| % App. Total | 44.4 | 55.6 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 60 | 40 | 0 | | 4.8 | 0 | 95.2 | 0 | | |
| PHF | .333 | .625 | .000 | .000 | .563 | .000 | .000 | .000 | .000 | .000 | .000 | .750 | .333 | .000 | .500 | .250 | .000 | .714 | .000 | .750 | .714 |



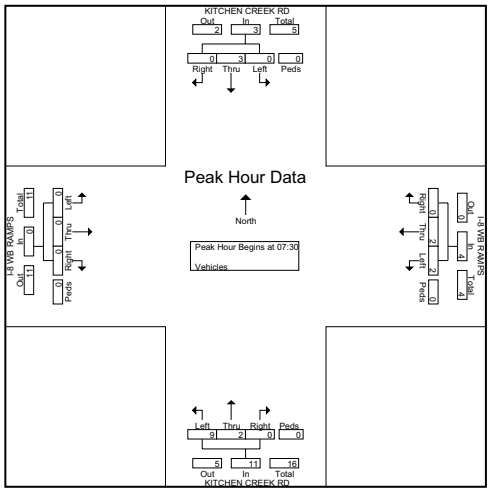
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 319

File Name : P2.12.KITCHEN CREEK RD.I-8 WB RAMPS
Site Code : 00000000
Start Date : 2/11/2010
Page No : 2

| | KITCHEN CREEK RD Southbound | | | | | I-8 WB RAMPS Westbound | | | | | KITCHEN CREEK RD Northbound | | | | | I-8 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 | | | | | | | | | | | | | | | | | | | | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | **1** | 0 | 0 | **4** | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:45 | 0 | 1 | 0 | 0 | 1 | **1** | 0 | 0 | 0 | 1 | **4** | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | **6** |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 | 0 | **2** | 0 | 0 | **2** | 1 | 1 | 0 | 0 | **2** | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total Volume | 0 | 3 | 0 | 0 | 3 | 2 | 2 | 0 | 0 | 4 | 9 | 2 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 18 |
| % App. Total | 0 | 100 | 0 | 0 | | 50 | 50 | 0 | 0 | | 81.8 | 18.2 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .375 | .000 | .000 | .375 | .500 | .500 | .000 | .000 | .500 | .563 | .500 | .000 | .000 | .688 | .000 | .000 | .000 | .000 | .000 | .750 |



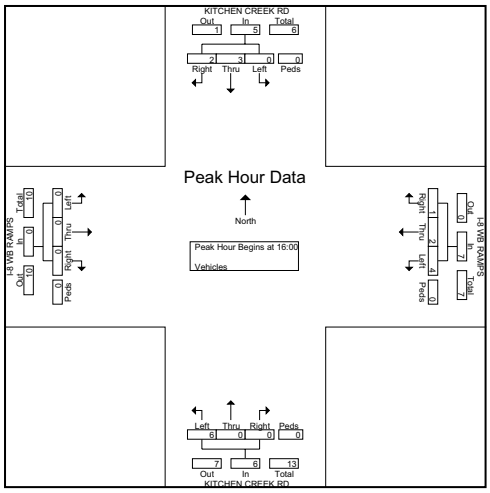

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 319

File Name : P2.12.KITCHEN CREEK RD.I-8 WB RAMPS
Site Code : 00000000
Start Date : 2/11/2010
Page No : 3

| | KITCHEN CREEK RD Southbound | | | | | I-8 WB RAMPS Westbound | | | | | KITCHEN CREEK RD Northbound | | | | | I-8 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 0 | 0 | 2 | **3** | 0 | 0 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | **5** |
| 16:15 | 0 | **2** | **1** | 0 | **3** | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:30 | 0 | 1 | 0 | 0 | 1 | 1 | 1 | **1** | 0 | **3** | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16:45 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total Volume | 0 | 3 | 2 | 0 | 5 | 4 | 2 | 1 | 0 | 7 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 18 |
| % App. Total | 0 | 60 | 40 | 0 | | 57.1 | 28.6 | 14.3 | 0 | | 100 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .375 | .500 | .000 | .417 | 1.000 | | | | | | | | | | | | | | | |



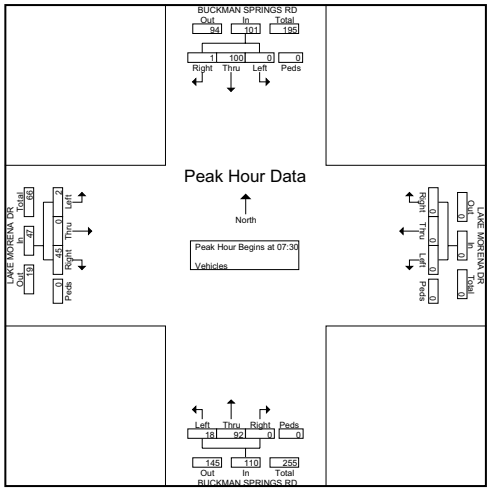

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 317

File Name : P2.13.BUCKMAN SPRINGS RD.LAKE MORENA DR
Site Code : 00000000
Start Date : 2/11/2010
Page No : 2

| | BUCKMAN SPRINGS RD Southbound | | | | | LAKE MORENA DR Westbound | | | | | BUCKMAN SPRINGS RD Northbound | | | | | LAKE MORENA DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 | | | | | | | | | | | | | | | | | | | | | |
| 07:30 | 0 | 25 | **1** | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 3 | 17 | 0 | 0 | 20 | **1** | 0 | 2 | 0 | 3 | 49 |
| 07:45 | 0 | 27 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 1 | 16 | 0 | 0 | 17 | 0 | 0 | 7 | 0 | 7 | 51 |
| 08:00 | 0 | **28** | 0 | 0 | **28** | 0 | 0 | 0 | 0 | 0 | 1 | 21 | 0 | 0 | 22 | 0 | 0 | 14 | 0 | 14 | 64 |
| 08:15 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | **13** | **38** | 0 | 0 | **51** | 1 | 0 | **22** | 0 | **23** | **94** |
| Total Volume | 0 | 100 | 1 | 0 | 101 | 0 | 0 | 0 | 0 | 0 | 18 | 92 | 0 | 0 | 110 | 2 | 0 | 45 | 0 | 47 | 258 |
| % App. Total | 0 | 99 | 1 | 0 | | 0 | 0 | 0 | 0 | | 16.4 | 83.6 | 0 | 0 | | 4.3 | 0 | 95.7 | 0 | | |
| PHF | .000 | .893 | .250 | .000 | .902 | .000 | .000 | .000 | .000 | .000 | .346 | .605 | .000 | .000 | .539 | .500 | .000 | .511 | .000 | .511 | .686 |



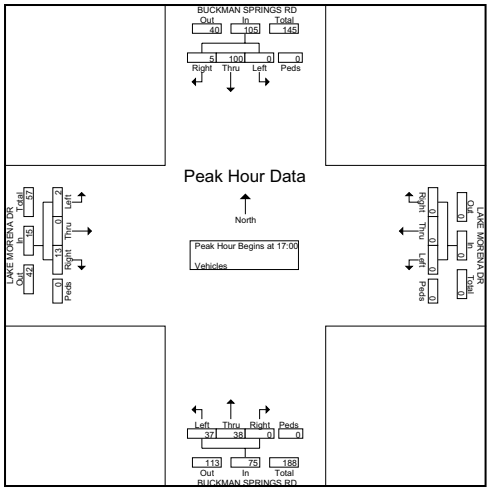

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 317

File Name : P2.13.BUCKMAN SPRINGS RD.LAKE MORENA DR
Site Code : 00000000
Start Date : 2/11/2010
Page No : 3

| | BUCKMAN SPRINGS RD Southbound | | | | | LAKE MORENA DR Westbound | | | | | BUCKMAN SPRINGS RD Northbound | | | | | LAKE MORENA DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 17:00 | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 0 | 24 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | **12** | 11 | 0 | 0 | **23** | 0 | 0 | 4 | 0 | 4 | **51** |
| 17:15 | 0 | 26 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 6 | **13** | 0 | 0 | 19 | **1** | 0 | **5** | 0 | **6** | 51 |
| 17:30 | 0 | **31** | 2 | 0 | **33** | 0 | 0 | 0 | 0 | 0 | 7 | 5 | 0 | 0 | 12 | 1 | 0 | 3 | 0 | 4 | 49 |
| 17:45 | 0 | 19 | **3** | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 12 | 9 | 0 | 0 | 21 | 0 | 0 | 1 | 0 | 1 | 44 |
| Total Volume | 0 | 100 | 5 | 0 | 105 | 0 | 0 | 0 | 0 | 0 | 37 | 38 | 0 | 0 | 75 | 2 | 0 | 13 | 0 | 15 | 195 |
| % App. Total | 0 | 95.2 | 4.8 | 0 | | 0 | 0 | 0 | 0 | | 49.3 | 50.7 | 0 | 0 | | 13.3 | 0 | 86.7 | 0 | | |
| PHF | .000 | .806 | .417 | .000 | .795 | .000 | .000 | .000 | .000 | .000 | .771 | .731 | .000 | .000 | .815 | .500 | .000 | .650 | .000 | .625 | .956 |



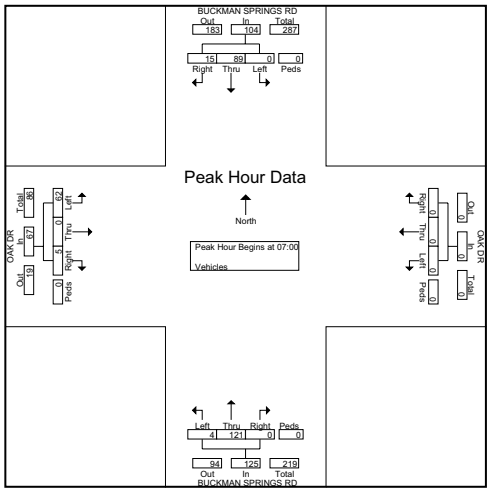
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 314

File Name : P2.14.BUCKMAN SPRINGS RD.OAK DR
Site Code : 00000000
Start Date : 2/11/2010
Page No : 2

| | BUCKMAN SPRINGS RD Southbound | | | | | OAK DR Westbound | | | | | BUCKMAN SPRINGS RD Northbound | | | | | OAK DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 15 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | **50** | 0 | 0 | **50** | **19** | 0 | **3** | 0 | **22** | **88** |
| 07:15 | 0 | 25 | **8** | 0 | **33** | 0 | 0 | 0 | 0 | 0 | 1 | 37 | 0 | 0 | 38 | 15 | 0 | 1 | 0 | 16 | 87 |
| 07:30 | 0 | **26** | 5 | 0 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 21 | 12 | 0 | 0 | 0 | 12 | 64 |
| 07:45 | 0 | 23 | 1 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | **3** | 13 | 0 | 0 | 16 | 16 | 0 | 1 | 0 | 17 | 57 |
| Total Volume | 0 | 89 | 15 | 0 | 104 | 0 | 0 | 0 | 0 | 0 | 4 | 121 | 0 | 0 | 125 | 62 | 0 | 5 | 0 | 67 | 296 |
| % App. Total | 0 | 85.6 | 14.4 | 0 | | 0 | 0 | 0 | 0 | | 3.2 | 96.8 | 0 | 0 | | 92.5 | 0 | 7.5 | 0 | | |
| PHF | .000 | .856 | .469 | .000 | .788 | .000 | .000 | .000 | .000 | .000 | .333 | .605 | .000 | .000 | .625 | .816 | .000 | .417 | .000 | .761 | .841 |



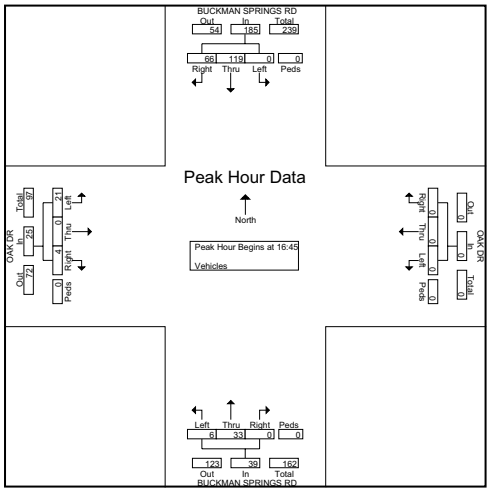

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 314

File Name : P2.14.BUCKMAN SPRINGS RD.OAK DR
Site Code : 00000000
Start Date : 2/11/2010
Page No : 3

| | BUCKMAN SPRINGS RD Southbound | | | | | OAK DR Westbound | | | | | BUCKMAN SPRINGS RD Northbound | | | | | OAK DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | | | | | |
| 16:45 | 0 | 27 | 16 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 1 | **11** | 0 | 0 | **12** | 4 | 0 | 1 | 0 | 5 | 60 |
| 17:00 | 0 | 27 | 18 | 0 | 45 | 0 | 0 | 0 | 0 | 0 | **2** | 9 | 0 | 0 | 11 | **7** | 0 | 0 | 0 | **7** | 63 |
| 17:15 | 0 | **34** | 12 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 0 | 0 | 8 | 6 | 0 | 1 | 0 | 7 | 61 |
| 17:30 | 0 | 31 | **20** | 0 | **51** | 0 | 0 | 0 | 0 | 0 | 1 | 7 | 0 | 0 | 8 | 4 | 0 | **2** | 0 | 6 | **65** |
| Total Volume | 0 | 119 | 66 | 0 | 185 | 0 | 0 | 0 | 0 | 0 | 6 | 33 | 0 | 0 | 39 | 21 | 0 | 4 | 0 | 25 | 249 |
| % App. Total | 0 | 64.3 | 35.7 | 0 | | 0 | 0 | 0 | 0 | | 15.4 | 84.6 | 0 | 0 | | 84 | 0 | 16 | 0 | | |
| PHF | .000 | .875 | .825 | .000 | .907 | .000 | .000 | .000 | .000 | .000 | .750 | .750 | .000 | .000 | .813 | .750 | .000 | .500 | .000 | .893 | .958 |



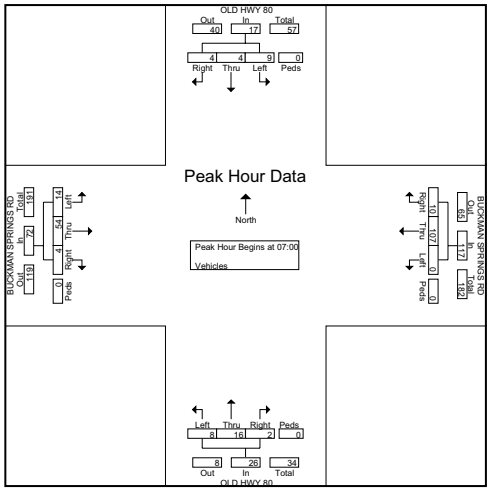

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 313

File Name : P2.15.OLD HWY 80.BUCKMAN SPRINGS RD
Site Code : 00000000
Start Date : 2/10/2010
Page No : 2

| | OLD HWY 80 Southbound | | | | | BUCKMAN SPRINGS RD Westbound | | | | | OLD HWY 80 Northbound | | | | | BUCKMAN SPRINGS RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 1 | 0 | 1 | 0 | 27 | 2 | 0 | 29 | **3** | **5** | **1** | 0 | **9** | 4 | 11 | 1 | 0 | 16 | 55 |
| 07:15 | 1 | 1 | 0 | 0 | 2 | 0 | **33** | 1 | 0 | **34** | 2 | 1 | 0 | 0 | 3 | **5** | **16** | **2** | 0 | **23** | 62 |
| 07:30 | **6** | **2** | **2** | 0 | **10** | 0 | 25 | **6** | 0 | 31 | 1 | 5 | 1 | 0 | 7 | 5 | 12 | 0 | 0 | 17 | **65** |
| 07:45 | 2 | 1 | 1 | 0 | 4 | 0 | 22 | 1 | 0 | 23 | 2 | 5 | 0 | 0 | 7 | 0 | 15 | 1 | 0 | 16 | 50 |
| Total Volume | 9 | 4 | 4 | 0 | 17 | 0 | 107 | 10 | 0 | 117 | 8 | 16 | 2 | 0 | 26 | 14 | 54 | 4 | 0 | 72 | 232 |
| % App. Total | 52.9 | 23.5 | 23.5 | 0 | | 0 | 91.5 | 8.5 | 0 | | 30.8 | 61.5 | 7.7 | 0 | | 19.4 | 75 | 5.6 | 0 | | |
| PHF | .375 | .500 | .500 | .000 | .425 | .000 | .811 | .417 | .000 | .860 | .667 | .800 | .500 | .000 | .722 | .700 | .844 | .500 | .000 | .783 | .892 |



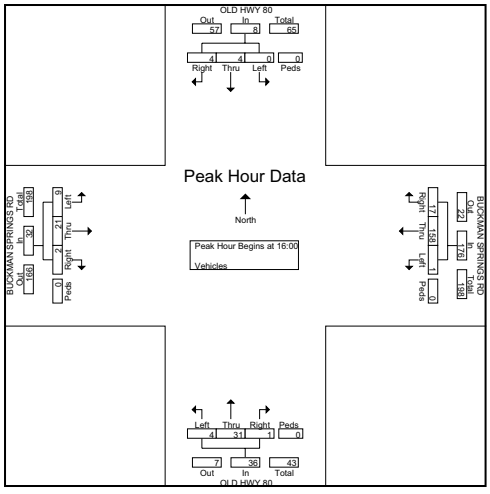

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 313

File Name : P2.15.OLD HWY 80.BUCKMAN SPRINGS RD
Site Code : 00000000
Start Date : 2/10/2010
Page No : 3

| | OLD HWY 80 Southbound | | | | | BUCKMAN SPRINGS RD Westbound | | | | | OLD HWY 80 Northbound | | | | | BUCKMAN SPRINGS RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | **2** | **2** | 0 | **4** | 0 | 44 | **5** | 0 | 49 | 1 | 9 | 0 | 0 | 10 | 2 | 6 | 0 | 0 | 8 | **71** |
| 16:15 | 0 | 1 | 1 | 0 | 2 | 0 | 30 | 4 | 0 | 34 | 1 | 1 | **1** | 0 | 3 | **4** | **8** | 0 | 0 | **12** | 51 |
| 16:30 | 0 | 1 | 1 | 0 | 2 | 0 | 37 | 4 | 0 | 41 | **2** | **15** | 0 | 0 | **17** | 1 | 3 | **1** | 0 | 5 | 65 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | **1** | **47** | 4 | 0 | **52** | 0 | 6 | 0 | 0 | 6 | 2 | 4 | 1 | 0 | 7 | 65 |
| Total Volume | 0 | 4 | 4 | 0 | 8 | 1 | 158 | 17 | 0 | 176 | 4 | 31 | 1 | 0 | 36 | 9 | 21 | 2 | 0 | 32 | 252 |
| % App. Total | 0 | 50 | 50 | 0 | | 0.6 | 89.8 | 9.7 | 0 | | 11.1 | 86.1 | 2.8 | 0 | | 28.1 | 65.6 | 6.2 | 0 | | |
| PHF | .000 | .500 | .500 | .000 | .500 | .250 | .840 | .850 | .000 | .846 | .500 | .517 | .250 | .000 | .529 | .563 | .656 | .500 | .000 | .667 | .887 |



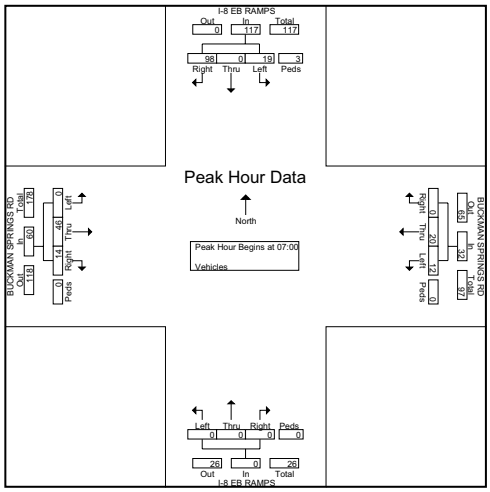
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 312

File Name : P2.16.I-8 EB RAMPS.BUCKMAN SPRINGS RD
Site Code : 00000000
Start Date : 2/10/2010
Page No : 2

| Start Time | I-8 EB RAMPS Southbound Left | Thru | Right | Peds | App. Total | BUCKMAN SPRINGS RD Westbound Left | Thru | Right | Peds | App. Total | I-8 EB RAMPS Northbound Left | Thru | Right | Peds | App. Total | BUCKMAN SPRINGS RD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 3 | 0 | 23 | 0 | 26 | **4** | 7 | 0 | 0 | **11** | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 0 | 10 | 47 |
| 07:15 | **6** | 0 | **31** | 0 | **37** | 3 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | **13** | 3 | 0 | 16 | **59** |
| 07:30 | 4 | 0 | 22 | 0 | 26 | 3 | **8** | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | **6** | 0 | **19** | 56 |
| 07:45 | 6 | 0 | 22 | **3** | 31 | 2 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 4 | 0 | 15 | 50 |
| Total Volume | 19 | 0 | 98 | 3 | 120 | 12 | 20 | 0 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 14 | 0 | 60 | 212 |
| % App. Total | 15.8 | 0 | 81.7 | 2.5 | | 37.5 | 62.5 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 76.7 | 23.3 | 0 | | |
| PHF | .792 | .000 | .790 | .250 | .811 | .750 | .625 | .000 | .000 | .727 | .000 | .000 | .000 | .000 | .000 | .000 | .885 | .583 | .000 | .789 | .898 |





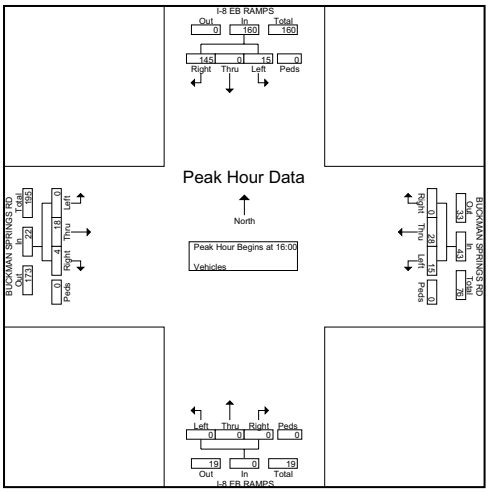
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 312

File Name : P2.16.I-8 EB RAMPS.BUCKMAN SPRINGS RD
Site Code : 00000000
Start Date : 2/10/2010
Page No : 3


| Start Time | I-8 EB RAMPS Southbound Left | Thru | Right | Peds | App. Total | BUCKMAN SPRINGS RD Westbound Left | Thru | Right | Peds | App. Total | I-8 EB RAMPS Northbound Left | Thru | Right | Peds | App. Total | BUCKMAN SPRINGS RD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 3 | 0 | 39 | 0 | 42 | **4** | **9** | 0 | 0 | **13** | 0 | 0 | 0 | 0 | 0 | 0 | 4 | **1** | 0 | 5 | **60** |
| 16:15 | **7** | 0 | 27 | 0 | 34 | 4 | 7 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | **8** | 1 | 0 | **9** | 54 |
| 16:30 | 4 | 0 | 35 | 0 | 39 | 3 | 5 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 51 |
| 16:45 | 1 | 0 | **44** | 0 | **45** | 4 | 7 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 0 | 4 | 60 |
| Total Volume | 15 | 0 | 145 | 0 | 160 | 15 | 28 | 0 | 0 | 43 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 4 | 0 | 22 | 225 |
| % App. Total | 9.4 | 0 | 90.6 | 0 | | 34.9 | 65.1 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 81.8 | 18.2 | 0 | | |
| PHF | .536 | .000 | .824 | .000 | .889 | .938 | .778 | .000 | .000 | .827 | .000 | .000 | .000 | .000 | .000 | .000 | .563 | 1.000 | | | |



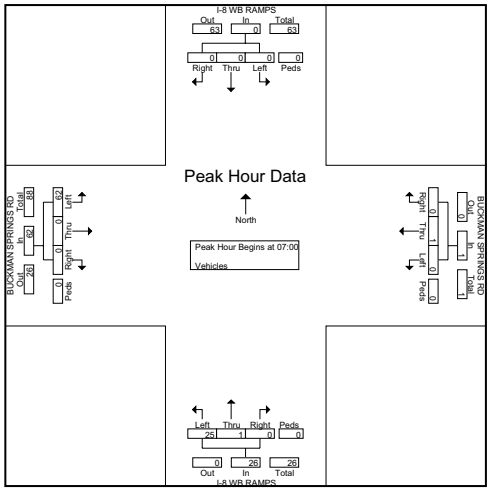

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 311

File Name : P2.17.I-8 WB RAMPS.BUCKMAN SPRINGS RD
Site Code : 00000000
Start Date : 2/10/2010
Page No : 2

| Start Time | I-8 WB RAMPS Southbound Left | Thru | Right | Peds | App. Total | BUCKMAN SPRINGS RD Westbound Left | Thru | Right | Peds | App. Total | I-8 WB RAMPS Northbound Left | Thru | Right | Peds | App. Total | BUCKMAN SPRINGS RD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | 0 | 0 | 0 | **10** | 14 | 0 | 0 | 0 | 14 | 24 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | 6 | 0 | 0 | 0 | 6 | **21** | 0 | 0 | 0 | **21** | **28** |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 6 | 13 | 0 | 0 | 0 | 13 | 19 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | **1** | 0 | 0 | 4 | 14 | 0 | 0 | 0 | 14 | 18 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 25 | 1 | 0 | 0 | 26 | 62 | 0 | 0 | 0 | 62 | 89 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 96.2 | 3.8 | 0 | 0 | | 100 | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .625 | .250 | .000 | .000 | .650 | .738 | .000 | .000 | .000 | .738 | .795 |





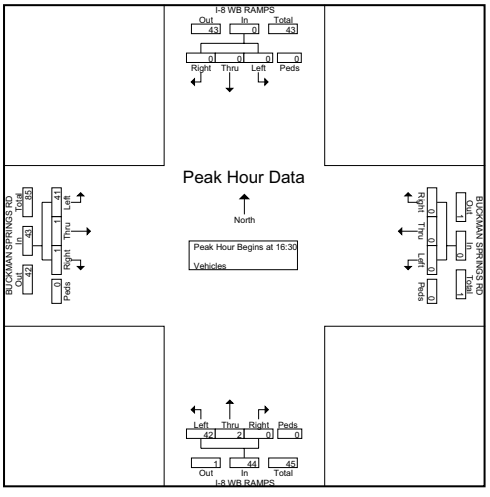
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 311

File Name : P2.17.I-8 WB RAMPS.BUCKMAN SPRINGS RD
Site Code : 00000000
Start Date : 2/10/2010
Page No : 3


| Start Time | I-8 WB RAMPS Southbound Left | Thru | Right | Peds | App. Total | BUCKMAN SPRINGS RD Westbound Left | Thru | Right | Peds | App. Total | I-8 WB RAMPS Northbound Left | Thru | Right | Peds | App. Total | BUCKMAN SPRINGS RD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 9 | 16 | 0 | 0 | 0 | 16 | 25 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 2 | **1** | **1** | 0 | 4 | 8 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | **1** | 0 | 0 | 13 | 6 | 0 | 0 | 0 | 6 | 19 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **17** | 1 | 0 | 0 | **18** | **17** | 0 | 0 | 0 | **17** | **35** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 2 | 0 | 0 | 44 | 41 | 1 | 1 | 0 | 43 | 87 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 95.5 | 4.5 | 0 | 0 | | 95.3 | 2.3 | 2.3 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .618 | .500 | .000 | .000 | .611 | .603 | .250 | .250 | .000 | .632 | .621 |



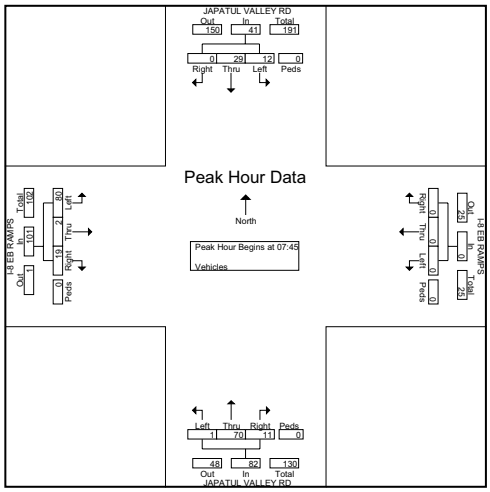
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 221

File Name : P2.18.JAPATUL VALLEY RD.I-8 EB RAMPS
Site Code : 00000000
Start Date : 2/11/2010
Page No : 2

| | JAPATUL VALLEY RD Southbound | | | | | I-8 EB RAMPS Westbound | | | | | JAPATUL VALLEY RD Northbound | | | | | I-8 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | | | | |
| 07:45 | 2 | **11** | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | **6** | 0 | 22 | 23 | 0 | 6 | 0 | 29 | **64** |
| 08:00 | 3 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 2 | 0 | 20 | 16 | **1** | **8** | 0 | 25 | 51 |
| 08:15 | **7** | 9 | 0 | 0 | **16** | 0 | 0 | 0 | 0 | 0 | **1** | 15 | 1 | 0 | 17 | 15 | 0 | 2 | 0 | 17 | 50 |
| 08:30 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | **21** | 2 | 0 | **23** | **26** | 1 | 3 | 0 | **30** | 59 |
| Total Volume | 12 | 29 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 1 | 70 | 11 | 0 | 82 | 80 | 2 | 19 | 0 | 101 | 224 |
| % App. Total | 29.3 | 70.7 | 0 | 0 | | 0 | 0 | 0 | 0 | | 1.2 | 85.4 | 13.4 | 0 | | 79.2 | 2 | 18.8 | 0 | | |
| PHF | .429 | .659 | .000 | .000 | .641 | .000 | .000 | .000 | .000 | .000 | .250 | .833 | .458 | .000 | .891 | .769 | .500 | .594 | .000 | .842 | .875 |



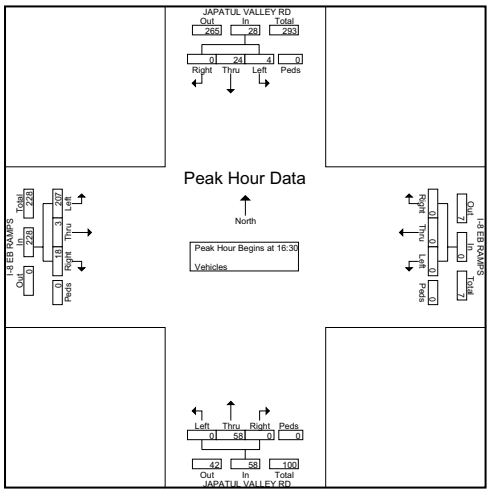

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 221

File Name : P2.18.JAPATUL VALLEY RD.I-8 EB RAMPS
Site Code : 00000000
Start Date : 2/11/2010
Page No : 3

| | JAPATUL VALLEY RD Southbound | | | | | I-8 EB RAMPS Westbound | | | | | JAPATUL VALLEY RD Northbound | | | | | I-8 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | **2** | **9** | 0 | 0 | **11** | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 9 | 52 | 1 | **7** | 0 | **60** | 80 |
| 16:45 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 15 | 48 | 0 | 3 | 0 | 51 | 70 |
| 17:00 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | **20** | 0 | 0 | **20** | **55** | 0 | 4 | 0 | 59 | **86** |
| 17:15 | 2 | 4 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 52 | **2** | 4 | 0 | 58 | 78 |
| Total Volume | 4 | 24 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 58 | 0 | 0 | 58 | 207 | 3 | 18 | 0 | 228 | 314 |
| % App. Total | 14.3 | 85.7 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 90.8 | 1.3 | 7.9 | 0 | | |
| PHF | .500 | .667 | .000 | .000 | .636 | .000 | .000 | .000 | .000 | .000 | .000 | .725 | .000 | .000 | .725 | .941 | .375 | .643 | .000 | .950 | .913 |



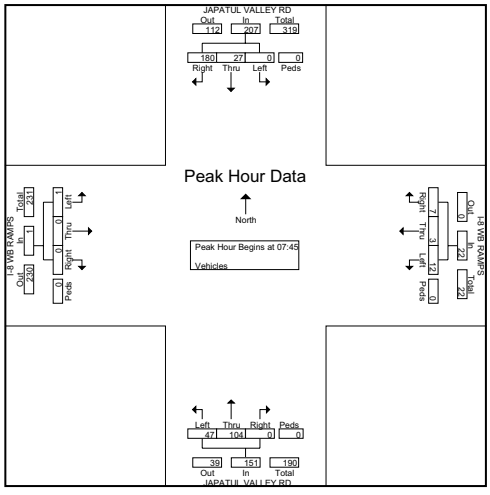

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 220

File Name : P2.19.JAPATUL VALLEY RD.I-8 WB RAMPS
Site Code : 00000000
Start Date : 2/11/2010
Page No : 2

| | JAPATUL VALLEY RD Southbound | | | | | I-8 WB RAMPS Westbound | | | | | JAPATUL VALLEY RD Northbound | | | | | I-8 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | | | | |
| 07:45 | 0 | **9** | 47 | 0 | **56** | 4 | **2** | **2** | 0 | **8** | 7 | 29 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 100 |
| 08:00 | 0 | 5 | 45 | 0 | 50 | 1 | 0 | 2 | 0 | 3 | 14 | 24 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 91 |
| 08:15 | 0 | 9 | 40 | 0 | 49 | **5** | 1 | 2 | 0 | 8 | 11 | 20 | 0 | 0 | 31 | **1** | 0 | 0 | 0 | **1** | 89 |
| 08:30 | 0 | 4 | **48** | 0 | 52 | 2 | 0 | 1 | 0 | 3 | **15** | **31** | 0 | 0 | **46** | 0 | 0 | 0 | 0 | 0 | **101** |
| Total Volume | 0 | 27 | 180 | 0 | 207 | 12 | 3 | 7 | 0 | 22 | 47 | 104 | 0 | 0 | 151 | 1 | 0 | 0 | 0 | 1 | 381 |
| % App. Total | 0 | 13 | 87 | 0 | | 54.5 | 13.6 | 31.8 | 0 | | 31.1 | 68.9 | 0 | 0 | | 100 | 0 | 0 | 0 | | |
| PHF | .000 | .750 | .938 | .000 | .924 | .600 | .375 | .875 | .000 | .688 | .783 | .839 | .000 | .000 | .821 | .250 | .000 | .000 | .000 | .250 | .943 |



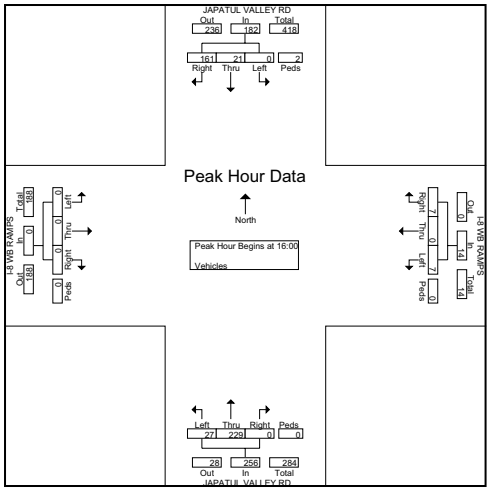

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 220

File Name : P2.19.JAPATUL VALLEY RD.I-8 WB RAMPS
Site Code : 00000000
Start Date : 2/11/2010
Page No : 3

| | JAPATUL VALLEY RD Southbound | | | | | I-8 WB RAMPS Westbound | | | | | JAPATUL VALLEY RD Northbound | | | | | I-8 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 2 | **47** | 0 | 49 | 0 | 0 | 3 | 0 | 3 | 8 | 58 | 0 | 0 | **66** | 0 | 0 | 0 | 0 | 0 | **118** |
| 16:15 | 0 | 6 | 32 | **2** | 40 | 2 | 0 | **4** | 0 | **6** | 6 | 60 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 112 |
| 16:30 | 0 | **11** | 45 | 0 | **56** | 2 | 0 | 0 | 0 | 2 | **10** | 49 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 117 |
| 16:45 | 0 | 2 | 37 | 0 | 39 | **3** | 0 | 0 | 0 | 3 | 3 | **62** | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 107 |
| Total Volume | 0 | 21 | 161 | 2 | 184 | 7 | 0 | 7 | 0 | 14 | 27 | 229 | 0 | 0 | 256 | 0 | 0 | 0 | 0 | 0 | 454 |
| % App. Total | 0 | 11.4 | 87.5 | 1.1 | | 50 | 0 | 50 | 0 | | 10.5 | 89.5 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .477 | .856 | .250 | .821 | .583 | .000 | .438 | .000 | .583 | .675 | .923 | .000 | .000 | .970 | .000 | .000 | .000 | .000 | .000 | .962 |

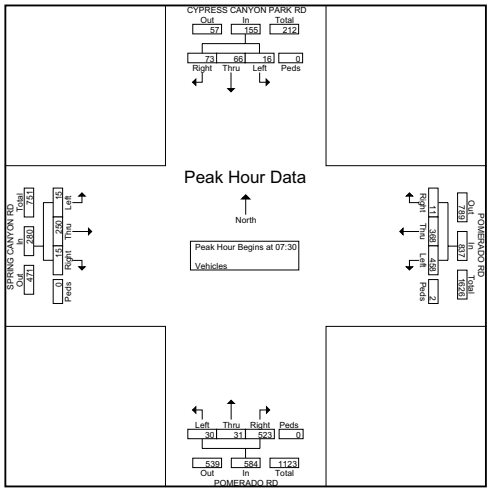


# True Count

3401 First Ave #123 Int. 102
San Diego, CA 92103

File Name : P2.20.CYPRESS CANYON PARK RD.POMERADO RD-SPRING CANYON
Site Code : 00000000
Start Date : 2/23/2010
Page No : 2

| Start Time | CYPRESS CANYON PARK RD Southbound | | | | | POMERADO RD Westbound | | | | | POMERADO RD Northbound | | | | | SPRING CANYON RD Eastbound | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 | | | | | | | | | | | | | | | | | | | | | |
| 07:30 | 3 | 13 | 21 | 0 | 37 | 85 | 84 | 2 | 0 | 171 | 6 | **21** | 130 | 0 | **157** | **5** | **72** | **5** | 0 | **82** | 447 |
| 07:45 | 4 | **20** | 9 | 0 | 33 | 110 | 99 | 2 | 0 | 211 | 7 | 4 | **145** | 0 | 156 | 2 | 65 | 2 | 0 | 69 | 469 |
| 08:00 | 1 | 14 | 20 | 0 | 35 | 119 | **100** | **4** | 0 | 223 | **9** | 4 | 125 | 0 | 138 | 5 | 64 | 4 | 0 | 73 | 469 |
| 08:15 | **8** | 19 | **23** | 0 | **50** | **144** | 85 | 3 | **2** | **234** | 8 | 2 | 123 | 0 | 133 | 3 | 49 | 4 | 0 | 56 | **473** |
| Total Volume | 16 | 66 | 73 | 0 | 155 | 458 | 368 | 11 | 2 | 839 | 30 | 31 | 523 | 0 | 584 | 15 | 250 | 15 | 0 | 280 | 1858 |
| % App. Total | 10.3 | 42.6 | 47.1 | 0 | | 54.6 | 43.9 | 1.3 | 0.2 | | 5.1 | 5.3 | 89.6 | 0 | | 5.4 | 89.3 | 5.4 | 0 | | |
| PHF | .500 | .825 | .793 | .000 | .775 | .795 | .920 | .688 | .250 | .896 | .833 | .369 | .902 | .000 | .930 | .750 | .868 | .750 | .000 | .854 | .982 |

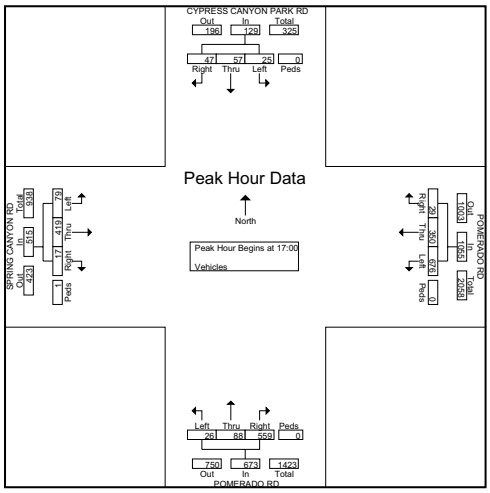



# True Count

3401 First Ave #123 Int. 102
San Diego, CA 92103

File Name : P2.20.CYPRESS CANYON PARK RD.POMERADO RD-SPRING CANYON
Site Code : 00000000
Start Date : 2/23/2010
Page No : 3

| Start Time | CYPRESS CANYON PARK RD Southbound | | | | | POMERADO RD Westbound | | | | | POMERADO RD Northbound | | | | | SPRING CANYON RD Eastbound | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 17:00 | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 6 | 12 | 5 | 0 | 23 | **175** | 75 | 8 | 0 | 258 | 6 | 18 | 126 | 0 | 150 | 14 | 108 | 2 | 0 | 124 | 555 |
| 17:15 | 3 | 13 | 9 | 0 | 25 | 168 | 90 | 6 | 0 | 264 | 3 | **32** | 145 | 0 | 180 | 23 | 105 | 1 | **1** | 130 | 599 |
| 17:30 | **13** | **19** | **25** | 0 | **57** | 172 | **108** | 6 | 0 | **286** | 8 | 14 | 132 | 0 | 154 | **26** | **117** | 5 | 0 | **148** | **645** |
| 17:45 | 3 | 13 | 8 | 0 | 24 | 161 | 77 | **9** | 0 | 247 | **9** | 24 | **156** | 0 | **189** | 16 | 89 | **9** | 0 | 114 | 574 |
| Total Volume | 25 | 57 | 47 | 0 | 129 | 676 | 350 | 29 | 0 | 1055 | 26 | 88 | 559 | 0 | 673 | 79 | 419 | 17 | 1 | 516 | 2373 |
| % App. Total | 19.4 | 44.2 | 36.4 | 0 | | 64.1 | 33.2 | 2.7 | 0 | | 3.9 | 13.1 | 83.1 | 0 | | 15.3 | 81.2 | 3.3 | 0.2 | | |
| PHF | .481 | .750 | .470 | .000 | .566 | .966 | .810 | .806 | .000 | .922 | .722 | .688 | .896 | .000 | .890 | .760 | .895 | .472 | .250 | .872 | .920 |

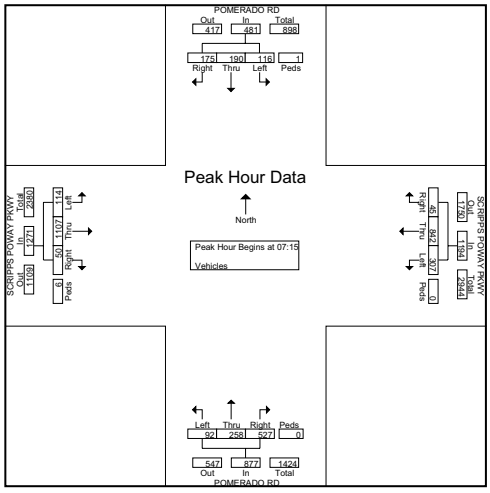



# True Count

3401 First Ave #123 Int. 104
San Diego, CA 92103

File Name : P2.21.POMERADO RD.SCRIPPS POWAY PKWY
Site Code : 00000000
Start Date : 2/18/2010
Page No : 2

| Start Time | POMERADO RD Southbound | | | | | SCRIPPS POWAY PKWY Westbound | | | | | POMERADO RD Northbound | | | | | SCRIPPS POWAY PKWY Eastbound | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 | | | | | | | | | | | | | | | | | | | | | |
| 07:15 | 26 | 43 | 41 | 0 | 110 | 70 | 200 | 8 | 0 | 278 | **24** | 55 | 101 | 0 | 180 | 27 | 305 | 9 | 0 | 341 | 909 |
| 07:30 | 22 | 40 | **47** | 0 | 109 | **102** | **241** | 12 | 0 | **355** | 21 | **71** | 105 | 0 | 197 | 27 | 260 | 11 | **3** | 301 | 962 |
| 07:45 | **43** | 50 | 42 | **1** | **136** | 63 | 234 | **13** | 0 | 310 | 23 | 70 | **165** | 0 | **258** | **38** | **317** | **18** | 3 | **376** | **1080** |
| 08:00 | 25 | **57** | 45 | 0 | 127 | 72 | 167 | 12 | 0 | 251 | 24 | 62 | 156 | 0 | 242 | 22 | 225 | 12 | 0 | 259 | 879 |
| Total Volume | 116 | 190 | 175 | 1 | 482 | 307 | 842 | 45 | 0 | 1194 | 92 | 258 | 527 | 0 | 877 | 114 | 1107 | 50 | 6 | 1277 | 3830 |
| % App. Total | 24.1 | 39.4 | 36.3 | 0.2 | | 25.7 | 70.5 | 3.8 | 0 | | 10.5 | 29.4 | 60.1 | 0 | | 8.9 | 86.7 | 3.9 | 0.5 | | |
| PHF | .674 | .833 | .931 | .250 | .886 | .752 | .873 | .865 | .000 | .841 | .958 | .908 | .798 | .000 | .850 | .750 | .873 | .694 | .500 | .849 | .887 |

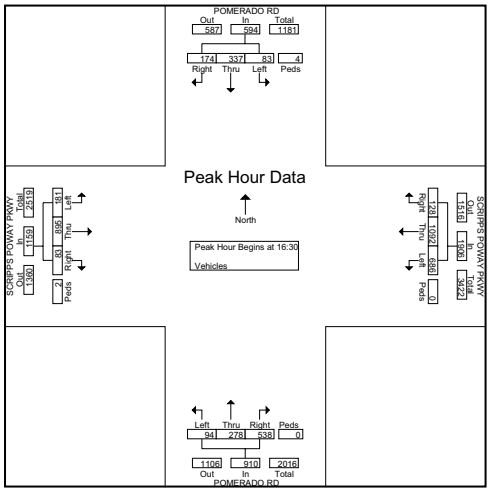



# True Count

3401 First Ave #123 Int. 104
San Diego, CA 92103

File Name : P2.21.POMERADO RD.SCRIPPS POWAY PKWY
Site Code : 00000000
Start Date : 2/18/2010
Page No : 3

| Start Time | POMERADO RD Southbound | | | | | SCRIPPS POWAY PKWY Westbound | | | | | POMERADO RD Northbound | | | | | SCRIPPS POWAY PKWY Eastbound | | | | | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 22 | 85 | 41 | **1** | 149 | **189** | 280 | 24 | 0 | 493 | 18 | 54 | 118 | 0 | 190 | 34 | 212 | 18 | 0 | 264 | 1096 |
| 16:45 | **26** | 70 | 44 | 1 | 141 | 158 | 238 | **36** | 0 | 432 | 21 | **79** | 133 | 0 | 233 | 35 | **237** | 17 | **1** | 290 | 1096 |
| 17:00 | 17 | 90 | **45** | 1 | 153 | 188 | **331** | 36 | 0 | **555** | **30** | 72 | 131 | 0 | 233 | 46 | 222 | 19 | 0 | 287 | **1228** |
| 17:15 | 18 | **92** | 44 | 1 | **155** | 151 | 243 | 32 | 0 | 426 | 25 | 73 | **156** | 0 | **254** | **66** | 224 | **29** | 1 | **320** | 1155 |
| Total Volume | 83 | 337 | 174 | 4 | 598 | 686 | 1092 | 128 | 0 | 1906 | 94 | 278 | 538 | 0 | 910 | 181 | 895 | 83 | 2 | 1161 | 4575 |
| % App. Total | 13.9 | 56.4 | 29.1 | 0.7 | | 36 | 57.3 | 6.7 | 0 | | 10.3 | 30.5 | 59.1 | 0 | | 15.6 | 77.1 | 7.1 | 0.2 | | |
| PHF | .798 | .916 | .967 | 1.000 | | | | | | | | | | | | | | | | | |



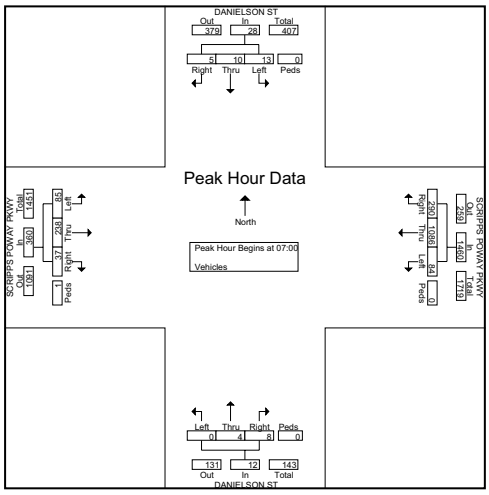
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 106

File Name : P2.22.DANIELSON ST.SCRIPPS POWAY PKWY
Site Code : 00000000
Start Date : 2/18/2010
Page No : 2

| Start Time | DANIELSON ST Southbound Left | Thru | Right | Peds | App. Total | SCRIPPS POWAY PKWY Westbound Left | Thru | Right | Peds | App. Total | DANIELSON ST Northbound Left | Thru | Right | Peds | App. Total | SCRIPPS POWAY PKWY Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 3 | 1 | 0 | 0 | 4 | 20 | 261 | 45 | 0 | 326 | 0 | 0 | 1 | 0 | 1 | 18 | 57 | 11 | **1** | 87 | 418 |
| 07:15 | **4** | 2 | **3** | 0 | **9** | 21 | **294** | 61 | 0 | 376 | 0 | **2** | 1 | 0 | 3 | 15 | 61 | 10 | 0 | 86 | 474 |
| 07:30 | 3 | **5** | 0 | 0 | 8 | 21 | 284 | 70 | 0 | 375 | 0 | 0 | 1 | 0 | 1 | 19 | **65** | 4 | 0 | 88 | 472 |
| 07:45 | 3 | 2 | 2 | 0 | 7 | **22** | 247 | **114** | 0 | **383** | 0 | 2 | **5** | 0 | **7** | **33** | 55 | **12** | 0 | **100** | **497** |
| Total Volume | 13 | 10 | 5 | 0 | 28 | 84 | 1086 | 290 | 0 | 1460 | 0 | 4 | 8 | 0 | 12 | 85 | 238 | 37 | 1 | 361 | 1861 |
| % App. Total | 46.4 | 35.7 | 17.9 | 0 | | 5.8 | 74.4 | 19.9 | 0 | | 0 | 33.3 | 66.7 | 0 | | 23.5 | 65.9 | 10.2 | 0.3 | | |
| PHF | .813 | .500 | .417 | .000 | .778 | .955 | .923 | .636 | .000 | .953 | .000 | .500 | .400 | .000 | .429 | .644 | .915 | .771 | .250 | .903 | .936 |



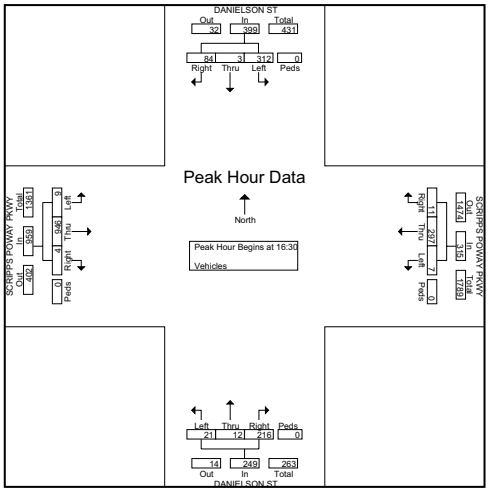

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 106

File Name : P2.22.DANIELSON ST.SCRIPPS POWAY PKWY
Site Code : 00000000
Start Date : 2/18/2010
Page No : 3

| Start Time | DANIELSON ST Southbound Left | Thru | Right | Peds | App. Total | SCRIPPS POWAY PKWY Westbound Left | Thru | Right | Peds | App. Total | DANIELSON ST Northbound Left | Thru | Right | Peds | App. Total | SCRIPPS POWAY PKWY Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | **114** | **1** | 22 | 0 | **137** | 0 | 77 | **5** | 0 | 82 | 4 | 1 | 58 | 0 | 63 | **6** | 231 | 1 | 0 | 238 | 520 |
| 16:45 | 64 | 1 | 16 | 0 | 81 | **5** | 60 | 4 | 0 | 69 | 3 | 2 | 44 | 0 | 49 | 2 | 194 | 0 | 0 | 196 | 395 |
| 17:00 | 86 | 0 | **24** | 0 | 110 | 0 | 77 | 1 | 0 | 78 | **8** | **7** | **75** | 0 | **90** | 0 | 246 | **2** | 0 | 248 | **526** |
| 17:15 | 48 | 1 | 22 | 0 | 71 | 2 | **83** | 1 | 0 | **86** | 6 | 2 | 39 | 0 | 47 | 1 | **275** | 1 | 0 | **277** | 481 |
| Total Volume | 312 | 3 | 84 | 0 | 399 | 7 | 297 | 11 | 0 | 315 | 21 | 12 | 216 | 0 | 249 | 9 | 946 | 4 | 0 | 959 | 1922 |
| % App. Total | 78.2 | 0.8 | 21.1 | 0 | | 2.2 | 94.3 | 3.5 | 0 | | 8.4 | 4.8 | 86.7 | 0 | | 0.9 | 98.6 | 0.4 | 0 | | |
| PHF | .684 | .750 | .875 | .000 | .728 | .350 | .895 | .550 | .000 | .916 | .656 | .429 | .720 | .000 | .692 | .375 | .860 | .500 | .000 | .866 | .913 |



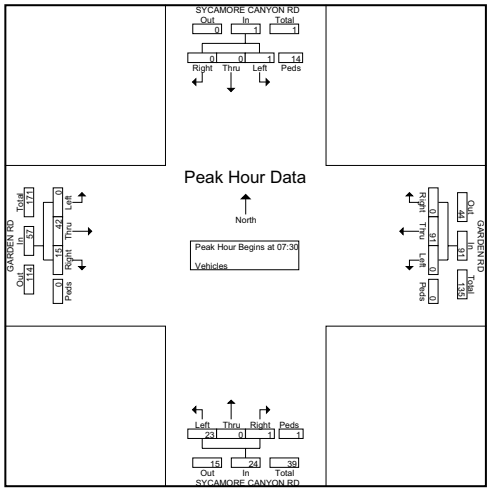

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 107

File Name : P2.23.SYCAMORE CANYON RD.GARDEN RD
Site Code : 00000000
Start Date : 2/23/2010
Page No : 2

| Start Time | SYCAMORE CANYON RD Southbound Left | Thru | Right | Peds | App. Total | GARDEN RD Westbound Left | Thru | Right | Peds | App. Total | SYCAMORE CANYON RD Northbound Left | Thru | Right | Peds | App. Total | GARDEN RD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 | | | | | | | | | | | | | | | | | | | | | |
| 07:30 | **1** | 0 | 0 | 4 | 5 | 0 | 25 | 0 | 0 | 25 | 1 | 0 | 0 | **1** | 2 | 0 | 6 | 2 | 0 | 8 | 40 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | **36** | 0 | 0 | **36** | **10** | 0 | 0 | 0 | **10** | 0 | 10 | 3 | 0 | 13 | **59** |
| 08:00 | 0 | 0 | 0 | 2 | 2 | 0 | 16 | 0 | 0 | 16 | 7 | 0 | 0 | 0 | 7 | 0 | **16** | 4 | 0 | **20** | 45 |
| 08:15 | 0 | 0 | 0 | **8** | **8** | 0 | 14 | 0 | 0 | 14 | 5 | 0 | **1** | 0 | 6 | 0 | 10 | **6** | 0 | 16 | 44 |
| Total Volume | 1 | 0 | 0 | 14 | 15 | 0 | 91 | 0 | 0 | 91 | 23 | 0 | 1 | 1 | 25 | 0 | 42 | 15 | 0 | 57 | 188 |
| % App. Total | 6.7 | 0 | 0 | 93.3 | | 0 | 100 | 0 | 0 | | 92 | 0 | 4 | 4 | | 0 | 73.7 | 26.3 | 0 | | |
| PHF | .250 | .000 | .000 | .438 | .469 | .000 | .632 | .000 | .000 | .632 | .575 | .000 | .250 | .250 | .625 | .000 | .656 | .625 | .000 | .713 | .797 |



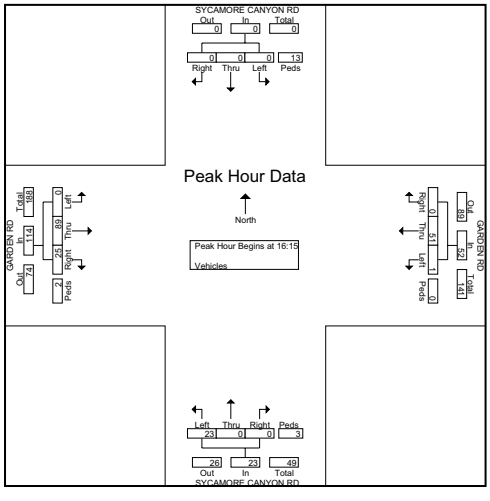

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 107

File Name : P2.23.SYCAMORE CANYON RD.GARDEN RD
Site Code : 00000000
Start Date : 2/23/2010
Page No : 3

| Start Time | SYCAMORE CANYON RD Southbound Left | Thru | Right | Peds | App. Total | GARDEN RD Westbound Left | Thru | Right | Peds | App. Total | SYCAMORE CANYON RD Northbound Left | Thru | Right | Peds | App. Total | GARDEN RD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:15 | | | | | | | | | | | | | | | | | | | | | |
| 16:15 | 0 | 0 | 0 | 2 | 2 | **1** | **18** | 0 | 0 | **19** | 3 | 0 | 0 | 0 | 3 | 0 | 22 | 6 | **2** | 30 | 54 |
| 16:30 | 0 | 0 | 0 | 3 | 3 | 0 | 12 | 0 | 0 | 12 | **8** | 0 | 0 | **3** | **11** | 0 | 23 | **7** | 0 | 30 | **56** |
| 16:45 | 0 | 0 | 0 | 3 | 3 | 0 | 11 | 0 | 0 | 11 | 4 | 0 | 0 | 0 | 4 | 0 | 19 | 5 | 0 | 24 | 42 |
| 17:00 | 0 | 0 | 0 | **5** | **5** | 0 | 10 | 0 | 0 | 10 | 8 | 0 | 0 | 0 | 8 | 0 | **25** | 7 | 0 | **32** | 55 |
| Total Volume | 0 | 0 | 0 | 13 | 13 | 1 | 51 | 0 | 0 | 52 | 23 | 0 | 0 | 3 | 26 | 0 | 89 | 25 | 2 | 116 | 207 |
| % App. Total | 0 | 0 | 0 | 100 | | 1.9 | 98.1 | 0 | 0 | | 88.5 | 0 | 0 | 11.5 | | 0 | 76.7 | 21.6 | 1.7 | | |
| PHF | .000 | .000 | .000 | .650 | .650 | .250 | .708 | .000 | .000 | .684 | .719 | .000 | .000 | .250 | .591 | .000 | .890 | .893 | .250 | .906 | .924 |



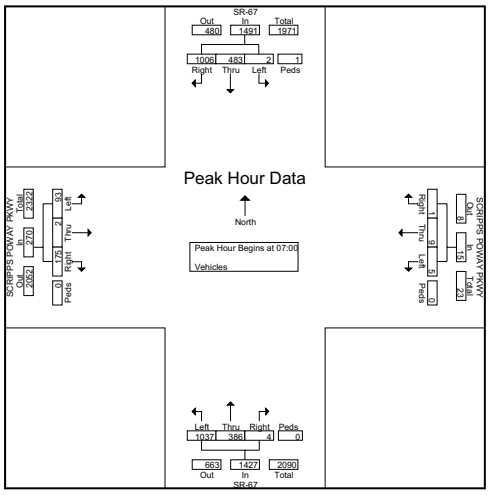
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 109

File Name : P2.24.SR-67.SCRIPPS POWAY PKWY
Site Code : 00000000
Start Date : 2/18/2010
Page No : 2

| | SR-67 Southbound | | | | | SCRIPPS POWAY PKWY Westbound | | | | | SR-67 Northbound | | | | | SCRIPPS POWAY PKWY Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 122 | 216 | **1** | 339 | **2** | 1 | 0 | 0 | 3 | 190 | 75 | **3** | 0 | 268 | 21 | 0 | 42 | 0 | 63 | 673 |
| 07:15 | **2** | 125 | **285** | 0 | **412** | 1 | 3 | 0 | 0 | 4 | 272 | **116** | 0 | 0 | **388** | 21 | **1** | **51** | 0 | **73** | **877** |
| 07:30 | 0 | **134** | 258 | 0 | 392 | 0 | **5** | **1** | 0 | **6** | **292** | 95 | 1 | 0 | 388 | 20 | 1 | 42 | 0 | 63 | 849 |
| 07:45 | 0 | 102 | 247 | 0 | 349 | 2 | 0 | 0 | 0 | 2 | 283 | 100 | 0 | 0 | 383 | **31** | 0 | 40 | 0 | 71 | 805 |
| Total Volume | 2 | 483 | 1006 | 1 | 1492 | 5 | 9 | 1 | 0 | 15 | 1037 | 386 | 4 | 0 | 1427 | 93 | 2 | 175 | 0 | 270 | 3204 |
| % App. Total | 0.1 | 32.4 | 67.4 | 0.1 | | 33.3 | 60 | 6.7 | 0 | | 72.7 | 27 | 0.3 | 0 | | 34.4 | 0.7 | 64.8 | 0 | | |
| PHF | .250 | .901 | .882 | .250 | .905 | .625 | .450 | .250 | .000 | .625 | .888 | .832 | .333 | .000 | .919 | .750 | .500 | .858 | .000 | .925 | .913 |



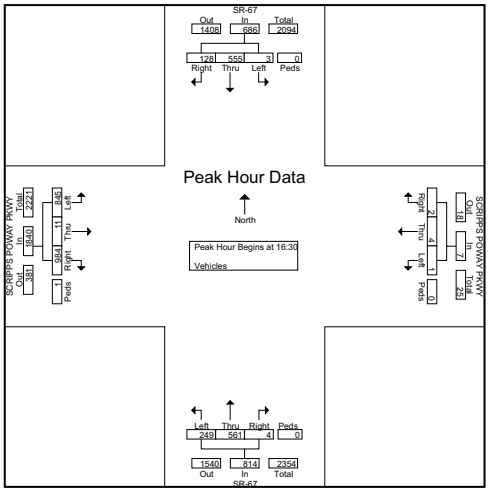

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 109

File Name : P2.24.SR-67.SCRIPPS POWAY PKWY
Site Code : 00000000
Start Date : 2/18/2010
Page No : 3

| | SR-67 Southbound | | | | | SCRIPPS POWAY PKWY Westbound | | | | | SR-67 Northbound | | | | | SCRIPPS POWAY PKWY Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 0 | 106 | 27 | 0 | 133 | 0 | **2** | **1** | 0 | **3** | 63 | 143 | 1 | 0 | 207 | 161 | 3 | **275** | **1** | 440 | 783 |
| 16:45 | 0 | **161** | 24 | 0 | 185 | 0 | 1 | 0 | 0 | 1 | 61 | **163** | **2** | 0 | **226** | 197 | 2 | 246 | 0 | 445 | 857 |
| 17:00 | 1 | 129 | 34 | 0 | 164 | 0 | 1 | 0 | 0 | 1 | **68** | 107 | 1 | 0 | 176 | **289** | **4** | 253 | 0 | **546** | **887** |
| 17:15 | **2** | 159 | **43** | 0 | **204** | **1** | 0 | 1 | 0 | 2 | 57 | 148 | 0 | 0 | 205 | 198 | 2 | 210 | 0 | 410 | 821 |
| Total Volume | 3 | 555 | 128 | 0 | 686 | 1 | 4 | 2 | 0 | 7 | 249 | 561 | 4 | 0 | 814 | 845 | 11 | 984 | 1 | 1841 | 3348 |
| % App. Total | 0.4 | 80.9 | 18.7 | 0 | | 14.3 | 57.1 | 28.6 | 0 | | 30.6 | 68.9 | 0.5 | 0 | | 45.9 | 0.6 | 53.4 | 0.1 | | |
| PHF | .375 | .862 | .744 | .000 | .841 | .250 | .500 | .500 | .000 | .583 | .915 | .860 | .500 | .000 | .900 | .731 | .688 | .895 | .250 | .843 | .944 |



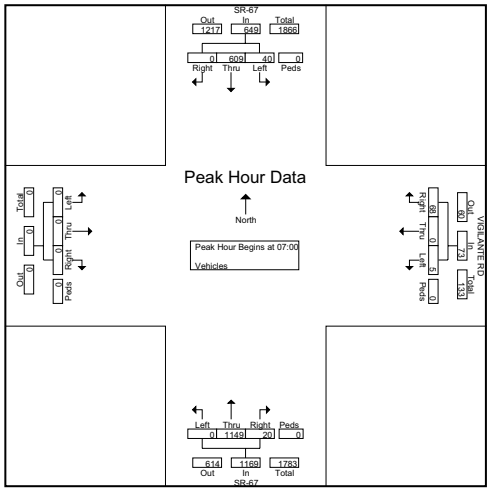

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 113

File Name : P2.25.SR-67.VIGILANTE RD
Site Code : 00000000
Start Date : 2/16/2010
Page No : 2

| | SR-67 Southbound | | | | | VIGILANTE RD Westbound | | | | | SR-67 Northbound | | | | | Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 10 | 128 | 0 | 0 | 138 | 0 | 0 | 10 | 0 | 10 | 0 | 266 | **9** | 0 | 275 | 0 | 0 | 0 | 0 | 0 | 423 |
| 07:15 | 10 | **174** | 0 | 0 | **184** | 1 | 0 | 18 | 0 | 19 | 0 | 292 | 5 | 0 | 297 | 0 | 0 | 0 | 0 | 0 | **500** |
| 07:30 | **14** | 161 | 0 | 0 | 175 | 0 | 0 | **25** | 0 | **25** | 0 | 268 | 3 | 0 | 271 | 0 | 0 | 0 | 0 | 0 | 471 |
| 07:45 | 6 | 146 | 0 | 0 | 152 | **4** | 0 | 15 | 0 | 19 | 0 | **323** | 3 | 0 | **326** | 0 | 0 | 0 | 0 | 0 | 497 |
| Total Volume | 40 | 609 | 0 | 0 | 649 | 5 | 0 | 68 | 0 | 73 | 0 | 1149 | 20 | 0 | 1169 | 0 | 0 | 0 | 0 | 0 | 1891 |
| % App. Total | 6.2 | 93.8 | 0 | 0 | | 6.8 | 0 | 93.2 | 0 | | 0 | 98.3 | 1.7 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .714 | .875 | .000 | .000 | .882 | .313 | .000 | .680 | .000 | .730 | .000 | .889 | .556 | .000 | .896 | .000 | .000 | .000 | .000 | .000 | .946 |



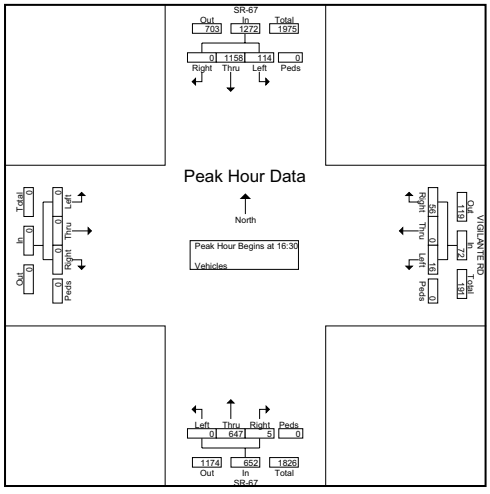

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 113

File Name : P2.25.SR-67.VIGILANTE RD
Site Code : 00000000
Start Date : 2/16/2010
Page No : 3

| | SR-67 Southbound | | | | | VIGILANTE RD Westbound | | | | | SR-67 Northbound | | | | | Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 29 | 266 | 0 | 0 | 295 | **6** | 0 | **19** | 0 | **25** | 0 | 165 | 1 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | 486 |
| 16:45 | 28 | 284 | 0 | 0 | 312 | 2 | 0 | 16 | 0 | 18 | 0 | 141 | 0 | 0 | 141 | 0 | 0 | 0 | 0 | 0 | 471 |
| 17:00 | 26 | 284 | 0 | 0 | 310 | 4 | 0 | 7 | 0 | 11 | 0 | **176** | **3** | 0 | **179** | 0 | 0 | 0 | 0 | 0 | 500 |
| 17:15 | **31** | **324** | 0 | 0 | **355** | 4 | 0 | 14 | 0 | 18 | 0 | 165 | 1 | 0 | 166 | 0 | 0 | 0 | 0 | 0 | **539** |
| Total Volume | 114 | 1158 | 0 | 0 | 1272 | 16 | 0 | 56 | 0 | 72 | 0 | 647 | 5 | 0 | 652 | 0 | 0 | 0 | 0 | 0 | 1996 |
| % App. Total | 9 | 91 | 0 | 0 | | 22.2 | 0 | 77.8 | 0 | | 0 | 99.2 | 0.8 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .919 | .894 | .000 | .000 | .896 | .667 | .000 | .737 | .000 | .720 | .000 | .919 | .417 | .000 | .911 | .000 | .000 | .000 | .000 | .000 | .926 |



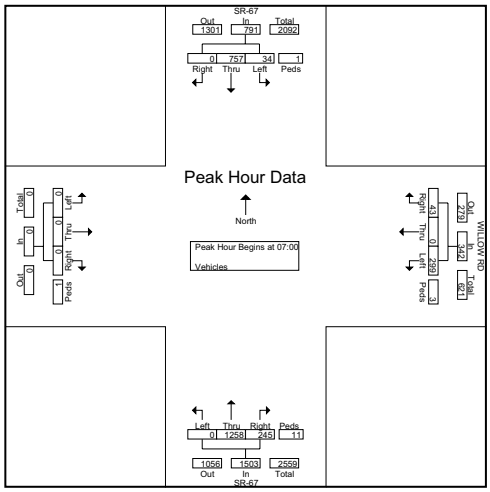
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 114

File Name : P2.26.SR-67.WILLOW RD
Site Code : 00000000
Start Date : 2/16/2010
Page No : 2

| | SR-67 Southbound | | | | | WILLOW RD Westbound | | | | | SR-67 Northbound | | | | | Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 6 | 162 | 0 | **1** | 169 | 85 | 0 | 10 | 1 | 96 | 0 | 280 | **112** | **11** | **403** | 0 | 0 | 0 | 0 | 0 | 668 |
| 07:15 | 3 | 197 | 0 | 0 | 200 | 51 | 0 | 6 | 0 | 57 | 0 | 310 | 44 | 0 | 354 | 0 | 0 | 0 | **1** | **1** | 612 |
| 07:30 | 11 | **213** | 0 | 0 | **224** | 76 | 0 | **14** | **2** | 92 | 0 | **349** | 32 | 0 | 381 | 0 | 0 | 0 | 0 | 0 | **697** |
| 07:45 | **14** | 185 | 0 | 0 | 199 | **87** | 0 | 13 | 0 | **100** | 0 | 319 | 57 | 0 | 376 | 0 | 0 | 0 | 0 | 0 | 675 |
| Total Volume | 34 | 757 | 0 | 1 | 792 | 299 | 0 | 43 | 3 | 345 | 0 | 1258 | 245 | 11 | 1514 | 0 | 0 | 0 | 1 | 1 | 2652 |
| % App. Total | 4.3 | 95.6 | 0 | 0.1 | | 86.7 | 0 | 12.5 | 0.9 | | 0 | 83.1 | 16.2 | 0.7 | | 0 | 0 | 0 | 100 | | |
| PHF | .607 | .888 | .000 | .250 | .884 | .859 | .000 | .768 | .375 | .863 | .000 | .901 | .547 | .250 | .939 | .000 | .000 | .000 | .250 | .250 | .951 |



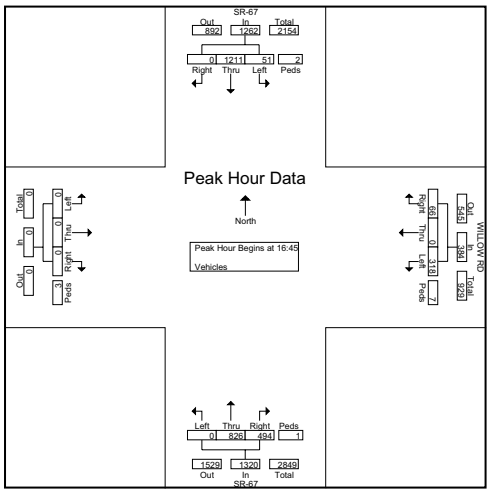

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 114

File Name : P2.26.SR-67.WILLOW RD
Site Code : 00000000
Start Date : 2/16/2010
Page No : 3

| | SR-67 Southbound | | | | | WILLOW RD Westbound | | | | | SR-67 Northbound | | | | | Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | | | | | |
| 16:45 | 14 | 293 | 0 | 0 | 307 | **90** | 0 | 10 | 1 | 101 | 0 | 202 | 105 | 0 | 307 | 0 | 0 | 0 | **2** | **2** | 717 |
| 17:00 | 10 | 312 | 0 | **2** | 324 | 80 | 0 | **20** | 2 | **102** | 0 | 199 | 122 | 0 | 321 | 0 | 0 | 0 | 0 | 0 | 747 |
| 17:15 | 12 | **333** | 0 | 0 | **345** | 74 | 0 | 18 | 1 | 93 | 0 | 195 | **157** | **1** | **353** | 0 | 0 | 0 | 0 | 0 | **791** |
| 17:30 | **15** | 273 | 0 | 0 | 288 | 74 | 0 | 18 | **3** | 95 | 0 | **230** | 110 | 0 | 340 | 0 | 0 | 0 | 1 | 1 | 724 |
| Total Volume | 51 | 1211 | 0 | 2 | 1264 | 318 | 0 | 66 | 7 | 391 | 0 | 826 | 494 | 1 | 1321 | 0 | 0 | 0 | 3 | 3 | 2979 |
| % App. Total | 4 | 95.8 | 0 | 0.2 | | 81.3 | 0 | 16.9 | 1.8 | | 0 | 62.5 | 37.4 | 0.1 | | 0 | 0 | 0 | 100 | | |
| PHF | .850 | .909 | .000 | .250 | .916 | .883 | .000 | .825 | .583 | .958 | .000 | .898 | .787 | .250 | .936 | .000 | .000 | .000 | .375 | .375 | .942 |



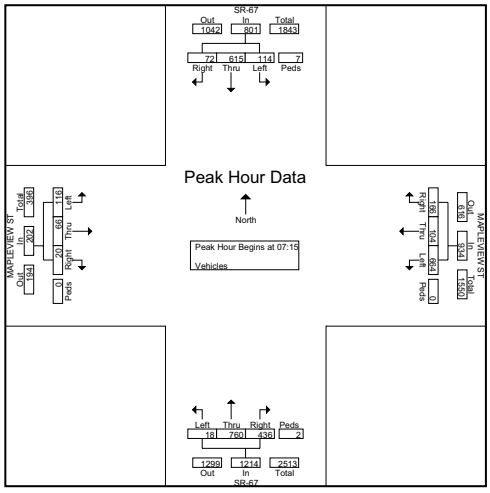

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 115

File Name : P2.27.SR-67.MAPLEVIEW ST
Site Code : 00000000
Start Date : 2/23/2010
Page No : 2

| | SR-67 Southbound | | | | | MAPLEVIEW ST Westbound | | | | | SR-67 Northbound | | | | | MAPLEVIEW ST Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 | | | | | | | | | | | | | | | | | | | | | |
| 07:15 | 23 | 162 | 18 | 2 | 205 | 172 | 17 | 32 | 0 | 221 | **5** | 190 | 104 | **2** | 301 | **36** | **18** | 1 | 0 | **55** | 782 |
| 07:30 | 30 | 147 | 15 | 2 | 194 | 171 | 21 | 35 | 0 | 227 | 5 | **236** | **117** | 0 | **358** | 29 | 14 | 3 | 0 | 46 | **825** |
| 07:45 | **38** | **166** | 19 | **3** | **226** | **179** | 31 | **52** | 0 | **262** | 3 | 166 | 113 | 0 | 282 | 29 | 17 | 3 | 0 | 49 | 819 |
| 08:00 | 23 | 140 | **20** | 0 | 183 | 142 | **35** | 47 | 0 | 224 | 5 | 168 | 102 | 0 | 275 | 22 | 17 | **13** | 0 | 52 | 734 |
| Total Volume | 114 | 615 | 72 | 7 | 808 | 664 | 104 | 166 | 0 | 934 | 18 | 760 | 436 | 2 | 1216 | 116 | 66 | 20 | 0 | 202 | 3160 |
| % App. Total | 14.1 | 76.1 | 8.9 | 0.9 | | 71.1 | 11.1 | 17.8 | 0 | | 1.5 | 62.5 | 35.9 | 0.2 | | 57.4 | 32.7 | 9.9 | 0 | | |
| PHF | .750 | .926 | .900 | .583 | .894 | .927 | .743 | .798 | .000 | .891 | .900 | .805 | .932 | .250 | .849 | .806 | .917 | .385 | .000 | .918 | .958 |



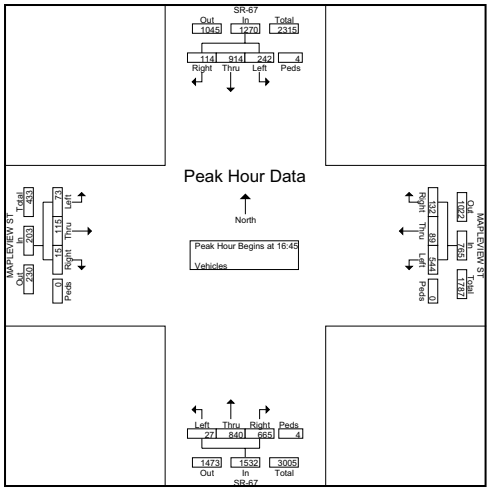

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 115

File Name : P2.27.SR-67.MAPLEVIEW ST
Site Code : 00000000
Start Date : 2/23/2010
Page No : 3

| | SR-67 Southbound | | | | | MAPLEVIEW ST Westbound | | | | | SR-67 Northbound | | | | | MAPLEVIEW ST Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 18:00 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | | | | | |
| 16:45 | 56 | **244** | **32** | 0 | **332** | **144** | 21 | 31 | 0 | 196 | 7 | 200 | 171 | 1 | 379 | 16 | **31** | 4 | 0 | 51 | 958 |
| 17:00 | **67** | 211 | 26 | 1 | 305 | 126 | 15 | 33 | 0 | 174 | **10** | 200 | **174** | **2** | 386 | 19 | 31 | **7** | 0 | **57** | 922 |
| 17:15 | 63 | 237 | 28 | 0 | 328 | 143 | 21 | **38** | 0 | **202** | 6 | **224** | 157 | 1 | **388** | **20** | 28 | 2 | 0 | 50 | **968** |
| 17:30 | 56 | 222 | 28 | **3** | 309 | 131 | **32** | 30 | 0 | 193 | 4 | 216 | 163 | 0 | 383 | 18 | 25 | 2 | 0 | 45 | 930 |
| Total Volume | 242 | 914 | 114 | 4 | 1274 | 544 | 89 | 132 | 0 | 765 | 27 | 840 | 665 | 4 | 1536 | 73 | 115 | 15 | 0 | 203 | 3778 |
| % App. Total | 19 | 71.7 | 8.9 | 0.3 | | 71.1 | 11.6 | 17.3 | 0 | | 1.8 | 54.7 | 43.3 | 0.3 | | 36 | 56.7 | 7.4 | 0 | | |
| PHF | .903 | .936 | .891 | .333 | .959 | .944 | .695 | .868 | .000 | .947 | .675 | .938 | .955 | .500 | .990 | .913 | .927 | .536 | .000 | .890 | .976 |



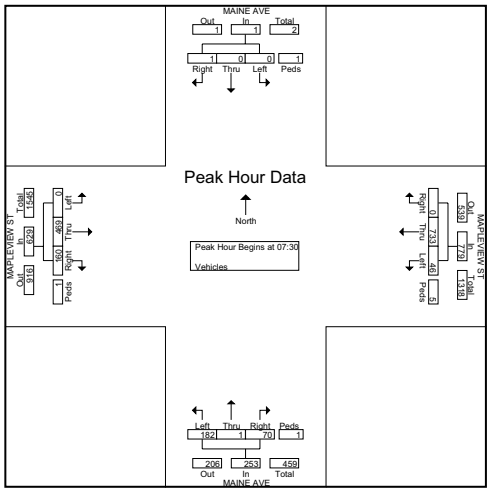
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 116

File Name : P2.28.MAINE AVE.MAPLEVIEW ST
Site Code : 00000000
Start Date : 2/23/2010
Page No : 2

| Start Time | MAINE AVE Southbound Left | Thru | Right | Peds | App. Total | MAPLEVIEW ST Westbound Left | Thru | Right | Peds | App. Total | MAINE AVE Northbound Left | Thru | Right | Peds | App. Total | MAPLEVIEW ST Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 | | | | | | | | | | | | | | | | | | | | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 9 | 189 | 0 | 0 | 198 | 49 | 0 | 16 | **1** | 66 | 0 | 120 | 33 | 0 | 153 | 417 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 9 | **206** | 0 | **2** | **217** | **51** | 0 | 17 | 0 | 68 | 0 | **133** | 36 | **1** | **170** | **455** |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 13 | 172 | 0 | 1 | 186 | 49 | **1** | **20** | 0 | **70** | 0 | 111 | 42 | 0 | 153 | 409 |
| 08:15 | 0 | 0 | **1** | **1** | **2** | **15** | 166 | 0 | 2 | 183 | 33 | 0 | 17 | 0 | 50 | 0 | 105 | **49** | 0 | 154 | 389 |
| Total Volume | 0 | 0 | 1 | 1 | 2 | 46 | 733 | 0 | 5 | 784 | 182 | 1 | 70 | 1 | 254 | 0 | 469 | 160 | 1 | 630 | 1670 |
| % App. Total | 0 | 0 | 50 | 50 | | 5.9 | 93.5 | 0 | 0.6 | | 71.7 | 0.4 | 27.6 | 0.4 | | 0 | 74.4 | 25.4 | 0.2 | | |
| PHF | .000 | .000 | .250 | .250 | .250 | .767 | .890 | .000 | .625 | .903 | .892 | .250 | .875 | .250 | .907 | .000 | .882 | .816 | .250 | .926 | .918 |



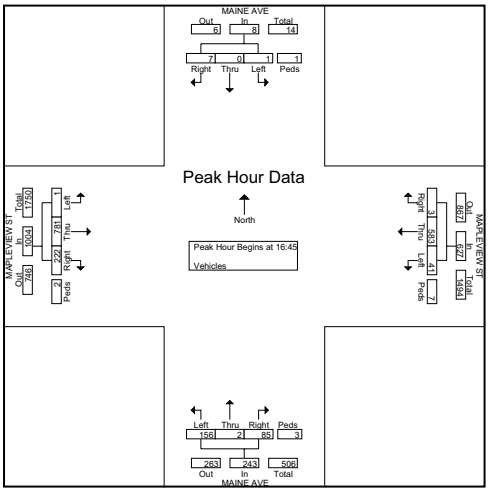

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 116

File Name : P2.28.MAINE AVE.MAPLEVIEW ST
Site Code : 00000000
Start Date : 2/23/2010
Page No : 3

| Start Time | MAINE AVE Southbound Left | Thru | Right | Peds | App. Total | MAPLEVIEW ST Westbound Left | Thru | Right | Peds | App. Total | MAINE AVE Northbound Left | Thru | Right | Peds | App. Total | MAPLEVIEW ST Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | | | | | |
| 16:45 | **1** | 0 | 1 | 0 | 2 | 10 | 147 | **2** | 0 | 159 | 40 | **2** | 13 | 1 | 56 | **1** | **204** | 47 | 0 | 252 | 469 |
| 17:00 | 0 | 0 | **4** | **1** | **5** | 10 | 122 | 0 | 2 | 134 | 38 | 0 | 23 | 0 | 61 | 0 | 195 | **72** | **1** | **268** | 468 |
| 17:15 | 0 | 0 | 2 | 0 | 2 | **15** | 156 | 1 | **3** | **175** | **44** | 0 | 17 | 0 | 61 | 0 | 191 | 54 | 1 | 246 | **484** |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 6 | **158** | 0 | 2 | 166 | 34 | 0 | **32** | **2** | **68** | 0 | 191 | 49 | 0 | 240 | 474 |
| Total Volume | 1 | 0 | 7 | 1 | 9 | 41 | 583 | 3 | 7 | 634 | 156 | 2 | 85 | 3 | 246 | 1 | 781 | 222 | 2 | 1006 | 1895 |
| % App. Total | 11.1 | 0 | 77.8 | 11.1 | | 6.5 | 92 | 0.5 | 1.1 | | 63.4 | 0.8 | 34.6 | 1.2 | | 0.1 | 77.6 | 22.1 | 0.2 | | |
| PHF | .250 | .000 | .438 | .250 | .450 | .683 | .922 | .375 | .583 | .906 | .886 | .250 | .664 | .375 | .904 | .250 | .957 | .771 | .500 | .938 | .979 |



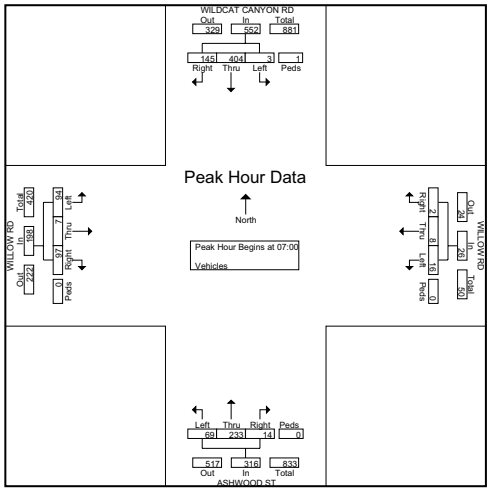

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 119

File Name : P2.29.WILDCAT CANYON RD.WILLOW RD
Site Code : 00000000
Start Date : 2/16/2010
Page No : 2

| Start Time | WILDCAT CANYON RD Southbound Left | Thru | Right | Peds | App. Total | WILLOW RD Westbound Left | Thru | Right | Peds | App. Total | ASHWOOD ST Northbound Left | Thru | Right | Peds | App. Total | WILLOW RD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | **1** | 94 | **51** | **1** | **147** | 2 | **6** | 0 | 0 | **8** | 13 | 35 | 4 | 0 | 52 | **31** | **2** | **62** | 0 | **95** | **302** |
| 07:15 | 1 | 103 | 36 | 0 | 140 | **7** | 0 | **1** | 0 | 8 | 19 | 69 | **6** | 0 | **94** | 17 | 2 | 13 | 0 | 32 | 274 |
| 07:30 | 0 | **107** | 29 | 0 | 136 | 4 | 0 | 1 | 0 | 5 | 17 | **70** | 2 | 0 | 89 | 22 | 1 | 7 | 0 | 30 | 260 |
| 07:45 | 1 | 100 | 29 | 0 | 130 | 3 | 2 | 0 | 0 | 5 | **20** | 59 | 2 | 0 | 81 | 24 | 2 | 15 | 0 | 41 | 257 |
| Total Volume | 3 | 404 | 145 | 1 | 553 | 16 | 8 | 2 | 0 | 26 | 69 | 233 | 14 | 0 | 316 | 94 | 7 | 97 | 0 | 198 | 1093 |
| % App. Total | 0.5 | 73.1 | 26.2 | 0.2 | | 61.5 | 30.8 | 7.7 | 0 | | 21.8 | 73.7 | 4.4 | 0 | | 47.5 | 3.5 | 49 | 0 | | |
| PHF | .750 | .944 | .711 | .250 | .940 | .571 | .333 | .500 | .000 | .813 | .863 | .832 | .583 | .000 | .840 | .758 | .875 | .391 | .000 | .521 | .905 |



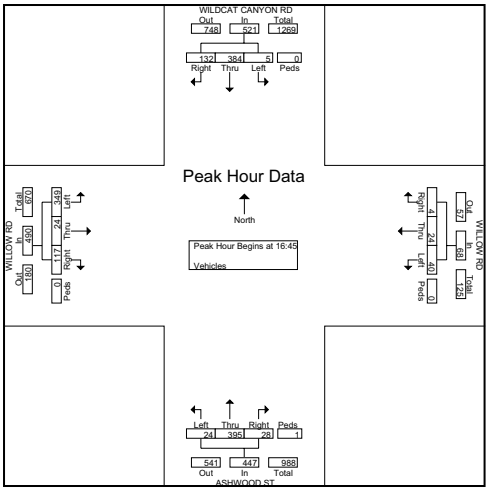

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 119

File Name : P2.29.WILDCAT CANYON RD.WILLOW RD
Site Code : 00000000
Start Date : 2/16/2010
Page No : 3

| Start Time | WILDCAT CANYON RD Southbound Left | Thru | Right | Peds | App. Total | WILLOW RD Westbound Left | Thru | Right | Peds | App. Total | ASHWOOD ST Northbound Left | Thru | Right | Peds | App. Total | WILLOW RD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | | | | | |
| 16:45 | 1 | **104** | 35 | 0 | 140 | 10 | 5 | 1 | 0 | 16 | 5 | 94 | **10** | 0 | 109 | 84 | **8** | 29 | 0 | 121 | 386 |
| 17:00 | **2** | 94 | 26 | 0 | 122 | **13** | 6 | 1 | 0 | 20 | **8** | 97 | 5 | **1** | 111 | 83 | 7 | 27 | 0 | 117 | 370 |
| 17:15 | 1 | 99 | **41** | 0 | **141** | 4 | 6 | 0 | 0 | 10 | 4 | 100 | 7 | 0 | 111 | 86 | 6 | 26 | 0 | 118 | 380 |
| 17:30 | 1 | 87 | 30 | 0 | 118 | 13 | **7** | **2** | 0 | **22** | 7 | **104** | 6 | 0 | **117** | **96** | 3 | **35** | 0 | **134** | **391** |
| Total Volume | 5 | 384 | 132 | 0 | 521 | 40 | 24 | 4 | 0 | 68 | 24 | 395 | 28 | 1 | 448 | 349 | 24 | 117 | 0 | 490 | 1527 |
| % App. Total | 1 | 73.7 | 25.3 | 0 | | 58.8 | 35.3 | 5.9 | 0 | | 5.4 | 88.2 | 6.2 | 0.2 | | 71.2 | 4.9 | 23.9 | 0 | | |
| PHF | .625 | .923 | .805 | .000 | .924 | .769 | .857 | .500 | .000 | .773 | .750 | .950 | .700 | .250 | .957 | .909 | .750 | .836 | .000 | .914 | .976 |



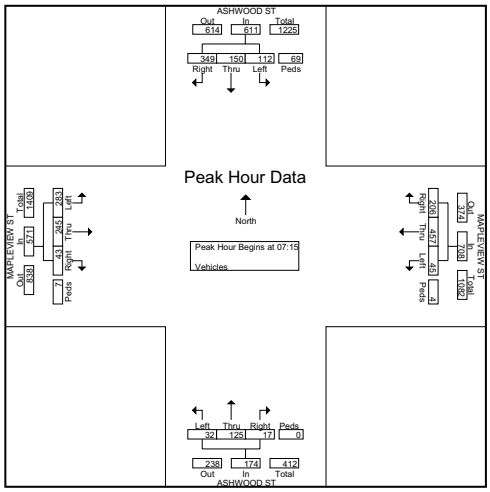
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 120

File Name : P2.30.ASHWOOD ST.MAPLEVIEW ST
Site Code : 00000000
Start Date : 2/17/2010
Page No : 2

| Start Time | ASHWOOD ST Southbound Left | Thru | Right | Peds | App. Total | MAPLEVIEW ST Westbound Left | Thru | Right | Peds | App. Total | ASHWOOD ST Northbound Left | Thru | Right | Peds | App. Total | MAPLEVIEW ST Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 | | | | | | | | | | | | | | | | | | | | | |
| 07:15 | 16 | 17 | 79 | 11 | 123 | 12 | 129 | 36 | **4** | 181 | 7 | 24 | 1 | 0 | 32 | 64 | 47 | 8 | 1 | 120 | 456 |
| 07:30 | 33 | 35 | 77 | 21 | 166 | **15** | 103 | 54 | 0 | 172 | **10** | 33 | 2 | 0 | 45 | 77 | 58 | 11 | **3** | 149 | 532 |
| 07:45 | 25 | **51** | 86 | 15 | 177 | 12 | **131** | 75 | 0 | **218** | 5 | **43** | **7** | 0 | **55** | **81** | **70** | **15** | 3 | **169** | **619** |
| 08:00 | **38** | 47 | **107** | **22** | **214** | 6 | 94 | 41 | 0 | 141 | 10 | 25 | 7 | 0 | 42 | 61 | 70 | 9 | 0 | 140 | 537 |
| Total Volume | 112 | 150 | 349 | 69 | 680 | 45 | 457 | 206 | 4 | 712 | 32 | 125 | 17 | 0 | 174 | 283 | 245 | 43 | 7 | 578 | 2144 |
| % App. Total | 16.5 | 22.1 | 51.3 | 10.1 | | 6.3 | 64.2 | 28.9 | 0.6 | | 18.4 | 71.8 | 9.8 | 0 | | 49 | 42.4 | 7.4 | 1.2 | | |
| PHF | .737 | .735 | .815 | .784 | .794 | .750 | .872 | .687 | .250 | .817 | .800 | .727 | .607 | .000 | .791 | .873 | .875 | .717 | .583 | .855 | .866 |



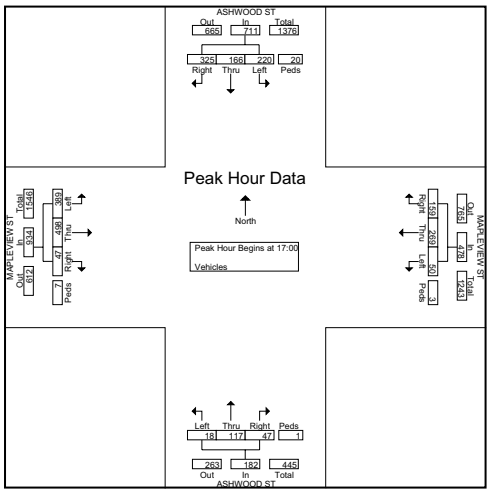

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 120

File Name : P2.30.ASHWOOD ST.MAPLEVIEW ST
Site Code : 00000000
Start Date : 2/17/2010
Page No : 3

| Start Time | ASHWOOD ST Southbound Left | Thru | Right | Peds | App. Total | MAPLEVIEW ST Westbound Left | Thru | Right | Peds | App. Total | ASHWOOD ST Northbound Left | Thru | Right | Peds | App. Total | MAPLEVIEW ST Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 17:00 | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 42 | 35 | 88 | 7 | 172 | 6 | 65 | 40 | **2** | 113 | 4 | **36** | 13 | 0 | **53** | 97 | 112 | 8 | **4** | 221 | 559 |
| 17:15 | 44 | 37 | **89** | 0 | 170 | 14 | 61 | 39 | 1 | 115 | 1 | 32 | **17** | **1** | 51 | **128** | 123 | 12 | 1 | **264** | 600 |
| 17:30 | **68** | 43 | 76 | 4 | 191 | 12 | **77** | **46** | 0 | **135** | **8** | 23 | 4 | 0 | 35 | 69 | 128 | **15** | 0 | 212 | 573 |
| 17:45 | 66 | **51** | 72 | **9** | **198** | **18** | 66 | 34 | 0 | 118 | 5 | 26 | 13 | 0 | 44 | 95 | **135** | 12 | 2 | 244 | **604** |
| Total Volume | 220 | 166 | 325 | 20 | 731 | 50 | 269 | 159 | 3 | 481 | 18 | 117 | 47 | 1 | 183 | 389 | 498 | 47 | 7 | 941 | 2336 |
| % App. Total | 30.1 | 22.7 | 44.5 | 2.7 | | 10.4 | 55.9 | 33.1 | 0.6 | | 9.8 | 63.9 | 25.7 | 0.5 | | 41.3 | 52.9 | 5 | 0.7 | | |
| PHF | .809 | .814 | .913 | .556 | .923 | .694 | .873 | .864 | .375 | .891 | .563 | .813 | .691 | .250 | .863 | .760 | .922 | .783 | .438 | .891 | .967 |



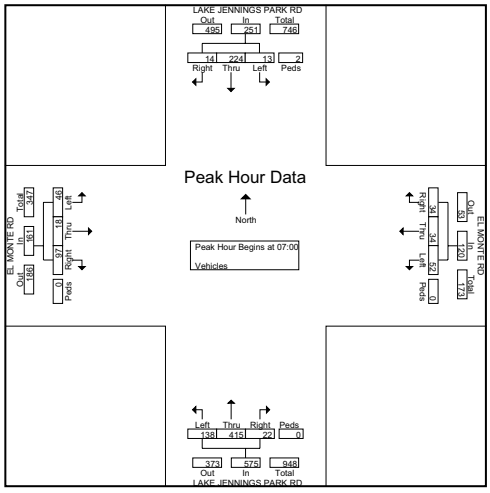

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 123

File Name : P2.31.LAKE JENNINGS PARK RD.EL MONTE RD
Site Code : 00000000
Start Date : 2/17/2010
Page No : 2

| Start Time | LAKE JENNINGS PARK RD Southbound Left | Thru | Right | Peds | App. Total | EL MONTE RD Westbound Left | Thru | Right | Peds | App. Total | LAKE JENNINGS PARK RD Northbound Left | Thru | Right | Peds | App. Total | EL MONTE RD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 2 | **67** | 3 | 0 | **72** | 13 | 4 | 7 | 0 | 24 | 26 | 81 | 3 | 0 | 110 | 7 | **6** | 25 | 0 | 38 | 244 |
| 07:15 | **4** | 46 | **5** | 0 | 55 | **14** | 10 | **11** | 0 | **35** | 41 | 108 | 5 | 0 | 154 | 9 | 4 | 21 | 0 | 34 | 278 |
| 07:30 | 3 | 55 | 4 | 0 | 62 | 14 | 8 | 9 | 0 | 31 | 27 | **124** | 4 | 0 | 155 | 14 | 6 | **29** | 0 | **49** | **297** |
| 07:45 | 4 | 56 | 2 | **2** | 64 | 11 | **12** | 7 | 0 | 30 | **44** | 102 | **10** | 0 | **156** | **16** | 2 | 22 | 0 | 40 | 290 |
| Total Volume | 13 | 224 | 14 | 2 | 253 | 52 | 34 | 34 | 0 | 120 | 138 | 415 | 22 | 0 | 575 | 46 | 18 | 97 | 0 | 161 | 1109 |
| % App. Total | 5.1 | 88.5 | 5.5 | 0.8 | | 43.3 | 28.3 | 28.3 | 0 | | 24 | 72.2 | 3.8 | 0 | | 28.6 | 11.2 | 60.2 | 0 | | |
| PHF | .813 | .836 | .700 | .250 | .878 | .929 | .708 | .773 | .000 | .857 | .784 | .837 | .550 | .000 | .921 | .719 | .750 | .836 | .000 | .821 | .934 |



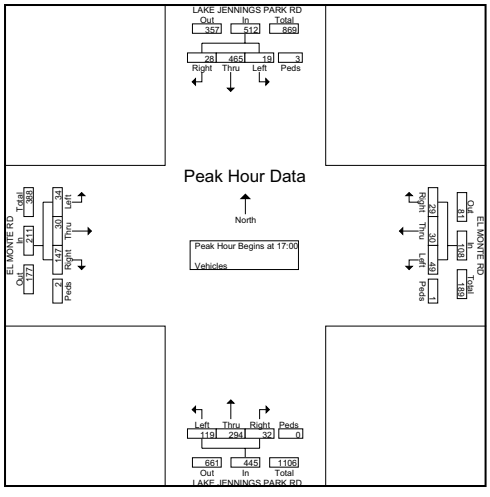

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 123

File Name : P2.31.LAKE JENNINGS PARK RD.EL MONTE RD
Site Code : 00000000
Start Date : 2/17/2010
Page No : 3

| Start Time | LAKE JENNINGS PARK RD Southbound Left | Thru | Right | Peds | App. Total | EL MONTE RD Westbound Left | Thru | Right | Peds | App. Total | LAKE JENNINGS PARK RD Northbound Left | Thru | Right | Peds | App. Total | EL MONTE RD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 17:00 | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | **8** | 101 | **9** | 0 | 118 | **17** | 6 | 8 | **1** | **32** | 24 | 71 | **12** | 0 | 107 | 10 | 8 | 38 | 0 | **56** | 313 |
| 17:15 | 4 | 120 | 5 | **2** | 131 | 12 | **9** | 4 | 0 | 25 | 30 | **78** | 5 | 0 | 113 | 5 | 6 | **41** | 0 | 52 | 321 |
| 17:30 | 3 | **122** | 6 | 1 | 132 | 12 | 7 | 8 | 0 | 27 | **41** | 76 | 6 | 0 | **123** | **12** | 7 | 34 | **2** | 55 | **337** |
| 17:45 | 4 | 122 | 8 | 0 | **134** | 8 | 8 | **9** | 0 | 25 | 24 | 69 | 9 | 0 | 102 | 7 | **9** | 34 | 0 | 50 | 311 |
| Total Volume | 19 | 465 | 28 | 3 | 515 | 49 | 30 | 29 | 1 | 109 | 119 | 294 | 32 | 0 | 445 | 34 | 30 | 147 | 2 | 213 | 1282 |
| % App. Total | 3.7 | 90.3 | 5.4 | 0.6 | | 45 | 27.5 | 26.6 | 0.9 | | 26.7 | 66.1 | 7.2 | 0 | | 16 | 14.1 | 69 | 0.9 | | |
| PHF | .594 | .953 | .778 | .375 | .961 | .721 | .833 | .806 | .250 | .852 | .726 | .942 | .667 | .000 | .904 | .708 | .833 | .896 | .250 | .951 | .951 |



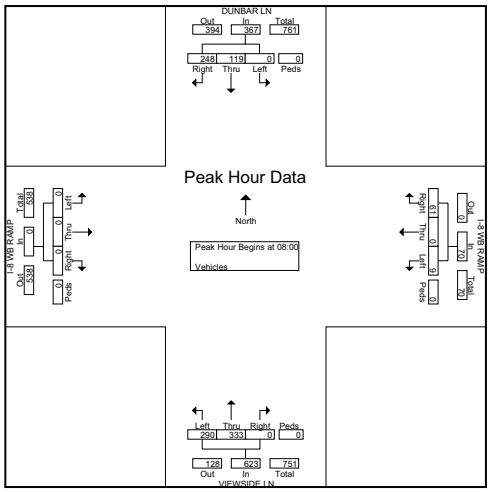
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 201

File Name : P2.32.DUNBAR LN.I-8 WB RAMP
Site Code : 00000000
Start Date : 2/16/2010
Page No : 2

| | DUNBAR LN Southbound | | | | | I-8 WB RAMP Westbound | | | | | VIEWSIDE LN Northbound | | | | | I-8 WB 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 Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 | | | | | | | | | | | | | | | | | | | | | |
| 08:00 | 0 | 19 | 24 | 0 | 43 | 0 | 0 | 13 | 0 | 13 | 64 | 49 | 0 | 0 | 113 | 0 | 0 | 0 | 0 | 0 | 169 |
| 08:15 | 0 | 25 | 48 | 0 | 73 | **4** | 0 | **18** | 0 | **22** | 75 | 60 | 0 | 0 | 135 | 0 | 0 | 0 | 0 | 0 | 230 |
| 08:30 | 0 | **41** | 77 | 0 | 118 | 1 | 0 | 13 | 0 | 14 | **76** | 101 | 0 | 0 | 177 | 0 | 0 | 0 | 0 | 0 | 309 |
| 08:45 | 0 | 34 | **99** | 0 | **133** | 4 | 0 | 17 | 0 | 21 | 75 | **123** | 0 | 0 | **198** | 0 | 0 | 0 | 0 | 0 | **352** |
| Total Volume | 0 | 119 | 248 | 0 | 367 | 9 | 0 | 61 | 0 | 70 | 290 | 333 | 0 | 0 | 623 | 0 | 0 | 0 | 0 | 0 | 1060 |
| % App. Total | 0 | 32.4 | 67.6 | 0 | | 12.9 | 0 | 87.1 | 0 | | 46.5 | 53.5 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .726 | .626 | .000 | .690 | .563 | .000 | .847 | .000 | .795 | .954 | .677 | .000 | .000 | .787 | .000 | .000 | .000 | .000 | .000 | .753 |



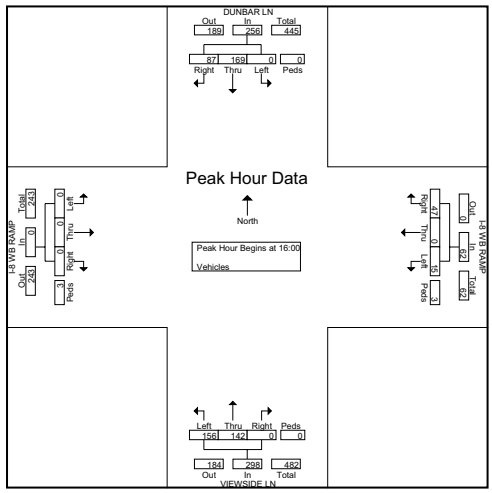

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 201

File Name : P2.32.DUNBAR LN.I-8 WB RAMP
Site Code : 00000000
Start Date : 2/16/2010
Page No : 3

| | DUNBAR LN Southbound | | | | | I-8 WB RAMP Westbound | | | | | VIEWSIDE LN Northbound | | | | | I-8 WB 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 Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | **48** | **33** | 0 | **81** | 3 | 0 | 14 | 0 | 17 | 38 | **46** | 0 | 0 | **84** | 0 | 0 | 0 | 0 | 0 | **182** |
| 16:15 | 0 | 41 | 24 | 0 | 65 | **5** | 0 | 8 | **2** | 15 | 37 | 29 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 146 |
| 16:30 | 0 | 43 | 19 | 0 | 62 | 3 | 0 | **15** | 1 | **19** | **46** | 37 | 0 | 0 | 83 | 0 | 0 | 0 | **3** | **3** | 167 |
| 16:45 | 0 | 37 | 11 | 0 | 48 | **4** | 0 | 10 | 0 | 14 | 35 | 30 | 0 | 0 | 65 | 0 | 0 | 0 | 0 | 0 | 127 |
| Total Volume | 0 | 169 | 87 | 0 | 256 | 15 | 0 | 47 | 3 | 65 | 156 | 142 | 0 | 0 | 298 | 0 | 0 | 0 | 3 | 3 | 622 |
| % App. Total | 0 | 66 | 34 | 0 | | 23.1 | 0 | 72.3 | 4.6 | | 52.3 | 47.7 | 0 | 0 | | 0 | 0 | 0 | 100 | | |
| PHF | .000 | .880 | .659 | .000 | .790 | .750 | .000 | .783 | .375 | .855 | .848 | .772 | .000 | .000 | .887 | .000 | .000 | .000 | .250 | .250 | .854 |



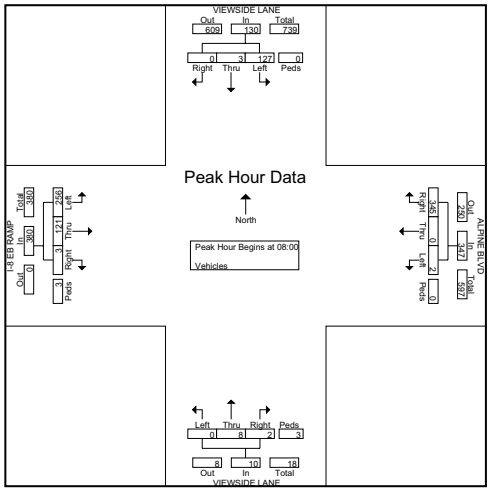

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 202

File Name : P2.33.VIEWSIDE LANE.I-8 EB RAMP
Site Code : 00000000
Start Date : 2/16/2010
Page No : 2

| | VIEWSIDE LANE Southbound | | | | | ALPINE BLVD Westbound | | | | | VIEWSIDE LANE Northbound | | | | | I-8 EB 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 Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 | | | | | | | | | | | | | | | | | | | | | |
| 08:00 | 15 | 0 | 0 | 0 | 15 | **1** | 0 | 77 | 0 | 78 | 0 | 1 | 0 | 0 | 1 | 33 | 25 | 0 | 0 | 58 | 152 |
| 08:15 | 27 | 0 | 0 | 0 | 27 | 0 | 0 | 86 | 0 | 86 | 0 | 2 | **1** | 0 | 3 | 48 | 23 | 0 | 0 | 71 | 187 |
| 08:30 | **48** | 0 | 0 | 0 | **48** | 1 | 0 | **91** | 0 | **92** | 0 | 2 | 1 | **3** | **6** | 70 | **37** | 0 | **3** | 110 | 256 |
| 08:45 | 37 | **3** | 0 | 0 | 40 | 0 | 0 | 91 | 0 | 91 | 0 | **3** | 0 | 0 | 3 | **105** | 36 | **3** | 0 | **144** | **278** |
| Total Volume | 127 | 3 | 0 | 0 | 130 | 2 | 0 | 345 | 0 | 347 | 0 | 8 | 2 | 3 | 13 | 256 | 121 | 3 | 3 | 383 | 873 |
| % App. Total | 97.7 | 2.3 | 0 | 0 | | 0.6 | 0 | 99.4 | 0 | | 0 | 61.5 | 15.4 | 23.1 | | 66.8 | 31.6 | 0.8 | 0.8 | | |
| PHF | .661 | .250 | .000 | .000 | .677 | .500 | .000 | .948 | .000 | .943 | .000 | .667 | .500 | .250 | .542 | .610 | .818 | .250 | .250 | .665 | .785 |



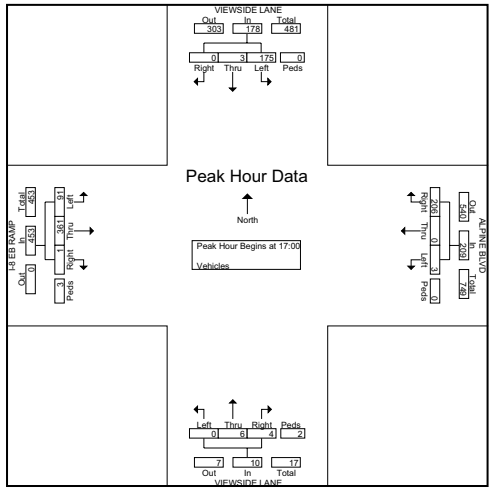

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 202

File Name : P2.33.VIEWSIDE LANE.I-8 EB RAMP
Site Code : 00000000
Start Date : 2/16/2010
Page No : 3

| | VIEWSIDE LANE Southbound | | | | | ALPINE BLVD Westbound | | | | | VIEWSIDE LANE Northbound | | | | | I-8 EB 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 Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 17:00 | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 45 | **1** | 0 | 0 | 46 | **2** | 0 | 45 | 0 | 47 | 0 | 2 | **2** | **1** | **5** | 21 | **103** | 0 | 1 | **125** | 223 |
| 17:15 | 35 | 0 | 0 | 0 | 35 | 0 | 0 | 48 | 0 | 48 | 0 | 0 | 1 | 0 | 1 | 19 | 87 | 0 | 0 | 106 | 190 |
| 17:30 | 47 | 1 | 0 | 0 | 48 | 1 | 0 | **57** | 0 | **58** | 0 | 1 | 1 | 1 | 3 | 22 | 83 | 0 | **2** | 107 | 216 |
| 17:45 | **48** | 1 | 0 | 0 | **49** | 0 | 0 | 56 | 0 | 56 | 0 | **3** | 0 | 0 | 3 | **29** | 88 | **1** | 0 | 118 | **226** |
| Total Volume | 175 | 3 | 0 | 0 | 178 | 3 | 0 | 206 | 0 | 209 | 0 | 6 | 4 | 2 | 12 | 91 | 361 | 1 | 3 | 456 | 855 |
| % App. Total | 98.3 | 1.7 | 0 | 0 | | 1.4 | 0 | 98.6 | 0 | | 0 | 50 | 33.3 | 16.7 | | 20 | 79.2 | 0.2 | 0.7 | | |
| PHF | .911 | .750 | .000 | .000 | .908 | .375 | .000 | .904 | .000 | .901 | .000 | .500 | .500 | .500 | .600 | .784 | .876 | .250 | .375 | .912 | .946 |



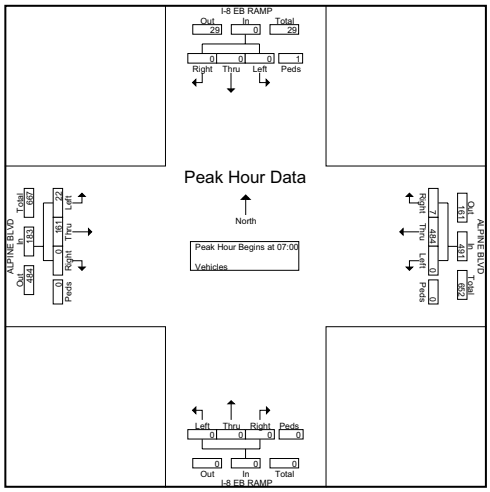
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 203

File Name : P2.34.I-8 EB RAMP.ALPINE BLVD
Site Code : 00000000
Start Date : 2/16/2010
Page No : 2

| Start Time | I-8 EB RAMP Southbound Left | Thru | Right | Peds | App. Total | ALPINE BLVD Westbound Left | Thru | Right | Peds | App. Total | I-8 EB RAMP Northbound Left | Thru | Right | Peds | App. Total | ALPINE BLVD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | **143** | 1 | 0 | **144** | 0 | 0 | 0 | 0 | 0 | 6 | **46** | 0 | 0 | **52** | **196** |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 126 | **3** | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 5 | 33 | 0 | 0 | 38 | 167 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 129 | 1 | 0 | 130 | 0 | 0 | 0 | 0 | 0 | **8** | 42 | 0 | 0 | 50 | 180 |
| 07:45 | 0 | 0 | 0 | **1** | **1** | 0 | 86 | 2 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 3 | 40 | 0 | 0 | 43 | 132 |
| Total Volume | 0 | 0 | 0 | 1 | 1 | 0 | 484 | 7 | 0 | 491 | 0 | 0 | 0 | 0 | 0 | 22 | 161 | 0 | 0 | 183 | 675 |
| % App. Total | 0 | 0 | 0 | 100 | | 0 | 98.6 | 1.4 | 0 | | 0 | 0 | 0 | 0 | | 12 | 88 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .250 | .250 | .000 | .846 | .583 | .000 | .852 | .000 | .000 | .000 | .000 | .000 | .688 | .875 | .000 | .000 | .880 | .861 |



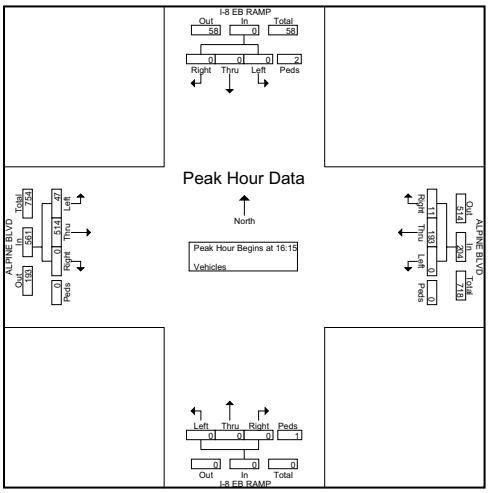

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 203

File Name : P2.34.I-8 EB RAMP.ALPINE BLVD
Site Code : 00000000
Start Date : 2/16/2010
Page No : 3

| Start Time | I-8 EB RAMP Southbound Left | Thru | Right | Peds | App. Total | ALPINE BLVD Westbound Left | Thru | Right | Peds | App. Total | I-8 EB RAMP Northbound Left | Thru | Right | Peds | App. Total | ALPINE BLVD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:15 | | | | | | | | | | | | | | | | | | | | |
| 16:15 | 0 | 0 | 0 | **1** | **1** | 0 | 39 | 2 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | **14** | 124 | 0 | 0 | 138 | 180 |
| 16:30 | 0 | 0 | 0 | 1 | 1 | 0 | **55** | 2 | 0 | **57** | 0 | 0 | 0 | 0 | 0 | 11 | 128 | 0 | 0 | 139 | 197 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 51 | 1 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 12 | 122 | 0 | 0 | 134 | 186 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | **6** | 0 | 54 | 0 | 0 | 0 | **1** | **1** | 10 | **140** | 0 | 0 | **150** | **205** |
| Total Volume | 0 | 0 | 0 | 2 | 2 | 0 | 193 | 11 | 0 | 204 | 0 | 0 | 0 | 1 | 1 | 47 | 514 | 0 | 0 | 561 | 768 |
| % App. Total | 0 | 0 | 0 | 100 | | 0 | 94.6 | 5.4 | 0 | | 0 | 0 | 0 | 100 | | 8.4 | 91.6 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .500 | .500 | .000 | .877 | .458 | .000 | .895 | .000 | .000 | .000 | .250 | .250 | .839 | .918 | .000 | .000 | .935 | .937 |



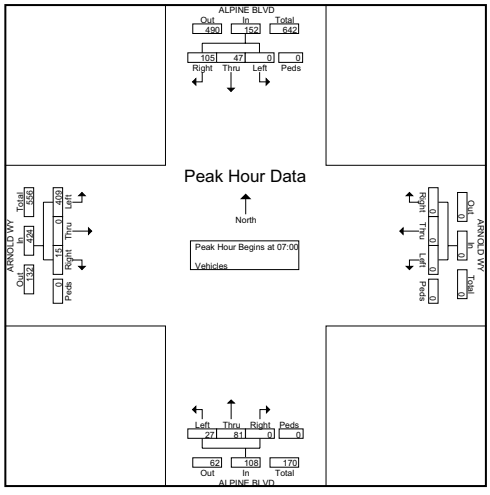

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 204

File Name : P2.35.ALPINE BLVD.ARNOLD WY
Site Code : 00000000
Start Date : 2/16/2010
Page No : 2

| Start Time | ALPINE BLVD Southbound Left | Thru | Right | Peds | App. Total | ARNOLD WY Westbound Left | Thru | Right | Peds | App. Total | ALPINE BLVD Northbound Left | Thru | Right | Peds | App. Total | ARNOLD WY Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | **14** | 29 | 0 | **43** | 0 | 0 | 0 | 0 | 0 | **9** | 22 | 0 | 0 | 31 | **121** | 0 | 3 | 0 | **124** | **198** |
| 07:15 | 0 | 13 | 19 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 4 | 15 | 0 | 0 | 19 | 113 | 0 | 2 | 0 | 115 | 166 |
| 07:30 | 0 | 8 | **32** | 0 | 40 | 0 | 0 | 0 | 0 | 0 | 5 | **27** | 0 | 0 | **32** | 104 | 0 | 2 | 0 | 106 | 178 |
| 07:45 | 0 | 12 | 25 | 0 | 37 | 0 | 0 | 0 | 0 | 0 | 9 | 17 | 0 | 0 | 26 | 71 | 0 | **8** | 0 | 79 | 142 |
| Total Volume | 0 | 47 | 105 | 0 | 152 | 0 | 0 | 0 | 0 | 0 | 27 | 81 | 0 | 0 | 108 | 409 | 0 | 15 | 0 | 424 | 684 |
| % App. Total | 0 | 30.9 | 69.1 | 0 | | 0 | 0 | 0 | 0 | | 25 | 75 | 0 | 0 | | 96.5 | 0 | 3.5 | 0 | | |
| PHF | .000 | .839 | .820 | .000 | .884 | .000 | .000 | .000 | .000 | .000 | .750 | .750 | .000 | .000 | .844 | .845 | .000 | .469 | .000 | .855 | .864 |



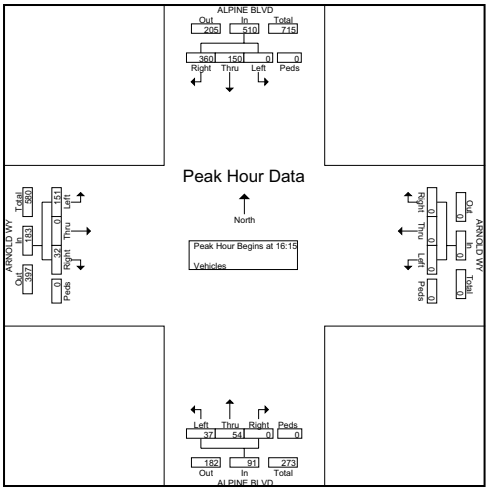

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 204

File Name : P2.35.ALPINE BLVD.ARNOLD WY
Site Code : 00000000
Start Date : 2/16/2010
Page No : 3

| Start Time | ALPINE BLVD Southbound Left | Thru | Right | Peds | App. Total | ARNOLD WY Westbound Left | Thru | Right | Peds | App. Total | ALPINE BLVD Northbound Left | Thru | Right | Peds | App. Total | ARNOLD WY Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:15 | | | | | | | | | | | | | | | | | | | | |
| 16:15 | 0 | 33 | 91 | 0 | 124 | 0 | 0 | 0 | 0 | 0 | 9 | 14 | 0 | 0 | 23 | 31 | 0 | **11** | 0 | 42 | 189 |
| 16:30 | 0 | 31 | **97** | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 9 | 10 | 0 | 0 | 19 | **49** | 0 | 6 | 0 | **55** | 202 |
| 16:45 | 0 | 39 | 80 | 0 | 119 | 0 | 0 | 0 | 0 | 0 | **10** | 9 | 0 | 0 | 19 | 38 | 0 | 10 | 0 | 48 | 186 |
| 17:00 | 0 | **47** | 92 | 0 | **139** | 0 | 0 | 0 | 0 | 0 | 9 | **21** | 0 | 0 | **30** | 33 | 0 | 5 | 0 | 38 | **207** |
| Total Volume | 0 | 150 | 360 | 0 | 510 | 0 | 0 | 0 | 0 | 0 | 37 | 54 | 0 | 0 | 91 | 151 | 0 | 32 | 0 | 183 | 784 |
| % App. Total | 0 | 29.4 | 70.6 | 0 | | 0 | 0 | 0 | 0 | | 40.7 | 59.3 | 0 | 0 | | 82.5 | 0 | 17.5 | 0 | | |
| PHF | .000 | .798 | .928 | .000 | .917 | .000 | .000 | .000 | .000 | .000 | .925 | .643 | .000 | .000 | .758 | .770 | .000 | .727 | .000 | .832 | .947 |



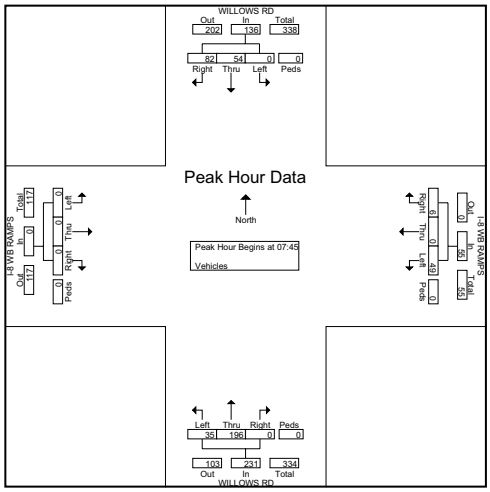
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 216

File Name : P2.36.WILLOWS RD.I-8 WB RAMPS
Site Code : 00000000
Start Date : 2/17/2010
Page No : 2

| | WILLOWS RD Southbound | | | | | I-8 WB RAMPS Westbound | | | | | WILLOWS RD Northbound | | | | | I-8 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | | | | |
| 07:45 | 0 | 14 | 17 | 0 | 31 | 14 | 0 | 1 | 0 | 15 | **14** | **59** | 0 | 0 | **73** | 0 | 0 | 0 | 0 | 0 | **119** |
| 08:00 | 0 | 9 | 22 | 0 | 31 | 11 | 0 | 1 | 0 | 12 | 3 | 49 | 0 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 95 |
| 08:15 | 0 | 12 | 17 | 0 | 29 | 7 | 0 | **4** | 0 | 11 | 10 | 40 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 90 |
| 08:30 | 0 | **19** | **26** | 0 | **45** | **17** | 0 | 0 | 0 | **17** | 8 | 48 | 0 | 0 | 56 | 0 | 0 | 0 | 0 | 0 | 118 |
| Total Volume | 0 | 54 | 82 | 0 | 136 | 49 | 0 | 6 | 0 | 55 | 35 | 196 | 0 | 0 | 231 | 0 | 0 | 0 | 0 | 0 | 422 |
| % App. Total | 0 | 39.7 | 60.3 | 0 | | 89.1 | 0 | 10.9 | 0 | | 15.2 | 84.8 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .711 | .788 | .000 | .756 | .721 | .000 | .375 | .000 | .809 | .625 | .831 | .000 | .000 | .791 | .000 | .000 | .000 | .000 | .000 | .887 |



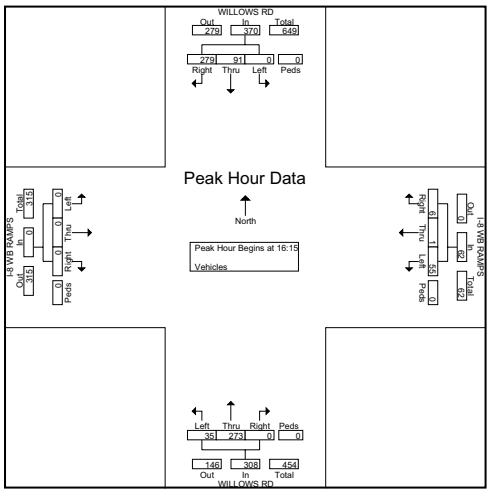

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 216

File Name : P2.36.WILLOWS RD.I-8 WB RAMPS
Site Code : 00000000
Start Date : 2/17/2010
Page No : 3

| | WILLOWS RD Southbound | | | | | I-8 WB RAMPS Westbound | | | | | WILLOWS RD Northbound | | | | | I-8 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:15 | | | | | | | | | | | | | | | | | | | | | |
| 16:15 | 0 | 20 | 60 | 0 | 80 | **15** | 0 | 0 | 0 | 15 | 8 | 74 | 0 | 0 | 82 | 0 | 0 | 0 | 0 | 0 | 177 |
| 16:30 | 0 | 22 | 64 | 0 | 86 | 15 | 0 | **5** | 0 | **20** | **11** | 55 | 0 | 0 | 66 | 0 | 0 | 0 | 0 | 0 | 172 |
| 16:45 | 0 | 18 | 74 | 0 | 92 | 12 | 0 | 0 | 0 | 12 | 8 | **77** | 0 | 0 | **85** | 0 | 0 | 0 | 0 | 0 | 189 |
| 17:00 | 0 | **31** | **81** | 0 | **112** | 13 | **1** | 1 | 0 | 15 | 8 | 67 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 0 | **202** |
| Total Volume | 0 | 91 | 279 | 0 | 370 | 55 | 1 | 6 | 0 | 62 | 35 | 273 | 0 | 0 | 308 | 0 | 0 | 0 | 0 | 0 | 740 |
| % App. Total | 0 | 24.6 | 75.4 | 0 | | 88.7 | 1.6 | 9.7 | 0 | | 11.4 | 88.6 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .734 | .861 | .000 | .826 | .917 | .250 | .300 | .000 | .775 | .795 | .886 | .000 | .000 | .906 | .000 | .000 | .000 | .000 | .000 | .916 |



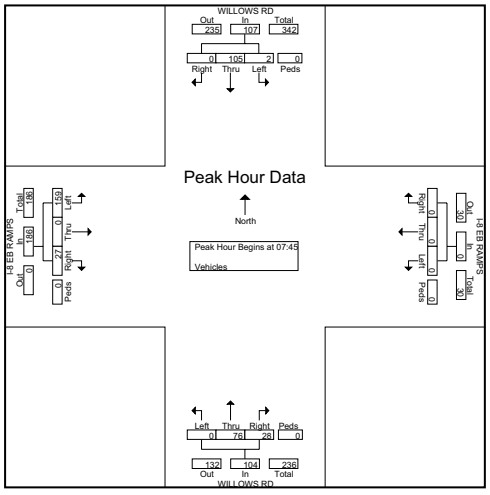

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 217

File Name : P2.37.WILLOWS RD.I-8 EB RAMPS
Site Code : 00000000
Start Date : 2/17/2010
Page No : 2

| | WILLOWS RD Southbound | | | | | I-8 EB RAMPS Westbound | | | | | WILLOWS RD Northbound | | | | | I-8 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | | | | |
| 07:45 | **1** | 27 | 0 | 0 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | **31** | **11** | 0 | **42** | **48** | 0 | 4 | 0 | **52** | **122** |
| 08:00 | 1 | 19 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 8 | 0 | 19 | 34 | 0 | 6 | 0 | 40 | 79 |
| 08:15 | 0 | 23 | 0 | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 3 | 0 | 19 | 35 | 0 | 7 | 0 | 42 | 84 |
| 08:30 | 0 | **36** | 0 | 0 | **36** | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 6 | 0 | 24 | 42 | 0 | **10** | 0 | 52 | 112 |
| Total Volume | 2 | 105 | 0 | 0 | 107 | 0 | 0 | 0 | 0 | 0 | 0 | 76 | 28 | 0 | 104 | 159 | 0 | 27 | 0 | 186 | 397 |
| % App. Total | 1.9 | 98.1 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 73.1 | 26.9 | 0 | | 85.5 | 0 | 14.5 | 0 | | |
| PHF | .500 | .729 | .000 | .000 | .743 | .000 | .000 | .000 | .000 | .000 | .000 | .613 | .636 | .000 | .619 | .828 | .000 | .675 | .000 | .894 | .814 |



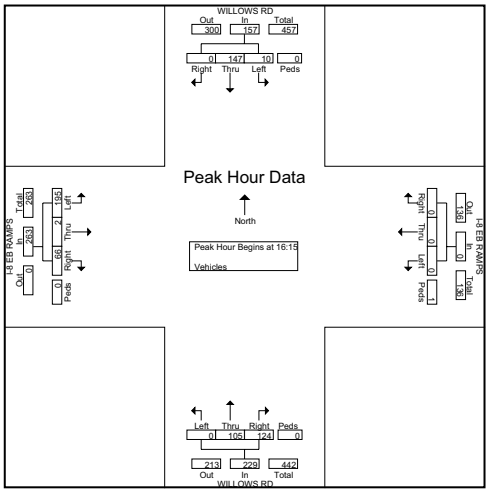

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 217

File Name : P2.37.WILLOWS RD.I-8 EB RAMPS
Site Code : 00000000
Start Date : 2/17/2010
Page No : 3

| | WILLOWS RD Southbound | | | | | I-8 EB RAMPS Westbound | | | | | WILLOWS RD Northbound | | | | | I-8 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:15 | | | | | | | | | | | | | | | | | | | | | |
| 16:15 | 2 | 34 | 0 | 0 | 36 | 0 | 0 | 0 | **1** | **1** | 0 | 23 | **37** | 0 | 60 | 49 | **1** | 12 | 0 | 62 | 159 |
| 16:30 | **4** | 37 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | **35** | 26 | 0 | **61** | 46 | 1 | 18 | 0 | 65 | 167 |
| 16:45 | 3 | 35 | 0 | 0 | 38 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 30 | 0 | 49 | **56** | 0 | 13 | 0 | **69** | 156 |
| 17:00 | 1 | **41** | 0 | 0 | **42** | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 31 | 0 | 59 | 44 | 0 | **23** | 0 | 67 | **168** |
| Total Volume | 10 | 147 | 0 | 0 | 157 | 0 | 0 | 0 | 1 | 1 | 0 | 105 | 124 | 0 | 229 | 195 | 2 | 66 | 0 | 263 | 650 |
| % App. Total | 6.4 | 93.6 | 0 | 0 | | 0 | 0 | 0 | 100 | | 0 | 45.9 | 54.1 | 0 | | 74.1 | 0.8 | 25.1 | 0 | | |
| PHF | .625 | .896 | .000 | .000 | .935 | .000 | .000 | .000 | .250 | .250 | .000 | .750 | .838 | .000 | .939 | .871 | .500 | .717 | .000 | .953 | .967 |



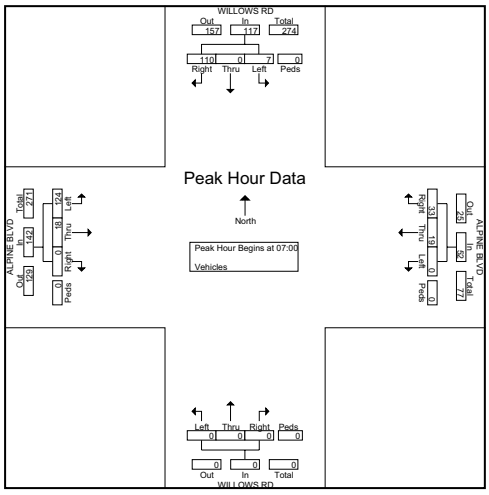
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 218

File Name : P2.38.WILLOWS RD.ALPINE BLVD
Site Code : 00000000
Start Date : 2/17/2010
Page No : 2

| Start Time | WILLOWS RD Southbound Left | Thru | Right | Peds | App. Total | ALPINE BLVD Westbound Left | Thru | Right | Peds | App. Total | WILLOWS RD Northbound Left | Thru | Right | Peds | App. Total | ALPINE BLVD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | **3** | 0 | **31** | 0 | **34** | 0 | **6** | 6 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 32 | 3 | 0 | 0 | 35 | **81** |
| 07:15 | 3 | 0 | 28 | 0 | 31 | 0 | 5 | **13** | 0 | **18** | 0 | 0 | 0 | 0 | 0 | 25 | **6** | 0 | 0 | 31 | 80 |
| 07:30 | 1 | 0 | 20 | 0 | 21 | 0 | 3 | 9 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 33 | 4 | 0 | 0 | 37 | 70 |
| 07:45 | 0 | 0 | 31 | 0 | 31 | 0 | 5 | 5 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | **34** | 5 | 0 | 0 | **39** | 80 |
| Total Volume | 7 | 0 | 110 | 0 | 117 | 0 | 19 | 33 | 0 | 52 | 0 | 0 | 0 | 0 | 0 | 124 | 18 | 0 | 0 | 142 | 311 |
| % App. Total | 6 | 0 | 94 | 0 | | 0 | 36.5 | 63.5 | 0 | | 0 | 0 | 0 | 0 | | 87.3 | 12.7 | 0 | 0 | | |
| PHF | .583 | .000 | .887 | .000 | .860 | .000 | .792 | .635 | .000 | .722 | .000 | .000 | .000 | .000 | .000 | .912 | .750 | .000 | .000 | .910 | .960 |



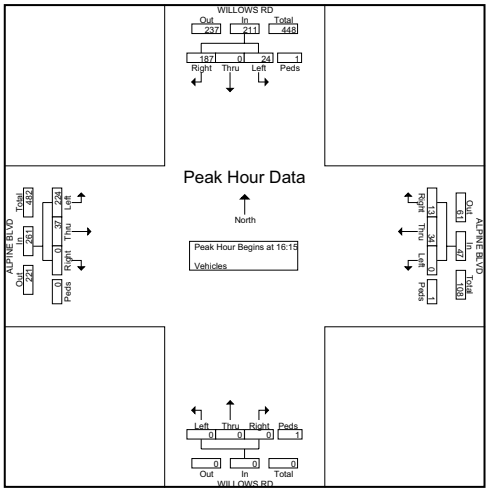

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 218

File Name : P2.38.WILLOWS RD.ALPINE BLVD
Site Code : 00000000
Start Date : 2/17/2010
Page No : 3

| Start Time | WILLOWS RD Southbound Left | Thru | Right | Peds | App. Total | ALPINE BLVD Westbound Left | Thru | Right | Peds | App. Total | WILLOWS RD Northbound Left | Thru | Right | Peds | App. Total | ALPINE BLVD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:15 | | | | | | | | | | | | | | | | | | | | | |
| 16:15 | 2 | 0 | 44 | 0 | 46 | 0 | 5 | 3 | **1** | 9 | 0 | 0 | 0 | **1** | **1** | **61** | 9 | 0 | 0 | 70 | 126 |
| 16:30 | 8 | 0 | 45 | 0 | 53 | 0 | **11** | **6** | 0 | **17** | 0 | 0 | 0 | 0 | 0 | 54 | 6 | 0 | 0 | 60 | 130 |
| 16:45 | 5 | 0 | 43 | **1** | 49 | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 53 | 7 | 0 | 0 | 60 | 118 |
| 17:00 | **9** | 0 | **55** | 0 | **64** | 0 | 10 | 3 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 56 | **15** | 0 | 0 | **71** | **148** |
| Total Volume | 24 | 0 | 187 | 1 | 212 | 0 | 34 | 13 | 1 | 48 | 0 | 0 | 0 | 1 | 1 | 224 | 37 | 0 | 0 | 261 | 522 |
| % App. Total | 11.3 | 0 | 88.2 | 0.5 | | 0 | 70.8 | 27.1 | 2.1 | | 0 | 0 | 0 | 100 | | 85.8 | 14.2 | 0 | 0 | | |
| PHF | .667 | .000 | .850 | .250 | .828 | .000 | .773 | .542 | .250 | .706 | .000 | .000 | .000 | .250 | .250 | .918 | .617 | .000 | .000 | .919 | .882 |



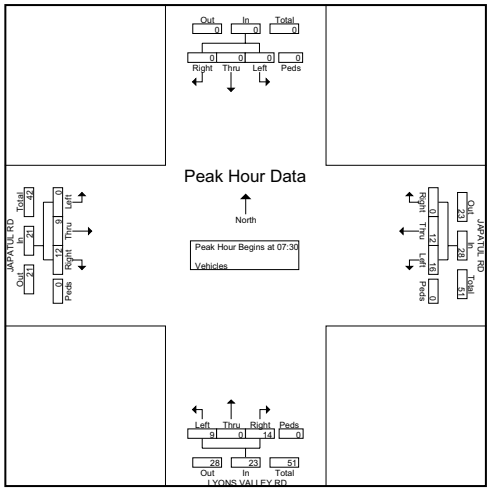

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 225

File Name : P2.39.LYONS VALLEY RD.JAPATUL RD
Site Code : 00000000
Start Date : 2/23/2010
Page No : 2

| Start Time | Southbound Left | Thru | Right | Peds | App. Total | JAPATUL RD Westbound Left | Thru | Right | Peds | App. Total | LYONS VALLEY RD Northbound Left | Thru | Right | Peds | App. Total | JAPATUL RD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 | | | | | | | | | | | | | | | | | | | | | |
| 07:30 | 0 | 0 | 0 | 0 | 0 | **6** | 3 | 0 | 0 | **9** | **3** | 0 | **6** | 0 | **9** | 0 | 2 | 1 | 0 | 3 | **21** |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 7 | 2 | 0 | 2 | 0 | 4 | 0 | 2 | 3 | 0 | 5 | 16 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 7 | 3 | 0 | 3 | 0 | 6 | 0 | **3** | 3 | 0 | 6 | 19 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 1 | **4** | 0 | 0 | 5 | 1 | 0 | 3 | 0 | 4 | 0 | 2 | **5** | 0 | **7** | 16 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 16 | 12 | 0 | 0 | 28 | 9 | 0 | 14 | 0 | 23 | 0 | 9 | 12 | 0 | 21 | 72 |
| % App. Total | 0 | 0 | 0 | 0 | | 57.1 | 42.9 | 0 | 0 | | 39.1 | 0 | 60.9 | 0 | | 0 | 42.9 | 57.1 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .667 | .750 | .000 | .000 | .778 | .750 | .000 | .583 | .000 | .639 | .000 | .750 | .600 | .000 | .750 | .857 |



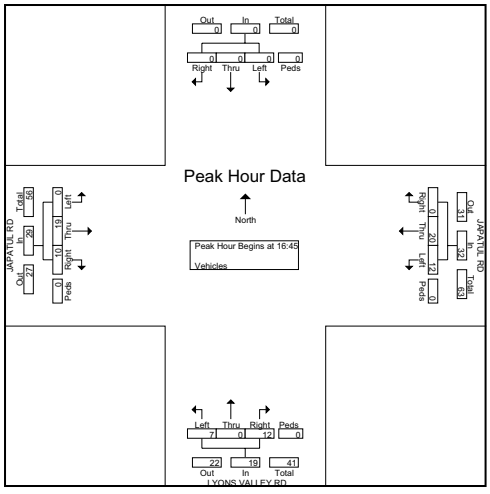

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 225

File Name : P2.39.LYONS VALLEY RD.JAPATUL RD
Site Code : 00000000
Start Date : 2/23/2010
Page No : 3

| Start Time | Southbound Left | Thru | Right | Peds | App. Total | JAPATUL RD Westbound Left | Thru | Right | Peds | App. Total | LYONS VALLEY RD Northbound Left | Thru | Right | Peds | App. Total | JAPATUL RD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | | | | | |
| 16:45 | 0 | 0 | 0 | 0 | 0 | **5** | 5 | 0 | 0 | **10** | **2** | 0 | **5** | 0 | **7** | 0 | 6 | 2 | 0 | 8 | **25** |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 2 | 0 | 1 | 0 | 3 | 0 | 2 | **3** | 0 | 5 | 14 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 1 | **7** | 0 | 0 | 8 | 1 | 0 | 5 | 0 | 6 | 0 | 3 | 2 | 0 | 5 | 19 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 0 | 0 | 8 | 2 | 0 | 1 | 0 | 3 | 0 | **8** | 3 | 0 | **11** | 22 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 12 | 20 | 0 | 0 | 32 | 7 | 0 | 12 | 0 | 19 | 0 | 19 | 10 | 0 | 29 | 80 |
| % App. Total | 0 | 0 | 0 | 0 | | 37.5 | 62.5 | 0 | 0 | | 36.8 | 0 | 63.2 | 0 | | 0 | 65.5 | 34.5 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .600 | .714 | .000 | .000 | .800 | .875 | .000 | .600 | .000 | .679 | .000 | .594 | .833 | .000 | .659 | .800 |

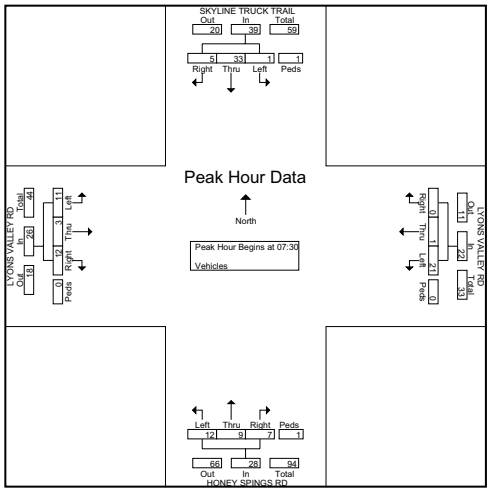


# True Count

3401 First Ave #123 Int. 230
San Diego, CA 92103

File Name : P2.40.SKYLINE TRUCK TRAIL.LYONS VALLEY RD
Site Code : 00000000
Start Date : 2/23/2010
Page No : 2

| | SKYLINE TRUCK TRAIL Southbound | | | | | LYONS VALLEY RD Westbound | | | | | HONEY SPINGS RD Northbound | | | | | LYONS VALLEY RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 | | | | | | | | | | | | | | | | | | | | | |
| 07:30 | 0 | 5 | 1 | 0 | 6 | **7** | **1** | 0 | 0 | **8** | 4 | 2 | **2** | 0 | 8 | **5** | 0 | 3 | 0 | **8** | 30 |
| 07:45 | 0 | **10** | 1 | 0 | 11 | 6 | 0 | 0 | 0 | 6 | **5** | 1 | 1 | 0 | 7 | 5 | 0 | 0 | 0 | 5 | 29 |
| 08:00 | **1** | 9 | **2** | 0 | **12** | 4 | 0 | 0 | 0 | 4 | 1 | 0 | 2 | **1** | 4 | 1 | 1 | 4 | 0 | 6 | 26 |
| 08:15 | 0 | 9 | 1 | **1** | 11 | 4 | 0 | 0 | 0 | 4 | 2 | **6** | 2 | 0 | **10** | 0 | **2** | **5** | 0 | 7 | **32** |
| Total Volume | 1 | 33 | 5 | 1 | 40 | 21 | 1 | 0 | 0 | 22 | 12 | 9 | 7 | 1 | 29 | 11 | 3 | 12 | 0 | 26 | 117 |
| % App. Total | 2.5 | 82.5 | 12.5 | 2.5 | | 95.5 | 4.5 | 0 | 0 | | 41.4 | 31 | 24.1 | 3.4 | | 42.3 | 11.5 | 46.2 | 0 | | |
| PHF | .250 | .825 | .625 | .250 | .833 | .750 | .250 | .000 | .000 | .688 | .600 | .375 | .875 | .250 | .725 | .550 | .375 | .600 | .000 | .813 | .914 |

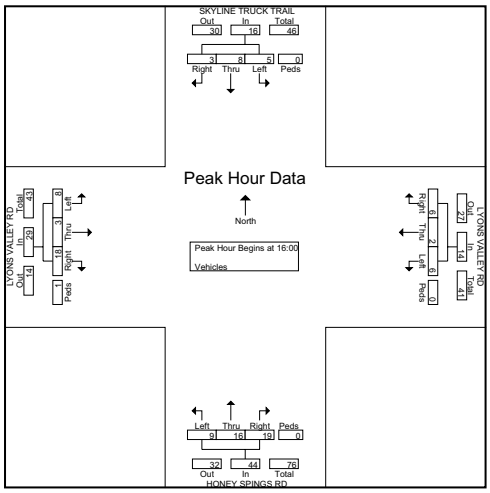



# True Count

3401 First Ave #123 Int. 230
San Diego, CA 92103

File Name : P2.40.SKYLINE TRUCK TRAIL.LYONS VALLEY RD
Site Code : 00000000
Start Date : 2/23/2010
Page No : 3

| | SKYLINE TRUCK TRAIL Southbound | | | | | LYONS VALLEY RD Westbound | | | | | HONEY SPINGS RD Northbound | | | | | LYONS VALLEY RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | **3** | 0 | **3** | 0 | **6** | **3** | 0 | **2** | 0 | **5** | **4** | 3 | 4 | 0 | 11 | 1 | **2** | 0 | **1** | 4 | 26 |
| 16:15 | 1 | **5** | 0 | 0 | 6 | 0 | **1** | 2 | 0 | 3 | 0 | **6** | **6** | 0 | **12** | 1 | 1 | 6 | 0 | 8 | **29** |
| 16:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 4 | 4 | 4 | 0 | 12 | **4** | 0 | **7** | 0 | **11** | 25 |
| 16:45 | 1 | 2 | 0 | 0 | 3 | 3 | 1 | 1 | 0 | 5 | 1 | 3 | 5 | 0 | 9 | 2 | 0 | 5 | 0 | 7 | 24 |
| Total Volume | 5 | 8 | 3 | 0 | 16 | 6 | 2 | 6 | 0 | 14 | 9 | 16 | 19 | 0 | 44 | 8 | 3 | 18 | 1 | 30 | 104 |
| % App. Total | 31.2 | 50 | 18.8 | 0 | | 42.9 | 14.3 | 42.9 | 0 | | 20.5 | 36.4 | 43.2 | 0 | | 26.7 | 10 | 60 | 3.3 | | |
| PHF | .417 | .400 | .250 | .000 | .667 | .500 | .500 | .750 | .000 | .700 | .563 | .667 | .792 | .000 | .917 | .500 | .375 | .643 | .250 | .682 | .897 |

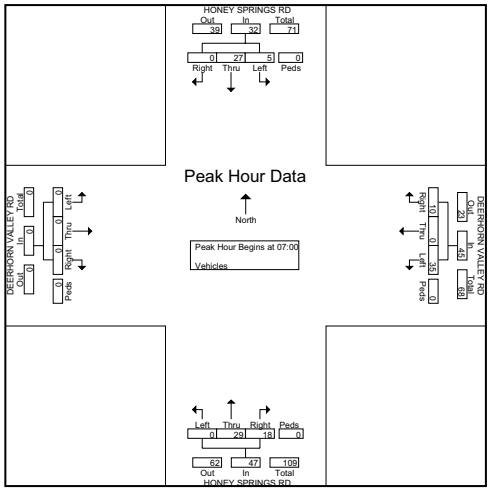



# True Count

3401 First Ave #123 Int. 231
San Diego, CA 92103

File Name : P2.41.HONEY SPRINGS RD.DEERHORN VALLEY RD
Site Code : 00000000
Start Date : 2/23/2010
Page No : 2

| | HONEY SPRINGS RD Southbound | | | | | DEERHORN VALLEY RD Westbound | | | | | HONEY SPRINGS RD Northbound | | | | | DEERHORN VALLEY RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 0 | 4 | 0 | 0 | 4 | 6 | 0 | 2 | 0 | 8 | 0 | **12** | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 24 |
| 07:15 | 0 | **10** | 0 | 0 | 10 | 10 | 0 | 3 | 0 | **13** | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 30 |
| 07:30 | 0 | 6 | 0 | 0 | 6 | **11** | 0 | 1 | 0 | 12 | 0 | 6 | **9** | 0 | **15** | 0 | 0 | 0 | 0 | 0 | 33 |
| 07:45 | **5** | 7 | 0 | 0 | **12** | 8 | 0 | **4** | 0 | 12 | 0 | 4 | 9 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | **37** |
| Total Volume | 5 | 27 | 0 | 0 | 32 | 35 | 0 | 10 | 0 | 45 | 0 | 29 | 18 | 0 | 47 | 0 | 0 | 0 | 0 | 0 | 124 |
| % App. Total | 15.6 | 84.4 | 0 | 0 | | 77.8 | 0 | 22.2 | 0 | | 0 | 61.7 | 38.3 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .250 | .675 | .000 | .000 | .667 | .795 | .000 | .625 | .000 | .865 | .000 | .604 | .500 | .000 | .783 | .000 | .000 | .000 | .000 | .000 | .838 |

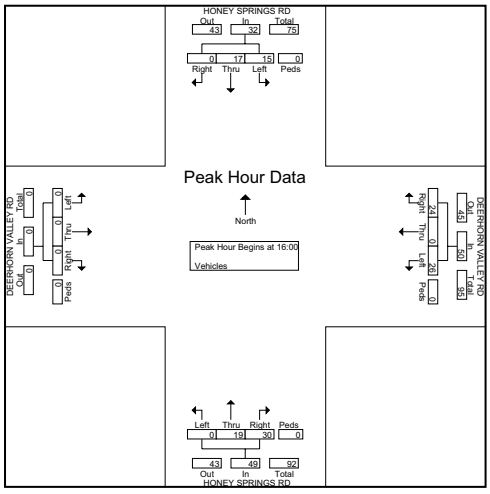



# True Count

3401 First Ave #123 Int. 231
San Diego, CA 92103

File Name : P2.41.HONEY SPRINGS RD.DEERHORN VALLEY RD
Site Code : 00000000
Start Date : 2/23/2010
Page No : 3

| | HONEY SPRINGS RD Southbound | | | | | DEERHORN VALLEY RD Westbound | | | | | HONEY SPRINGS RD Northbound | | | | | DEERHORN VALLEY RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 3 | 1 | 0 | 0 | 4 | **10** | 0 | **11** | 0 | **21** | 0 | **6** | 2 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 33 |
| 16:15 | 3 | 4 | 0 | 0 | 7 | 1 | 0 | 4 | 0 | 5 | 0 | 6 | **12** | 0 | **18** | 0 | 0 | 0 | 0 | 0 | 30 |
| 16:30 | **8** | **8** | 0 | 0 | **16** | 9 | 0 | 6 | 0 | 15 | 0 | 5 | 7 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | **43** |
| 16:45 | 1 | 4 | 0 | 0 | 5 | 6 | 0 | 3 | 0 | 9 | 0 | 2 | 9 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 25 |
| Total Volume | 15 | 17 | 0 | 0 | 32 | 26 | 0 | 24 | 0 | 50 | 0 | 19 | 30 | 0 | 49 | 0 | 0 | 0 | 0 | 0 | 131 |
| % App. Total | 46.9 | 53.1 | 0 | 0 | | 52 | 0 | 48 | 0 | | 0 | 38.8 | 61.2 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .469 | .531 | .000 | .000 | .500 | .650 | .000 | .545 | .000 | .595 | .000 | .792 | .625 | .000 | .681 | .000 | .000 | .000 | .000 | .000 | .762 |



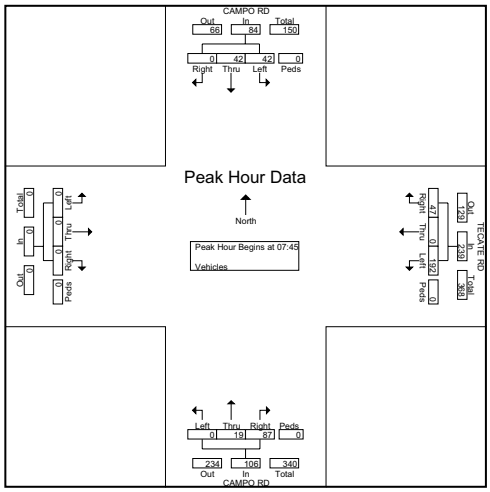
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 301

File Name : P2.42.CAMPO RD.TECATE RD
Site Code : 00000000
Start Date : 2/23/2010
Page No : 2

| Start Time | CAMPO RD Southbound Left | Thru | Right | Peds | App. Total | TECATE RD Westbound Left | Thru | Right | Peds | App. Total | CAMPO RD Northbound Left | Thru | Right | Peds | App. Total | Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | | | | |
| 07:45 | **14** | 8 | 0 | 0 | 22 | 48 | 0 | 3 | 0 | 51 | 0 | 4 | 15 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 92 |
| 08:00 | 8 | 11 | 0 | 0 | 19 | 41 | 0 | 13 | 0 | 54 | 0 | **6** | 23 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 102 |
| 08:15 | 8 | **16** | 0 | 0 | **24** | **52** | 0 | **18** | 0 | **70** | 0 | 6 | 20 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | **120** |
| 08:30 | 12 | 7 | 0 | 0 | 19 | 51 | 0 | 13 | 0 | 64 | 0 | 3 | **29** | 0 | **32** | 0 | 0 | 0 | 0 | 0 | 115 |
| Total Volume | 42 | 42 | 0 | 0 | 84 | 192 | 0 | 47 | 0 | 239 | 0 | 19 | 87 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 429 |
| % App. Total | 50 | 50 | 0 | 0 | | 80.3 | 0 | 19.7 | 0 | | 0 | 17.9 | 82.1 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .750 | .656 | .000 | .000 | .875 | .923 | .000 | .653 | .000 | .854 | .000 | .792 | .750 | .000 | .828 | .000 | .000 | .000 | .000 | .000 | .894 |



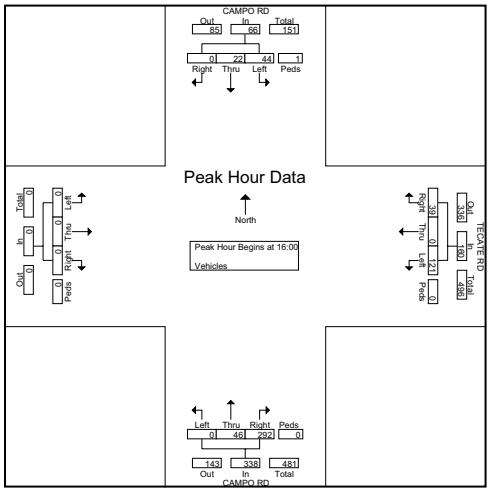

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 301

File Name : P2.42.CAMPO RD.TECATE RD
Site Code : 00000000
Start Date : 2/23/2010
Page No : 3

| Start Time | CAMPO RD Southbound Left | Thru | Right | Peds | App. Total | TECATE RD Westbound Left | Thru | Right | Peds | App. Total | CAMPO RD Northbound Left | Thru | Right | Peds | App. Total | Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 9 | 8 | 0 | **1** | **18** | 31 | 0 | **14** | 0 | **45** | 0 | 13 | 75 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 151 |
| 16:15 | **14** | 3 | 0 | 0 | 17 | **36** | 0 | 8 | 0 | 44 | 0 | 8 | 64 | 0 | 72 | 0 | 0 | 0 | 0 | 0 | 133 |
| 16:30 | 13 | 2 | 0 | 0 | 15 | 32 | 0 | 7 | 0 | 39 | 0 | **19** | **96** | 0 | **115** | 0 | 0 | 0 | 0 | 0 | **169** |
| 16:45 | 8 | **9** | 0 | 0 | 17 | 22 | 0 | 10 | 0 | 32 | 0 | 6 | 57 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 112 |
| Total Volume | 44 | 22 | 0 | 1 | 67 | 121 | 0 | 39 | 0 | 160 | 0 | 46 | 292 | 0 | 338 | 0 | 0 | 0 | 0 | 0 | 565 |
| % App. Total | 65.7 | 32.8 | 0 | 1.5 | | 75.6 | 0 | 24.4 | 0 | | 0 | 13.6 | 86.4 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .786 | .611 | .000 | .250 | .931 | .840 | .000 | .696 | .000 | .889 | .000 | .605 | .760 | .000 | .735 | .000 | .000 | .000 | .000 | .000 | .836 |



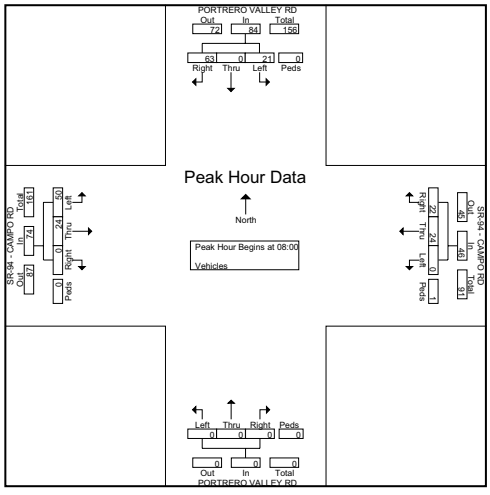

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 304

File Name : P2.43.PORTRERO VALLEY RD.SR-94 - CAMPO RD
Site Code : 00000000
Start Date : 2/23/2010
Page No : 2

| Start Time | PORTRERO VALLEY RD Southbound Left | Thru | Right | Peds | App. Total | SR-94 - CAMPO RD Westbound Left | Thru | Right | Peds | App. Total | PORTRERO VALLEY RD Northbound Left | Thru | Right | Peds | App. Total | SR-94 - CAMPO RD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 | | | | | | | | | | | | | | | | | | | | | |
| 08:00 | 1 | 0 | 12 | 0 | 13 | 0 | **7** | 2 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 11 | 5 | 0 | 0 | 16 | 38 |
| 08:15 | 5 | 0 | 15 | 0 | 20 | 0 | 7 | **9** | 0 | **16** | 0 | 0 | 0 | 0 | 0 | 11 | **11** | 0 | 0 | 22 | 58 |
| 08:30 | **9** | 0 | 15 | 0 | 24 | 0 | 4 | 5 | **1** | 10 | 0 | 0 | 0 | 0 | 0 | **23** | 4 | 0 | 0 | **27** | **61** |
| 08:45 | 6 | 0 | **21** | 0 | **27** | 0 | 6 | 6 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 0 | 0 | 9 | 48 |
| Total Volume | 21 | 0 | 63 | 0 | 84 | 0 | 24 | 22 | 1 | 47 | 0 | 0 | 0 | 0 | 0 | 50 | 24 | 0 | 0 | 74 | 205 |
| % App. Total | 25 | 0 | 75 | 0 | | 0 | 51.1 | 46.8 | 2.1 | | 0 | 0 | 0 | 0 | | 67.6 | 32.4 | 0 | 0 | | |
| PHF | .583 | .000 | .750 | .000 | .778 | .000 | .857 | .611 | .250 | .734 | .000 | .000 | .000 | .000 | .000 | .543 | .545 | .000 | .000 | .685 | .840 |



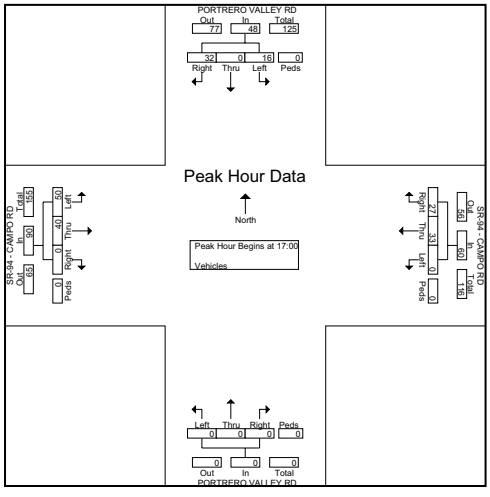

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 304

File Name : P2.43.PORTRERO VALLEY RD.SR-94 - CAMPO RD
Site Code : 00000000
Start Date : 2/23/2010
Page No : 3

| Start Time | PORTRERO VALLEY RD Southbound Left | Thru | Right | Peds | App. Total | SR-94 - CAMPO RD Westbound Left | Thru | Right | Peds | App. Total | PORTRERO VALLEY RD Northbound Left | Thru | Right | Peds | App. Total | SR-94 - CAMPO RD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 17:00 | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | **6** | 0 | 9 | 0 | 15 | 0 | 7 | **9** | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 7 | 8 | 0 | 0 | 15 | 46 |
| 17:15 | 3 | 0 | 6 | 0 | 9 | 0 | 6 | 8 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 12 | **12** | 0 | 0 | 24 | 47 |
| 17:30 | 6 | 0 | **10** | 0 | **16** | 0 | **12** | 7 | 0 | **19** | 0 | 0 | 0 | 0 | 0 | **16** | 11 | 0 | 0 | **27** | **62** |
| 17:45 | 1 | 0 | 7 | 0 | 8 | 0 | 8 | 3 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 15 | 9 | 0 | 0 | 24 | 43 |
| Total Volume | 16 | 0 | 32 | 0 | 48 | 0 | 33 | 27 | 0 | 60 | 0 | 0 | 0 | 0 | 0 | 50 | 40 | 0 | 0 | 90 | 198 |
| % App. Total | 33.3 | 0 | 66.7 | 0 | | 0 | 55 | 45 | 0 | | 0 | 0 | 0 | 0 | | 55.6 | 44.4 | 0 | 0 | | |
| PHF | .667 | .000 | .800 | .000 | .750 | .000 | .688 | .750 | .000 | .789 | .000 | .000 | .000 | .000 | .000 | .781 | .833 | .000 | .000 | .833 | .798 |

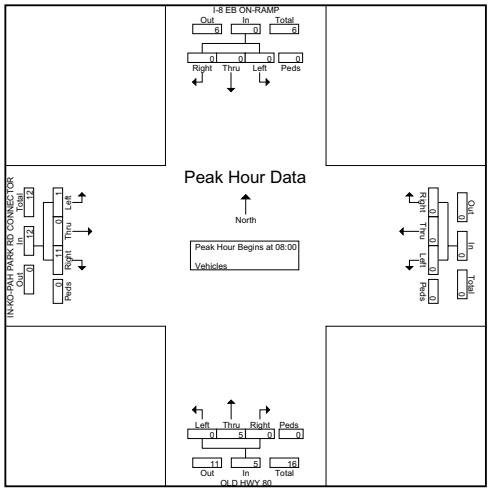


# True Count

3401 First Ave #123 Int. 506
San Diego, CA 92103

File Name : P2.46.I-8 EB ON-RAMP.IN-KO-PAH PARK RD CONNECTOR
Site Code : 00000000
Start Date : 2/23/2010
Page No : 2

| | I-8 EB ON-RAMP Southbound | | | | | Westbound | | | | | OLD HWY 80 Northbound | | | | | IN-KO-PAH PARK RD CONNECTOR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 | | | | | | | | | | | | | | | | | | | | | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | **1** | 0 | 0 | 0 | 1 | 2 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | **5** | 0 | **5** | 6 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | 0 | **3** | 0 | 0 | 4 | 0 | 4 | **7** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 1 | 0 | 11 | 0 | 12 | 17 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 8.3 | 0 | 91.7 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .417 | .000 | .000 | .417 | .250 | .000 | .550 | .000 | .600 | .607 |

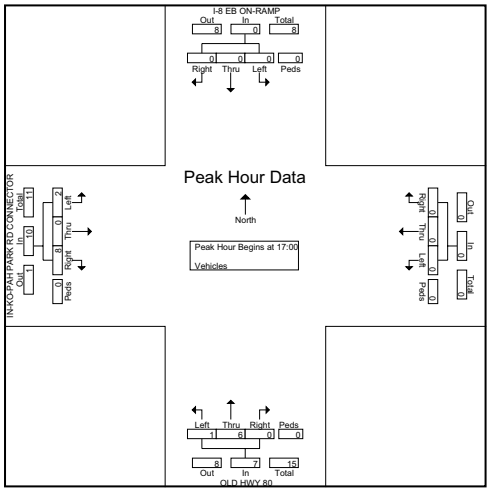



# True Count

3401 First Ave #123 Int. 506
San Diego, CA 92103

File Name : P2.46.I-8 EB ON-RAMP.IN-KO-PAH PARK RD CONNECTOR
Site Code : 00000000
Start Date : 2/23/2010
Page No : 3

| | I-8 EB ON-RAMP Southbound | | | | | Westbound | | | | | OLD HWY 80 Northbound | | | | | IN-KO-PAH PARK RD CONNECTOR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 17:00 | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 1 | 3 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | 0 | **3** | **1** | 0 | 1 | 0 | 2 | **5** |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | 0 | **4** | 4 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 1 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 3 | 5 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 0 | 0 | 7 | 2 | 0 | 8 | 0 | 10 | 17 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | 14.3 | 85.7 | 0 | 0 | | 20 | 0 | 80 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .500 | .000 | .000 | .583 | .500 | .000 | .500 | .000 | .625 | .850 |

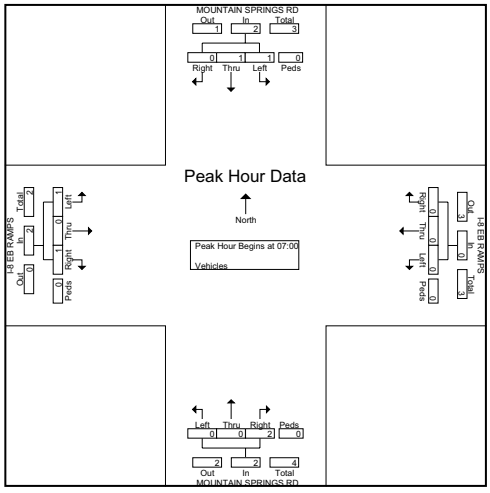



# True Count

3401 First Ave #123 Int. 509
San Diego, CA 92103

File Name : P2.47.MOUNTAIN SPRINGS RD.I-8 EB RAMPS
Site Code : 00000000
Start Date : 2/23/2010
Page No : 2

| | MOUNTAIN SPRINGS RD Southbound | | | | | I-8 EB RAMPS Westbound | | | | | MOUNTAIN SPRINGS RD Northbound | | | | | I-8 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | **1** | **1** | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | 0 | 0 | **1** | 0 | **1** | **4** |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | **1** | 0 | 0 | 0 | 1 | 2 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 0 | 2 | 6 |
| % App. Total | 50 | 50 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 0 | 100 | 0 | | 50 | 0 | 50 | 0 | | |
| PHF | .250 | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 | .250 | .000 | .250 | .000 | .500 | .375 |

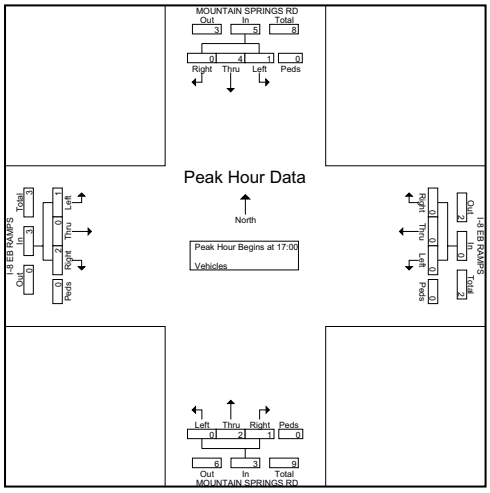



# True Count

3401 First Ave #123 Int. 509
San Diego, CA 92103

File Name : P2.47.MOUNTAIN SPRINGS RD.I-8 EB RAMPS
Site Code : 00000000
Start Date : 2/23/2010
Page No : 3

| | MOUNTAIN SPRINGS RD Southbound | | | | | I-8 EB RAMPS Westbound | | | | | MOUNTAIN SPRINGS RD Northbound | | | | | I-8 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 17:00 | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 0 | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | **1** | 1 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | **2** | **1** | 0 | 0 | 0 | 1 | **5** |
| 17:30 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:45 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 1 | 0 | 0 | **2** | 0 | **2** | 4 |
| Total Volume | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 1 | 0 | 2 | 0 | 3 | 11 |
| % App. Total | 20 | 80 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 66.7 | 33.3 | 0 | | 33.3 | 0 | 66.7 | 0 | | |
| PHF | .250 | 1.000 | | | | | | | | | | | | | | | | | | | |



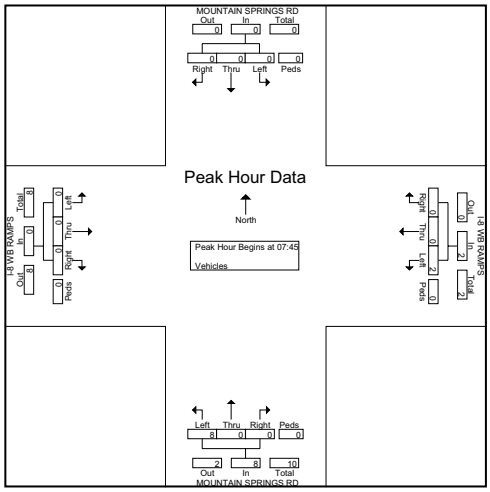
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 511

File Name : P2.48.MOUNTAIN SPRINGS RD.I-8 WB RAMPS
Site Code : 00000000
Start Date : 2/23/2010
Page No : 2

| | MOUNTAIN SPRINGS RD Southbound | | | | | I-8 WB RAMPS Westbound | | | | | MOUNTAIN SPRINGS RD Northbound | | | | | I-8 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | | | | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | **1** | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | 0 | 0 | 0 | **5** | 0 | 0 | 0 | 0 | 0 | **5** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 10 |
| % App. Total | 0 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | | 100 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .000 | .000 | .500 | .400 | .000 | .000 | .000 | .400 | .000 | .000 | .000 | .000 | .000 | .500 |



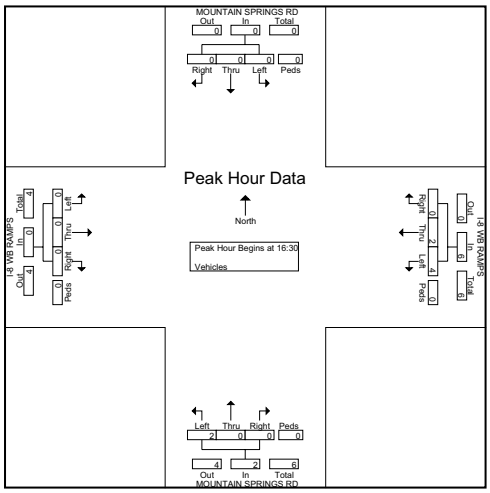

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 511

File Name : P2.48.MOUNTAIN SPRINGS RD.I-8 WB RAMPS
Site Code : 00000000
Start Date : 2/23/2010
Page No : 3

| | MOUNTAIN SPRINGS RD Southbound | | | | | I-8 WB RAMPS Westbound | | | | | MOUNTAIN SPRINGS RD Northbound | | | | | I-8 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | **2** | 1 | 0 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | **2** | 0 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 3 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | 6 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| % App. Total | 0 | 0 | 0 | 0 | | 66.7 | 33.3 | 0 | 0 | | 100 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .500 | .500 | .000 | .000 | .500 | .250 | .000 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .667 |



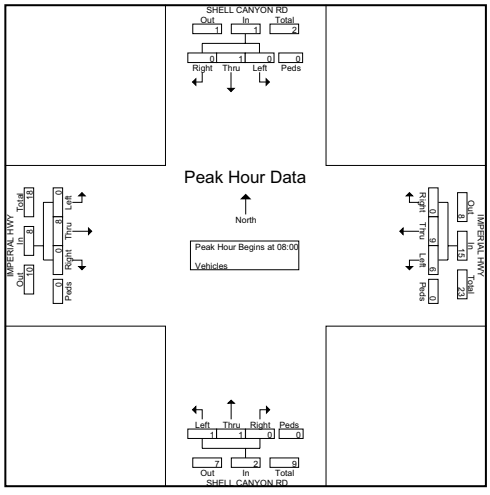

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 518

File Name : P2.49.SHELL CANYON RD.IMPERIAL HWY
Site Code : 00000000
Start Date : 2/23/2010
Page No : 2

| | SHELL CANYON RD Southbound | | | | | IMPERIAL HWY Westbound | | | | | SHELL CANYON RD Northbound | | | | | IMPERIAL HWY Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 | | | | | | | | | | | | | | | | | | | | | |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | **1** | 0 | 0 | 0 | **1** | 0 | 2 | 0 | 0 | 2 | 5 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | **1** | 0 | 0 | 1 | 0 | **3** | 0 | 0 | **3** | 6 |
| 08:30 | 0 | **1** | 0 | 0 | **1** | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | **5** | **5** | 0 | 0 | **10** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | **12** |
| Total Volume | 0 | 1 | 0 | 0 | 1 | 6 | 9 | 0 | 0 | 15 | 1 | 1 | 0 | 0 | 2 | 0 | 8 | 0 | 0 | 8 | 26 |
| % App. Total | 0 | 100 | 0 | 0 | | 40 | 60 | 0 | 0 | | 50 | 50 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .250 | .000 | .000 | .250 | .300 | .450 | .000 | .000 | .375 | .250 | .250 | .000 | .000 | .500 | .000 | .667 | .000 | .000 | .667 | .542 |



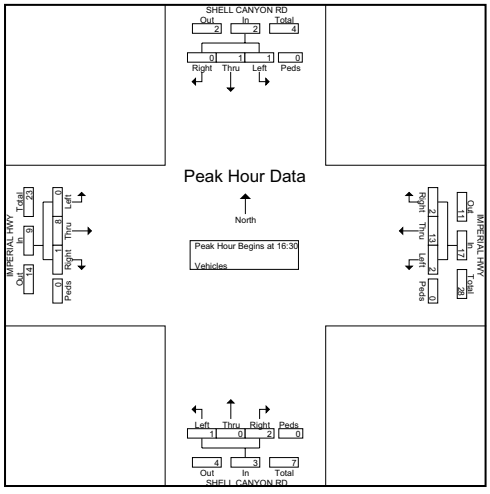

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 518

File Name : P2.49.SHELL CANYON RD.IMPERIAL HWY
Site Code : 00000000
Start Date : 2/23/2010
Page No : 3

| | SHELL CANYON RD Southbound | | | | | IMPERIAL HWY Westbound | | | | | SHELL CANYON RD Northbound | | | | | IMPERIAL HWY Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 0 | **1** | 0 | 0 | **1** | **1** | **8** | **2** | 0 | **11** | 0 | 0 | **2** | 0 | **2** | 0 | 1 | 0 | 0 | 1 | **15** |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 4 | **1** | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 6 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 3 |
| 17:15 | **1** | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | **1** | 0 | **5** | 7 |
| Total Volume | 1 | 1 | 0 | 0 | 2 | 2 | 13 | 2 | 0 | 17 | 1 | 0 | 2 | 0 | 3 | 0 | 8 | 1 | 0 | 9 | 31 |
| % App. Total | 50 | 50 | 0 | 0 | | 11.8 | 76.5 | 11.8 | 0 | | 33.3 | 0 | 66.7 | 0 | | 0 | 88.9 | 11.1 | 0 | | |
| PHF | .250 | .250 | .000 | .000 | .500 | .500 | .406 | .250 | .000 | .386 | .250 | .000 | .250 | .000 | .375 | .000 | .500 | .250 | .000 | .450 | .517 |



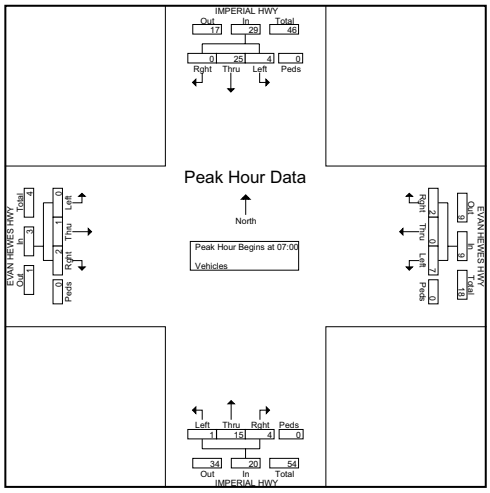
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 521

File Name : 1028.01.IMPERIAL HWY.EVAN HEWES HWY
Site Code : 00000000
Start Date : 3/30/2010
Page No : 2

| Start Time | IMPERIAL HWY Southbound Left | Thru | Right | Peds | App. Total | EVAN HEWES HWY Westbound Left | Thru | Right | Peds | App. Total | IMPERIAL HWY Northbound Left | Thru | Right | Peds | App. Total | EVAN HEWES HWY Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | 1 | 4 | 0 | 0 | 5 | 1 | 0 | 0 | 0 | 1 | 0 | **6** | **2** | 0 | **8** | 0 | **1** | **1** | 0 | **2** | 16 |
| 07:15 | 0 | **9** | 0 | 0 | 9 | 2 | 0 | **2** | 0 | **4** | 0 | 4 | 1 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | **18** |
| 07:30 | 1 | 4 | 0 | 0 | 5 | **3** | 0 | 0 | 0 | 3 | **1** | 2 | 1 | 0 | 4 | 0 | 0 | 1 | 0 | 1 | 13 |
| 07:45 | **2** | 8 | 0 | 0 | **10** | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 14 |
| Total Volume | 4 | 25 | 0 | 0 | 29 | 7 | 0 | 2 | 0 | 9 | 1 | 15 | 4 | 0 | 20 | 0 | 1 | 2 | 0 | 3 | 61 |
| % App. Total | 13.8 | 86.2 | 0 | 0 | | 77.8 | 0 | 22.2 | 0 | | 5 | 75 | 20 | 0 | | 0 | 33.3 | 66.7 | 0 | | |
| PHF | .500 | .694 | .000 | .000 | .725 | .583 | .000 | .250 | .000 | .563 | .250 | .625 | .500 | .000 | .625 | .000 | .250 | .500 | .000 | .375 | .847 |



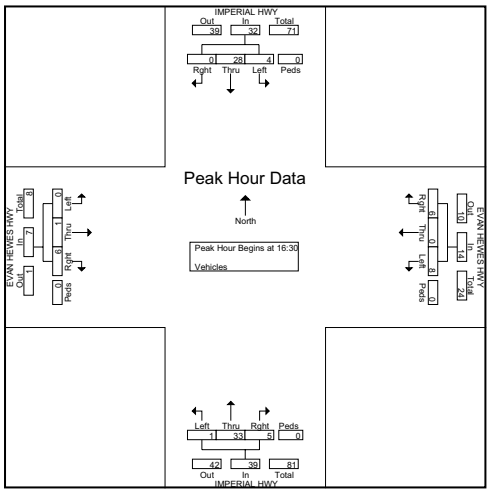

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 521

File Name : 1028.01.IMPERIAL HWY.EVAN HEWES HWY
Site Code : 00000000
Start Date : 3/30/2010
Page No : 3

| Start Time | IMPERIAL HWY Southbound Left | Thru | Right | Peds | App. Total | EVAN HEWES HWY Westbound Left | Thru | Right | Peds | App. Total | IMPERIAL HWY Northbound Left | Thru | Right | Peds | App. Total | EVAN HEWES HWY Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 1 | **13** | 0 | 0 | **14** | 1 | 0 | **2** | 0 | 3 | 0 | **10** | 0 | 0 | 10 | 0 | 0 | 1 | 0 | 1 | 28 |
| 16:45 | 0 | 4 | 0 | 0 | 4 | 1 | 0 | 1 | 0 | 2 | **1** | 10 | **3** | 0 | **14** | 0 | 0 | **2** | 0 | **2** | 22 |
| 17:00 | **2** | 2 | 0 | 0 | 4 | 1 | 0 | 2 | 0 | 3 | 0 | 3 | 1 | 0 | 4 | 0 | **1** | 1 | 0 | 2 | 13 |
| 17:15 | 1 | 9 | 0 | 0 | 10 | **5** | 0 | 1 | 0 | **6** | 0 | 10 | 1 | 0 | 11 | 0 | 0 | 2 | 0 | 2 | **29** |
| Total Volume | 4 | 28 | 0 | 0 | 32 | 8 | 0 | 6 | 0 | 14 | 1 | 33 | 5 | 0 | 39 | 0 | 1 | 6 | 0 | 7 | 92 |
| % App. Total | 12.5 | 87.5 | 0 | 0 | | 57.1 | 0 | 42.9 | 0 | | 2.6 | 84.6 | 12.8 | 0 | | 0 | 14.3 | 85.7 | 0 | | |
| PHF | .500 | .538 | .000 | .000 | .571 | .400 | .000 | .750 | .000 | .583 | .250 | .825 | .417 | .000 | .696 | .000 | .250 | .750 | .000 | .875 | .793 |



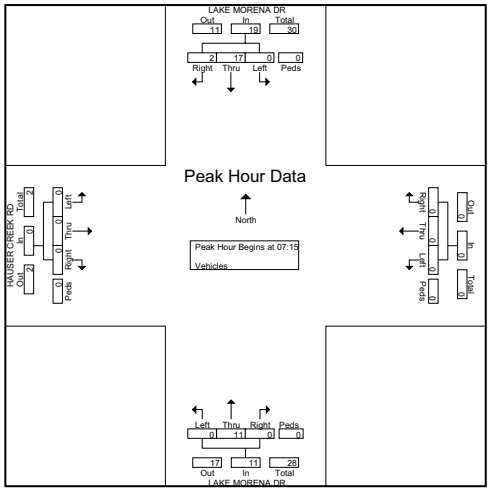

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 309

File Name : 1028.02.LAKE MORENA DR.HAUSER CREEK RD
Site Code : 00000000
Start Date : 3/30/2010
Page No : 2

| Start Time | LAKE MORENA DR Southbound Left | Thru | Right | Peds | App. Total | Westbound Left | Thru | Right | Peds | App. Total | LAKE MORENA DR Northbound Left | Thru | Right | Peds | App. Total | HAUSER CREEK RD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 | | | | | | | | | | | | | | | | | | | | | |
| 07:15 | 0 | 2 | **2** | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:30 | 0 | **5** | 0 | 0 | **5** | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| 07:45 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | 0 | 0 | **7** | 0 | 0 | 0 | 0 | 0 | **12** |
| 08:00 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total Volume | 0 | 17 | 2 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 30 |
| % App. Total | 0 | 89.5 | 10.5 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .850 | .250 | .000 | .950 | .000 | .000 | .000 | .000 | .000 | .000 | .393 | .000 | .000 | .393 | .000 | .000 | .000 | .000 | .000 | .625 |



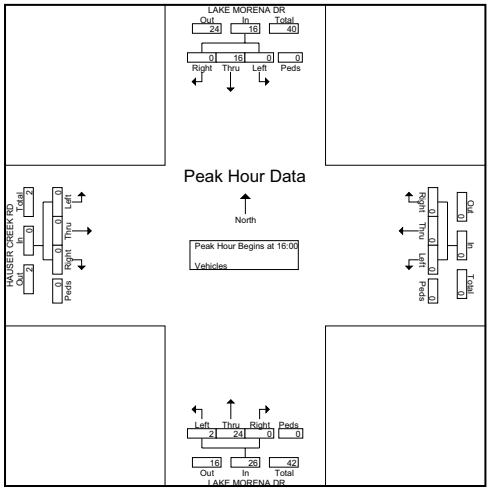

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 309

File Name : 1028.02.LAKE MORENA DR.HAUSER CREEK RD
Site Code : 00000000
Start Date : 3/30/2010
Page No : 3

| Start Time | LAKE MORENA DR Southbound Left | Thru | Right | Peds | App. Total | Westbound Left | Thru | Right | Peds | App. Total | LAKE MORENA DR Northbound Left | Thru | Right | Peds | App. Total | HAUSER CREEK RD Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | **10** | 0 | 0 | **10** | 0 | 0 | 0 | 0 | 0 | **13** |
| 16:15 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:30 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | **1** | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 7 |
| 16:45 | 0 | **7** | 0 | 0 | **7** | 0 | 0 | 0 | 0 | 0 | 1 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 13 |
| Total Volume | 0 | 16 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 2 | 24 | 0 | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 42 |
| % App. Total | 0 | 100 | 0 | 0 | | 0 | 0 | 0 | 0 | | 7.7 | 92.3 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .571 | .000 | .000 | .571 | .000 | .000 | .000 | .000 | .000 | .500 | .600 | .000 | .000 | .650 | .000 | .000 | .000 | .000 | .000 | .808 |



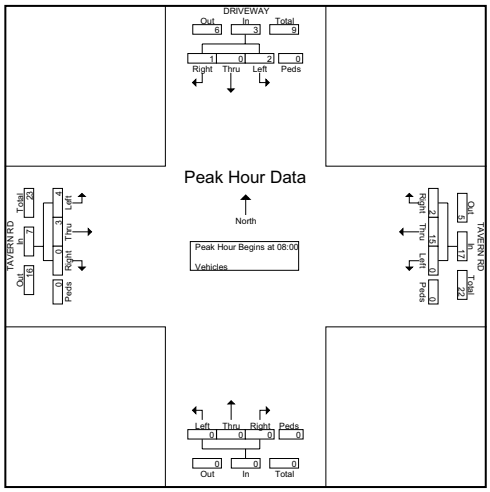
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 208

File Name : 1028.03.DRIVEWAY.TAVERN RD
Site Code : 00000000
Start Date : 3/30/2010
Page No : 2

| | DRIVEWAY Southbound | | | | | TAVERN RD Westbound | | | | | Northbound | | | | | TAVERN RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 | | | | | | | | | | | | | | | | | | | | | |
| 08:00 | 0 | 0 | **1** | 0 | 1 | 0 | **5** | 0 | 0 | **5** | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | 0 | **2** | **8** |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | 4 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | **2** | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 7 |
| 08:45 | **2** | 0 | 0 | 0 | **2** | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 8 |
| Total Volume | 2 | 0 | 1 | 0 | 3 | 0 | 15 | 2 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 7 | 27 |
| % App. Total | 66.7 | 0 | 33.3 | 0 | | 0 | 88.2 | 11.8 | 0 | | 0 | 0 | 0 | 0 | | 57.1 | 42.9 | 0 | 0 | | |
| PHF | .250 | .000 | .250 | .000 | .375 | .000 | .750 | .250 | .000 | .850 | .000 | .000 | .000 | .000 | .000 | .500 | .750 | .000 | .000 | .875 | .844 |



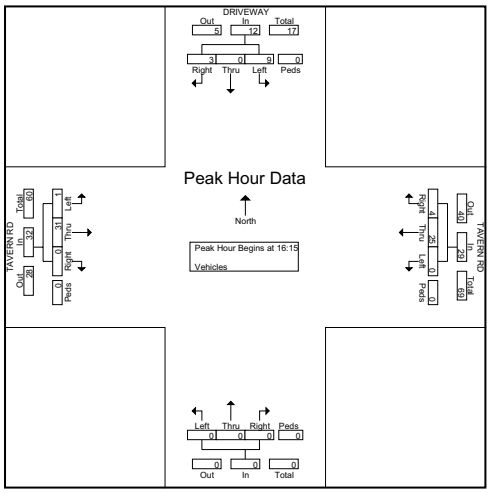

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 208

File Name : 1028.03.DRIVEWAY.TAVERN RD
Site Code : 00000000
Start Date : 3/30/2010
Page No : 3

| | DRIVEWAY Southbound | | | | | TAVERN RD Westbound | | | | | Northbound | | | | | TAVERN RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:15 | | | | | | | | | | | | | | | | | | | | | |
| 16:15 | 1 | 0 | 0 | 0 | 1 | 0 | **7** | 1 | 0 | **8** | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 13 |
| 16:30 | 2 | 0 | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 6 | 15 |
| 16:45 | **5** | 0 | **2** | 0 | **7** | 0 | 6 | **2** | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | **12** | 0 | 0 | **12** | **27** |
| 17:00 | 1 | 0 | 1 | 0 | 2 | 0 | 5 | 1 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | **1** | 9 | 0 | 0 | 10 | 18 |
| Total Volume | 9 | 0 | 3 | 0 | 12 | 0 | 25 | 4 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 1 | 31 | 0 | 0 | 32 | 73 |
| % App. Total | 75 | 0 | 25 | 0 | | 0 | 86.2 | 13.8 | 0 | | 0 | 0 | 0 | 0 | | 3.1 | 96.9 | 0 | 0 | | |
| PHF | .450 | .000 | .375 | .000 | .429 | .000 | .893 | .500 | .000 | .906 | .000 | .000 | .000 | .000 | .000 | .250 | .646 | .000 | .000 | .667 | .676 |



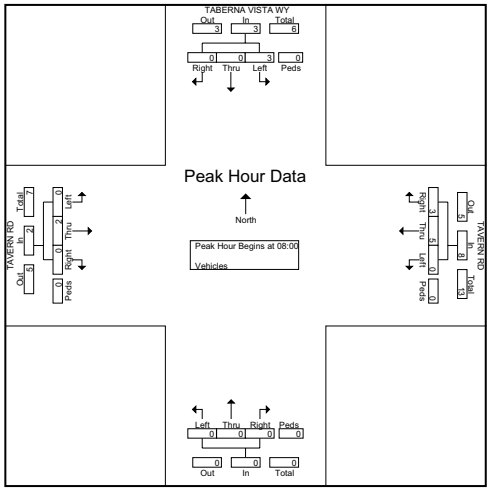

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 207

File Name : 1028.04.TABERNA VISTA WAY.TAVERN RD
Site Code : 00000000
Start Date : 3/30/2010
Page No : 2

| | TABERNA VISTA WY Southbound | | | | | TAVERN RD Westbound | | | | | Northbound | | | | | TAVERN RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 | | | | | | | | | | | | | | | | | | | | | |
| 08:00 | **1** | 0 | 0 | 0 | **1** | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **3** | 0 | **5** | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | **6** |
| 08:30 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 |
| 08:45 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total Volume | 3 | 0 | 0 | 0 | 3 | 0 | 5 | 3 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 13 |
| % App. Total | 100 | 0 | 0 | 0 | | 0 | 62.5 | 37.5 | 0 | | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .750 | .000 | .000 | .000 | .750 | .000 | .625 | .250 | .000 | .400 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .000 | .500 | .542 |



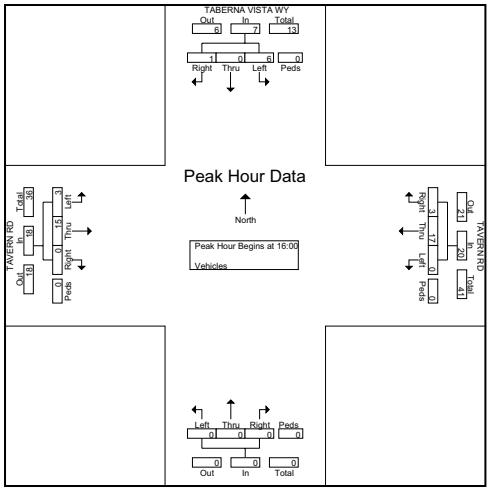

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 207

File Name : 1028.04.TABERNA VISTA WAY.TAVERN RD
Site Code : 00000000
Start Date : 3/30/2010
Page No : 3

| | TABERNA VISTA WY Southbound | | | | | TAVERN RD Westbound | | | | | Northbound | | | | | TAVERN RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 1 | 0 | 0 | 0 | 1 | 0 | **7** | 0 | 0 | **7** | 0 | 0 | 0 | 0 | 0 | **3** | 4 | 0 | 0 | **7** | **15** |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | **1** | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 10 |
| 16:30 | **4** | 0 | **1** | 0 | **5** | 0 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 16:45 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | **7** | 0 | 0 | 7 | 12 |
| Total Volume | 6 | 0 | 1 | 0 | 7 | 0 | 17 | 3 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 3 | 15 | 0 | 0 | 18 | 45 |
| % App. Total | 85.7 | 0 | 14.3 | 0 | | 0 | 85 | 15 | 0 | | 0 | 0 | 0 | 0 | | 16.7 | 83.3 | 0 | 0 | | |
| PHF | .375 | .000 | .250 | .000 | .350 | .000 | .607 | .750 | .000 | .714 | .000 | .000 | .000 | .000 | .000 | .250 | .536 | .000 | .000 | .643 | .750 |

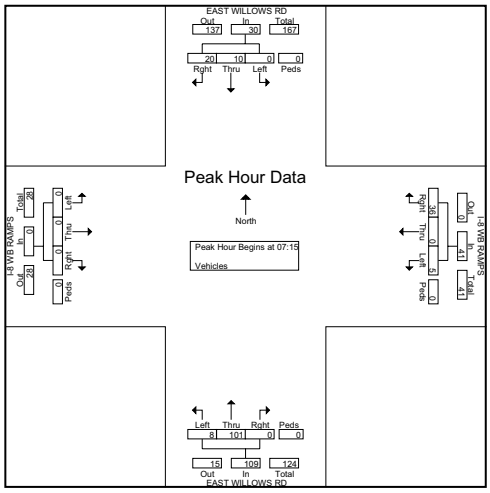


# True Count
3401 First Ave #123
San Diego, CA 92103

Int. 216

File Name : 1028.05.EAST WILLOWS RD.I8 WB RAMPS
Site Code : 00000000
Start Date : 3/30/2010
Page No : 2

| | EAST WILLOWS RD Southbound | | | | | I-8 WB RAMPS Westbound | | | | | EAST WILLOWS RD Northbound | | | | | I-8 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 | | | | | | | | | | | | | | | | | | | | | |
| 07:15 | 0 | 3 | 5 | 0 | **8** | 1 | 0 | 9 | 0 | 10 | **3** | 12 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 33 |
| 07:30 | 0 | 2 | 5 | 0 | 7 | 0 | 0 | **11** | 0 | **11** | 1 | **43** | 0 | 0 | **44** | 0 | 0 | 0 | 0 | 0 | **62** |
| 07:45 | 0 | **4** | 3 | 0 | 7 | **2** | 0 | 9 | 0 | 11 | 2 | 27 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | 47 |
| 08:00 | 0 | 1 | **7** | 0 | 8 | 2 | 0 | 7 | 0 | 9 | 2 | 19 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 38 |
| Total Volume | 0 | 10 | 20 | 0 | 30 | 5 | 0 | 36 | 0 | 41 | 8 | 101 | 0 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 180 |
| % App. Total | 0 | 33.3 | 66.7 | 0 | | 12.2 | 0 | 87.8 | 0 | | 7.3 | 92.7 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .625 | .714 | .000 | .938 | .625 | .000 | .818 | .000 | .932 | .667 | .587 | .000 | .000 | .619 | .000 | .000 | .000 | .000 | .000 | .726 |

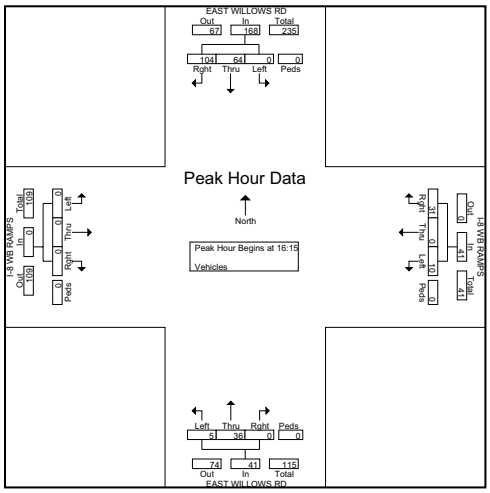



# True Count
3401 First Ave #123
San Diego, CA 92103

Int. 216

File Name : 1028.05.EAST WILLOWS RD.I8 WB RAMPS
Site Code : 00000000
Start Date : 3/30/2010
Page No : 3

| | EAST WILLOWS RD Southbound | | | | | I-8 WB RAMPS Westbound | | | | | EAST WILLOWS RD Northbound | | | | | I-8 WB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:15 | | | | | | | | | | | | | | | | | | | | | |
| 16:15 | 0 | **21** | 25 | 0 | 46 | 1 | 0 | **11** | 0 | **12** | 1 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 63 |
| 16:30 | 0 | 18 | 26 | 0 | 44 | **5** | 0 | 6 | 0 | 11 | **3** | 10 | 0 | 0 | **13** | 0 | 0 | 0 | 0 | 0 | 68 |
| 16:45 | 0 | 8 | 14 | 0 | 22 | 2 | 0 | 7 | 0 | 9 | 1 | 10 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 42 |
| 17:00 | 0 | 17 | **39** | 0 | **56** | 2 | 0 | 7 | 0 | 9 | 0 | **12** | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | **77** |
| Total Volume | 0 | 64 | 104 | 0 | 168 | 10 | 0 | 31 | 0 | 41 | 5 | 36 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 250 |
| % App. Total | 0 | 38.1 | 61.9 | 0 | | 24.4 | 0 | 75.6 | 0 | | 12.2 | 87.8 | 0 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .000 | .762 | .667 | .000 | .750 | .500 | .000 | .705 | .000 | .854 | .417 | .750 | .000 | .000 | .788 | .000 | .000 | .000 | .000 | .000 | .812 |

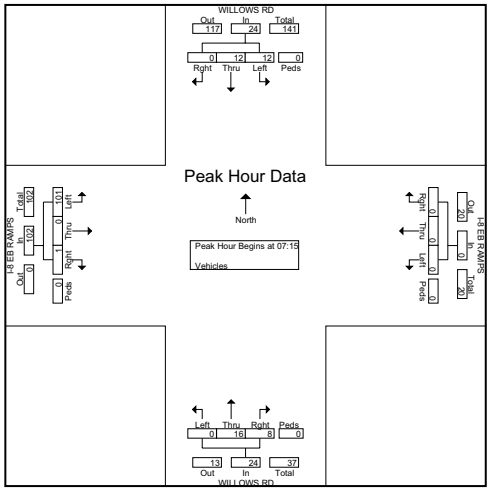



# True Count
3401 First Ave #123
San Diego, CA 92103

Int. 217

File Name : 1028.06.EAST WILLOWS RD.I-8 EB RAMPS
Site Code : 00000000
Start Date : 3/30/2010
Page No : 2

| | WILLOWS RD Southbound | | | | | I-8 EB RAMPS Westbound | | | | | WILLOWS RD Northbound | | | | | I-8 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 | | | | | | | | | | | | | | | | | | | | | |
| 07:15 | 3 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | **6** | 0 | 0 | 6 | 18 | 0 | 0 | 0 | 18 | 30 |
| 07:30 | 1 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | **4** | 0 | **8** | **38** | 0 | 0 | 0 | **38** | **50** |
| 07:45 | 1 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 3 | 33 | 0 | 0 | 0 | 33 | 39 |
| 08:00 | **7** | **4** | 0 | 0 | **11** | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 0 | 7 | 12 | 0 | **1** | 0 | 13 | 31 |
| Total Volume | 12 | 12 | 0 | 0 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 8 | 0 | 24 | 101 | 0 | 1 | 0 | 102 | 150 |
| % App. Total | 50 | 50 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 66.7 | 33.3 | 0 | | 99 | 0 | 1 | 0 | | |
| PHF | .429 | .750 | .000 | .000 | .545 | .000 | .000 | .000 | .000 | .000 | .000 | .667 | .500 | .000 | .750 | .664 | .000 | .250 | .000 | .671 | .750 |

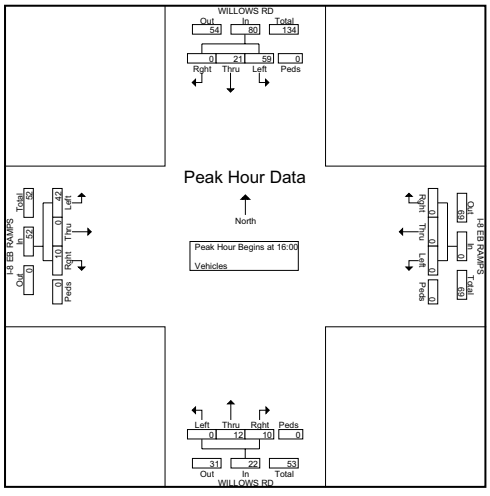



# True Count
3401 First Ave #123
San Diego, CA 92103

Int. 217

File Name : 1028.06.EAST WILLOWS RD.I-8 EB RAMPS
Site Code : 00000000
Start Date : 3/30/2010
Page No : 3

| | WILLOWS RD Southbound | | | | | I-8 EB RAMPS Westbound | | | | | WILLOWS RD Northbound | | | | | I-8 EB RAMPS Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Left | Thru | Rght | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | **18** | **9** | 0 | 0 | **27** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **5** | 0 | **6** | 9 | 0 | 2 | 0 | 11 | **44** |
| 16:15 | 16 | 4 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 4 | 10 | 0 | 2 | 0 | 12 | 36 |
| 16:30 | 14 | 5 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | **5** | 1 | 0 | 6 | 10 | 0 | **3** | 0 | 13 | 38 |
| 16:45 | 11 | 3 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 6 | **13** | 0 | 3 | 0 | **16** | 36 |
| Total Volume | 59 | 21 | 0 | 0 | 80 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 10 | 0 | 22 | 42 | 0 | 10 | 0 | 52 | 154 |
| % App. Total | 73.8 | 26.2 | 0 | 0 | | 0 | 0 | 0 | 0 | | 0 | 54.5 | 45.5 | 0 | | 80.8 | 0 | 19.2 | 0 | | |
| PHF | .819 | .583 | .000 | .000 | .741 | .000 | .000 | .000 | .000 | .000 | .000 | .600 | .500 | .000 | .917 | .808 | .000 | .833 | .000 | .813 | .875 |



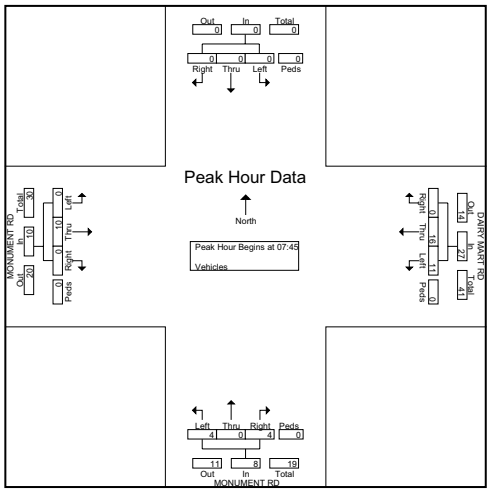
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 801

File Name : 1028.801.MONUMENT RD.DAIRY MART RD
Site Code : 00000000
Start Date : 3/25/2010
Page No : 2

| | Southbound | | | | | DAIRY MART RD Westbound | | | | | MONUMENT RD Northbound | | | | | MONUMENT RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | | | | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 0 | 7 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 9 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | **4** | 2 | 0 | 0 | 6 | 0 | 0 | **2** | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 10 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 2 | **4** | 0 | 0 | 6 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 0 | 2 | 9 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 2 | **6** | 0 | 0 | **8** | **4** | 0 | 0 | 0 | **4** | 0 | **5** | 0 | 0 | **5** | **17** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 11 | 16 | 0 | 0 | 27 | 4 | 0 | 4 | 0 | 8 | 0 | 10 | 0 | 0 | 10 | 45 |
| % App. Total | 0 | 0 | 0 | 0 | | 40.7 | 59.3 | 0 | 0 | | 50 | 0 | 50 | 0 | | 0 | 100 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .688 | .667 | .000 | .000 | .844 | .250 | .000 | .500 | .000 | .500 | .000 | .500 | .000 | .000 | .500 | .662 |



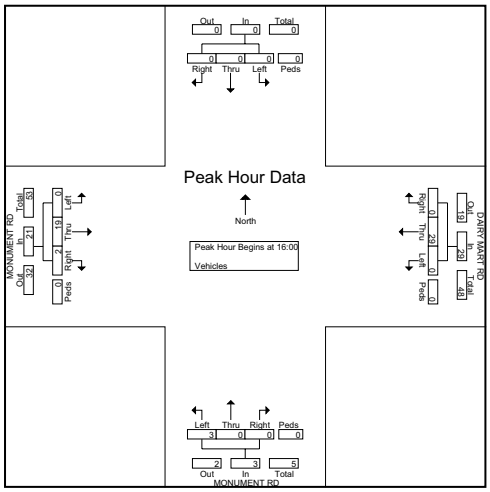

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 801

File Name : 1028.801.MONUMENT RD.DAIRY MART RD
Site Code : 00000000
Start Date : 3/25/2010
Page No : 3

| | Southbound | | | | | DAIRY MART RD Westbound | | | | | MONUMENT RD Northbound | | | | | MONUMENT RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 8 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 1 | 0 | **6** | **1** | 0 | **7** | **16** |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 8 | **2** | 0 | 0 | 0 | **2** | 0 | 5 | 1 | 0 | 6 | 16 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | 0 | 0 | **9** | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 4 | 13 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 0 | 29 | 3 | 0 | 0 | 0 | 3 | 0 | 19 | 2 | 0 | 21 | 53 |
| % App. Total | 0 | 0 | 0 | 0 | | 0 | 100 | 0 | 0 | | 100 | 0 | 0 | 0 | | 0 | 90.5 | 9.5 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .806 | .000 | .000 | .806 | .375 | .000 | .000 | .000 | .375 | .000 | .792 | .500 | .000 | .750 | .828 |



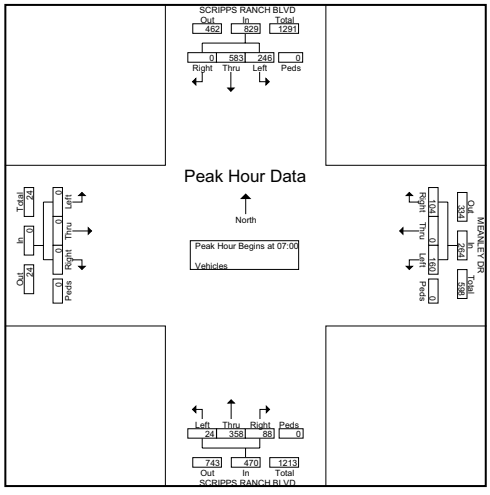

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 803

File Name : 1028.803.SCRIPPS RANCH BLVD.MEANLEY DR
Site Code : 00000000
Start Date : 3/25/2010
Page No : 2

| | SCRIPPS RANCH BLVD Southbound | | | | | MEANLEY DR Westbound | | | | | SCRIPPS RANCH BLVD Northbound | | | | | Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 | | | | | | | | | | | | | | | | | | | | | |
| 07:00 | **117** | 155 | 0 | 0 | 272 | **102** | 0 | **53** | 0 | **155** | 3 | 84 | **51** | 0 | 138 | 0 | 0 | 0 | 0 | 0 | **565** |
| 07:15 | 80 | **196** | 0 | 0 | **276** | 55 | 0 | 46 | 0 | 101 | **21** | **115** | 20 | 0 | **156** | 0 | 0 | 0 | 0 | 0 | 533 |
| 07:30 | 18 | 126 | 0 | 0 | 144 | 1 | 0 | 0 | 0 | 1 | 0 | 91 | 7 | 0 | 98 | 0 | 0 | 0 | 0 | 0 | 243 |
| 07:45 | 31 | 106 | 0 | 0 | 137 | 2 | 0 | 5 | 0 | 7 | 0 | 68 | 10 | 0 | 78 | 0 | 0 | 0 | 0 | 0 | 222 |
| Total Volume | 246 | 583 | 0 | 0 | 829 | 160 | 0 | 104 | 0 | 264 | 24 | 358 | 88 | 0 | 470 | 0 | 0 | 0 | 0 | 0 | 1563 |
| % App. Total | 29.7 | 70.3 | 0 | 0 | | 60.6 | 0 | 39.4 | 0 | | 5.1 | 76.2 | 18.7 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .526 | .744 | .000 | .000 | .751 | .392 | .000 | .491 | .000 | .426 | .286 | .778 | .431 | .000 | .753 | .000 | .000 | .000 | .000 | .000 | .692 |



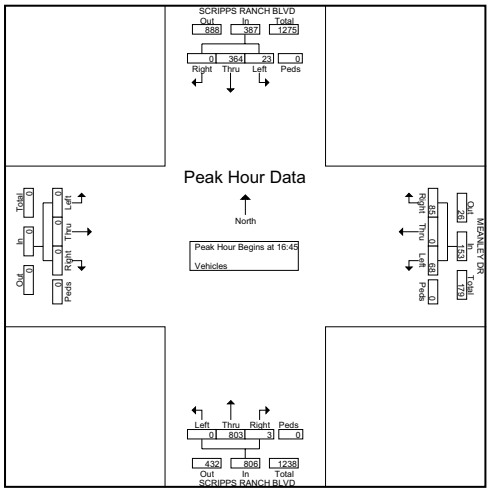

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 803

File Name : 1028.803.SCRIPPS RANCH BLVD.MEANLEY DR
Site Code : 00000000
Start Date : 3/25/2010
Page No : 3

| | SCRIPPS RANCH BLVD Southbound | | | | | MEANLEY DR Westbound | | | | | SCRIPPS RANCH BLVD Northbound | | | | | Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:45 | | | | | | | | | | | | | | | | | | | | | |
| 16:45 | **7** | 92 | 0 | 0 | 99 | **20** | 0 | 11 | 0 | 31 | 0 | 189 | **1** | 0 | 190 | 0 | 0 | 0 | 0 | 0 | 320 |
| 17:00 | 4 | **103** | 0 | 0 | **107** | 15 | 0 | **30** | 0 | **45** | 0 | **209** | 1 | 0 | **210** | 0 | 0 | 0 | 0 | 0 | **362** |
| 17:15 | 7 | 89 | 0 | 0 | 96 | 15 | 0 | 26 | 0 | 41 | 0 | 198 | 0 | 0 | 198 | 0 | 0 | 0 | 0 | 0 | 335 |
| 17:30 | 5 | 80 | 0 | 0 | 85 | 18 | 0 | 18 | 0 | 36 | 0 | 207 | 1 | 0 | 208 | 0 | 0 | 0 | 0 | 0 | 329 |
| Total Volume | 23 | 364 | 0 | 0 | 387 | 68 | 0 | 85 | 0 | 153 | 0 | 803 | 3 | 0 | 806 | 0 | 0 | 0 | 0 | 0 | 1346 |
| % App. Total | 5.9 | 94.1 | 0 | 0 | | 44.4 | 0 | 55.6 | 0 | | 0 | 99.6 | 0.4 | 0 | | 0 | 0 | 0 | 0 | | |
| PHF | .821 | .883 | .000 | .000 | .904 | .850 | .000 | .708 | .000 | .850 | .000 | .961 | .750 | .000 | .960 | .000 | .000 | .000 | .000 | .000 | .930 |

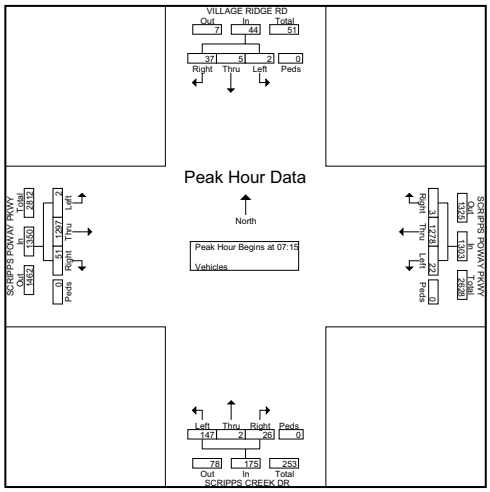


# True Count

3401 First Ave #123 Int. 804
San Diego, CA 92103

File Name : 1028.804.SCRIPPS CREEK DR.SCRIPPS POWAY PKWY
Site Code : 00000000
Start Date : 3/25/2010
Page No : 2

| | VILLAGE RIDGE RD Southbound | | | | | SCRIPPS POWAY PKWY Westbound | | | | | SCRIPPS CREEK DR Northbound | | | | | SCRIPPS POWAY PKWY Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 | | | | | | | | | | | | | | | | | | | | | |
| 07:15 | 0 | 1 | 9 | 0 | 10 | 2 | 325 | 0 | 0 | 327 | 38 | **1** | 6 | 0 | 45 | **2** | 315 | 12 | 0 | 329 | 711 |
| 07:30 | **1** | 1 | 7 | 0 | 9 | 4 | **342** | 1 | 0 | **347** | **44** | 0 | 6 | 0 | **50** | 0 | 298 | 11 | 0 | 309 | 715 |
| 07:45 | 1 | 0 | 6 | 0 | 7 | **8** | 309 | **2** | 0 | 319 | 33 | 0 | **7** | 0 | 40 | 0 | **375** | **14** | 0 | **389** | **755** |
| 08:00 | 0 | **3** | **15** | 0 | **18** | 8 | 302 | 0 | 0 | 310 | 32 | 1 | 7 | 0 | 40 | 0 | 309 | 14 | 0 | 323 | 691 |
| Total Volume | 2 | 5 | 37 | 0 | 44 | 22 | 1278 | 3 | 0 | 1303 | 147 | 2 | 26 | 0 | 175 | 2 | 1297 | 51 | 0 | 1350 | 2872 |
| % App. Total | 4.5 | 11.4 | 84.1 | 0 | | 1.7 | 98.1 | 0.2 | 0 | | 84 | 1.1 | 14.9 | 0 | | 0.1 | 96.1 | 3.8 | 0 | | |
| PHF | .500 | .417 | .617 | .000 | .611 | .688 | .934 | .375 | .000 | .939 | .835 | .500 | .929 | .000 | .875 | .250 | .865 | .911 | .000 | .868 | .951 |

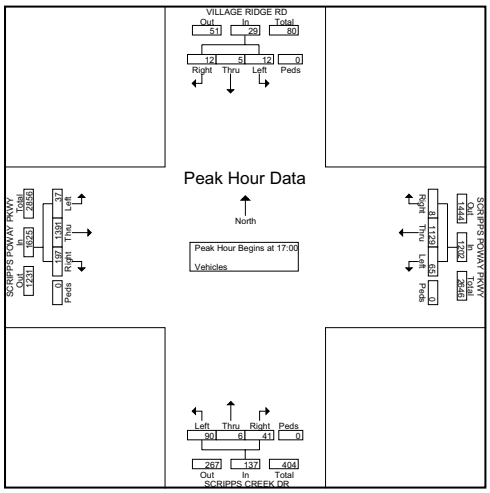



# True Count

3401 First Ave #123 Int. 804
San Diego, CA 92103

File Name : 1028.804.SCRIPPS CREEK DR.SCRIPPS POWAY PKWY
Site Code : 00000000
Start Date : 3/25/2010
Page No : 3

| | VILLAGE RIDGE RD Southbound | | | | | SCRIPPS POWAY PKWY Westbound | | | | | SCRIPPS CREEK DR Northbound | | | | | SCRIPPS POWAY PKWY Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 17:00 | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 1 | 0 | 4 | 0 | 5 | 13 | **323** | 1 | 0 | **337** | 17 | 1 | 11 | 0 | 29 | 4 | 322 | **55** | 0 | 381 | 752 |
| 17:15 | 2 | **3** | **5** | 0 | **10** | **19** | 283 | 0 | 0 | 302 | 24 | 1 | 6 | 0 | 31 | **15** | 338 | 39 | 0 | 392 | 735 |
| 17:30 | **5** | 1 | 2 | 0 | 8 | 18 | 295 | **5** | 0 | 318 | **26** | **2** | 11 | 0 | **39** | 6 | **368** | 50 | 0 | 424 | **789** |
| 17:45 | 4 | 1 | 1 | 0 | 6 | 15 | 228 | 2 | 0 | 245 | 23 | 2 | **13** | 0 | 38 | 12 | 363 | 53 | 0 | **428** | 717 |
| Total Volume | 12 | 5 | 12 | 0 | 29 | 65 | 1129 | 8 | 0 | 1202 | 90 | 6 | 41 | 0 | 137 | 37 | 1391 | 197 | 0 | 1625 | 2993 |
| % App. Total | 41.4 | 17.2 | 41.4 | 0 | | 5.4 | 93.9 | 0.7 | 0 | | 65.7 | 4.4 | 29.9 | 0 | | 2.3 | 85.6 | 12.1 | 0 | | |
| PHF | .600 | .417 | .600 | .000 | .725 | .855 | .874 | .400 | .000 | .892 | .865 | .750 | .788 | .000 | .878 | .617 | .945 | .895 | .000 | .949 | .948 |

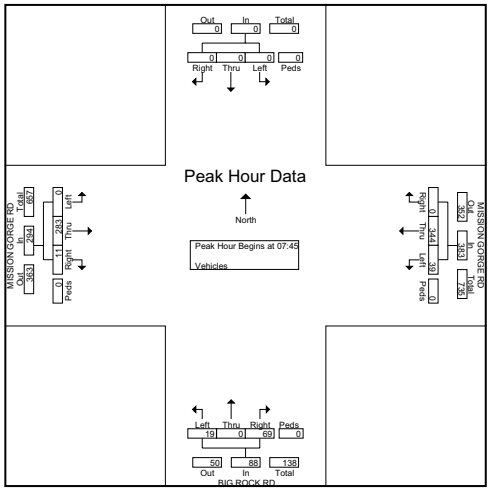



# True Count

3401 First Ave #123 Int. 806
San Diego, CA 92103

File Name : 1028.806.BIG ROCK RD.MISSION GORGE RD
Site Code : 00000000
Start Date : 3/30/2010
Page No : 2

| | Southbound | | | | | MISSION GORGE RD Westbound | | | | | BIG ROCK RD Northbound | | | | | MISSION GORGE RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 | | | | | | | | | | | | | | | | | | | | | |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 8 | **101** | 0 | 0 | **109** | **8** | 0 | **19** | 0 | **27** | 0 | **72** | **5** | 0 | **77** | **213** |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 11 | 81 | 0 | 0 | 92 | 5 | 0 | 19 | 0 | 24 | 0 | 70 | 1 | 0 | 71 | 187 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 6 | 76 | 0 | 0 | 82 | 2 | 0 | 19 | 0 | 21 | 0 | 71 | 3 | 0 | 74 | 177 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | **14** | 86 | 0 | 0 | 100 | 4 | 0 | 12 | 0 | 16 | 0 | 70 | 2 | 0 | 72 | 188 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 39 | 344 | 0 | 0 | 383 | 19 | 0 | 69 | 0 | 88 | 0 | 283 | 11 | 0 | 294 | 765 |
| % App. Total | 0 | 0 | 0 | 0 | | 10.2 | 89.8 | 0 | 0 | | 21.6 | 0 | 78.4 | 0 | | 0 | 96.3 | 3.7 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .696 | .851 | .000 | .000 | .878 | .594 | .000 | .908 | .000 | .815 | .000 | .983 | .550 | .000 | .955 | .898 |

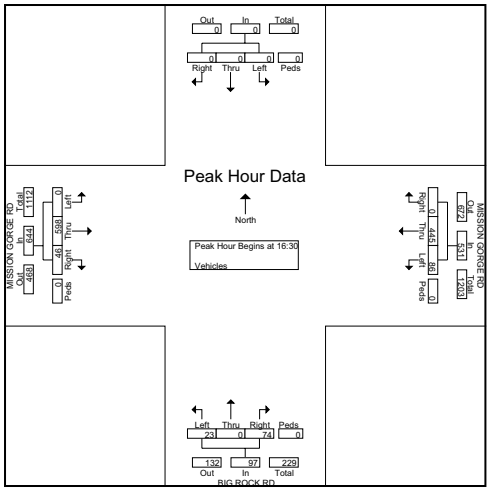



# True Count

3401 First Ave #123 Int. 806
San Diego, CA 92103

File Name : 1028.806.BIG ROCK RD.MISSION GORGE RD
Site Code : 00000000
Start Date : 3/30/2010
Page No : 3

| | Southbound | | | | | MISSION GORGE RD Westbound | | | | | BIG ROCK RD Northbound | | | | | MISSION GORGE RD Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 17 | 101 | 0 | 0 | 118 | **8** | 0 | 18 | 0 | 26 | 0 | 137 | 9 | 0 | 146 | 290 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | **25** | 102 | 0 | 0 | 127 | 7 | 0 | 17 | 0 | 24 | 0 | 133 | **15** | 0 | 148 | 299 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 21 | **127** | 0 | 0 | **148** | 6 | 0 | **23** | 0 | **29** | 0 | 160 | 14 | 0 | 174 | **351** |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 23 | 115 | 0 | 0 | 138 | 2 | 0 | 16 | 0 | 18 | 0 | **168** | 8 | 0 | **176** | 332 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 86 | 445 | 0 | 0 | 531 | 23 | 0 | 74 | 0 | 97 | 0 | 598 | 46 | 0 | 644 | 1272 |
| % App. Total | 0 | 0 | 0 | 0 | | 16.2 | 83.8 | 0 | 0 | | 23.7 | 0 | 76.3 | 0 | | 0 | 92.9 | 7.1 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .860 | .876 | .000 | .000 | .897 | .719 | .000 | .804 | .000 | .836 | .000 | .890 | .767 | .000 | .915 | .906 |



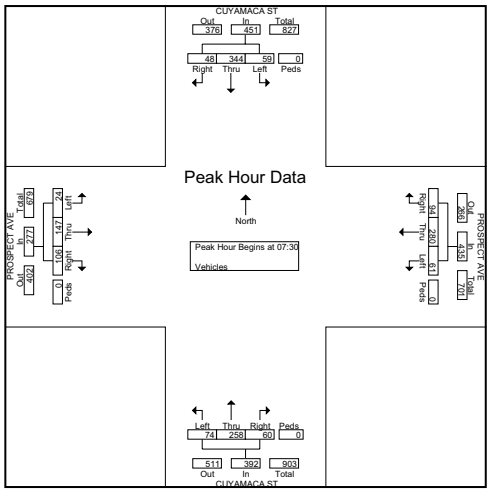
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 810

File Name : 1028.810.CUYAMACA ST.PROSPECT AVE
Site Code : 00000000
Start Date : 3/30/2010
Page No : 2

| Start Time | CUYAMACA ST Southbound Left | Thru | Right | Peds | App. Total | PROSPECT AVE Westbound Left | Thru | Right | Peds | App. Total | CUYAMACA ST Northbound Left | Thru | Right | Peds | App. Total | PROSPECT AVE Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 | | | | | | | | | | | | | | | | | | | | | |
| 07:30 | 14 | 86 | 13 | 0 | 113 | 16 | 75 | 21 | 0 | 112 | 17 | 50 | 13 | 0 | 80 | 3 | 35 | 20 | 0 | 58 | 363 |
| 07:45 | 13 | **105** | 13 | 0 | **131** | **17** | **76** | 22 | 0 | **115** | **27** | 69 | 15 | 0 | **111** | 7 | **50** | **37** | 0 | **94** | **451** |
| 08:00 | **17** | 83 | **15** | 0 | 115 | 13 | 70 | 20 | 0 | 103 | 16 | 63 | 12 | 0 | 91 | **12** | 27 | 24 | 0 | 63 | 372 |
| 08:15 | 15 | 70 | 7 | 0 | 92 | 15 | 59 | **31** | 0 | 105 | 14 | **76** | **20** | 0 | 110 | 2 | 35 | 25 | 0 | 62 | 369 |
| Total Volume | 59 | 344 | 48 | 0 | 451 | 61 | 280 | 94 | 0 | 435 | 74 | 258 | 60 | 0 | 392 | 24 | 147 | 106 | 0 | 277 | 1555 |
| % App. Total | 13.1 | 76.3 | 10.6 | 0 | | 14 | 64.4 | 21.6 | 0 | | 18.9 | 65.8 | 15.3 | 0 | | 8.7 | 53.1 | 38.3 | 0 | | |
| PHF | .868 | .819 | .800 | .000 | .861 | .897 | .921 | .758 | .000 | .946 | .685 | .849 | .750 | .000 | .883 | .500 | .735 | .716 | .000 | .737 | .862 |



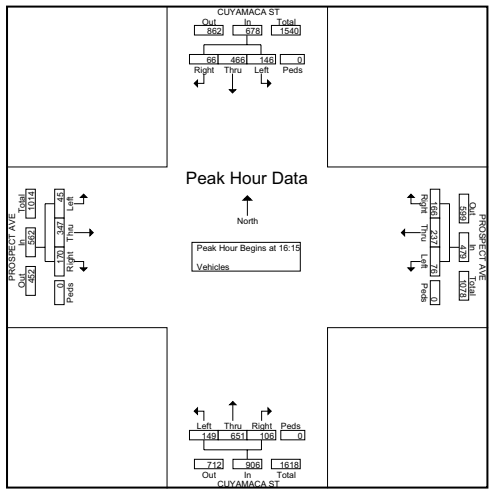

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 810

File Name : 1028.810.CUYAMACA ST.PROSPECT AVE
Site Code : 00000000
Start Date : 3/30/2010
Page No : 3

| Start Time | CUYAMACA ST Southbound Left | Thru | Right | Peds | App. Total | PROSPECT AVE Westbound Left | Thru | Right | Peds | App. Total | CUYAMACA ST Northbound Left | Thru | Right | Peds | App. Total | PROSPECT AVE Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:15 | | | | | | | | | | | | | | | | | | | | | |
| 16:15 | **44** | 107 | 14 | 0 | 165 | 14 | 50 | 29 | 0 | 93 | 26 | **175** | 27 | 0 | 228 | 8 | 61 | 34 | 0 | 103 | 589 |
| 16:30 | 22 | **130** | **22** | 0 | **174** | 17 | 51 | **50** | 0 | 118 | **51** | 151 | 26 | 0 | 228 | 12 | **105** | 40 | 0 | **157** | 677 |
| 16:45 | 41 | 109 | 16 | 0 | 166 | 20 | 59 | 50 | 0 | 129 | 35 | 168 | **29** | 0 | **232** | 10 | 89 | **53** | 0 | 152 | 679 |
| 17:00 | 39 | 120 | 14 | 0 | 173 | **25** | **77** | 37 | 0 | **139** | 37 | 157 | 24 | 0 | 218 | **15** | 92 | 43 | 0 | 150 | **680** |
| Total Volume | 146 | 466 | 66 | 0 | 678 | 76 | 237 | 166 | 0 | 479 | 149 | 651 | 106 | 0 | 906 | 45 | 347 | 170 | 0 | 562 | 2625 |
| % App. Total | 21.5 | 68.7 | 9.7 | 0 | | 15.9 | 49.5 | 34.7 | 0 | | 16.4 | 71.9 | 11.7 | 0 | | 8 | 61.7 | 30.2 | 0 | | |
| PHF | .830 | .896 | .750 | .000 | .974 | .760 | .769 | .830 | .000 | .862 | .730 | .930 | .914 | .000 | .976 | .750 | .826 | .802 | .000 | .895 | .965 |



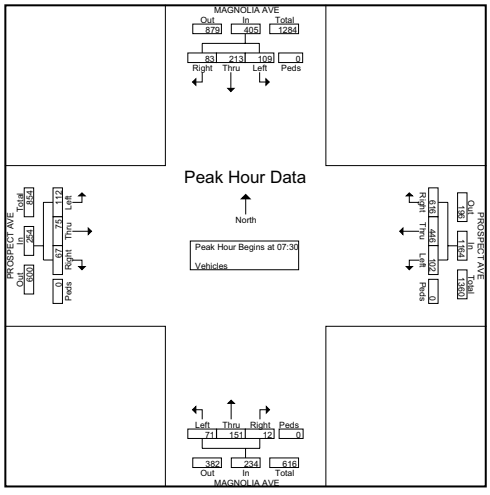

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 812

File Name : 1028.812.MAGNOLIA AVE.PROSPECT AVE
Site Code : 00000000
Start Date : 3/30/2010
Page No : 2

| Start Time | MAGNOLIA AVE Southbound Left | Thru | Right | Peds | App. Total | PROSPECT AVE Westbound Left | Thru | Right | Peds | App. Total | MAGNOLIA AVE Northbound Left | Thru | Right | Peds | App. Total | PROSPECT AVE Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:30 | | | | | | | | | | | | | | | | | | | | | |
| 07:30 | 27 | 55 | 18 | 0 | 100 | 30 | 109 | 138 | 0 | 277 | 13 | 32 | 2 | 0 | 47 | 27 | 22 | **23** | 0 | **72** | 496 |
| 07:45 | 28 | **63** | **26** | 0 | **117** | **32** | **118** | 157 | 0 | **307** | **23** | **44** | 3 | 0 | **70** | 25 | 14 | 15 | 0 | 54 | **548** |
| 08:00 | **31** | 47 | 23 | 0 | 101 | 21 | 118 | **162** | 0 | 301 | 15 | 40 | 3 | 0 | 58 | **30** | 16 | 16 | 0 | 62 | 522 |
| 08:15 | 23 | 48 | 16 | 0 | 87 | 19 | 101 | 159 | 0 | 279 | 20 | 35 | **4** | 0 | 59 | 30 | **23** | 13 | 0 | 66 | 491 |
| Total Volume | 109 | 213 | 83 | 0 | 405 | 102 | 446 | 616 | 0 | 1164 | 71 | 151 | 12 | 0 | 234 | 112 | 75 | 67 | 0 | 254 | 2057 |
| % App. Total | 26.9 | 52.6 | 20.5 | 0 | | 8.8 | 38.3 | 52.9 | 0 | | 30.3 | 64.5 | 5.1 | 0 | | 44.1 | 29.5 | 26.4 | 0 | | |
| PHF | .879 | .845 | .798 | .000 | .865 | .797 | .945 | .951 | .000 | .948 | .772 | .858 | .750 | .000 | .836 | .933 | .815 | .728 | .000 | .882 | .938 |



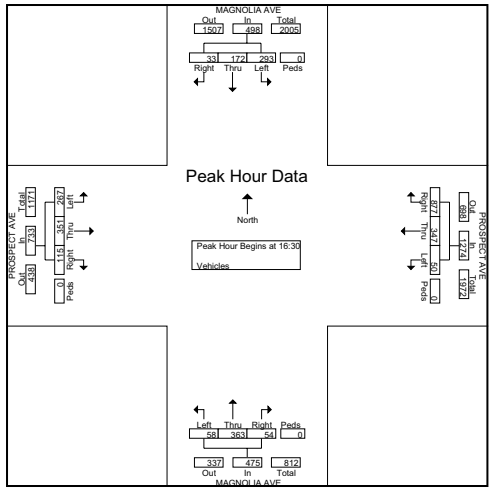

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 812

File Name : 1028.812.MAGNOLIA AVE.PROSPECT AVE
Site Code : 00000000
Start Date : 3/30/2010
Page No : 3

| Start Time | MAGNOLIA AVE Southbound Left | Thru | Right | Peds | App. Total | PROSPECT AVE Westbound Left | Thru | Right | Peds | App. Total | MAGNOLIA AVE Northbound Left | Thru | Right | Peds | App. Total | PROSPECT AVE Eastbound Left | Thru | Right | Peds | App. Total | Int. Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:30 | | | | | | | | | | | | | | | | | | | | | |
| 16:30 | 60 | **47** | 8 | 0 | 115 | 12 | 79 | 185 | 0 | 276 | **18** | 76 | 16 | 0 | 110 | **81** | 83 | **38** | 0 | **202** | 703 |
| 16:45 | 78 | 40 | 8 | 0 | 126 | **17** | 93 | 238 | 0 | 348 | 13 | 95 | **17** | 0 | 125 | 63 | 82 | 32 | 0 | 177 | **776** |
| 17:00 | **80** | 44 | **13** | 0 | **137** | 9 | 68 | 194 | 0 | 271 | 18 | **99** | 16 | 0 | **133** | 62 | **102** | 28 | 0 | 192 | 733 |
| 17:15 | 75 | 41 | 4 | 0 | 120 | 12 | **107** | **260** | 0 | **379** | 9 | 93 | 5 | 0 | 107 | 61 | 84 | 17 | 0 | 162 | 768 |
| Total Volume | 293 | 172 | 33 | 0 | 498 | 50 | 347 | 877 | 0 | 1274 | 58 | 363 | 54 | 0 | 475 | 267 | 351 | 115 | 0 | 733 | 2980 |
| % App. Total | 58.8 | 34.5 | 6.6 | 0 | | 3.9 | 27.2 | 68.8 | 0 | | 12.2 | 76.4 | 11.4 | 0 | | 36.4 | 47.9 | 15.7 | 0 | | |
| PHF | .916 | .915 | .635 | .000 | .909 | .735 | .811 | .843 | .000 | .840 | .806 | .917 | .794 | .000 | .893 | .824 | .860 | .757 | .000 | .907 | .960 |



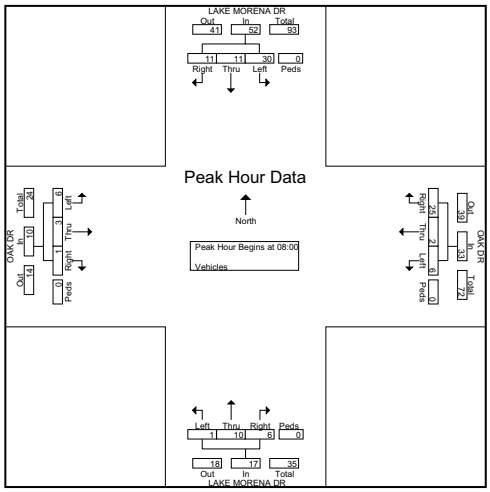
# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 813

File Name : 1028.814.LAKE MORENA DR.OAK DR
Site Code : 00000000
Start Date : 3/30/2010
Page No : 2

| | LAKE MORENA DR Southbound | | | | | OAK DR Westbound | | | | | LAKE MORENA DR Northbound | | | | | OAK DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 | | | | | | | | | | | | | | | | | | | | | |
| 08:00 | **9** | 3 | 1 | 0 | 13 | **2** | 0 | 4 | 0 | 6 | 0 | **4** | 0 | 0 | 4 | **3** | 0 | 0 | 0 | 3 | 26 |
| 08:15 | 6 | 1 | **4** | 0 | 11 | 1 | **1** | 7 | 0 | 9 | **1** | 3 | 2 | 0 | **6** | 2 | **2** | 0 | 0 | **4** | **30** |
| 08:30 | 9 | **4** | 2 | 0 | **15** | 2 | 0 | 6 | 0 | 8 | 0 | 2 | 1 | 0 | 3 | 0 | 0 | **1** | 0 | 1 | 27 |
| 08:45 | 6 | 3 | 4 | 0 | 13 | 1 | 1 | **8** | 0 | **10** | 0 | 1 | **3** | 0 | 4 | 1 | 1 | 0 | 0 | 2 | 29 |
| Total Volume | 30 | 11 | 11 | 0 | 52 | 6 | 2 | 25 | 0 | 33 | 1 | 10 | 6 | 0 | 17 | 6 | 3 | 1 | 0 | 10 | 112 |
| % App. Total | 57.7 | 21.2 | 21.2 | 0 | | 18.2 | 6.1 | 75.8 | 0 | | 5.9 | 58.8 | 35.3 | 0 | | 60 | 30 | 10 | 0 | | |
| PHF | .833 | .688 | .688 | .000 | .867 | .750 | .500 | .781 | .000 | .825 | .250 | .625 | .500 | .000 | .708 | .500 | .375 | .250 | .000 | .625 | .933 |



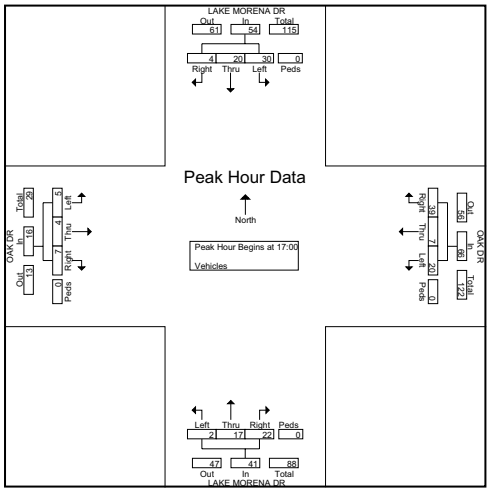

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 813

File Name : 1028.814.LAKE MORENA DR.OAK DR
Site Code : 00000000
Start Date : 3/30/2010
Page No : 3

| | LAKE MORENA DR Southbound | | | | | OAK DR Westbound | | | | | LAKE MORENA DR Northbound | | | | | OAK DR Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 17:00 | | | | | | | | | | | | | | | | | | | | | |
| 17:00 | 6 | 3 | 1 | 0 | 10 | 4 | 1 | **13** | 0 | **18** | 0 | 4 | 6 | 0 | 10 | 0 | 1 | **4** | 0 | **5** | 43 |
| 17:15 | **9** | 4 | 1 | 0 | 14 | 6 | 2 | 7 | 0 | 15 | **2** | **7** | 4 | 0 | **13** | 1 | **2** | 1 | 0 | 4 | 46 |
| 17:30 | 8 | 6 | 0 | 0 | 14 | 3 | **3** | 9 | 0 | 15 | 0 | 2 | 5 | 0 | 7 | **3** | 1 | 0 | 0 | 4 | 40 |
| 17:45 | 7 | **7** | **2** | 0 | **16** | **7** | 1 | 10 | 0 | 18 | 0 | 4 | **7** | 0 | 11 | 1 | 0 | 2 | 0 | 3 | **48** |
| Total Volume | 30 | 20 | 4 | 0 | 54 | 20 | 7 | 39 | 0 | 66 | 2 | 17 | 22 | 0 | 41 | 5 | 4 | 7 | 0 | 16 | 177 |
| % App. Total | 55.6 | 37 | 7.4 | 0 | | 30.3 | 10.6 | 59.1 | 0 | | 4.9 | 41.5 | 53.7 | 0 | | 31.2 | 25 | 43.8 | 0 | | |
| PHF | .833 | .714 | .500 | .000 | .844 | .714 | .583 | .750 | .000 | .917 | .250 | .607 | .786 | .000 | .788 | .417 | .500 | .438 | .000 | .800 | .922 |



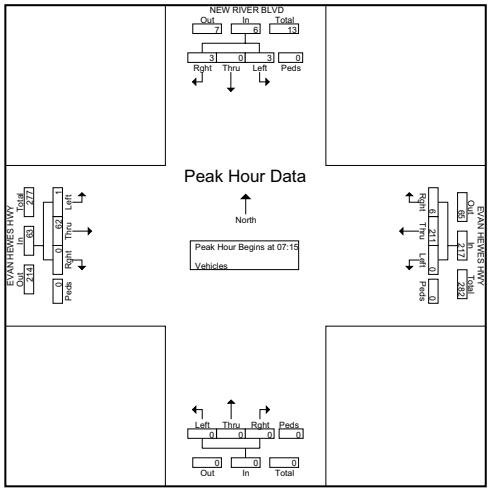

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 816

File Name : 1028.817.NEW RIVER BLVD.EVAN HEWES HWY
Site Code : 00000000
Start Date : 3/30/2010
Page No : 2

| | NEW RIVER BLVD Southbound | | | | | EVAN HEWES HWY Westbound | | | | | Northbound | | | | | EVAN HEWES HWY Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 07:00 to 11:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 | | | | | | | | | | | | | | | | | | | | | |
| 07:15 | **2** | 0 | 1 | 0 | **3** | 0 | 45 | 1 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 61 |
| 07:30 | 0 | 0 | **2** | 0 | 2 | 0 | 61 | 2 | 0 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 79 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | **76** | **3** | 0 | **79** | 0 | 0 | 0 | 0 | 0 | 0 | **19** | 0 | 0 | **19** | **98** |
| 08:00 | 1 | 0 | 0 | 0 | 1 | 0 | 29 | 0 | 0 | 29 | 0 | 0 | 0 | 0 | 0 | **1** | 17 | 0 | 0 | 18 | 48 |
| Total Volume | 3 | 0 | 3 | 0 | 6 | 0 | 211 | 6 | 0 | 217 | 0 | 0 | 0 | 0 | 0 | 1 | 62 | 0 | 0 | 63 | 286 |
| % App. Total | 50 | 0 | 50 | 0 | | 0 | 97.2 | 2.8 | 0 | | 0 | 0 | 0 | 0 | | 1.6 | 98.4 | 0 | 0 | | |
| PHF | .375 | .000 | .375 | .000 | .500 | .000 | .694 | .500 | .000 | .687 | .000 | .000 | .000 | .000 | .000 | .250 | .816 | .000 | .000 | .829 | .730 |



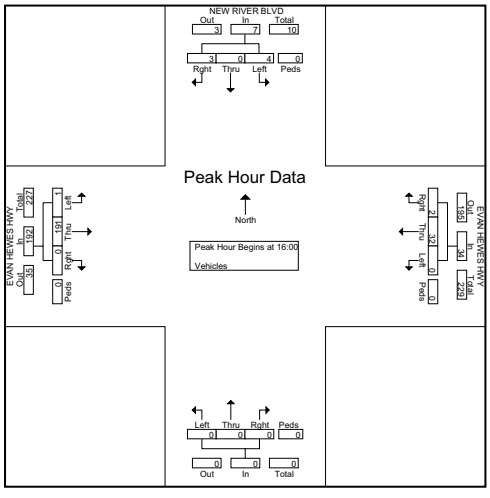

# True Count

3401 First Ave #123
San Diego, CA 92103

Int. 816

File Name : 1028.817.NEW RIVER BLVD.EVAN HEWES HWY
Site Code : 00000000
Start Date : 3/30/2010
Page No : 3

| | NEW RIVER BLVD Southbound | | | | | EVAN HEWES HWY Westbound | | | | | Northbound | | | | | EVAN HEWES HWY Eastbound | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Left | Thru | Right | Peds | App. Total | Int. Total |
| **Peak Hour Analysis From 12:00 to 17:45 - Peak 1 of 1** | | | | | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 16:00 | | | | | | | | | | | | | | | | | | | | | |
| 16:00 | **2** | 0 | **2** | 0 | **4** | 0 | 7 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | **80** | 0 | 0 | **80** | **91** |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | **9** | **1** | 0 | **10** | 0 | 0 | 0 | 0 | 0 | **1** | 39 | 0 | 0 | 40 | 50 |
| 16:30 | 1 | 0 | 0 | 0 | 1 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 59 |
| 16:45 | 1 | 0 | 1 | 0 | 2 | 0 | 8 | 1 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 22 | 33 |
| Total Volume | 4 | 0 | 3 | 0 | 7 | 0 | 32 | 2 | 0 | 34 | 0 | 0 | 0 | 0 | 0 | 1 | 191 | 0 | 0 | 192 | 233 |
| % App. Total | 57.1 | 0 | 42.9 | 0 | | 0 | 94.1 | 5.9 | 0 | | 0 | 0 | 0 | 0 | | 0.5 | 99.5 | 0 | 0 | | |
| PHF | .500 | .000 | .375 | .000 | .438 | .000 | .889 | .500 | .000 | .850 | .000 | .000 | .000 | .000 | .000 | .250 | .597 | .000 | .000 | .600 | .640 |



Int. 606
Seg. "SR-94 (Yuha Cutoff)"

# MetroCount Traffic Executive
# Vehicle Counts

**180 -- English (ENU)**

**Datasets:**

**Site:** **[P1.01] SR-98 (YUHA CUTOFF) @ DIRT ROAD ACCESSING YARD #1 - EASTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 19:27 Monday, February 08, 2010 => 22:06 Wednesday, February 10, 2010
**File:** P1.01.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 09, 2010 => 0:00 Wednesday, February 10, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 599 / 2295 (26.10%)

* **Tuesday, February 09, 2010 - Total=599, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **21** | **2** | **9** | **4** | **8** | **7** | **16** | **23** | **23** | **29** | **29** | **21** | **29** | **28** | **25** | **45** | **58** | **40** | **35** | **26** | **34** | **39** | **20** | **28** | |
| 2 | 0 | 2 | 1 | 2 | 0 | 5 | 3 | 3 | 5 | 6 | 6 | **8** | 6 | 4 | 8 | 17 | 10 | 11 | 8 | 10 | 13 | 2 | 5 | – |
| 4 | 2 | 4 | 0 | 1 | 3 | 6 | 6 | 8 | 8 | 6 | 3 | **9** | 11 | 5 | 12 | 8 | 11 | 10 | 5 | 8 | 11 | 8 | 13 | – |
| 7 | 0 | 2 | 1 | 2 | 0 | 3 | 8 | 7 | 6 | 7 | 6 | **8** | 3 | 7 | 12 | 16 | 11 | 5 | 6 | 6 | 10 | 0 | 5 | – |
| 8 | 0 | 1 | 2 | 3 | 4 | 2 | 6 | 5 | 10 | 10 | **6** | 4 | 8 | 9 | 13 | 17 | 8 | 9 | 7 | 10 | 5 | 10 | 5 | – |

**AM Peak 1145 - 1245 (31), AM PHF=0.86**

Int. 606
Seg. "SR-94 (Yuha Cutoff)"

MetroCount Traffic Executive
Vehicle Counts

**181 -- English (ENU)**

**Datasets:**

**Site:** **[P1.01] SR-98 (YUHA CUTOFF) @ DIRT ROAD ACCESSING YARD #1 - WESTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 19:27 Monday, February 08, 2010 => 22:06 Wednesday, February 10, 2010
**File:** P1.01.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 09, 2010 => 0:00 Wednesday, February 10, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 611 / 2295 (26.62%)

* **Tuesday, February 09, 2010 - Total=611, 15 minute drops**

| 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** | **7** | **10** | **22** | **16** | **21** | **38** | **34** | **43** | **35** | **38** | **37** | **31** | **35** | **34** | **35** | **39** | **37** | **20** | **14** | **26** | **10** | **15** | **4** | |
| 3 | 0 | 4 | 4 | 2 | 4 | 6 | 10 | 12 | **13** | 19 | 12 | 4 | 10 | 8 | 9 | 3 | 7 | 4 | 5 | 6 | 1 | 7 | 0 | – |
| 2 | 2 | 2 | 4 | 6 | 3 | 10 | 10 | 8 | **5** | 5 | 6 | 4 | 8 | 9 | 7 | 11 | 7 | 7 | 3 | 6 | 2 | 3 | 2 | – |
| 1 | 4 | 2 | 5 | 4 | 9 | 12 | 6 | 5 | **12** | 5 | 11 | 11 | 8 | 5 | 13 | 13 | 13 | 3 | 1 | 6 | 3 | 2 | 1 | – |
| 4 | 1 | 2 | 9 | 4 | 5 | 10 | 8 | **18** | 5 | 9 | 8 | 12 | 9 | 12 | 6 | 12 | 10 | 6 | 5 | 6 | 4 | 3 | 1 | – |

**AM Peak 0845 - 0945 (48), AM PHF=0.67**

Int. 605
Seg. "Dunaway Road"

# MetroCount Traffic Executive
# Vehicle Counts

**184 -- English (ENU)**

**Datasets:**

**Site:** **[P1.02] DUNAWAY ROAD, SOUTH OF I-8 FREEWAY - NORTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 18:49 Monday, February 08, 2010 => 22:06 Wednesday, February 10, 2010
**File:** P1.02.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 09, 2010 => 0:00 Wednesday, February 10, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** North (bound)
**In profile:** Vehicles = 13 / 57 (22.81%)

* **Tuesday, February 09, 2010 - Total=13, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **2** | **0** | **2** | **1** | **1** | **0** | **1** | **1** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 0700 - 0800 (2), AM PHF=0.25**

Int. 605
Seg. "Dunaway Road"

MetroCount Traffic Executive
Vehicle Counts

**185 -- English (ENU)**

**Datasets:**

**Site:** **[P1.02] DUNAWAY ROAD, SOUTH OF I-8 FREEWAY - SOUTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 18:49 Monday, February 08, 2010 => 22:06 Wednesday, February 10, 2010
**File:** P1.02.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 09, 2010 => 0:00 Wednesday, February 10, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** South (bound)
**In profile:** Vehicles = 17 / 57 (29.82%)

* **Tuesday, February 09, 2010 - Total=17, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **0** | **0** | **0** | **0** | **0** | **0** | **6** | **1** | **1** | **0** | **3** | **1** | **1** | **0** | **1** | **1** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 0700 - 0800 (6), AM PHF=0.75**

# MetroCount Traffic Executive
# Vehicle Counts

**186 -- English (ENU)**

**Datasets:**
**Site:** **[P1.03] W. EVAN HEWES HIGHWAY @ DIRT ROAD ACCESSING YARD #3 - EASTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 18:18 Monday, February 08, 2010 => 22:07 Wednesday, February 10, 2010
**File:** P1.03.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 09, 2010 => 0:00 Wednesday, February 10, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 122 / 408 (29.90%)

*** Tuesday, February 09, 2010 - Total=122, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2** | **0** | **2** | **0** | **0** | **2** | **7** | **14** | **7** | **8** | **11** | **9** | **4** | **14** | **8** | **8** | **6** | **10** | **2** | **0** | **0** | **3** | **0** | **5** | |
| 0 | 0 | 2 | 0 | 0 | 1 | 1 | **4** | 0 | 1 | 3 | 1 | 1 | 2 | 1 | 3 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 2 | **3** | 2 | 1 | 5 | 3 | 0 | 4 | 3 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 2 | 0 | 0 | 0 | 0 | 0 | 3 | **3** | 2 | 3 | 2 | 2 | 1 | 3 | 2 | 0 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | – |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | **4** | 3 | 3 | 1 | 3 | 2 | 5 | 2 | 2 | 3 | 2 | 0 | 0 | 0 | 1 | 0 | 4 | – |

**AM Peak 0700 - 0800 (14), AM PHF=0.88**



# MetroCount Traffic Executive
# Vehicle Counts

**187 -- English (ENU)**

**Datasets:**
**Site:** **[P1.03] W. EVAN HEWES HIGHWAY @ DIRT ROAD ACCESSING YARD #3 - WESTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 18:18 Monday, February 08, 2010 => 22:07 Wednesday, February 10, 2010
**File:** P1.03.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 09, 2010 => 0:00 Wednesday, February 10, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 112 / 408 (27.45%)

*** Tuesday, February 09, 2010 - Total=112, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2** | **1** | **0** | **2** | **1** | **1** | **4** | **5** | **5** | **10** | **4** | **6** | **15** | **12** | **8** | **9** | **6** | **7** | **6** | **2** | **2** | **1** | **2** | **1** | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | **0** | 1 | 0 | 4 | 4 | 3 | 3 | 4 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 1 | **8** | 0 | 1 | 2 | 2 | 3 | 2 | 2 | 1 | 4 | 0 | 0 | 0 | 1 | 1 | – |
| 1 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | **2** | 2 | 4 | 3 | 2 | 1 | 1 | 0 | 3 | 0 | 1 | 1 | 1 | 1 | 0 | – |
| 1 | 1 | 0 | 1 | 0 | 1 | 1 | 1 | 1 | **1** | 0 | 1 | 1 | 6 | 4 | 1 | 3 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | – |

**AM Peak 0845 - 0945 (11), AM PHF=0.34**



# MetroCount Traffic Executive
# Vehicle Counts

**242 -- English (ENU)**

**Datasets:**
**Site:** **[P1.04] DIRT ROAD ACCESSING YARD #4, NORTH OF COUNTY HIGHWAY S2 - NORTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 17:31 Monday, February 08, 2010 => 22:11 Wednesday, February 10, 2010
**File:** P1.04.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 09, 2010 => 0:00 Wednesday, February 10, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** North (bound)
**In profile:** Vehicles = 6 / 17 (35.29%)

*** Tuesday, February 09, 2010 - Total=6, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 0915 - 1015 (2), AM PHF=0.50**



# MetroCount Traffic Executive
# Vehicle Counts

**241 -- English (ENU)**

**Datasets:**
**Site:** **[P1.04] DIRT ROAD ACCESSING YARD #4, NORTH OF COUNTY HIGHWAY S2 - SOUTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 17:31 Monday, February 08, 2010 => 22:11 Wednesday, February 10, 2010
**File:** P1.04.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 09, 2010 => 0:00 Wednesday, February 10, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** South (bound)
**In profile:** Vehicles = 4 / 17 (23.53%)

*** Tuesday, February 09, 2010 - Total=4, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 0915 - 1015 (1), AM PHF=0.25**

# MetroCount Traffic Executive
# Vehicle Counts

**188 -- English (ENU)**

**Datasets:**
**Site:** **[P1.05] OLD HIGHWAY 80 @ DIRT ROAD ACCESSING YARD #5 - EASTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 20:28 Monday, February 08, 2010 => 22:04 Wednesday, February 10, 2010
**File:** P1.05.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 09, 2010 => 0:00 Wednesday, February 10, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 113 / 365 (30.96%)

*** Tuesday, February 09, 2010 - Total=113, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **5** | **1** | **2** | **0** | **0** | **1** | **11** | **5** | **7** | **8** | **9** | **10** | **5** | **12** | **2** | **6** | **4** | **5** | **7** | **4** | **1** | **1** | **5** | **2** | |
| 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 2 | 1 | **4** | 0 | 3 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | – |
| 1 | 1 | 0 | 0 | 0 | 0 | 4 | 1 | 1 | 1 | **3** | 2 | 1 | 5 | 0 | 1 | 2 | 2 | 4 | 1 | 0 | 0 | 1 | 1 | – |
| 1 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | 4 | 4 | **4** | 1 | 4 | 1 | 1 | 3 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | – |
| 2 | 0 | 1 | 0 | 0 | 1 | 3 | 2 | 0 | 1 | **1** | 3 | 0 | 3 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 3 | 0 | – |

**AM Peak 1015 - 1115 (12), AM PHF=0.75**



# MetroCount Traffic Executive
# Vehicle Counts

**189 -- English (ENU)**

**Datasets:**
**Site:** **[P1.05] OLD HIGHWAY 80 @ DIRT ROAD ACCESSING YARD #5 - WESTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 20:28 Monday, February 08, 2010 => 22:04 Wednesday, February 10, 2010
**File:** P1.05.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 09, 2010 => 0:00 Wednesday, February 10, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 86 / 365 (23.56%)

*** Tuesday, February 09, 2010 - Total=86, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2** | **1** | **0** | **1** | **1** | **1** | **5** | **2** | **3** | **11** | **8** | **6** | **1** | **7** | **10** | **7** | **6** | **1** | **4** | **2** | **1** | **0** | **3** | **3** | |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | **1** | 0 | 0 | 3 | 1 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | – |
| 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | **3** | 2 | 1 | 1 | 1 | 3 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 3 | – |
| 1 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | **6** | 3 | 1 | 0 | 1 | 3 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | **2** | 2 | 4 | 0 | 2 | 3 | 3 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | – |

**AM Peak 0915 - 1015 (12), AM PHF=0.50**



# MetroCount Traffic Executive
# Vehicle Counts

**243 -- English (ENU)**

**Datasets:**
**Site:** **[P1.06] OLD HIGHWAY 80, WEST OF CARRIZO GORGE ROAD - EASTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 21:33 Monday, February 08, 2010 => 22:08 Wednesday, February 10, 2010
**File:** P1.06.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 09, 2010 => 0:00 Wednesday, February 10, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 230 / 834 (27.58%)

*** Tuesday, February 09, 2010 - Total=230, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 5 | 5 | 4 | 4 | 7 | 8 | 9 | 13 | 15 | 11 | 19 | 13 | 22 | 13 | 15 | 9 | 11 | 11 | 8 | 5 | 8 | 12 | 3 | |
| 0 | 1 | 0 | 0 | 0 | 3 | 2 | 1 | 3 | 1 | 1 | **6** | 1 | 4 | 3 | 3 | 1 | 3 | 1 | 0 | 2 | 4 | 4 | 1 | – |
| 0 | 2 | 1 | 0 | 0 | 1 | 1 | 1 | 5 | 5 | 4 | **5** | 5 | 6 | 2 | 3 | 3 | 2 | 3 | 3 | 3 | 0 | 5 | 1 | – |
| 0 | 1 | 3 | 2 | 3 | 0 | 2 | 3 | 2 | 6 | 3 | **4** | 5 | 6 | 3 | 6 | 4 | 0 | 3 | 2 | 0 | 1 | 1 | 0 | – |
| 0 | 1 | 1 | 2 | 1 | 3 | 3 | 4 | 3 | 3 | 3 | **4** | 2 | 6 | 5 | 3 | 1 | 6 | 4 | 3 | 0 | 3 | 2 | 1 | – |

**AM Peak 1100 - 1200 (19), AM PHF=0.79**



# MetroCount Traffic Executive
# Vehicle Counts

**244 -- English (ENU)**

**Datasets:**
**Site:** **[P1.06] OLD HIGHWAY 80, WEST OF CARRIZO GORGE ROAD - WESTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 21:33 Monday, February 08, 2010 => 22:08 Wednesday, February 10, 2010
**File:** P1.06.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 09, 2010 => 0:00 Wednesday, February 10, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 219 / 834 (26.26%)

*** Tuesday, February 09, 2010 - Total=219, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | 3 | 3 | 2 | 5 | 8 | 6 | 14 | 21 | 15 | 15 | 12 | 17 | 19 | 12 | 10 | 7 | 8 | 9 | 6 | 8 | 8 | 9 | |
| 1 | 0 | 3 | 1 | 0 | 2 | 2 | 1 | 1 | 3 | **4** | 2 | 2 | 4 | 1 | 4 | 2 | 1 | 4 | 4 | 2 | 1 | 3 | 4 | – |
| 0 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 6 | **3** | 3 | 4 | 1 | 5 | 4 | 4 | 1 | 3 | 1 | 1 | 2 | 2 | 4 | 2 | – |
| 0 | 0 | 0 | 2 | 0 | 1 | 1 | 2 | 3 | **8** | 5 | 3 | 4 | 4 | 7 | 2 | 3 | 3 | 3 | 2 | 1 | 0 | 1 | 3 | – |
| 0 | 1 | 0 | 0 | 1 | 2 | 2 | 1 | 4 | **7** | 3 | 6 | 5 | 4 | 7 | 2 | 4 | 0 | 0 | 2 | 1 | 5 | 0 | 0 | – |

**AM Peak 0915 - 1015 (22), AM PHF=0.69**

## MetroCount Traffic Executive
## Vehicle Counts

Seg. "Interstate 8/Carrizo Gorge Road Connector"

**190 -- English (ENU)**

**Datasets:**
**Site:** **[P1.07] I-8 FREEWAY/CARRIZO GORGE ROAD CONNECTOR, SOUTH OF CARRIZO GORGE ROAD - NORTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 20:52 Monday, February 08, 2010 => 22:07 Wednesday, February 10, 2010
**File:** P1.07.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 09, 2010 => 0:00 Wednesday, February 10, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** North (bound)
**In profile:** Vehicles = 221 / 631 (35.02%)

*** Tuesday, February 09, 2010 - Total=221, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **4** | **1** | **0** | **1** | **0** | **6** | **10** | **8** | **10** | **19** | **15** | **9** | **18** | **13** | **16** | **14** | **18** | **9** | **11** | **10** | **4** | **7** | **9** | **9** | |
| 1 | 1 | 0 | 0 | 0 | 4 | 2 | 1 | 3 | 7 | **5** | 0 | 3 | 4 | 4 | 3 | 2 | 4 | 5 | 1 | 0 | 2 | 0 | 2 | – |
| 0 | 0 | 0 | 0 | 0 | 2 | 4 | 4 | 3 | 1 | **4** | 2 | 3 | 2 | 4 | 7 | 6 | 4 | 3 | 3 | 2 | 1 | 1 | 2 | – |
| 1 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 3 | **9** | 4 | 5 | 4 | 4 | 6 | 1 | 7 | 1 | 1 | 2 | 0 | 2 | 3 | 4 | – |
| 2 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 1 | **2** | 2 | 2 | 8 | 3 | 2 | 3 | 3 | 0 | 2 | 4 | 2 | 2 | 5 | 1 | – |

**AM Peak 0930 - 1030 (20), AM PHF=0.56**

## MetroCount Traffic Executive
## Vehicle Counts

Seg. "Interstate 8/Carrizo Gorge Road Connector"

**191 -- English (ENU)**

**Datasets:**
**Site:** **[P1.07] I-8 FREEWAY/CARRIZO GORGE ROAD CONNECTOR, SOUTH OF CARRIZO GORGE ROAD - SOUTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 20:52 Monday, February 08, 2010 => 22:07 Wednesday, February 10, 2010
**File:** P1.07.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 09, 2010 => 0:00 Wednesday, February 10, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** South (bound)
**In profile:** Vehicles = 99 / 631 (15.69%)

*** Tuesday, February 09, 2010 - Total=99, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2** | **0** | **3** | **0** | **1** | **6** | **5** | **5** | **5** | **14** | **5** | **2** | **7** | **7** | **4** | **3** | **10** | **5** | **4** | **3** | **0** | **2** | **2** | **4** | |
| 2 | 0 | 3 | 0 | 0 | 5 | 4 | 2 | 1 | **5** | 1 | 0 | 1 | 2 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | **6** | 1 | 0 | 0 | 2 | 0 | 3 | 5 | 1 | 1 | 1 | 0 | 0 | 0 | 2 | – |
| 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | **2** | 2 | 2 | 4 | 2 | 2 | 0 | 3 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | **4** | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 1 | 1 | 3 | 0 | 0 | 0 | 2 | 0 | – |

**AM Peak 0845 - 0945 (17), AM PHF=0.71**

Int. 416,417,418
Seg. "Carrizo Gorge Road"

## MetroCount Traffic Executive
## Vehicle Counts

**193 -- English (ENU)**

**Datasets:**
**Site:** **[P1.08] CARRIZO GORGE ROAD, EAST OF I-8 FREEWAY/CARRIZO GORGE ROAD CONNECTOR - EASTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 21:10 Monday, February 08, 2010 => 22:09 Wednesday, February 10, 2010
**File:** P1.08.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 09, 2010 => 0:00 Wednesday, February 10, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 194 / 733 (26.47%)

*** Tuesday, February 09, 2010 - Total=194, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **4** | **4** | **3** | **4** | **1** | **5** | **6** | **8** | **17** | **13** | **12** | **14** | **11** | **15** | **10** | **7** | **9** | **9** | **11** | **9** | **4** | **9** | **5** | **4** | |
| 1 | 2 | 3 | 2 | 0 | 3 | 2 | 3 | 3 | **4** | 3 | 3 | 1 | 3 | 0 | 3 | 2 | 4 | 5 | 2 | 1 | 2 | 0 | 4 | – |
| 1 | 0 | 0 | 0 | 0 | 1 | 2 | 2 | **4** | 3 | 5 | 5 | 2 | 6 | 4 | 2 | 2 | 2 | 4 | 0 | 2 | 1 | 3 | 0 | – |
| 2 | 0 | 0 | 2 | 1 | 0 | 2 | 3 | **2** | 2 | 2 | 3 | 4 | 2 | 3 | 2 | 2 | 2 | 1 | 3 | 1 | 1 | 1 | 0 | – |
| 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | **8** | 4 | 2 | 3 | 4 | 4 | 3 | 0 | 3 | 1 | 1 | 4 | 0 | 5 | 1 | 0 | – |

**AM Peak 0815 - 0915 (18), AM PHF=0.56**

Int. 416,417,418
Seg. "Carrizo Gorge Road"

## MetroCount Traffic Executive
## Vehicle Counts

**192 -- English (ENU)**

**Datasets:**
**Site:** **[P1.08] CARRIZO GORGE ROAD, EAST OF I-8 FREEWAY/CARRIZO GORGE ROAD CONNECTOR - WESTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 21:10 Monday, February 08, 2010 => 22:09 Wednesday, February 10, 2010
**File:** P1.08.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 09, 2010 => 0:00 Wednesday, February 10, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 180 / 733 (24.56%)

*** Tuesday, February 09, 2010 - Total=180, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2** | **4** | **1** | **5** | **4** | **8** | **3** | **9** | **10** | **9** | **7** | **13** | **11** | **15** | **11** | **16** | **8** | **8** | **5** | **8** | **3** | **9** | **7** | **4** | |
| 0 | 2 | 0 | 1 | 0 | 4 | 1 | 2 | 4 | 1 | 1 | **2** | 1 | 1 | 3 | 5 | 1 | 2 | 2 | 1 | 2 | 6 | 4 | 2 | – |
| 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 4 | 4 | 2 | **4** | 4 | 6 | 1 | 2 | 1 | 2 | 0 | 1 | 0 | 0 | 3 | 1 | – |
| 0 | 1 | 1 | 2 | 3 | 2 | 1 | 4 | 0 | 1 | 0 | **4** | 5 | 3 | 6 | 4 | 4 | 0 | 0 | 2 | 1 | 2 | 0 | 0 | – |
| 2 | 1 | 0 | 2 | 1 | 1 | 0 | 1 | 2 | 3 | **4** | 3 | 1 | 5 | 1 | 5 | 2 | 4 | 3 | 4 | 0 | 1 | 0 | 1 | – |

**AM Peak 1045 - 1145 (14), AM PHF=0.88**

# MetroCount Traffic Executive
# Vehicle Counts

**245 -- English (ENU)**

**Datasets:**
**Site:** **[P1.09] MCCAIN VALLEY ROAD @ YARD #8 - NORTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 18:38 Wednesday, February 10, 2010 => 12:00 Friday, February 12, 2010
**File:** P1.09.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Thursday, February 11, 2010 => 0:00 Friday, February 12, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** North (bound)
**In profile:** Vehicles = 65 / 149 (43.62%)

*** Thursday, February 11, 2010 - Total=65, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 2 | 0 | 4 | 4 | 3 | 4 | 6 | 4 | 3 | 3 | 9 | 6 | 3 | 4 | 4 | 2 | 0 | 0 | 3 | 1 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 2 | **1** | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 1 | 0 | 0 | **2** | 0 | 1 | 1 | 1 | 1 | 2 | 4 | 2 | 1 | 4 | 1 | 1 | 0 | 0 | 3 | 1 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 1 | 0 | **2** | 0 | 0 | 1 | 4 | 2 | 1 | 1 | 5 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | – |

**AM Peak 0645 - 0745 (6), AM PHF=0.75**



# MetroCount Traffic Executive
# Vehicle Counts

**246 -- English (ENU)**

**Datasets:**
**Site:** **[P1.09] MCCAIN VALLEY ROAD @ YARD #8 - SOUTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 18:38 Wednesday, February 10, 2010 => 12:00 Friday, February 12, 2010
**File:** P1.09.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Thursday, February 11, 2010 => 0:00 Friday, February 12, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** South (bound)
**In profile:** Vehicles = 54 / 149 (36.24%)

*** Thursday, February 11, 2010 - Total=54, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 4 | 2 | 1 | 3 | 1 | 3 | 1 | 7 | 5 | 3 | 5 | 2 | 9 | 5 | 0 | 0 | 0 | 1 | 1 | |
| 1 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | **3** | 0 | 0 | 3 | 1 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | 0 | 0 | 0 | 3 | 4 | 0 | 1 | 0 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | – |

**AM Peak 0515 - 0615 (6), AM PHF=0.50**



# MetroCount Traffic Executive
# Vehicle Counts

**272 -- English (ENU)**

**Datasets:**
**Site:** **[P1.10] MCCAIN VALLEY ROAD, EAST OF DIRT ROAD ACCESSING YARD #9 - EASTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 17:53 Tuesday, February 16, 2010 => 17:32 Friday, February 19, 2010
**File:** P1.10.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Wednesday, February 17, 2010 => 0:00 Thursday, February 18, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 5 / 28 (17.86%)

*** Wednesday, February 17, 2010 - Total=5, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 1115 - 1215 (1), AM PHF=0.25** **2**



# MetroCount Traffic Executive
# Vehicle Counts

**273 -- English (ENU)**

**Datasets:**
**Site:** **[P1.10] MCCAIN VALLEY ROAD, EAST OF DIRT ROAD ACCESSING YARD #9 - WESTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 17:53 Tuesday, February 16, 2010 => 17:32 Friday, February 19, 2010
**File:** P1.10.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Wednesday, February 17, 2010 => 0:00 Thursday, February 18, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 3 / 28 (10.71%)

*** Wednesday, February 17, 2010 - Total=3, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 0930 - 1030 (1), AM PHF=0.25**

## MetroCount Traffic Executive
## Vehicle Counts

Seg. "Thing Valley Road"

**254 -- English (ENU)**

**Datasets:**
**Site:** **[P1.11] THING VALLEY ROAD, SOUTH OF YARD #10 - NORTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 16:50 Tuesday, February 16, 2010 => 17:27 Friday, February 19, 2010
**File:** P1.11.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Wednesday, February 17, 2010 => 0:00 Thursday, February 18, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** North (bound)
**In profile:** Vehicles = 6 / 48 (12.50%)

*** Wednesday, February 17, 2010 - Total=6, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1** | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | 0 | **1** | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | |
| **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | – |
| **1** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 0000 - 0100 (1), AM PHF=0.25**

## MetroCount Traffic Executive
## Vehicle Counts

Seg. "Thing Valley Road"

**255 -- English (ENU)**

**Datasets:**
**Site:** **[P1.11] THING VALLEY ROAD, SOUTH OF YARD #10 - SOUTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 16:50 Tuesday, February 16, 2010 => 17:27 Friday, February 19, 2010
**File:** P1.11.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Wednesday, February 17, 2010 => 0:00 Thursday, February 18, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** South (bound)
**In profile:** Vehicles = 8 / 48 (16.67%)

*** Wednesday, February 17, 2010 - Total=8, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2** | 0 | 0 | 0 | 0 | **1** | 0 | 0 | **1** | **1** | **1** | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | |
| **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | – |
| **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| **0** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 0000 - 0100 (2), AM PHF=0.25**

Int. 318
Seg. "Old Highway 80"

## MetroCount Traffic Executive
## Vehicle Counts

**248 -- English (ENU)**

**Datasets:**
**Site:** **[P1.12] OLD HIGHWAY 80 @ DIRT ROAD ACCESSING YARD #11 – BOTH DIRECTIONS**
**Input A:** 6 - West bound A>B, East bound B>A. - Lane= 0, Excluded from totals.
**Input B:** 0 - Unused or unknown. - Lane= 0, Added to totals. (/2.000)
**Survey Duration:** 22:42 Monday, February 08, 2010 => 22:05 Wednesday, February 10, 2010
**File:** P1.12.EC0 (Demo L)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 09, 2010 => 0:00 Wednesday, February 10, 2010**
**In profile:** Events = 420 / 767 (54.69%)

*** Tuesday, February 09, 2010=420, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **6** | **3** | **3** | **4** | **2** | **6** | **25** | **37** | **50** | **25** | **31** | **28** | **15** | **22** | **38** | **38** | **42** | **13** | **5** | **7** | **6** | **12** | **3** | **2** | |
| 2 | 0 | 1 | 1 | 1 | 0 | 3 | 13 | 4 | **9** | 11 | 11 | 4 | 8 | 6 | 9 | 13 | 2 | 3 | 3 | 0 | 4 | 0 | 0 | – |
| 0 | 1 | 0 | 1 | 0 | 1 | 5 | 4 | **15** | 6 | 7 | 5 | 6 | 2 | 10 | 7 | 3 | 6 | 1 | 0 | 2 | 0 | 0 | 0 | – |
| 3 | 1 | 0 | 1 | 0 | 1 | 7 | 11 | **20** | 5 | 3 | 4 | 3 | 5 | 12 | 13 | 13 | 2 | 1 | 0 | 2 | 7 | 2 | 0 | – |
| 1 | 1 | 2 | 1 | 1 | 4 | 10 | 9 | **11** | 5 | 10 | 8 | 2 | 7 | 10 | 9 | 13 | 2 | 0 | 4 | 2 | 1 | 1 | 2 | – |

**AM Peak 0815 - 0915 (55), AM PHF=0.69**

## MetroCount Traffic Executive
## Vehicle Counts

Seg. "Buckman Springs Road"

**194 -- English (ENU)**

**Datasets:**
**Site:** **[P1.13] BUCKMAN SPRINGS ROAD, SOUTH OF BEAR VALLEY ROAD - NORTHBOUND**
**Direction:** 6 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 22:21 Monday, February 08, 2010 => 22:03 Wednesday, February 10, 2010
**File:** P1.13.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 09, 2010 => 0:00 Wednesday, February 10, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** North (bound)
**In profile:** Vehicles = 1708 / 6313 (27.06%)

*** Tuesday, February 09, 2010 - Total=1708, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **6** | **14** | **12** | **12** | **54** | **119** | **184** | **192** | **145** | **97** | **100** | **91** | **80** | **83** | **129** | **121** | **71** | **79** | **34** | **26** | **26** | **18** | **9** | **6** | |
| 1 | 3 | 5 | 4 | 5 | 26 | 40 | **51** | 33 | 24 | 42 | 19 | 26 | 19 | 16 | 38 | 19 | 19 | 9 | 10 | 13 | 6 | 3 | 2 | – |
| 2 | 4 | 1 | 2 | 10 | 30 | 44 | **54** | 33 | 18 | 34 | 26 | 16 | 22 | 47 | 32 | 18 | 17 | 13 | 11 | 3 | 6 | 0 | 0 | – |
| 1 | 5 | 2 | 1 | 21 | 27 | 49 | **51** | 39 | 30 | 12 | 26 | 23 | 24 | 34 | 24 | 21 | 33 | 9 | 5 | 3 | 4 | 3 | 4 | – |
| 2 | 2 | 4 | 5 | 18 | 36 | **51** | 36 | 40 | 25 | 12 | 20 | 15 | 18 | 32 | 27 | 13 | 10 | 3 | 0 | 7 | 2 | 3 | 0 | – |

**AM Peak 0645 - 0745 (207), AM PHF=0.96**

# MetroCount Traffic Executive
# Vehicle Counts

**195 -- English (ENU)**

**Datasets:**
**Site:** **[P1.13] BUCKMAN SPRINGS ROAD, SOUTH OF BEAR VALLEY ROAD - SOUTHBOUND**
**Direction:** 6 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 22:21 Monday, February 08, 2010 => 22:03 Wednesday, February 10, 2010
**File:** P1.13.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 09, 2010 => 0:00 Wednesday, February 10, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** South (bound)
**In profile:** Vehicles = 1697 / 6313 (26.88%)

*** Tuesday, February 09, 2010 - Total=1697, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **25** | **16** | **8** | **8** | **10** | **19** | **70** | **132** | **76** | **58** | **57** | **71** | **76** | **95** | **120** | **143** | **184** | **181** | **141** | **77** | **50** | **35** | **29** | **16** | |
| 12 | 4 | 1 | 2 | 4 | 2 | 11 | **29** | 20 | 23 | 17 | 17 | 18 | 25 | 31 | 29 | 46 | 51 | 47 | 19 | 15 | 11 | 9 | 8 | – |
| 4 | 1 | 4 | 3 | 2 | 4 | 11 | **40** | 16 | 17 | 12 | 17 | 20 | 23 | 27 | 36 | 42 | 50 | 37 | 25 | 11 | 2 | 14 | 0 | – |
| 6 | 7 | 1 | 0 | 2 | 8 | 25 | **30** | 21 | 9 | 16 | 21 | 20 | 25 | 27 | 40 | 43 | 46 | 29 | 16 | 11 | 8 | 1 | 7 | – |
| 3 | 4 | 2 | 3 | 2 | 5 | 23 | **33** | 19 | 9 | 12 | 16 | 18 | 22 | 35 | 38 | 53 | 34 | 28 | 17 | 13 | 14 | 5 | 1 | – |

**AM Peak 0700 - 0800 (132), AM PHF=0.82**



# MetroCount Traffic Executive
# Vehicle Counts

**256 -- English (ENU)**

**Datasets:**
**Site:** **[P1.14] HAUSER CREEK ROAD, SOUTH OF LAKE MORENA DRIVE - EASTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 16:04 Tuesday, February 16, 2010 => 17:28 Friday, February 19, 2010
**File:** P1.14.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Wednesday, February 17, 2010 => 0:00 Thursday, February 18, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 14 / 103 (13.59%)

*** Wednesday, February 17, 2010 - Total=14, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | **1** | **1** | **4** | **0** | **0** | **2** | **0** | **1** | **1** | **0** | **0** | **1** | **1** | | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | – |

**AM Peak 0715 - 0815 (1), AM PHF=0.25**



# MetroCount Traffic Executive
# Vehicle Counts

**257 -- English (ENU)**

**Datasets:**
**Site:** **[P1.14] HAUSER CREEK ROAD, SOUTH OF LAKE MORENA DRIVE - WESTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 16:04 Tuesday, February 16, 2010 => 17:28 Friday, February 19, 2010
**File:** P1.14.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Wednesday, February 17, 2010 => 0:00 Thursday, February 18, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 13 / 103 (12.62%)

*** Wednesday, February 17, 2010 - Total=13, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **1** | **1** | **0** | **3** | **1** | **0** | **1** | **1** | **1** | **0** | **0** | **0** | **2** | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | – |

**AM Peak 1030 - 1130 (3), AM PHF=0.38**



# MetroCount Traffic Executive
# Vehicle Counts

**196 -- English (ENU)**

**Datasets:**
**Site:** **[P1.15] LYONS VALLEY ROAD @ DIRT ROAD ACCESSING YARD #15 - NORTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 22:34 Tuesday, February 02, 2010 => 9:55 Thursday, February 04, 2010
**File:** P1.15.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Wednesday, February 03, 2010 => 0:00 Thursday, February 04, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** North (bound)
**In profile:** Vehicles = 210 / 425 (49.41%)

*** Wednesday, February 03, 2010 - Total=210, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1** | **2** | **0** | **1** | **1** | **18** | **9** | **28** | **15** | **13** | **13** | **12** | **5** | **13** | **11** | **12** | **15** | **20** | **8** | **5** | **2** | **5** | **1** | **0** | |
| 0 | 1 | 0 | 0 | 1 | 3 | 0 | 5 | **6** | 3 | 3 | 2 | 2 | 2 | 3 | 2 | 6 | 6 | 2 | 3 | 0 | 1 | 1 | 0 | – |
| 0 | 0 | 0 | 1 | 0 | 3 | 5 | **4** | 3 | 5 | 1 | 5 | 1 | 2 | 2 | 7 | 3 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | – |
| 1 | 0 | 0 | 0 | 0 | 7 | 3 | **12** | 2 | 2 | 3 | 3 | 1 | 4 | 4 | 2 | 5 | 6 | 6 | 1 | 1 | 1 | 0 | 0 | – |
| 0 | 1 | 0 | 0 | 0 | 5 | 1 | **7** | 4 | 3 | 6 | 2 | 1 | 5 | 2 | 1 | 1 | 5 | 0 | 1 | 0 | 2 | 0 | 0 | – |

**AM Peak 0715 - 0815 (29), AM PHF=0.60**

# MetroCount Traffic Executive
# Vehicle Counts

**197 -- English (ENU)**

**Datasets:**
**Site:** **[P1.15] LYONS VALLEY ROAD @ DIRT ROAD ACCESSING YARD #15 - SOUTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 22:34 Tuesday, February 02, 2010 => 9:55 Thursday, February 04, 2010
**File:** P1.15.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Wednesday, February 03, 2010 => 0:00 Thursday, February 04, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** South (bound)
**In profile:** Vehicles = 213 / 425 (50.12%)

*** Wednesday, February 03, 2010 - Total=213, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1** | **6** | **0** | **0** | **0** | **4** | **15** | **13** | **14** | **14** | **4** | **6** | **14** | **21** | **15** | **20** | **12** | **20** | **16** | **7** | **5** | **3** | **3** | **0** | |
| 0 | 2 | 0 | 0 | 0 | 2 | 4 | 2 | **7** | 6 | 1 | 2 | 6 | 5 | 5 | 3 | 2 | 7 | 3 | 3 | 1 | 0 | 0 | 0 | – |
| 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | **4** | 3 | 1 | 0 | 2 | 10 | 2 | 9 | 5 | 7 | 8 | 0 | 2 | 0 | 2 | 0 | – |
| 1 | 0 | 0 | 0 | 0 | 1 | 4 | **9** | 3 | 1 | 2 | 1 | 2 | 2 | 4 | 5 | 3 | 4 | 3 | 1 | 2 | 2 | 1 | 0 | – |
| 0 | 1 | 0 | 0 | 0 | 1 | 4 | **2** | 0 | 4 | 0 | 3 | 4 | 4 | 4 | 3 | 2 | 2 | 2 | 3 | 0 | 1 | 0 | 0 | – |

**AM Peak 0730 - 0830 (22), AM PHF=0.61**



# MetroCount Traffic Executive
# Vehicle Counts

**199 -- English (ENU)**

**Datasets:**
**Site:** **[P1.16] LYONS VALLEY ROAD, NORTH OF DIRT ROAD ACCESSING YARD #16 - NORTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 22:13 Tuesday, February 02, 2010 => 9:57 Thursday, February 04, 2010
**File:** P1.16.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Wednesday, February 03, 2010 => 0:00 Thursday, February 04, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** North (bound)
**In profile:** Vehicles = 211 / 435 (48.51%)

*** Wednesday, February 03, 2010 - Total=211, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1** | **2** | **0** | **1** | **1** | **18** | **9** | **26** | **16** | **14** | **11** | **14** | **5** | **13** | **13** | **10** | **15** | **21** | **8** | **5** | **2** | **5** | **1** | **0** | |
| 0 | 1 | 0 | 0 | 1 | 3 | 0 | 5 | **8** | 3 | 3 | 4 | 2 | 2 | 5 | 2 | 5 | 6 | 2 | 2 | 0 | 1 | 1 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 2 | 4 | **3** | 3 | 2 | 1 | 5 | 1 | 2 | 2 | 6 | 5 | 4 | 0 | 1 | 1 | 1 | 0 | 0 | – |
| 1 | 0 | 0 | 1 | 0 | 7 | 4 | **10** | 1 | 5 | 3 | 3 | 1 | 4 | 3 | 2 | 4 | 6 | 6 | 1 | 0 | 1 | 0 | 0 | – |
| 0 | 1 | 0 | 0 | 0 | 6 | 1 | **8** | 4 | 4 | 4 | 2 | 1 | 5 | 3 | 0 | 1 | 5 | 0 | 1 | 1 | 2 | 0 | 0 | – |

**AM Peak 0715 - 0815 (29), AM PHF=0.72**



# MetroCount Traffic Executive
# Vehicle Counts

**198 -- English (ENU)**

**Datasets:**
**Site:** **[P1.16] LYONS VALLEY ROAD, NORTH OF DIRT ROAD ACCESSING YARD #16 - SOUTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 22:13 Tuesday, February 02, 2010 => 9:57 Thursday, February 04, 2010
**File:** P1.16.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Wednesday, February 03, 2010 => 0:00 Thursday, February 04, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** South (bound)
**In profile:** Vehicles = 219 / 435 (50.34%)

*** Wednesday, February 03, 2010 - Total=219, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **3** | **4** | **0** | **0** | **0** | **4** | **15** | **14** | **13** | **17** | **8** | **7** | **15** | **19** | **15** | **21** | **13** | **18** | **16** | **7** | **5** | **3** | **2** | **0** | |
| 0 | 1 | 0 | 0 | 0 | 2 | 4 | 2 | **6** | 6 | 1 | 2 | 6 | 6 | 5 | 3 | 1 | 7 | 5 | 3 | 1 | 0 | 0 | 0 | – |
| 0 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | **4** | 3 | 3 | 0 | 2 | 8 | 2 | 10 | 5 | 5 | 6 | 0 | 2 | 0 | 2 | 0 | – |
| 1 | 0 | 0 | 0 | 0 | 1 | 4 | **9** | 3 | 4 | 3 | 1 | 2 | 2 | 4 | 6 | 3 | 4 | 3 | 2 | 2 | 2 | 0 | 0 | – |
| 2 | 0 | 0 | 0 | 0 | 1 | 4 | **3** | 0 | 4 | 1 | 4 | 5 | 3 | 4 | 2 | 4 | 2 | 2 | 2 | 0 | 1 | 0 | 0 | – |

**AM Peak 0730 - 0830 (22), AM PHF=0.61**



# MetroCount Traffic Executive
# Vehicle Counts

**200 -- English (ENU)**

**Datasets:**
**Site:** **[P1.17] BELL BLUFF TRUCK TRAIL, WEST OF JAPATUL VALLEY ROAD - EASTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 23:19 Monday, February 08, 2010 => 22:06 Wednesday, February 10, 2010
**File:** P1.17.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 09, 2010 => 0:00 Wednesday, February 10, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 16 / 62 (25.81%)

*** Tuesday, February 09, 2010 - Total=16, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **0** | **2** | **3** | **0** | **2** | **3** | **1** | **2** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | |
| 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **0** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | **2** | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 1000 - 1100 (3), AM PHF=0.38**

# MetroCount Traffic Executive
# Vehicle Counts

**201 -- English (ENU)**

**Datasets:**
**Site:** **[P1.17] BELL BLUFF TRUCK TRAIL, WEST OF JAPATUL VALLEY ROAD - WESTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 23:19 Monday, February 08, 2010 => 22:06 Wednesday, February 10, 2010
**File:** P1.17.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 09, 2010 => 0:00 Wednesday, February 10, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 16 / 62 (25.81%)

*** Tuesday, February 09, 2010 - Total=16, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **0** | **0** | **0** | **1** | **0** | **3** | **2** | **2** | **0** | **2** | **1** | **1** | **0** | **1** | **0** | **1** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | |
| 0 | 0 | 0 | 0 | 1 | 0 | **0** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| 0 | 0 | 0 | 0 | 0 | 0 | **1** | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |

**AM Peak 0600 - 0700 (3), AM PHF=0.75**



# MetroCount Traffic Executive
# Vehicle Counts

**202 -- English (ENU)**

**Datasets:**
**Site:** **[P1.18] JAPATUL VALLEY ROAD, EAST OF BELL BLUFF TRUCK TRAIL - NORTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 21:43 Tuesday, February 02, 2010 => 9:54 Thursday, February 04, 2010
**File:** P1.18.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Wednesday, February 03, 2010 => 0:00 Thursday, February 04, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** North (bound)
**In profile:** Vehicles = 547 / 1134 (48.24%)

*** Wednesday, February 03, 2010 - Total=547, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2** | **2** | **0** | **1** | **7** | **22** | **45** | **50** | **58** | **39** | **35** | **46** | **26** | **31** | **27** | **32** | **37** | **39** | **23** | **15** | **6** | **2** | **2** | **0** | |
| 1 | 0 | 0 | 0 | 1 | 3 | 7 | 8 | **11** | 5 | 8 | 11 | 4 | 6 | 6 | 10 | 6 | 9 | 8 | 3 | 0 | 0 | 2 | 0 | - |
| 0 | 0 | 0 | 1 | 2 | 5 | 9 | 16 | **18** | 13 | 10 | 9 | 7 | 7 | 13 | 6 | 11 | 10 | 5 | 7 | 1 | 0 | 0 | 0 | - |
| 1 | 1 | 0 | 0 | 1 | 7 | 12 | 9 | **17** | 14 | 8 | 17 | 11 | 10 | 3 | 9 | 11 | 5 | 6 | 2 | 2 | 0 | 0 | 0 | - |
| 0 | 1 | 0 | 0 | 3 | 7 | 17 | **17** | 12 | 7 | 9 | 9 | 4 | 8 | 5 | 7 | 9 | 15 | 4 | 3 | 3 | 2 | 0 | 0 | - |

**AM Peak 0745 - 0845 (63), AM PHF=0.88**



# MetroCount Traffic Executive
# Vehicle Counts

**203 -- English (ENU)**

**Datasets:**
**Site:** **[P1.18] JAPATUL VALLEY ROAD, EAST OF BELL BLUFF TRUCK TRAIL - SOUTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 21:43 Tuesday, February 02, 2010 => 9:54 Thursday, February 04, 2010
**File:** P1.18.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Wednesday, February 03, 2010 => 0:00 Thursday, February 04, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** South (bound)
**In profile:** Vehicles = 564 / 1134 (49.74%)

*** Wednesday, February 03, 2010 - Total=564, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **4** | **4** | **0** | **1** | **0** | **4** | **19** | **26** | **25** | **29** | **26** | **30** | **41** | **43** | **46** | **42** | **60** | **49** | **27** | **28** | **31** | **19** | **10** | **0** | |
| 0 | 2 | 0 | 0 | 0 | 0 | 3 | 1 | 7 | 5 | 4 | 8 | **8** | 14 | 11 | 9 | 14 | 18 | 8 | 7 | 8 | 4 | 10 | 0 | - |
| 0 | 1 | 0 | 0 | 0 | 0 | 4 | 10 | 5 | 10 | 10 | 11 | **9** | 6 | 12 | 12 | 14 | 9 | 9 | 10 | 9 | 8 | 0 | 0 | - |
| 2 | 1 | 0 | 1 | 0 | 1 | 4 | 7 | 6 | 4 | 7 | 7 | **15** | 13 | 13 | 15 | 20 | 14 | 6 | 5 | 8 | 5 | 0 | 0 | - |
| 2 | 0 | 0 | 0 | 0 | 3 | 8 | 8 | 7 | 10 | 5 | **4** | 9 | 10 | 10 | 6 | 12 | 8 | 4 | 6 | 6 | 2 | 0 | 0 | - |

**AM Peak 1145 - 1245 (36), AM PHF=0.60**



# MetroCount Traffic Executive
# Vehicle Counts

**204 -- English (ENU)**

**Datasets:**
**Site:** **[P1.19] TAVERN ROAD, WEST OF VICTORIA PARK TERRACE - EASTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 20:45 Tuesday, February 02, 2010 => 9:54 Thursday, February 04, 2010
**File:** P1.19.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Wednesday, February 03, 2010 => 0:00 Thursday, February 04, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 315 / 634 (49.68%)

*** Wednesday, February 03, 2010 - Total=315, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1** | **0** | **0** | **0** | **0** | **2** | **1** | **5** | **6** | **8** | **24** | **11** | **15** | **13** | **13** | **22** | **46** | **53** | **29** | **30** | **27** | **9** | **0** | **0** | |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 0 | 2 | **5** | 3 | 2 | 2 | 4 | 8 | 11 | 10 | 23 | 2 | 9 | 0 | 0 | - |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 3 | **5** | 1 | 0 | 3 | 0 | 6 | 11 | 18 | 4 | 6 | 1 | 0 | 0 | 0 | - |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | **13** | 2 | 5 | 4 | 6 | 9 | 14 | 10 | 10 | 1 | 8 | 0 | 0 | 0 | - |
| 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 3 | **4** | 3 | 7 | 4 | 5 | 3 | 13 | 14 | 5 | 0 | 16 | 0 | 0 | 0 | - |

**AM Peak 1015 - 1115 (27), AM PHF=0.52**

Int. 207,208
Seg. "Tavern Road"

# MetroCount Traffic Executive
# Vehicle Counts

**205 -- English (ENU)**

**Datasets:**
**Site:** **[P1.19] TAVERN ROAD, WEST OF VICTORIA PARK TERRACE - WESTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 20:45 Tuesday, February 02, 2010 => 9:54 Thursday, February 04, 2010
**File:** P1.19.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Wednesday, February 03, 2010 => 0:00 Thursday, February 04, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 309 / 634 (48.74%)

*** Wednesday, February 03, 2010 - Total=309, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1** | **0** | **0** | **0** | **1** | **0** | **8** | **7** | **7** | **27** | **13** | **13** | **13** | **14** | **17** | **31** | **41** | **46** | **36** | **29** | **4** | **1** | **0** | **0** | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | **2** | 3 | 2 | 3 | 5 | 4 | 5 | 11 | 9 | 25 | 4 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 3 | **6** | 3 | 2 | 3 | 3 | 13 | 19 | 19 | 3 | 3 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 0 | **13** | 5 | 2 | 5 | 2 | 4 | 10 | 9 | 8 | 14 | 1 | 0 | 1 | 0 | 0 | – |
| 1 | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 2 | **8** | 0 | 5 | 4 | 6 | 5 | 4 | 8 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 0930 - 1030 (29), AM PHF=0.56**

# MetroCount Traffic Executive
# Event Counts

Seg. "Victoria Park Terrace"

**206 -- English (ENU)**

**Datasets:**
**Site:** **[P1.20] VICTORIA PARK TERRACE, NORTH OF TAVERN ROAD - NORTHBOUND**
**Input A:** 1 - North bound. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 21:05 Tuesday, February 02, 2010 => 9:55 Thursday, February 04, 2010
**File:** P1.20.N.EC0 (Base)
**Data type:** Axle sensors - Separate (Count)

**Profile:**
**Filter time:** **0:00 Wednesday, February 03, 2010 => 0:00 Thursday, February 04, 2010**
**In profile:** Events = 2134 / 2254 (94.68%)

*** Wednesday, February 03, 2010=2131, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **13** | **6** | **4** | **1** | **7** | **10** | **40** | **75** | **90** | **94** | **74** | **80** | **90** | **145** | **146** | **167** | **224** | **293** | **226** | **152** | **123** | **76** | **1** | **0** | |
| 7 | 3 | 0 | 0 | 0 | 3 | 3 | 24 | 12 | **32** | 17 | 18 | 19 | 50 | 39 | 53 | 49 | 72 | 61 | 45 | 31 | 30 | 1 | 0 | – |
| 2 | 0 | 1 | 0 | 0 | 2 | 10 | 14 | **28** | 21 | 11 | 21 | 24 | 42 | 34 | 38 | 54 | 73 | 61 | 48 | 33 | 14 | 0 | 0 | – |
| 1 | 1 | 0 | 0 | 3 | 1 | 15 | 12 | **15** | 21 | 21 | 14 | 25 | 25 | 33 | 36 | 64 | 75 | 63 | 39 | 31 | 24 | 0 | 0 | – |
| 3 | 2 | 3 | 1 | 4 | 4 | 12 | 25 | **35** | 21 | 25 | 27 | 23 | 29 | 41 | 41 | 57 | 73 | 42 | 20 | 28 | 8 | 0 | 0 | – |

**AM Peak 0815 - 0915 (110), AM PHF=0.78**

# MetroCount Traffic Executive
# Event Counts

Seg. "Victoria Park Terrace"

**207 -- English (ENU)**

**Datasets:**
**Site:** **[P1.20] VICTORIA PARK TERRACE, NORTH OF TAVERN ROAD - SOUTHBOUND**
**Input A:** 3 - South bound. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 21:06 Tuesday, February 02, 2010 => 9:53 Thursday, February 04, 2010
**File:** P1.20.S.EC0 (Base)
**Data type:** Axle sensors - Separate (Count)

**Profile:**
**Filter time:** **0:00 Wednesday, February 03, 2010 => 0:00 Thursday, February 04, 2010**
**In profile:** Events = 2462 / 2518 (97.76%)

*** Wednesday, February 03, 2010=2457, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2** | **3** | **2** | **7** | **36** | **133** | **255** | **333** | **255** | **151** | **137** | **107** | **113** | **129** | **120** | **109** | **125** | **152** | **104** | **69** | **77** | **38** | **1** | **2** | |
| 0 | 1 | 0 | 0 | 2 | 29 | 42 | **109** | 68 | 37 | 26 | 45 | 25 | 60 | 35 | 25 | 29 | 31 | 36 | 37 | 16 | 15 | 1 | 1 | – |
| 0 | 2 | 2 | 1 | 6 | 24 | 65 | **106** | 58 | 40 | 34 | 25 | 30 | 23 | 19 | 31 | 39 | 40 | 30 | 9 | 33 | 9 | 0 | 1 | – |
| 0 | 0 | 0 | 2 | 18 | 54 | **78** | 63 | 78 | 41 | 48 | 22 | 31 | 22 | 33 | 20 | 28 | 44 | 25 | 14 | 17 | 8 | 0 | 0 | – |
| 2 | 0 | 0 | 4 | 11 | 27 | **70** | 56 | 52 | 34 | 29 | 15 | 27 | 25 | 33 | 33 | 30 | 37 | 14 | 10 | 12 | 7 | 0 | 0 | – |

**AM Peak 0630 - 0730 (362), AM PHF=0.83**

Int. 125,126
Seg. "El Monte Road"

# MetroCount Traffic Executive
# Vehicle Counts

**209 -- English (ENU)**

**Datasets:**
**Site:** **[P1.21] EL MONTE ROAD @ DIRT ROAD ACCESSING YARD #19 - SOUTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 21:07 Wednesday, February 03, 2010 => 12:08 Friday, February 05, 2010
**File:** P1.21.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Thursday, February 04, 2010 => 0:00 Friday, February 05, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** South (bound)
**In profile:** Vehicles = 168 / 462 (36.36%)

*** Thursday, February 04, 2010 - Total=168, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **0** | **0** | **0** | **2** | **11** | **17** | **10** | **7** | **17** | **15** | **8** | **13** | **14** | **8** | **10** | **8** | **12** | **4** | **2** | **3** | **5** | **0** | **2** | |
| 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 1 | 2 | **3** | 0 | 3 | 5 | 1 | 0 | 4 | 4 | 0 | 0 | 0 | 1 | 0 | 2 | – |
| 0 | 0 | 0 | 0 | 0 | 2 | 7 | 5 | 2 | 2 | **5** | 3 | 2 | 2 | 4 | 3 | 0 | 3 | 1 | 2 | 2 | 1 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 1 | 4 | 7 | 2 | 3 | **7** | 6 | 2 | 5 | 3 | 0 | 5 | 2 | 3 | 1 | 0 | 0 | 2 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 1 | 3 | 2 | 2 | 1 | **6** | 1 | 3 | 3 | 4 | 3 | 2 | 2 | 2 | 2 | 0 | 1 | 1 | 0 | 0 | – |

**AM Peak 0930 - 1030 (21), AM PHF=0.75**

Int. 125,126
Seg. "El Monte Road"

# MetroCount Traffic Executive
# Vehicle Counts

**208 -- English (ENU)**

**Datasets:**
**Site:** **[P1.21] EL MONTE ROAD @ DIRT ROAD ACCESSING YARD #19 - NORTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 21:07 Wednesday, February 03, 2010 => 12:08 Friday, February 05, 2010
**File:** P1.21.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Thursday, February 04, 2010 => 0:00 Friday, February 05, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** North (bound)
**In profile:** Vehicles = 168 / 462 (36.36%)

*** Thursday, February 04, 2010 - Total=168, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **0** | **0** | **0** | **0** | **2** | **6** | **7** | **7** | **7** | **12** | **8** | **14** | **20** | **20** | **19** | **11** | **23** | **6** | **1** | **1** | **3** | **0** | **1** | |
| 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 3 | 0 | **3** | 3 | 0 | 5 | 10 | 2 | 2 | 2 | 3 | 1 | 0 | 0 | 0 | 1 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 3 | **3** | 1 | 1 | 4 | 0 | 3 | 4 | 10 | 0 | 0 | 1 | 1 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 1 | 2 | 1 | 3 | 2 | **2** | 3 | 7 | 5 | 4 | 6 | 2 | 6 | 0 | 0 | 0 | 2 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | **4** | 1 | 6 | 6 | 6 | 8 | 3 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 1000 - 1100 (12), AM PHF=0.75**

Int. 122
Seg. "El Monte Road"

# MetroCount Traffic Executive
# Vehicle Counts

**211 -- English (ENU)**

**Datasets:**
**Site:** **[P1.22] EL MONTE ROAD, EAST OF DIRT ROAD ACCESSING YARD #20 - EASTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 20:45 Wednesday, February 03, 2010 => 12:11 Friday, February 05, 2010
**File:** P1.22.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Thursday, February 04, 2010 => 0:00 Friday, February 05, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 828 / 2293 (36.11%)

*** Thursday, February 04, 2010 - Total=828, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1** | **6** | **1** | **1** | **4** | **15** | **52** | **41** | **34** | **67** | **41** | **44** | **52** | **42** | **60** | **97** | **73** | **58** | **41** | **32** | **22** | **27** | **9** | **8** | |
| 0 | 2 | 0 | 0 | 0 | 2 | 14 | 11 | 11 | **19** | 8 | 12 | 9 | 8 | 12 | 28 | 16 | 12 | 13 | 7 | 8 | 11 | 4 | 3 | – |
| 0 | 2 | 1 | 0 | 1 | 3 | 13 | 14 | 12 | **13** | 18 | 11 | 10 | 18 | 21 | 22 | 19 | 16 | 9 | 9 | 6 | 6 | 3 | 2 | – |
| 1 | 0 | 0 | 0 | 1 | 5 | 19 | 11 | 5 | **20** | 7 | 9 | 13 | 8 | 14 | 25 | 17 | 15 | 11 | 9 | 3 | 5 | 0 | 2 | – |
| 0 | 2 | 0 | 1 | 2 | 5 | 6 | 5 | 6 | **15** | 8 | 12 | 20 | 8 | 13 | 22 | 21 | 15 | 8 | 7 | 5 | 5 | 2 | 1 | – |

**AM Peak 0900 - 1000 (67), AM PHF=0.84**

Int. 122
Seg. "El Monte Road"

# MetroCount Traffic Executive
# Vehicle Counts

**210 -- English (ENU)**

**Datasets:**
**Site:** **[P1.22] EL MONTE ROAD, EAST OF DIRT ROAD ACCESSING YARD #20 - WESTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 20:45 Wednesday, February 03, 2010 => 12:11 Friday, February 05, 2010
**File:** P1.22.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Thursday, February 04, 2010 => 0:00 Friday, February 05, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 843 / 2293 (36.76%)

*** Thursday, February 04, 2010 - Total=843, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2** | **1** | **4** | **2** | **5** | **21** | **46** | **81** | **47** | **52** | **42** | **44** | **50** | **58** | **62** | **85** | **59** | **83** | **41** | **24** | **17** | **5** | **7** | **5** | |
| 0 | 0 | 0 | 0 | 1 | 2 | 7 | **24** | 12 | 11 | 7 | 10 | 13 | 16 | 18 | 18 | 13 | 16 | 13 | 12 | 6 | 2 | 1 | 0 | – |
| 1 | 1 | 1 | 1 | 1 | 5 | 6 | **23** | 12 | 13 | 10 | 11 | 7 | 12 | 20 | 19 | 15 | 30 | 14 | 7 | 5 | 1 | 3 | 3 | – |
| 1 | 0 | 2 | 1 | 2 | 6 | 16 | **20** | 15 | 17 | 11 | 8 | 10 | 16 | 10 | 29 | 15 | 17 | 7 | 4 | 3 | 2 | 1 | 2 | – |
| 0 | 0 | 1 | 0 | 1 | 8 | **17** | 14 | 8 | 11 | 14 | 15 | 20 | 14 | 14 | 19 | 16 | 20 | 7 | 1 | 3 | 0 | 2 | 0 | – |

**AM Peak 0645 - 0745 (84), AM PHF=0.88**

Int. 105
Seg. "Kirkham Way"

# MetroCount Traffic Executive
# Event Counts

**212 -- English (ENU)**

**Datasets:**
**Site:** **[P1.23] KIRKHAM WAY @ YARD #21 - EASTBOUND**
**Input A:** 2 - East bound. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 19:58 Wednesday, February 03, 2010 => 12:08 Friday, February 05, 2010
**File:** P1.23.E.EC0 (Base)
**Data type:** Axle sensors - Separate (Count)

**Profile:**
**Filter time:** **0:00 Thursday, February 04, 2010 => 0:00 Friday, February 05, 2010**
**In profile:** Events = 1452 / 1685 (86.17%)

*** Thursday, February 04, 2010=1452, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **6** | **3** | **1** | **4** | **5** | **7** | **33** | **41** | **55** | **42** | **51** | **93** | **111** | **122** | **126** | **142** | **230** | **180** | **107** | **49** | **20** | **14** | **6** | **9** | |
| 3 | 0 | 1 | 0 | 2 | 2 | 7 | 11 | 16 | 12 | 14 | 13 | **31** | 39 | 24 | 27 | 68 | 66 | 38 | 8 | 6 | 6 | 2 | 3 | – |
| 1 | 2 | 0 | 0 | 0 | 4 | 12 | 6 | 14 | 14 | 13 | 26 | **24** | 30 | 32 | 28 | 40 | 44 | 15 | 22 | 5 | 5 | 3 | 5 | – |
| 0 | 1 | 0 | 1 | 0 | 0 | 6 | 8 | 10 | 7 | 10 | 23 | **25** | 27 | 43 | 52 | 67 | 45 | 35 | 14 | 2 | 1 | 1 | 1 | – |
| 2 | 0 | 0 | 3 | 3 | 2 | 8 | 17 | 16 | 9 | 15 | **32** | 31 | 27 | 27 | 35 | 55 | 26 | 19 | 5 | 7 | 2 | 0 | 0 | – |

**AM Peak 1145 - 1245 (112), AM PHF=0.87**

Int. 105
Seg. "Kirkham Way"

# MetroCount Traffic Executive
# Event Counts

**214 -- English (ENU)**

**Datasets:**
**Site:** **[P1.23] KIRKHAM WAY @ YARD #21 - WESTBOUND**
**Input A:** 4 - West bound. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 19:55 Wednesday, February 03, 2010 => 12:09 Friday, February 05, 2010
**File:** P1.23.W.EC0 (Base)
**Data type:** Axle sensors - Separate (Count)

**Profile:**
**Filter time:** **0:00 Thursday, February 04, 2010 => 0:00 Friday, February 05, 2010**
**In profile:** Events = 957 / 1228 (77.96%)

*** Thursday, February 04, 2010=957, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **4** | **1** | **0** | **1** | **12** | **55** | **87** | **132** | **101** | **67** | **44** | **62** | **81** | **79** | **42** | **48** | **48** | **49** | **16** | **23** | **3** | **1** | **1** | **4** | |
| 1 | 0 | 0 | 0 | 0 | 7 | 16 | 28 | **35** | 20 | 10 | 14 | 23 | 20 | 4 | 12 | 15 | 11 | 5 | 11 | 1 | 0 | 1 | 2 | – |
| 0 | 1 | 0 | 0 | 2 | 11 | 19 | **26** | 25 | 16 | 6 | 9 | 27 | 21 | 8 | 8 | 9 | 15 | 8 | 5 | 0 | 0 | 0 | 1 | – |
| 0 | 0 | 0 | 0 | 3 | 5 | 22 | **41** | 26 | 16 | 13 | 18 | 17 | 19 | 12 | 16 | 14 | 19 | 3 | 5 | 1 | 1 | 0 | 0 | – |
| 3 | 0 | 0 | 1 | 7 | 32 | 30 | **37** | 17 | 16 | 15 | 21 | 14 | 19 | 18 | 13 | 11 | 5 | 0 | 2 | 1 | 0 | 0 | 1 | – |

**AM Peak 0715 - 0815 (139), AM PHF=0.84**

Int. 510
Seg. "Mountain Springs Road"

# MetroCount Traffic Executive
# Vehicle Counts

**218 -- English (ENU)**

**Datasets:**
**Site:** **[P1.24] MOUNTAIN SPRINGS ROAD, BETWEEN I-8 FREEWAY RAMPS - NORTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 23:11 Monday, February 15, 2010 => 19:20 Tuesday, February 16, 2010
**File:** P1.24.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **23:12 Monday, February 15, 2010 => 19:20 Tuesday, February 16, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** North (bound)
**In profile:** Vehicles = 23 / 53 (43.40%)

*** Monday, February 15, 2010 - Total=0 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | **0** | |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 0 | 0 |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 0 | 0 |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 0 | 0 |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 0 | 0 |

*** Tuesday, February 16, 2010 - Total=23 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **0** | **1** | **1** | **0** | **1** | **3** | **6** | **0** | **0** | **0** | **0** | **1** | **2** | **1** | **1** | **0** | **2** | **4** | – | – | – | – | – | |
| 0 | 0 | 0 | 0 | 0 | 0 | 3 | **0** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | – | – | – | – | – |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 | **5** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 1 | – | – | – | – | – | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | – | – | – | – | – | – |
| 0 | 0 | 1 | 1 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | – | – | – | – | – | – |

**AM Peak 0645 - 0745 (6), AM PHF=0.30**

Int. 510
Seg. "Mountain Springs Road"

# MetroCount Traffic Executive
# Vehicle Counts

**216 -- English (ENU)**

**Datasets:**
**Site:** **[P1.24] MOUNTAIN SPRINGS ROAD, BETWEEN I-8 FREEWAY RAMPS - SOUTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 23:11 Monday, February 15, 2010 => 19:20 Tuesday, February 16, 2010
**File:** P1.24.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **23:12 Monday, February 15, 2010 => 19:20 Tuesday, February 16, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** South (bound)
**In profile:** Vehicles = 25 / 53 (47.17%)

*** Monday, February 15, 2010 - Total=0 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | **0** | |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 0 | 0 |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 0 | 0 |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 0 | 0 |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 0 | 1 |

*** Tuesday, February 16, 2010 - Total=25 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1** | **2** | **0** | **0** | **2** | **1** | **0** | **4** | **0** | **1** | **0** | **2** | **1** | **2** | **2** | **2** | **0** | **1** | **4** | – | – | – | – | – | |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | – | – | – | – | – |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 | **1** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | – | – | – | – | – | – |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – | – | – | – | – | – |
| 1 | 0 | 0 | 0 | 2 | 0 | **0** | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 3 | – | – | – | – | – | – |

**AM Peak 0645 - 0745 (4), AM PHF=0.33**

Int. 501,502,503,504
Seg. "Old Highway 80"

# MetroCount Traffic Executive
# Vehicle Counts

**220 -- English (ENU)**

**Datasets:**
**Site:** **[P1.25] OLD HIGHWAY 80, WEST OF CARRIZO CREEK ROAD - EASTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 23:28 Monday, February 15, 2010 => 19:19 Tuesday, February 16, 2010
**File:** P1.25.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **23:29 Monday, February 15, 2010 => 19:19 Tuesday, February 16, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 142 / 224 (63.39%)

*** Monday, February 15, 2010 - Total=0 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 0 | 0 |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 0 | 0 |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 0 | 0 |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 0 | 0 |

*** Tuesday, February 16, 2010 - Total=142 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **1** | **1** | **2** | **1** | **3** | **6** | **7** | **15** | **6** | **9** | **10** | **15** | **15** | **10** | **14** | **11** | **12** | **4** | – | – | – | – | – | |
| 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 6 | 1 | 3 | 3 | **3** | 3 | 3 | 4 | 1 | 2 | 2 | 0 | – | – | – | – | – |
| 0 | 0 | 0 | 1 | 0 | 1 | 1 | 5 | 2 | 0 | 1 | 2 | **2** | 2 | 4 | 2 | 1 | 3 | 0 | – | – | – | – | – | – |
| 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 3 | 2 | 1 | 3 | **9** | 2 | 3 | 5 | 6 | 3 | 0 | – | – | – | – | – | – |
| 0 | 1 | 0 | 1 | 0 | 2 | 2 | 1 | 4 | 3 | 4 | **2** | 1 | 8 | 0 | 3 | 3 | 4 | 2 | – | – | – | – | – | – |

**AM Peak 1145 - 1245 (16), AM PHF=0.44**

# MetroCount Traffic Executive
# Vehicle Counts

**220 -- English (ENU)**

**Datasets:**
**Site:** **[P1.25] OLD HIGHWAY 80, WEST OF CARRIZO CREEK ROAD - WESTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 23:28 Monday, February 15, 2010 => 19:19 Tuesday, February 16, 2010
**File:** P1.25.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **23:29 Monday, February 15, 2010 => 19:19 Tuesday, February 16, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 82 / 224 (36.61%)

*** Monday, February 15, 2010 - Total=0 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 |

*** Tuesday, February 16, 2010 - Total=81 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1** | **0** | **2** | **3** | **2** | **3** | **7** | **3** | **1** | **2** | **6** | **4** | **7** | **9** | **5** | **6** | **8** | **6** | **6** | - | - | - | - | - | |
| 0 | 0 | 1 | 0 | 0 | 2 | 4 | 1 | 0 | 0 | 0 | **1** | 2 | 1 | 1 | 5 | 4 | 1 | 3 | 0 | - | - | - | - | - |
| 1 | 0 | 0 | 2 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | **1** | 1 | 2 | 2 | 0 | 0 | 1 | 1 | - | - | - | - | - | - |
| 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | **4** | 1 | 2 | 4 | 1 | 0 | 3 | 2 | 1 | - | - | - | - | - | - |
| 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 1 | 0 | **2** | 1 | 2 | 2 | 1 | 1 | 1 | 2 | 1 | - | - | - | - | - | - |

**AM Peak 1030 - 1130 (8), AM PHF=0.50**



# MetroCount Traffic Executive
# Vehicle Counts

**220 -- English (ENU)**

**Datasets:**
**Site:** **[P1.26] OLD HIGHWAY 80 @ DIRT ROAD ACCESSING WIRE STATION (NEAR P236-1) - WESTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 23:48 Monday, February 15, 2010 => 19:19 Tuesday, February 16, 2010
**File:** P1.26.EC0 (Base)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **23:49 Monday, February 15, 2010 => 19:19 Tuesday, February 16, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 368 / 737 (49.93%)

*** Monday, February 15, 2010 - Total=0 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |

*** Tuesday, February 16, 2010 - Total=368 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **1** | **2** | **4** | **5** | **11** | **30** | **31** | **25** | **27** | **23** | **30** | **25** | **31** | **26** | **27** | **27** | **19** | **22** | - | - | - | - | - | |
| 0 | 0 | 1 | 0 | 0 | 2 | 4 | **8** | 5 | 12 | 5 | 5 | 5 | 5 | 8 | 5 | 8 | 2 | 9 | 2 | - | - | - | - | - |
| 0 | 0 | 0 | 1 | 3 | 3 | **10** | 6 | 4 | 3 | 5 | 7 | 5 | 11 | 9 | 7 | 6 | 4 | 3 | - | - | - | - | - | - |
| 0 | 1 | 1 | 2 | 2 | 4 | **12** | 11 | 6 | 8 | 5 | 5 | 8 | 7 | 2 | 8 | 8 | 9 | 2 | - | - | - | - | - | - |
| 0 | 0 | 0 | 1 | 0 | 2 | **4** | 6 | 10 | 4 | 8 | 13 | 7 | 8 | 7 | 7 | 5 | 4 | 8 | - | - | - | - | - | - |

**AM Peak 0615 - 0715 (34), AM PHF=0.71**



# MetroCount Traffic Executive
# Vehicle Counts

**219 -- English (ENU)**

**Datasets:**
**Site:** **[P1.26] OLD HIGHWAY 80 @ DIRT ROAD ACCESSING WIRE STATION (NEAR P236-1) - EASTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 23:48 Monday, February 15, 2010 => 19:19 Tuesday, February 16, 2010
**File:** P1.26.EC0 (Base)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **23:49 Monday, February 15, 2010 => 19:19 Tuesday, February 16, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 369 / 737 (50.07%)

*** Monday, February 15, 2010 - Total=0 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |

*** Tuesday, February 16, 2010 - Total=369 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **3** | **2** | **1** | **1** | **2** | **12** | **13** | **40** | **18** | **18** | **37** | **40** | **28** | **24** | **35** | **38** | **25** | **29** | - | - | - | - | - | |
| 0 | 0 | 0 | 1 | 0 | 0 | 3 | 1 | 4 | 5 | 4 | 6 | **15** | 6 | 8 | 8 | 8 | 3 | 11 | 3 | - | - | - | - | - |
| 0 | 1 | 2 | 0 | 1 | 1 | 3 | 1 | 10 | 4 | 7 | 5 | **14** | 10 | 6 | 6 | 9 | 8 | 5 | - | - | - | - | - | - |
| 0 | 0 | 0 | 0 | 0 | 1 | 7 | 15 | 5 | 2 | **17** | 5 | 3 | 5 | 12 | 13 | 5 | 6 | - | - | - | - | - | - | - |
| 0 | 2 | 0 | 0 | 0 | 1 | 5 | 4 | 11 | 4 | 5 | **9** | 6 | 9 | 5 | 9 | 8 | 9 | 7 | - | - | - | - | - | - |

**AM Peak 1130 - 1230 (55), AM PHF=0.81**



# MetroCount Traffic Executive
# Vehicle Counts

**223 -- English (ENU)**

**Datasets:**
**Site:** **[P1.27] OLD HIGHWAY 80, NORTH OF DESERT ROSE RANCH ROAD - EASTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 23:49 Monday, February 15, 2010 => 19:18 Tuesday, February 16, 2010
**File:** P1.27.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **23:50 Monday, February 15, 2010 => 19:18 Tuesday, February 16, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 377 / 757 (49.80%)

*** Monday, February 15, 2010 - Total=0 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 0 |

*** Tuesday, February 16, 2010 - Total=377 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **3** | **3** | **0** | **1** | **3** | **9** | **15** | **41** | **19** | **16** | **41** | **38** | **26** | **25** | **35** | **36** | **32** | **29** | - | - | - | - | - | |
| 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 4 | 2 | 3 | 7 | **18** | 6 | 10 | 8 | 7 | 4 | 11 | 5 | - | - | - | - | - |
| 0 | 0 | 3 | 0 | 1 | 1 | 2 | 4 | 11 | 5 | 5 | **11** | 9 | 11 | 6 | 9 | 9 | 9 | 7 | - | - | - | - | - | - |
| 0 | 2 | 0 | 0 | 0 | 0 | 1 | 5 | 17 | 4 | 3 | **14** | 5 | 2 | 4 | 10 | 13 | 8 | 4 | - | - | - | - | - | - |
| 0 | 1 | 0 | 0 | 0 | 1 | 4 | 6 | 9 | 8 | 5 | **9** | 6 | 7 | 5 | 8 | 7 | 11 | 7 | - | - | - | - | - | - |

**AM Peak 1115 - 1215 (52), AM PHF=0.72**

# MetroCount Traffic Executive
# Vehicle Counts

**224 -- English (ENU)**

**Datasets:**
**Site:** **[P1.27] OLD HIGHWAY 80, NORTH OF DESERT ROSE RANCH ROAD - WESTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 23:49 Monday, February 15, 2010 => 19:18 Tuesday, February 16, 2010
**File:** P1.27.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **23:50 Monday, February 15, 2010 => 19:18 Tuesday, February 16, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 285 / 757 (37.65%)

*** Monday, February 15, 2010 - Total=0 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 0 |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 0 |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 0 |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 0 | 0 |

*** Tuesday, February 16, 2010 - Total=285 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **1** | **0** | **3** | **3** | **7** | **19** | **27** | **17** | **23** | **26** | **23** | **20** | **22** | **20** | **16** | **23** | **19** | **13** | – | – | – | – | – | |
| 0 | 0 | 0 | 0 | 0 | 1 | 3 | **8** | 1 | 10 | 5 | 4 | 7 | 6 | 5 | 3 | 8 | 2 | 3 | 3 | – | – | – | – | – |
| 0 | 0 | 0 | 1 | 2 | 0 | 5 | **3** | 4 | 4 | 5 | 7 | 4 | 7 | 6 | 5 | 6 | 5 | 3 | – | – | – | – | – | – |
| 0 | 1 | 0 | 1 | 0 | 5 | 6 | **9** | 4 | 5 | 7 | 4 | 5 | 2 | 3 | 4 | 5 | 6 | 2 | – | – | – | – | – | – |
| 0 | 0 | 0 | 1 | 1 | 1 | 5 | **7** | 8 | 4 | 9 | 8 | 4 | 7 | 6 | 4 | 4 | 6 | 5 | – | – | – | – | – | – |

**AM Peak 0700 - 0800 (27), AM PHF=0.75**



# MetroCount Traffic Executive
# Vehicle Counts

**275 -- English (ENU)**

**Datasets:**
**Site:** **[P1.28] OLD HIGHWAY 80 @ CAMERON TRUCK TRAIL - WESTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 20:11 Tuesday, February 16, 2010 => 17:26 Friday, February 19, 2010
**File:** P1.28.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Wednesday, February 17, 2010 => 0:00 Thursday, February 18, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 351 / 1745 (20.11%)

*** Wednesday, February 17, 2010 - Total=351, 15 minute drops**

| 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 | 0 | 0 | 3 | 7 | 12 | 33 | 23 | 33 | 22 | 23 | 29 | 16 | 16 | 23 | 30 | 17 | 9 | 9 | 5 | 3 | 3 | 2 | 23 | |
| 8 | 0 | 0 | 1 | 3 | 3 | 6 | **8** | 12 | 5 | 4 | 3 | 4 | 4 | 6 | 9 | 8 | 2 | 8 | 0 | 0 | 0 | 0 | 2 | – |
| 0 | 0 | 0 | 1 | 0 | 1 | **7** | 5 | 7 | 7 | 7 | 1 | 2 | 6 | 3 | 9 | 3 | 4 | 0 | 1 | 0 | 2 | 0 | 4 | – |
| 2 | 0 | 0 | 0 | 1 | 5 | **11** | 4 | 5 | 5 | 5 | 6 | 5 | 3 | 9 | 5 | 2 | 0 | 1 | 4 | 3 | 1 | 1 | 8 | – |
| 0 | 0 | 0 | 1 | 3 | 3 | **9** | 6 | 9 | 5 | 7 | 19 | 5 | 3 | 5 | 7 | 4 | 3 | 0 | 0 | 0 | 0 | 1 | 9 | – |

**AM Peak 0615 - 0715 (35), AM PHF=0.80**



# MetroCount Traffic Executive
# Vehicle Counts

**274 -- English (ENU)**

**Datasets:**
**Site:** **[P1.28] OLD HIGHWAY 80 @ CAMERON TRUCK TRAIL - EASTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 20:11 Tuesday, February 16, 2010 => 17:26 Friday, February 19, 2010
**File:** P1.28.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Wednesday, February 17, 2010 => 0:00 Thursday, February 18, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 338 / 1745 (19.37%)

*** Wednesday, February 17, 2010 - Total=338, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | 2 | 0 | 2 | 2 | 2 | 8 | 32 | 14 | 17 | 20 | 20 | 18 | 21 | 12 | 51 | 26 | 17 | 14 | 14 | 9 | 3 | 6 | 21 | |
| 3 | 0 | 0 | 1 | 1 | 1 | 2 | 2 | **3** | 5 | 2 | 6 | 2 | 4 | 4 | 5 | 11 | 5 | 5 | 8 | 3 | 0 | 1 | 0 | – |
| 1 | 1 | 0 | 0 | 1 | 0 | 1 | **9** | 1 | 5 | 3 | 5 | 6 | 6 | 2 | 18 | 6 | 7 | 3 | 2 | 2 | 3 | 3 | 9 | – |
| 2 | 1 | 0 | 0 | 0 | 1 | 4 | **13** | 4 | 5 | 5 | 3 | 4 | 5 | 5 | 17 | 6 | 3 | 4 | 1 | 4 | 0 | 1 | 10 | – |
| 1 | 0 | 0 | 1 | 0 | 0 | 1 | **8** | 6 | 2 | 10 | 6 | 6 | 6 | 1 | 11 | 3 | 2 | 2 | 3 | 0 | 0 | 1 | 2 | – |

**AM Peak 0715 - 0815 (33), AM PHF=0.63**



# MetroCount Traffic Executive
# Vehicle Counts

**277 -- English (ENU)**

**Datasets:**
**Site:** **[P1.29] BUCKMAN SPRINGS ROAD @ CAMERON TRUCK TRAIL - NORTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 20:37 Tuesday, February 16, 2010 => 17:30 Friday, February 19, 2010
**File:** P1.29.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Wednesday, February 17, 2010 => 0:00 Thursday, February 18, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** North (bound)
**In profile:** Vehicles = 1205 / 6067 (19.86%)

*** Wednesday, February 17, 2010 - Total=1205, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9 | 18 | 7 | 3 | 39 | 71 | 120 | 148 | 98 | 61 | 62 | 59 | 65 | 67 | 88 | 63 | 61 | 48 | 31 | 36 | 11 | 26 | 10 | 4 | |
| 1 | 8 | 2 | 2 | 9 | 16 | 26 | **49** | 23 | 14 | 18 | 19 | 13 | 12 | 16 | 15 | 17 | 11 | 7 | 12 | 2 | 8 | 2 | 1 | – |
| 3 | 1 | 1 | 1 | 5 | 18 | 29 | **44** | 35 | 17 | 19 | 16 | 15 | 24 | 12 | 21 | 13 | 17 | 7 | 9 | 2 | 3 | 1 | 2 | – |
| 1 | 6 | 2 | 0 | 15 | 16 | 28 | **30** | 24 | 13 | 13 | 11 | 17 | 17 | 25 | 10 | 16 | 9 | 9 | 8 | 3 | 12 | 4 | 0 | – |
| 4 | 3 | 2 | 0 | 10 | 21 | **37** | 25 | 16 | 17 | 12 | 13 | 20 | 14 | 35 | 17 | 15 | 11 | 8 | 7 | 4 | 3 | 3 | 1 | – |

**AM Peak 0645 - 0745 (160), AM PHF=0.82**

Int. 315,316
Seg. "Buckman Springs Road"

# MetroCount Traffic Executive
# Vehicle Counts

**276 -- English (ENU)**

**Datasets:**
**Site:** **[P1.29] BUCKMAN SPRINGS ROAD @ CAMERON TRUCK TRAIL - SOUTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 20:37 Tuesday, February 16, 2010 => 17:30 Friday, February 19, 2010
**File:** P1.29.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Wednesday, February 17, 2010 => 0:00 Thursday, February 18, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** South (bound)
**In profile:** Vehicles = 1170 / 6067 (19.28%)

*** Wednesday, February 17, 2010 - Total=1170, 15 minute drops**

| 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 | 5 | 7 | 1 | 2 | 13 | 32 | 86 | 73 | 48 | 48 | 45 | 61 | 50 | 101 | 90 | 111 | 111 | 91 | 66 | 36 | 31 | 21 | 17 | |
| 6 | 3 | 3 | 0 | 1 | 0 | 5 | 9 | **25** | 12 | 10 | 13 | 17 | 13 | 15 | 27 | 33 | 34 | 31 | 21 | 7 | 5 | 9 | 6 | - |
| 8 | 0 | 1 | 0 | 0 | 1 | 10 | **24** | 15 | 11 | 14 | 15 | 18 | 13 | 22 | 18 | 30 | 23 | 25 | 21 | 9 | 7 | 5 | 4 | - |
| 5 | 1 | 1 | 0 | 1 | 10 | 7 | **28** | 21 | 15 | 13 | 9 | 15 | 11 | 37 | 24 | 23 | 28 | 14 | 15 | 14 | 11 | 4 | 5 | - |
| 5 | 1 | 2 | 1 | 0 | 2 | 10 | **25** | 12 | 10 | 11 | 8 | 11 | 13 | 27 | 21 | 25 | 26 | 21 | 9 | 6 | 8 | 3 | 2 | - |

**AM Peak 0715 - 0815 (102), AM PHF=0.91**

Int. 309,310
Seg. "Lake Morena Drive"

# MetroCount Traffic Executive
# Vehicle Counts

**279 -- English (ENU)**

**Datasets:**
**Site:** **[P1.30] LAKE MORENA DRIVE, EAST OF HAUSER CREEK ROAD - WESTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 20:57 Tuesday, February 16, 2010 => 17:28 Friday, February 19, 2010
**File:** P1.30.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Wednesday, February 17, 2010 => 0:00 Thursday, February 18, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 307 / 1528 (20.09%)

*** Wednesday, February 17, 2010 - Total=307, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | 0 | 0 | 3 | 5 | 4 | 9 | 28 | 10 | 24 | 16 | 21 | 19 | 31 | 38 | 20 | 24 | 22 | 15 | 5 | 5 | 3 | 3 | |
| 1 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | **6** | 1 | 9 | 6 | 12 | 5 | 6 | 10 | 4 | 9 | 4 | 3 | 1 | 0 | 0 | 2 | - |
| 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | **10** | 4 | 7 | 4 | 6 | 4 | 6 | 4 | 9 | 6 | 5 | 5 | 3 | 4 | 2 | 1 | - |
| 0 | 0 | 0 | 0 | 0 | 2 | 1 | 4 | **4** | 3 | 5 | 4 | 1 | 1 | 3 | 15 | 4 | 4 | 6 | 3 | 0 | 1 | 1 | 0 | - |
| 0 | 0 | 0 | 0 | 3 | 0 | 2 | 1 | **8** | 2 | 3 | 2 | 2 | 9 | 16 | 9 | 3 | 5 | 7 | 4 | 1 | 0 | 0 | 0 | - |

**AM Peak 0800 - 0900 (28), AM PHF=0.70**

Int. 309,310
Seg. "Lake Morena Drive"

# MetroCount Traffic Executive
# Vehicle Counts

**278 -- English (ENU)**

**Datasets:**
**Site:** **[P1.30] LAKE MORENA DRIVE, EAST OF HAUSER CREEK ROAD - EASTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 20:57 Tuesday, February 16, 2010 => 17:28 Friday, February 19, 2010
**File:** P1.30.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Wednesday, February 17, 2010 => 0:00 Thursday, February 18, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 300 / 1528 (19.63%)

*** Wednesday, February 17, 2010 - Total=300, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 2 | 14 | 26 | 37 | 16 | 24 | 17 | 16 | 23 | 30 | 21 | 18 | 11 | 9 | 12 | 16 | 3 | 4 | 0 | |
| 0 | 0 | 0 | 0 | 0 | 1 | 4 | 8 | **10** | 4 | 4 | 2 | 8 | 6 | 3 | 6 | 5 | 2 | 3 | 2 | 5 | 2 | 1 | 0 | - |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | **18** | 3 | 4 | 6 | 1 | 4 | 8 | 7 | 5 | 1 | 1 | 4 | 6 | 1 | 1 | 0 | - |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | **6** | 3 | 1 | 9 | 4 | 6 | 3 | 15 | 7 | 4 | 4 | 2 | 3 | 2 | 0 | 1 | 0 | - |
| 1 | 0 | 0 | 0 | 0 | 1 | 8 | **9** | 6 | 8 | 7 | 5 | 1 | 10 | 4 | 1 | 4 | 4 | 3 | 3 | 3 | 0 | 1 | 0 | - |

**AM Peak 0730 - 0830 (43), AM PHF=0.60**

Int. 305
Seg. "Portrero Valley Road"

# MetroCount Traffic Executive
# Vehicle Counts

**258 -- English (ENU)**

**Datasets:**
**Site:** **[P1.31] PORTRERO VALLEY ROAD @ HARRIS RANCH ROAD - NORTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 19:06 Wednesday, February 17, 2010 => 17:31 Friday, February 19, 2010
**File:** P1.31.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Thursday, February 18, 2010 => 0:00 Friday, February 19, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** North (bound)
**In profile:** Vehicles = 11 / 37 (29.73%)

*** Thursday, February 18, 2010 - Total=11, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **3** | **0** | **2** | **0** | **1** | **1** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | - |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | **1** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |

**AM Peak 0900 - 1000 (3), AM PHF=0.38**

# MetroCount Traffic Executive
# Vehicle Counts

**259 -- English (ENU)**

**Datasets:**
**Site:** **[P1.31] PORTRERO VALLEY ROAD @ HARRIS RANCH ROAD - SOUTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 19:06 Wednesday, February 17, 2010 => 17:31 Friday, February 19, 2010
**File:** P1.31.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Thursday, February 18, 2010 => 0:00 Friday, February 19, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** South (bound)
**In profile:** Vehicles = 10 / 37 (27.03%)

*** Thursday, February 18, 2010 - Total=10, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **1** | **0** | **2** | **1** | **1** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **1** | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **1** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **0** | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 1045 - 1145 (2), AM PHF=0.50**



# MetroCount Traffic Executive
# Vehicle Counts

**260 -- English (ENU)**

**Datasets:**
**Site:** **[P1.32] MANZANITA WAY, EAST OF DEERHORN VALLEY ROAD - EASTBOUND**
**Direction:** 7 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 18:11 Wednesday, February 17, 2010 => 17:30 Friday, February 19, 2010
**File:** P1.32.EC0 (Base)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Thursday, February 18, 2010 => 0:00 Friday, February 19, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 32 / 104 (30.77%)

*** Thursday, February 18, 2010 - Total=32, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **0** | **0** | **1** | **0** | **1** | **2** | **6** | **2** | **4** | **2** | **5** | **1** | **4** | **3** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 1 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 1 | 0 | 1 | 0 | **2** | 0 | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 1 | 2 | 1 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 0645 - 0745 (7), AM PHF=0.88**



# MetroCount Traffic Executive
# Vehicle Counts

**261 -- English (ENU)**

**Datasets:**
**Site:** **[P1.32] MANZANITA WAY, EAST OF DEERHORN VALLEY ROAD - WESTBOUND**
**Direction:** 7 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 18:11 Wednesday, February 17, 2010 => 17:30 Friday, February 19, 2010
**File:** P1.32.EC0 (Base)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Thursday, February 18, 2010 => 0:00 Friday, February 19, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 30 / 104 (28.85%)

*** Thursday, February 18, 2010 - Total=30, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **0** | **0** | **0** | **0** | **1** | **1** | **0** | **1** | **2** | **1** | **4** | **1** | **2** | **2** | **4** | **3** | **2** | **2** | **3** | **1** | **0** | **0** | **0** | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **0** | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **1** | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | **1** | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | **2** | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | – |

**AM Peak 1100 - 1200 (4), AM PHF=0.50**



# MetroCount Traffic Executive
# Vehicle Counts

**263 -- English (ENU)**

**Datasets:**
**Site:** **[P1.33] DEERHORN VALLEY ROAD, WEST OF CINNAMON DRIVE - WESTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 17:56 Wednesday, February 17, 2010 => 17:30 Friday, February 19, 2010
**File:** P1.33.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Thursday, February 18, 2010 => 0:00 Friday, February 19, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 131 / 411 (31.87%)

*** Thursday, February 18, 2010 - Total=131, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2** | **1** | **0** | **1** | **2** | **4** | **19** | **23** | **8** | **12** | **9** | **12** | **6** | **10** | **8** | **3** | **3** | **1** | **0** | **2** | **1** | **1** | **1** | **2** | |
| 1 | 0 | 0 | 0 | 1 | 0 | 6 | **9** | 1 | 4 | 5 | 2 | 2 | 4 | 2 | 1 | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 0 | – |
| 1 | 1 | 0 | 0 | 0 | 0 | 2 | **7** | 4 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | – |
| 0 | 0 | 0 | 1 | 0 | 1 | 2 | **3** | 1 | 4 | 4 | 2 | 4 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 1 | 3 | **9** | 4 | 2 | 4 | 0 | 5 | 0 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 0645 - 0745 (28), AM PHF=0.78**

Int. 232
Seg. "Deerhorn Valley Road"

# MetroCount Traffic Executive
# Vehicle Counts

**262 -- English (ENU)**

**Datasets:**
**Site:** **[P1.33] DEERHORN VALLEY ROAD, WEST OF CINNAMON DRIVE - EASTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 17:56 Wednesday, February 17, 2010 => 17:30 Friday, February 19, 2010
**File:** P1.33.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Thursday, February 18, 2010 => 0:00 Friday, February 19, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 128 / 411 (31.14%)

*** Thursday, February 18, 2010 - Total=128, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1** | **0** | **0** | **1** | **1** | **5** | **5** | **2** | **2** | **9** | **4** | **11** | **3** | **4** | **6** | **13** | **11** | **13** | **12** | **16** | **3** | **3** | **2** | **1** | |
| 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 4 | 2 | **5** | 1 | 1 | 3 | 2 | 3 | 5 | 1 | 4 | 0 | 0 | 1 | 0 | – |
| 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 0 | **3** | 0 | 1 | 2 | 7 | 2 | 1 | 3 | 5 | 2 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | **1** | 1 | 0 | 1 | 0 | 2 | 5 | 3 | 3 | 0 | 1 | 0 | 1 | – |
| 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 2 | **2** | 2 | 1 | 2 | 0 | 4 | 4 | 2 | 5 | 4 | 1 | 2 | 1 | 0 | – |

**AM Peak 1045 - 1145 (11), AM PHF=0.55**

Int. 223,224
Seg. "Japatul Road"

# MetroCount Traffic Executive
# Vehicle Counts

**265 -- English (ENU)**

**Datasets:**
**Site:** **[P1.34] JAPATUL ROAD, WEST OF HIGH GLEN ROAD - EASTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 17:20 Wednesday, February 17, 2010 => 17:29 Friday, February 19, 2010
**File:** P1.34.EC0 (Base)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Thursday, February 18, 2010 => 0:00 Friday, February 19, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 449 / 1416 (31.71%)

*** Thursday, February 18, 2010 - Total=449, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2** | **1** | **1** | **0** | **4** | **3** | **8** | **15** | **6** | **20** | **23** | **15** | **27** | **20** | **22** | **52** | **39** | **53** | **37** | **39** | **25** | **11** | **14** | **12** | |
| 2 | 0 | 0 | 0 | 1 | 0 | 1 | 3 | 0 | 3 | **4** | 6 | 9 | 8 | 6 | 7 | 11 | 15 | 7 | 12 | 9 | 4 | 6 | 2 | – |
| 0 | 0 | 1 | 0 | 1 | 0 | 2 | 8 | 1 | 5 | **3** | 3 | 7 | 3 | 7 | 17 | 8 | 14 | 9 | 11 | 7 | 0 | 5 | 4 | – |
| 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 4 | 4 | **10** | 3 | 5 | 5 | 5 | 18 | 6 | 9 | 13 | 7 | 4 | 3 | 2 | 4 | – |
| 0 | 1 | 0 | 0 | 1 | 2 | 4 | 4 | 1 | **8** | 6 | 3 | 6 | 4 | 4 | 10 | 14 | 15 | 8 | 9 | 5 | 4 | 1 | 2 | – |

**AM Peak 0945 - 1045 (25), AM PHF=0.63**

Int. 223,224
Seg. "Japatul Road"

# MetroCount Traffic Executive
# Vehicle Counts

**264 -- English (ENU)**

**Datasets:**
**Site:** **[P1.34] JAPATUL ROAD, WEST OF HIGH GLEN ROAD - WESTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 17:20 Wednesday, February 17, 2010 => 17:29 Friday, February 19, 2010
**File:** P1.34.EC0 (Base)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Thursday, February 18, 2010 => 0:00 Friday, February 19, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 466 / 1416 (32.91%)

*** Thursday, February 18, 2010 - Total=466, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **0** | **1** | **2** | **18** | **20** | **43** | **51** | **48** | **30** | **35** | **24** | **23** | **24** | **39** | **18** | **25** | **21** | **22** | **7** | **9** | **2** | **0** | **4** | |
| 0 | 0 | 0 | 0 | 1 | 5 | 10 | **16** | 7 | 9 | 12 | 4 | 1 | 7 | 8 | 3 | 5 | 4 | 8 | 4 | 2 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 5 | 6 | 10 | **12** | 15 | 8 | 3 | 4 | 6 | 4 | 11 | 4 | 8 | 6 | 7 | 0 | 0 | 1 | 0 | 4 | – |
| 0 | 0 | 1 | 1 | 4 | 6 | 10 | **14** | 16 | 8 | 14 | 6 | 10 | 7 | 5 | 9 | 5 | 4 | 5 | 3 | 5 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 1 | 8 | 3 | **13** | 9 | 10 | 5 | 6 | 10 | 6 | 6 | 15 | 2 | 7 | 7 | 2 | 0 | 2 | 1 | 0 | 0 | – |

**AM Peak 0645 - 0745 (55), AM PHF=0.86**

Int. 219
Seg. "Alpine Boulevard"

# MetroCount Traffic Executive
# Vehicle Counts

**225 -- English (ENU)**

**Datasets:**
**Site:** **[P1.35] ALPINE BOULEVARD, WEST OF STAR VALLEY ROAD - EASTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 22:14 Monday, February 15, 2010 => 17:17 Wednesday, February 17, 2010
**File:** P1.35.EC0 (Base)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 16, 2010 => 0:00 Wednesday, February 17, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 462 / 910 (50.77%)

*** Tuesday, February 16, 2010 - Total=462, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **6** | **3** | **1** | **1** | **3** | **2** | **13** | **12** | **17** | **23** | **21** | **28** | **25** | **33** | **35** | **51** | **40** | **48** | **39** | **23** | **16** | **15** | **6** | **1** | |
| 2 | 1 | 1 | 1 | 0 | 0 | 2 | 2 | 7 | 5 | 4 | 3 | **8** | 11 | 8 | 8 | 11 | 18 | 12 | 9 | 5 | 5 | 3 | 0 | – |
| 2 | 1 | 0 | 0 | 1 | 0 | 2 | 3 | 1 | 6 | 8 | 5 | **7** | 7 | 11 | 17 | 11 | 11 | 11 | 4 | 3 | 2 | 2 | 0 | – |
| 0 | 1 | 0 | 0 | 1 | 1 | 6 | 4 | 6 | 3 | 1 | **12** | 5 | 8 | 8 | 17 | 10 | 9 | 9 | 5 | 5 | 3 | 1 | 1 | – |
| 2 | 0 | 0 | 0 | 1 | 1 | 3 | 3 | 3 | 9 | 8 | **8** | 5 | 7 | 8 | 9 | 8 | 10 | 7 | 5 | 3 | 5 | 0 | 0 | – |

**AM Peak 1130 - 1230 (35), AM PHF=0.73**

Int. 219
Seg. "Alpine Boulevard"

# MetroCount Traffic Executive
# Vehicle Counts

**226 -- English (ENU)**

**Datasets:**
**Site:** **[P1.35] ALPINE BOULEVARD, WEST OF STAR VALLEY ROAD - WESTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 22:14 Monday, February 15, 2010 => 17:17 Wednesday, February 17, 2010
**File:** P1.35.EC0 (Base)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 16, 2010 => 0:00 Wednesday, February 17, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 423 / 910 (46.48%)

*** Tuesday, February 16, 2010 - Total=423, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **4** | **1** | **1** | **0** | **4** | **14** | **29** | **25** | **25** | **29** | **29** | **20** | **35** | **26** | **30** | **26** | **54** | **31** | **19** | **3** | **5** | **8** | **5** | **0** | |
| 2 | 0 | 1 | 0 | 1 | 4 | 9 | 9 | 5 | 8 | 7 | 4 | **14** | 8 | 6 | 4 | 19 | 10 | 6 | 1 | 2 | 0 | 2 | 0 | – |
| 1 | 0 | 0 | 0 | 0 | 3 | 3 | 5 | 8 | 7 | 7 | 3 | **8** | 6 | 8 | 6 | 9 | 7 | 6 | 0 | 1 | 6 | 2 | 0 | – |
| 1 | 0 | 0 | 0 | 1 | 3 | 8 | 7 | 6 | 5 | 8 | 6 | **9** | 4 | 7 | 7 | 11 | 4 | 3 | 1 | 1 | 2 | 0 | 0 | – |
| 0 | 1 | 0 | 0 | 2 | 4 | 9 | 4 | 6 | 9 | 7 | **7** | 4 | 8 | 9 | 9 | 15 | 10 | 4 | 1 | 1 | 0 | 1 | 0 | – |

**AM Peak 1145 - 1245 (38), AM PHF=0.68**

Int. 124
Seg. "El Monte Road"

# MetroCount Traffic Executive
# Vehicle Counts

**227 -- English (ENU)**

**Datasets:**
**Site:** **[P1.36] EL MONTE ROAD @ DIRT ROAD ACCESSING P57 THROUGH P62-1 - EASTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 21:31 Monday, February 15, 2010 => 17:16 Wednesday, February 17, 2010
**File:** P1.36.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 16, 2010 => 0:00 Wednesday, February 17, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 698 / 2269 (30.76%)

*** Tuesday, February 16, 2010 - Total=698, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **6** | **3** | **2** | **1** | **2** | **5** | **31** | **34** | **30** | **36** | **45** | **28** | **51** | **60** | **46** | **73** | **62** | **54** | **41** | **36** | **19** | **11** | **16** | **6** | |
| 2 | 1 | 2 | 0 | 0 | 0 | 3 | 12 | 5 | 11 | 9 | 3 | **10** | 18 | 13 | 25 | 14 | 20 | 12 | 7 | 4 | 5 | 5 | 1 | – |
| 1 | 1 | 0 | 0 | 0 | 3 | 7 | 9 | 9 | 8 | 11 | 7 | **15** | 14 | 10 | 14 | 17 | 17 | 15 | 8 | 5 | 1 | 5 | 0 | – |
| 3 | 0 | 0 | 0 | 1 | 0 | 12 | 6 | 8 | 10 | 12 | 9 | **13** | 14 | 11 | 21 | 17 | 7 | 2 | 15 | 7 | 2 | 3 | 3 | – |
| 0 | 1 | 0 | 1 | 1 | 2 | 9 | 7 | 8 | 7 | 13 | **9** | 13 | 14 | 12 | 13 | 14 | 10 | 12 | 6 | 3 | 3 | 3 | 2 | – |

**AM Peak 1145 - 1245 (47), AM PHF=0.78**

Int. 124
Seg. "El Monte Road"

# MetroCount Traffic Executive
# Vehicle Counts

**228 -- English (ENU)**

**Datasets:**
**Site:** **[P1.36] EL MONTE ROAD @ DIRT ROAD ACCESSING P57 THROUGH P62-1 - WESTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 21:31 Monday, February 15, 2010 => 17:16 Wednesday, February 17, 2010
**File:** P1.36.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 16, 2010 => 0:00 Wednesday, February 17, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 701 / 2269 (30.89%)

*** Tuesday, February 16, 2010 - Total=701, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **3** | **2** | **2** | **3** | **3** | **20** | **37** | **62** | **31** | **37** | **39** | **46** | **44** | **58** | **53** | **63** | **39** | **62** | **47** | **12** | **23** | **3** | **6** | **6** | |
| 1 | 1 | 0 | 2 | 1 | 2 | 7 | **20** | 9 | 13 | 13 | 14 | 8 | 15 | 9 | 10 | 6 | 17 | 21 | 3 | 5 | 1 | 3 | 5 | – |
| 1 | 0 | 0 | 1 | 1 | 5 | 7 | **25** | 6 | 7 | 5 | 10 | 15 | 16 | 13 | 27 | 9 | 24 | 8 | 4 | 6 | 1 | 3 | 0 | – |
| 1 | 0 | 1 | 0 | 1 | 8 | 8 | **9** | 12 | 10 | 10 | 13 | 8 | 11 | 20 | 14 | 10 | 12 | 12 | 1 | 2 | 0 | 0 | 0 | – |
| 0 | 1 | 1 | 0 | 0 | 5 | **15** | 8 | 4 | 7 | 11 | 9 | 13 | 16 | 11 | 12 | 14 | 9 | 6 | 4 | 10 | 1 | 0 | 1 | – |

**AM Peak 0645 - 0745 (69), AM PHF=0.69**

Int. 121
Seg. "Willow Road"

# MetroCount Traffic Executive
# Vehicle Counts

**230 -- English (ENU)**

**Datasets:**
**Site:** **[P1.37] WILLOW ROAD @ DIRT ROAD ACCESSING WIRE SITE (NEAR P55) - WESTBOUND**
**Direction:** 7 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 21:10 Monday, February 15, 2010 => 17:17 Wednesday, February 17, 2010
**File:** P1.37.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 16, 2010 => 0:00 Wednesday, February 17, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 215 / 692 (31.07%)

*** Tuesday, February 16, 2010 - Total=215, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1** | **1** | **0** | **0** | **1** | **13** | **9** | **10** | **16** | **10** | **18** | **17** | **19** | **16** | **9** | **17** | **13** | **12** | **12** | **4** | **11** | **2** | **4** | **0** | |
| 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 | 4 | 1 | 2 | 4 | **9** | 2 | 2 | 3 | 4 | 2 | 6 | 1 | 3 | 1 | 1 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 3 | 4 | 4 | 4 | **1** | 6 | 1 | 7 | 4 | 5 | 2 | 2 | 0 | 1 | 1 | 0 | – |
| 1 | 1 | 0 | 0 | 0 | 5 | 2 | 2 | 4 | 4 | 5 | 3 | **8** | 2 | 3 | 3 | 0 | 2 | 4 | 0 | 1 | 0 | 1 | 0 | – |
| 0 | 0 | 0 | 0 | 1 | 3 | 6 | 3 | 5 | 1 | 7 | **6** | 1 | 6 | 3 | 4 | 5 | 3 | 0 | 1 | 7 | 0 | 1 | 0 | – |

**AM Peak 1145 - 1245 (24), AM PHF=0.67**

Int. 121
Seg. "Willow Road"

# MetroCount Traffic Executive
# Vehicle Counts

**229 -- English (ENU)**

**Datasets:**
**Site:** **[P1.37] WILLOW ROAD @ DIRT ROAD ACCESSING WIRE SITE (NEAR P55) - EASTBOUND**
**Direction:** 7 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 21:10 Monday, February 15, 2010 => 17:17 Wednesday, February 17, 2010
**File:** P1.37.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 16, 2010 => 0:00 Wednesday, February 17, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 214 / 692 (30.92%)

*** Tuesday, February 16, 2010 - Total=214, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1** | **3** | **0** | **0** | **0** | **4** | **2** | **14** | **8** | **16** | **14** | **11** | **14** | **14** | **10** | **21** | **21** | **17** | **18** | **11** | **5** | **4** | **4** | **2** | |
| 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 5 | 2 | 1 | **4** | 2 | 5 | 5 | 1 | 4 | 5 | 1 | 1 | 2 | 2 | 1 | – |
| 0 | 1 | 0 | 0 | 0 | 1 | 1 | 5 | 0 | 5 | 3 | 0 | **5** | 3 | 2 | 4 | 5 | 5 | 7 | 4 | 2 | 2 | 1 | 0 | – |
| 1 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 1 | 3 | 6 | **6** | 3 | 4 | 0 | 8 | 8 | 3 | 3 | 3 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 3 | 3 | **4** | 2 | 5 | 3 | 4 | 7 | 5 | 3 | 3 | 2 | 0 | 1 | 1 | – |

**AM Peak 1130 - 1230 (19), AM PHF=0.79**

Int. 118
Seg. "Wildcat Canyon Road"

# MetroCount Traffic Executive
# Vehicle Counts

**281 -- English (ENU)**

**Datasets:**
**Site:** **[P1.38] WILDCAT CANYON ROAD @ DIRT ROAD ACCESSING WIRE SITE (NEAR P49-1) - SOUTHBOUND**
**Direction:** 6 - South bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 20:47 Monday, February 15, 2010 => 17:15 Wednesday, February 17, 2010
**File:** P1.38.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 16, 2010 => 0:00 Wednesday, February 17, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 7963 / 25615 (31.09%)

*** Tuesday, February 16, 2010 - Total=7963, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **323** | **235** | **193** | **134** | **156** | **275** | **437** | **551** | **389** | **295** | **302** | **264** | **291** | **375** | **441** | **524** | **544** | **491** | **364** | **281** | **286** | **247** | **279** | **286** | |
| 97 | 67 | 61 | 34 | 31 | 46 | 81 | **140** | 91 | 90 | 79 | 63 | 73 | 89 | 111 | 133 | 156 | 147 | 125 | 68 | 64 | 72 | 80 | 74 | – |
| 86 | 69 | 56 | 26 | 37 | 61 | 100 | **148** | 110 | 73 | 83 | 74 | 87 | 85 | 101 | 127 | 139 | 137 | 98 | 67 | 83 | 61 | 88 | 102 | – |
| 73 | 49 | 41 | 28 | 41 | 77 | 116 | **133** | 95 | 78 | 68 | 59 | 66 | 103 | 120 | 130 | 135 | 109 | 88 | 71 | 70 | 59 | 53 | 57 | – |
| 67 | 50 | 35 | 46 | 47 | 91 | **140** | 130 | 93 | 54 | 72 | 68 | 65 | 98 | 109 | 134 | 114 | 98 | 53 | 75 | 69 | 55 | 58 | 53 | – |

**AM Peak 0645 - 0745 (561), AM PHF=0.95**

Int. 118
Seg. "Wildcat Canyon Road"

# MetroCount Traffic Executive
# Vehicle Counts

**280 -- English (ENU)**

**Datasets:**
**Site:** **[P1.38] WILDCAT CANYON ROAD @ DIRT ROAD ACCESSING WIRE SITE (NEAR P49-1) - NORTHBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 20:47 Monday, February 15, 2010 => 17:15 Wednesday, February 17, 2010
**File:** P1.38.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 16, 2010 => 0:00 Wednesday, February 17, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 7911 / 25615 (30.88%)

*** Tuesday, February 16, 2010 - Total=7911, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **109** | **82** | **47** | **44** | **60** | **132** | **191** | **345** | **341** | **367** | **341** | **412** | **395** | **507** | **482** | **604** | **664** | **749** | **597** | **420** | **329** | **291** | **203** | **199** | |
| 39 | 11 | 16 | 10 | 12 | 15 | 37 | 69 | 89 | 76 | 82 | 104 | **96** | 106 | 125 | 125 | 157 | 174 | 148 | 95 | 87 | 84 | 61 | 54 | – |
| 27 | 22 | 7 | 9 | 11 | 28 | 49 | 85 | 73 | 98 | 76 | 106 | **117** | 127 | 108 | 140 | 152 | 184 | 180 | 114 | 85 | 69 | 54 | 54 | – |
| 24 | 32 | 11 | 13 | 22 | 44 | 60 | 101 | 97 | 120 | 98 | **111** | 108 | 130 | 116 | 175 | 163 | 209 | 132 | 116 | 87 | 66 | 57 | 44 | – |
| 19 | 17 | 13 | 12 | 15 | 45 | 45 | 90 | 82 | 73 | 85 | **91** | 74 | 144 | 133 | 164 | 192 | 182 | 137 | 95 | 70 | 72 | 31 | 47 | – |

**AM Peak 1130 - 1230 (415), AM PHF=0.89**

Int. 110,111,112
Seg. "SR-67"

# MetroCount Traffic Executive
# Event Counts

**285 -- English (ENU)**

**Datasets:**
**Site:** **[P1.39] SR-67 @ SYCAMORE PARK DRIVE - SOUTHBOUND**
**Input A:** 4 - South bound. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 20:19 Monday, February 15, 2010 => 17:12 Wednesday, February 17, 2010
**File:** P1.39.W.EC0 (Base)
**Data type:** Axle sensors - Separate (Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 16, 2010 => 0:00 Wednesday, February 17, 2010**
**In profile:** Events = 10941 / 16717 (65.45%)

*** Tuesday, February 16, 2010=10941, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **49** | **22** | **37** | **31** | **122** | **370** | **625** | **670** | **648** | **568** | **481** | **470** | **524** | **556** | **766** | **1024** | **1256** | **1147** | **623** | **307** | **218** | **223** | **127** | **85** | |
| 26 | 6 | 13 | 7 | 23 | 51 | 117 | **162** | 139 | 127 | 124 | 110 | 109 | 132 | 136 | 253 | 322 | 310 | 207 | 89 | 66 | 57 | 39 | 18 | – |
| 11 | 7 | 9 | 5 | 20 | 90 | 168 | **178** | 189 | 135 | 118 | 115 | 152 | 138 | 187 | 192 | 308 | 348 | 165 | 84 | 50 | 66 | 29 | 22 | – |
| 4 | 5 | 4 | 5 | 31 | 102 | **177** | 162 | 167 | 157 | 125 | 125 | 143 | 146 | 218 | 304 | 304 | 270 | 142 | 77 | 54 | 49 | 31 | 37 | – |
| 8 | 4 | 11 | 15 | 48 | 128 | **163** | 168 | 153 | 149 | 114 | 121 | 121 | 141 | 226 | 275 | 323 | 219 | 110 | 58 | 48 | 51 | 28 | 9 | – |

**AM Peak 0630 - 0730 (680), AM PHF=0.96**

Int. 110,111,112
Seg. "SR-67"

# MetroCount Traffic Executive
# Event Counts

**284 -- English (ENU)**

**Datasets:**
**Site:** **[P1.39] SR-67 @ SYCAMORE PARK DRIVE - NORTHBOUND**
**Input A:** 2 - North bound. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 20:21 Monday, February 15, 2010 => 17:13 Wednesday, February 17, 2010
**File:** P1.39.E.EC0 (Regular)
**Data type:** Axle sensors - Separate (Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 16, 2010 => 0:00 Wednesday, February 17, 2010**
**In profile:** Events = 10414 / 17334 (60.08%)

*** Tuesday, February 16, 2010=10414, 15 minute drops**

| 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** | **67** | **68** | **64** | **157** | **495** | **912** | **1192** | **847** | **513** | **460** | **451** | **467** | **526** | **583** | **693** | **715** | **713** | **459** | **292** | **234** | **204** | **120** | **103** | |
| 22 | 16 | 12 | 11 | 17 | 80 | 162 | **263** | 254 | 160 | 113 | 109 | 108 | 126 | 133 | 153 | 193 | 177 | 137 | 80 | 55 | 44 | 29 | 27 | – |
| 24 | 24 | 17 | 10 | 32 | 101 | 215 | **306** | 227 | 117 | 113 | 102 | 113 | 128 | 130 | 173 | 174 | 192 | 129 | 87 | 65 | 54 | 37 | 32 | – |
| 20 | 10 | 20 | 23 | 56 | 177 | 281 | **278** | 198 | 106 | 115 | 135 | 133 | 127 | 162 | 201 | 184 | 186 | 114 | 60 | 69 | 57 | 31 | 26 | – |
| 19 | 18 | 20 | 21 | 53 | 138 | 255 | **346** | 169 | 131 | 120 | 105 | 114 | 145 | 159 | 166 | 165 | 160 | 81 | 65 | 45 | 49 | 23 | 19 | – |

**AM Peak 0700 - 0800 (1192), AM PHF=0.86**

Int. 108
Seg. "Sycamore Canyon Road"

# MetroCount Traffic Executive
# Vehicle Counts

**283 -- English (ENU)**

**Datasets:**
**Site:** **[P1.40] SYCAMORE CANYON ROAD, WEST OF CALLE DE ROB - SOUTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 19:50 Monday, February 15, 2010 => 17:12 Wednesday, February 17, 2010
**File:** P1.40.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 16, 2010 => 0:00 Wednesday, February 17, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** South (bound)
**In profile:** Vehicles = 50 / 186 (26.88%)

*** Tuesday, February 16, 2010 - Total=50, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **1** | **0** | **0** | **0** | **1** | **0** | **4** | **1** | **2** | **0** | **4** | **2** | **6** | **5** | **6** | **8** | **3** | **5** | **0** | **0** | **1** | **1** | **0** | |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 2 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 | **3** | 0 | 0 | 0 | 1 | 1 | 2 | 3 | 2 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 1 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 1 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 0700 - 0800 (4), AM PHF=0.33**

Int. 108
Seg. "Sycamore Canyon Road"

# MetroCount Traffic Executive
# Vehicle Counts

**282 -- English (ENU)**

**Datasets:**
**Site:** **[P1.40] SYCAMORE CANYON ROAD, WEST OF CALLE DE ROB - NORTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 19:50 Monday, February 15, 2010 => 17:12 Wednesday, February 17, 2010
**File:** P1.40.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 16, 2010 => 0:00 Wednesday, February 17, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** North (bound)
**In profile:** Vehicles = 58 / 186 (31.18%)

*** Tuesday, February 16, 2010 - Total=58, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2** | **0** | **0** | **0** | **0** | **1** | **1** | **5** | **3** | **3** | **2** | **3** | **4** | **8** | **6** | **7** | **9** | **2** | **2** | **0** | **0** | **0** | **0** | **0** | |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 2 | 3 | 0 | 0 | 1 | 2 | 2 | 3 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 2 | 2 | 3 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 1 | **1** | 1 | 1 | 0 | 2 | 0 | 0 | 1 | 2 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 0645 - 0745 (5), AM PHF=0.63**

Int. 101
Seg. "Pomerado Road"

# MetroCount Traffic Executive
# Event Counts

**287 -- English (ENU)**

**Datasets:**
**Site:** **[P1.41] POMERADO ROAD, SOUTH OF SYCAMORE TEST ROAD - SOUTHBOUND**
**Input A:** 1 - North bound. - Lane= 0, Excluded from totals.
**Input B:** 3 - South bound. - Lane= 0, Added to totals. (/2.000)
**Survey Duration:** 18:35 Monday, February 15, 2010 => 17:10 Wednesday, February 17, 2010
**File:** P1.41.EC0 (Base)
**Data type:** Axle sensors - Separate (Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 16, 2010 => 0:00 Wednesday, February 17, 2010**
**In profile:** Events = 15968 / 25180 (63.42%)

*** Tuesday, February 16, 2010=7839, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **37** | **9** | **15** | **26** | **84** | **235** | **514** | **543** | **547** | **423** | **357** | **373** | **369** | **392** | **527** | **656** | **752** | **748** | **481** | **256** | **173** | **131** | **103** | **92** | |
| 18 | 3 | 2 | 5 | 11 | 36 | 85 | **161** | 149 | 104 | 82 | 75 | 96 | 89 | 93 | 175 | 200 | 198 | 136 | 68 | 40 | 48 | 33 | 33 | – |
| 8 | 3 | 5 | 6 | 21 | 49 | **123** | 119 | 130 | 121 | 103 | 94 | 82 | 92 | 118 | 131 | 165 | 219 | 126 | 72 | 41 | 33 | 26 | 27 | – |
| 8 | 1 | 5 | 9 | 24 | 67 | **138** | 130 | 134 | 103 | 86 | 104 | 99 | 114 | 168 | 171 | 202 | 189 | 108 | 57 | 52 | 23 | 33 | 22 | – |
| 3 | 2 | 3 | 7 | 28 | 83 | **169** | 133 | 135 | 96 | 86 | 101 | 92 | 97 | 148 | 180 | 187 | 143 | 111 | 59 | 40 | 27 | 11 | 10 | – |

**AM Peak 0615 - 0715 (590), AM PHF=0.88**

# MetroCount Traffic Executive
## Event Counts

**286 -- English (ENU)**

**Datasets:**
**Site:** **[P1.41] POMERADO ROAD, SOUTH OF SYCAMORE TEST ROAD - NORTHBOUND**
**Input A:** 1 - North bound. - Lane= 0, Added to totals. (/2.000)
**Input B:** 3 - South bound. - Lane= 0, Excluded from totals.
**Survey Duration:** 18:35 Monday, February 15, 2010 => 17:10 Wednesday, February 17, 2010
**File:** P1.41.EC0 (Base)
**Data type:** Axle sensors - Separate (Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 16, 2010 => 0:00 Wednesday, February 17, 2010**
**In profile:** Events = 15968 / 25180 (63.42%)

*** Tuesday, February 16, 2010=8130, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **27** | **19** | **14** | **29** | **84** | **349** | **459** | **593** | **519** | **437** | **357** | **343** | **391** | **473** | **545** | **651** | **668** | **658** | **556** | **340** | **249** | **209** | **106** | **58** | |
| 9 | 4 | 6 | 6 | 3 | 45 | 63 | 114 | **147** | 118 | 96 | 77 | 92 | 105 | 101 | 151 | 172 | 168 | 163 | 120 | 62 | 58 | 38 | 8 | – |
| 8 | 1 | 2 | 4 | 9 | 63 | 107 | **139** | 138 | 129 | 88 | 79 | 90 | 112 | 128 | 141 | 175 | 161 | 146 | 81 | 74 | 61 | 31 | 20 | – |
| 6 | 8 | 0 | 10 | 25 | 94 | 131 | **171** | 130 | 100 | 84 | 92 | 101 | 127 | 134 | 160 | 168 | 172 | 129 | 82 | 51 | 45 | 20 | 9 | – |
| 4 | 6 | 6 | 9 | 47 | 147 | 158 | **170** | 104 | 91 | 90 | 95 | 108 | 129 | 184 | 200 | 153 | 158 | 118 | 57 | 62 | 45 | 17 | 21 | – |

**AM Peak 0715 - 0815 (626), AM PHF=0.92**



# MetroCount Traffic Executive
## Vehicle Counts

**349 -- English (ENU)**

**Datasets:**
**Site:** **[P1.42] CARRIZO GORGE ROAD, NORTH OF OLD HIGHWAY 80 - SOUTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 21:40 Wednesday, February 17, 2010 => 16:56 Wednesday, February 24, 2010
**File:** P1.42.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** South (bound)
**In profile:** Vehicles = 217 / 671 (32.34%)

*** Tuesday, February 23, 2010 - Total=217, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **3** | **1** | **1** | **1** | **2** | **0** | **5** | **10** | **12** | **18** | **13** | **19** | **25** | **16** | **19** | **18** | **7** | **11** | **10** | **4** | **6** | **2** | **10** | **4** | |
| 0 | 0 | 0 | 0 | 2 | 0 | 1 | 2 | 3 | 3 | 4 | 9 | **10** | 4 | 7 | 8 | 2 | 3 | 3 | 0 | 2 | 0 | 2 | 2 | – |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 8 | 5 | 2 | **6** | 3 | 1 | 4 | 1 | 2 | 2 | 2 | 2 | 2 | 1 | 3 | 1 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 6 | 3 | 0 | **3** | 3 | 5 | 5 | 3 | 2 | 3 | 0 | 0 | 2 | 0 | 5 | 1 | – |
| 3 | 0 | 1 | 1 | 0 | 0 | 2 | 4 | 3 | 4 | 4 | **5** | 6 | 4 | 6 | 3 | 2 | 3 | 5 | 2 | 0 | 1 | 0 | 0 | – |

**AM Peak 1130 - 1230 (24), AM PHF=0.60**



# MetroCount Traffic Executive
## Vehicle Counts

**348 -- English (ENU)**

**Datasets:**
**Site:** **[P1.42] CARRIZO GORGE ROAD, NORTH OF OLD HIGHWAY 80 - NORTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 21:40 Wednesday, February 17, 2010 => 16:56 Wednesday, February 24, 2010
**File:** P1.42.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** North (bound)
**In profile:** Vehicles = 190 / 671 (28.32%)

*** Tuesday, February 23, 2010 - Total=190, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **0** | **2** | **4** | **2** | **4** | **6** | **7** | **9** | **15** | **6** | **21** | **14** | **14** | **23** | **13** | **15** | **4** | **5** | **5** | **9** | **3** | **7** | **2** | |
| 0 | 0 | 0 | 0 | 1 | 1 | 3 | 4 | 0 | 3 | 1 | **4** | 4 | 4 | 4 | 6 | 4 | 0 | 2 | 2 | 4 | 0 | 3 | 0 | – |
| 0 | 0 | 1 | 1 | 1 | 2 | 1 | 0 | 4 | 3 | 3 | **2** | 2 | 3 | 8 | 4 | 4 | 1 | 0 | 2 | 2 | 0 | 2 | 0 | – |
| 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 2 | 6 | 1 | **7** | 3 | 1 | 6 | 1 | 4 | 1 | 1 | 0 | 3 | 1 | 2 | 1 | – |
| 0 | 0 | 0 | 2 | 0 | 1 | 2 | 0 | 3 | 3 | 1 | **8** | 5 | 6 | 5 | 2 | 3 | 2 | 2 | 1 | 0 | 2 | 0 | 1 | – |

**AM Peak 1100 - 1200 (21), AM PHF=0.66**



# MetroCount Traffic Executive
## Event Counts

**318 -- English (ENU)**

**Datasets:**
**Site:** **[P1.43] STONEBRIDGE PARKWAY, EAST OF POMERADO ROAD - WESTBOUND**
**Input A:** 4 - West bound. - Lane= 0, Added to totals. (/2.000)
**Input B:** 2 - East bound. - Lane= 0, Excluded from totals.
**Survey Duration:** 21:13 Monday, February 22, 2010 => 12:15 Wednesday, February 24, 2010
**File:** P1.43.EC0 (Regular)
**Data type:** Axle sensors - Separate (Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**In profile:** Events = 6675 / 9515 (70.15%)

*** Tuesday, February 23, 2010=3324, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **5** | **5** | **4** | **2** | **20** | **76** | **207** | **410** | **402** | **218** | **177** | **160** | **163** | **176** | **247** | **249** | **206** | **221** | **153** | **90** | **68** | **37** | **24** | **8** | |
| 2 | 3 | 0 | 0 | 6 | 14 | 31 | 103 | **126** | 65 | 46 | 42 | 40 | 45 | 56 | 59 | 58 | 47 | 44 | 30 | 13 | 14 | 8 | 1 | – |
| 0 | 1 | 1 | 2 | 7 | 17 | 38 | 96 | **111** | 47 | 54 | 40 | 34 | 48 | 65 | 61 | 58 | 50 | 38 | 24 | 13 | 11 | 6 | 3 | – |
| 0 | 1 | 0 | 0 | 3 | 18 | 56 | **92** | 88 | 60 | 39 | 47 | 49 | 47 | 67 | 76 | 45 | 67 | 29 | 21 | 18 | 8 | 4 | 3 | – |
| 3 | 0 | 3 | 0 | 4 | 27 | 83 | **119** | 78 | 47 | 39 | 32 | 40 | 37 | 60 | 54 | 45 | 58 | 42 | 15 | 24 | 4 | 6 | 1 | – |

**AM Peak 0730 - 0830 (447), AM PHF=0.89**

# MetroCount Traffic Executive
# Event Counts

**319 -- English (ENU)**

**Datasets:**

**Site:** **[P1.43] STONEBRIDGE PARKWAY, EAST OF POMERADO ROAD - EASTBOUND**
**Input A:** 4 - West bound. - Lane= 0, Excluded from totals.
**Input B:** 2 - East bound. - Lane= 0, Added to totals. (/2.000)
**Survey Duration:** 21:13 Monday, February 22, 2010 => 12:15 Wednesday, February 24, 2010
**File:** P1.43.EC0 (Regular)
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**In profile:** Events = 6675 / 9515 (70.15%)

*** Tuesday, February 23, 2010=3352, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 18 | 10 | 6 | 4 | 4 | 40 | 151 | 223 | 172 | 142 | 126 | 146 | 183 | 115 | 175 | 306 | 292 | 310 | 314 | 243 | 151 | 120 | 64 | 41 | |
| 7 | 3 | 1 | 1 | 0 | 6 | 13 | **66** | 45 | 31 | 35 | 28 | 44 | 25 | 37 | 81 | 85 | 68 | 84 | 75 | 39 | 37 | 12 | 13 | - |
| 1 | 3 | 4 | 2 | 3 | 7 | 24 | **50** | 42 | 45 | 29 | 32 | 51 | 26 | 49 | 62 | 64 | 83 | 84 | 56 | 39 | 30 | 20 | 14 | - |
| 4 | 2 | 1 | 1 | 1 | 13 | 57 | **66** | 40 | 28 | 29 | 40 | 47 | 26 | 43 | 78 | 60 | 74 | 80 | 63 | 36 | 34 | 18 | 4 | - |
| 6 | 2 | 0 | 0 | 0 | 14 | **58** | 42 | 46 | 39 | 34 | 47 | 41 | 38 | 47 | 86 | 83 | 85 | 66 | 49 | 37 | 19 | 14 | 10 | - |

**AM Peak 0645 - 0745 (239), AM PHF=0.90**



# MetroCount Traffic Executive
# Event Counts

**320 -- English (ENU)**

**Datasets:**

**Site:** **[P1.44] POMERADO ROAD, NORTH OF STONEBRIDGE PARKWAY - NORTHBOUND**
**Input A:** 1 - North bound. - Lane= 0, Added to totals. (/2.000)
**Input B:** 3 - South bound. - Lane= 0, Excluded from totals.
**Survey Duration:** 21:11 Monday, February 22, 2010 => 12:14 Wednesday, February 24, 2010
**File:** P1.44.EC0 (Regular)
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**In profile:** Events = 19552 / 27249 (71.75%)

*** Tuesday, February 23, 2010=9991, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 22 | 23 | 10 | 31 | 108 | 342 | 545 | 797 | 811 | 485 | 474 | 476 | 529 | 579 | 693 | 777 | 818 | 907 | 636 | 380 | 208 | 194 | 115 | 35 | |
| 5 | 10 | 2 | 2 | 11 | 45 | 82 | 159 | **205** | 134 | 113 | 124 | 148 | 148 | 145 | 166 | 199 | 221 | 181 | 105 | 42 | 50 | 35 | 8 | - |
| 6 | 3 | 1 | 4 | 8 | 65 | 108 | 176 | **222** | 128 | 91 | 124 | 127 | 116 | 184 | 193 | 237 | 234 | 142 | 109 | 50 | 56 | 38 | 12 | - |
| 7 | 3 | 4 | 10 | 34 | 90 | 130 | **206** | 196 | 107 | 150 | 109 | 134 | 144 | 177 | 208 | 192 | 232 | 156 | 92 | 54 | 52 | 20 | 8 | - |
| 4 | 7 | 3 | 15 | 55 | 142 | 226 | **257** | 189 | 116 | 122 | 119 | 121 | 172 | 189 | 210 | 191 | 220 | 158 | 75 | 62 | 36 | 22 | 7 | - |

**AM Peak 0730 - 0830 (890), AM PHF=0.87**



# MetroCount Traffic Executive
# Event Counts

**321 -- English (ENU)**

**Datasets:**

**Site:** **[P1.44] POMERADO ROAD, NORTH OF STONEBRIDGE PARKWAY - SOUTHBOUND**
**Input A:** 1 - North bound. - Lane= 0, Excluded from totals.
**Input B:** 3 - South bound. - Lane= 0, Added to totals. (/2.000)
**Survey Duration:** 21:11 Monday, February 22, 2010 => 12:14 Wednesday, February 24, 2010
**File:** P1.44.EC0 (Demo L)
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**In profile:** Events = 19552 / 27249 (71.75%)

*** Tuesday, February 23, 2010=9561, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 70 | 40 | 21 | 25 | 49 | 215 | 492 | 584 | 676 | 464 | 356 | 434 | 492 | 458 | 601 | 809 | 958 | 1064 | 712 | 391 | 248 | 178 | 137 | 91 | |
| 16 | 13 | 5 | 7 | 4 | 34 | 80 | 148 | **167** | 149 | 96 | 96 | 135 | 102 | 136 | 226 | 250 | 292 | 177 | 131 | 73 | 58 | 47 | 36 | - |
| 7 | 11 | 6 | 2 | 14 | 47 | 111 | 132 | **198** | 121 | 88 | 121 | 124 | 104 | 101 | 172 | 190 | 289 | 211 | 102 | 73 | 42 | 23 | 24 | - |
| 34 | 4 | 4 | 8 | 17 | 66 | 129 | 145 | **164** | 103 | 97 | 100 | 115 | 133 | 198 | 233 | 246 | 247 | 186 | 96 | 57 | 51 | 37 | 18 | - |
| 13 | 12 | 6 | 9 | 14 | 68 | 172 | **160** | 147 | 92 | 75 | 118 | 120 | 120 | 166 | 179 | 272 | 246 | 138 | 63 | 45 | 27 | 30 | 13 | - |

**AM Peak 0745 - 0845 (689), AM PHF=0.87**



# MetroCount Traffic Executive
# Event Counts

**322 -- English (ENU)**

**Datasets:**

**Site:** **[P1.45] VIGILANTE ROAD, BETWEEN SR-67 AND MORENO AVENUE - COMBINED**
**Input A:** 6 - West/East. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 20:31 Monday, February 22, 2010 => 12:12 Wednesday, February 24, 2010
**File:** P1.45.EC0 (Regular)
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**In profile:** Events = 2190 / 3276 (66.84%)

*** Tuesday, February 23, 2010=2190, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7 | 10 | 11 | 5 | 24 | 101 | 165 | 191 | 142 | 172 | 103 | 126 | 105 | 131 | 170 | 169 | 194 | 164 | 63 | 45 | 25 | 26 | 25 | 22 | |
| 1 | 4 | 8 | 0 | 3 | 17 | 31 | 35 | **53** | 43 | 24 | 38 | 23 | 34 | 31 | 33 | 53 | 37 | 23 | 18 | 9 | 5 | 5 | 1 | - |
| 2 | 0 | 0 | 3 | 2 | 23 | 34 | **42** | 33 | 41 | 22 | 15 | 24 | 28 | 43 | 58 | 41 | 61 | 7 | 10 | 7 | 9 | 15 | 13 | - |
| 3 | 3 | 3 | 2 | 5 | 25 | 60 | **68** | 27 | 51 | 30 | 31 | 28 | 45 | 65 | 42 | 50 | 43 | 20 | 10 | 7 | 6 | 5 | 3 | - |
| 1 | 3 | 1 | 0 | 14 | 37 | 41 | **47** | 30 | 37 | 28 | 42 | 31 | 25 | 33 | 37 | 50 | 23 | 13 | 7 | 2 | 6 | 0 | 5 | - |

**AM Peak 0715 - 0815 (209), AM PHF=0.77**

## MetroCount Traffic Executive
## Event Counts

Seg. "Alpine Boulevard"

**308 -- English (ENU)**

**Datasets:**

**Site:** **[P1.46] ALPINE BOULEVARD, NORTH OF PEUTZ VALLEY ROAD - COMBINED**
**Input A:** 7 - North/South. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 19:17 Monday, February 22, 2010 => 12:09 Wednesday, February 24, 2010
**File:** P1.46.EC0 (Regular)
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** **19:18 Monday, February 22, 2010 => 12:09 Wednesday, February 24, 2010**
**In profile:** Events = 1069 / 1069 (100.00%)

*** Monday, February 22, 2010=153 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | **65** | **43** | **24** | **21** | |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 26 | 7 | 9 | 8 | 6 |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 11 | 10 | 13 | 8 | 5 | 5 |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 25 | 21 | 12 | 4 | 5 | 3 |
| – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | – | 20 | 8 | 11 | 3 | 3 | 0 |

*** Tuesday, February 23, 2010=855, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **14** | **13** | **5** | **10** | **20** | **46** | **105** | **181** | **222** | **143** | **96** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **0** | **0** | **0** | |
| 6 | 3 | 1 | 6 | 0 | 10 | 17 | 44 | 39 | **54** | 37 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | 0 |
| 5 | 6 | 0 | 1 | 5 | 12 | 20 | 56 | **49** | 24 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | 0 |
| 3 | 3 | 4 | 2 | 7 | 12 | 42 | 46 | **63** | 34 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | 0 | 0 | 0 | 0 |
| 0 | 2 | 0 | 1 | 8 | 12 | 27 | 36 | **72** | 31 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 0 | 0 |

**AM Peak 0815 - 0915 (237), AM PHF=0.83 PM Peak 1845 - 1945 (3), PM PHF=0.25**



## MetroCount Traffic Executive
## Event Counts

Seg. "Peutz Valley Road"

**309 -- English (ENU)**

**Datasets:**

**Site:** **[P1.47] PEUTZ VALLEY ROAD, EAST OF ALPINE BOULEVARD - COMBINED**
**Input A:** 6 - West/East. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 19:13 Monday, February 22, 2010 => 12:08 Wednesday, February 24, 2010
**File:** P1.47.EC0 (Regular)
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**In profile:** Events = 595 / 836 (71.21%)

*** Tuesday, February 23, 2010=595, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1** | **6** | **1** | **4** | **9** | **11** | **33** | **33** | **37** | **25** | **24** | **30** | **45** | **34** | **43** | **45** | **62** | **42** | **48** | **15** | **29** | **18** | **5** | **2** | |
| 1 | 0 | 0 | 3 | 1 | 1 | 6 | **11** | 5 | 8 | 6 | 7 | 13 | 9 | 11 | 13 | 14 | 8 | 7 | 5 | 13 | 5 | 1 | 1 | – |
| 0 | 2 | 0 | 0 | 3 | 6 | 5 | **9** | 9 | 4 | 6 | 6 | 9 | 6 | 8 | 12 | 14 | 15 | 11 | 5 | 3 | 8 | 2 | 1 | – |
| 0 | 2 | 1 | 1 | 3 | 1 | **13** | 8 | 9 | 6 | 8 | 7 | 7 | 12 | 17 | 9 | 18 | 13 | 10 | 3 | 3 | 3 | 0 | 0 | – |
| 0 | 2 | 0 | 0 | 2 | 3 | **9** | 5 | 14 | 7 | 4 | 10 | 16 | 8 | 8 | 11 | 17 | 6 | 20 | 2 | 10 | 2 | 2 | 0 | – |

**AM Peak 0630 - 0730 (42), AM PHF=0.80**

## MetroCount Traffic Executive
## Event Counts

Seg. "Tavern Road"

**310 -- English (ENU)**

**Datasets:**

**Site:** **[P1.48] TAVERN RD, BETWEEN VICTORIA PARK TERRACE AND I-8 WB RAMPS - COMBINED**
**Input A:** 7 - North/South. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 18:56 Monday, February 22, 2010 => 12:07 Wednesday, February 24, 2010
**File:** P1.48.EC0 (Regular)
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**In profile:** Events = 7067 / 10289 (68.68%)

*** Tuesday, February 23, 2010=7067, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **20** | **15** | **20** | **13** | **81** | **197** | **549** | **592** | **506** | **413** | **343** | **353** | **401** | **419** | **370** | **467** | **548** | **621** | **485** | **204** | **197** | **128** | **78** | **52** | |
| 4 | 1 | 5 | 3 | 12 | 25 | 111 | **177** | 127 | 122 | 78 | 73 | 107 | 118 | 113 | 109 | 110 | 158 | 150 | 51 | 72 | 37 | 27 | 14 | – |
| 9 | 8 | 9 | 5 | 19 | 40 | 114 | **152** | 117 | 116 | 94 | 89 | 84 | 120 | 88 | 125 | 121 | 166 | 124 | 56 | 50 | 24 | 22 | 14 | – |
| 6 | 4 | 4 | 4 | 21 | 79 | **157** | 141 | 127 | 87 | 88 | 100 | 90 | 86 | 86 | 117 | 143 | 148 | 111 | 52 | 33 | 35 | 18 | 15 | – |
| 1 | 2 | 2 | 2 | 30 | 53 | **168** | 124 | 136 | 89 | 84 | 92 | 121 | 96 | 84 | 116 | 175 | 150 | 101 | 45 | 42 | 33 | 12 | 10 | – |

**AM Peak 0630 - 0730 (653), AM PHF=0.92**

## MetroCount Traffic Executive
## Event Counts

Seg. "Tavern Road"

**311 -- English (ENU)**

**Datasets:**

**Site:** **[P1.49] TAVERN ROAD, SOUTH OF I-8 FREEWAY EASTBOUND RAMPS - COMBINED**
**Input A:** 5 - South/North. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 18:44 Monday, February 22, 2010 => 12:06 Wednesday, February 24, 2010
**File:** P1.49.EC0 (Regular)
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**In profile:** Events = 19093 / 26784 (71.28%)

*** Tuesday, February 23, 2010=19093, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **94** | **80** | **48** | **59** | **155** | **438** | **1014** | **1324** | **1224** | **1043** | **1057** | **1041** | **1052** | **1117** | **1229** | **1419** | **1544** | **1594** | **1259** | **784** | **584** | **464** | **309** | **166** | |
| 30 | 24 | 7 | 7 | 21 | 84 | 196 | **349** | 291 | 293 | 228 | 245 | 255 | 258 | 310 | 370 | 354 | 384 | 368 | 230 | 161 | 160 | 79 | 55 | – |
| 26 | 25 | 12 | 15 | 32 | 88 | 238 | **371** | 285 | 259 | 273 | 264 | 265 | 310 | 304 | 350 | 387 | 432 | 339 | 212 | 162 | 99 | 94 | 35 | – |
| 23 | 15 | 15 | 20 | 45 | 113 | 283 | **309** | 324 | 260 | 269 | 268 | 251 | 246 | 291 | 354 | 401 | 402 | 296 | 190 | 132 | 109 | 75 | 46 | – |
| 15 | 17 | 14 | 17 | 58 | 154 | **298** | 296 | 324 | 232 | 288 | 264 | 282 | 304 | 324 | 345 | 402 | 377 | 258 | 153 | 131 | 97 | 61 | 31 | – |

**AM Peak 0645 - 0745 (1326), AM PHF=0.89**

## MetroCount Traffic Executive
## Event Counts

Seg. "Alpine Boulevard"

**313 -- English (ENU)**

**Datasets:**

**Site:** **[P1.50] ALPINE BLVD, EAST OF TAVERN RD - WESTBOUND**
**Input A:** 4 - West bound. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 18:28 Monday, February 22, 2010 => 12:05 Wednesday, February 24, 2010
**File:** P1.50.W.EC0 (Regular)
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**In profile:** Events = 4971 / 7269 (68.38%)

*** Tuesday, February 23, 2010=4971, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **18** | **9** | **3** | **20** | **54** | **155** | **325** | **376** | **237** | **127** | **152** | **347** | **435** | **401** | **379** | **454** | **318** | **323** | **275** | **215** | **136** | **93** | **88** | **35** | |
| 2 | 2 | 1 | 2 | 8 | 32 | 61 | **105** | 30 | 48 | 25 | 83 | 116 | 98 | 98 | 168 | 73 | 64 | 87 | 53 | 32 | 41 | 19 | 10 | - |
| 7 | 5 | 0 | 8 | 11 | 37 | 86 | **118** | 27 | 16 | 34 | 89 | 95 | 120 | 102 | 103 | 73 | 100 | 62 | 52 | 27 | 13 | 34 | 11 | - |
| 7 | 1 | 1 | 7 | 15 | 44 | 94 | **97** | 79 | 29 | 24 | 92 | 98 | 84 | 88 | 109 | 81 | 80 | 67 | 66 | 37 | 25 | 19 | 12 | - |
| 2 | 1 | 1 | 3 | 20 | 42 | **85** | 57 | 101 | 34 | 71 | 83 | 127 | 100 | 92 | 74 | 92 | 80 | 60 | 45 | 40 | 14 | 17 | 2 | - |

**AM Peak 0645 - 0745 (404), AM PHF=0.86**

## MetroCount Traffic Executive
## Event Counts

Seg. "Alpine Boulevard"

**312 -- English (ENU)**

**Datasets:**

**Site:** **[P1.50] ALPINE BLVD, EAST OF TAVERN RD - EASTBOUND**
**Input A:** 2 - East bound. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 18:30 Monday, February 22, 2010 => 12:05 Wednesday, February 24, 2010
**File:** P1.50.E.EC0 (Regular)
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**In profile:** Events = 399 / 1172 (34.04%)

*** Tuesday, February 23, 2010=398, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **25** | **17** | **13** | **11** | **27** | **31** | **122** | **152** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |
| 10 | 7 | 2 | 1 | 3 | 4 | 18 | **42** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| 7 | 4 | 1 | 6 | 3 | 4 | 17 | **39** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| 5 | 4 | 4 | 3 | 13 | 5 | 29 | **42** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| 3 | 2 | 6 | 1 | 9 | 18 | **58** | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |

**AM Peak 0645 - 0745 (181), AM PHF=0.78**

## MetroCount Traffic Executive
## Vehicle Counts

Seg. "Portrero Valley Road"

**327 -- English (ENU)**

**Datasets:**

**Site:** **[P1.51] PORTRERO VALLEY RD, BETWEEN ROUND POTRERO RD AND CAMPO RD) - SOUTHBOUND**
**Direction:** 5 - South bound A>B, North bound B>A. **Lane:** 0
**Survey Duration:** 0:28 Tuesday, February 23, 2010 => 14:13 Wednesday, February 24, 2010
**File:** P1.51.EC0 (Plus)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** **0:29 Tuesday, February 23, 2010 => 14:13 Wednesday, February 24, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** South (bound)
**In profile:** Vehicles = 1027 / 1852 (55.45%)

*** Tuesday, February 23, 2010 - Total=658 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **-** | **1** | **2** | **8** | **16** | **29** | **54** | **69** | **70** | **37** | **36** | **37** | **37** | **37** | **35** | **46** | **27** | **48** | **26** | **15** | **12** | **10** | **4** | **2** | |
| - | 1 | 0 | 3 | 0 | 4 | 16 | 11 | 12 | 10 | 10 | 17 | 14 | 7 | 5 | **9** | 11 | 18 | 10 | 4 | 4 | 3 | 0 | 2 | 0 |
| 0 | 0 | 0 | 3 | 3 | 9 | 9 | 21 | 24 | 11 | 10 | 8 | 6 | 12 | 6 | **10** | 4 | 12 | 10 | 4 | 2 | 5 | 1 | 0 | 1 |
| 0 | 0 | 2 | 1 | 6 | 8 | 11 | 20 | 22 | 8 | 11 | 6 | 7 | 8 | 8 | **16** | 4 | 12 | 3 | 2 | 3 | 1 | 0 | 0 | 0 |
| 0 | 0 | 0 | 1 | 7 | 8 | 18 | 17 | 12 | 8 | 5 | 6 | 10 | 10 | **16** | 11 | 8 | 6 | 3 | 5 | 3 | 1 | 3 | 0 | 0 |

**PM Peak 1445 - 1545 (51), PM PHF=0.80**

*** Wednesday, February 24, 2010 - Total=369 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1** | **4** | **1** | **1** | **19** | **36** | **54** | **55** | **85** | **40** | **39** | **34** | **0** | **0** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | |
| 0 | 1 | 0 | 0 | 1 | 6 | 15 | 17 | **16** | 9 | 13 | 9 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| 1 | 2 | 0 | 1 | 5 | 11 | 6 | 12 | **16** | 16 | 9 | 14 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| 0 | 0 | 1 | 0 | 6 | 9 | 16 | 16 | **41** | 9 | 8 | 11 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| 0 | 1 | 0 | 0 | 7 | 10 | 17 | 10 | **12** | 6 | 9 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - |

**AM Peak 0800 - 0900 (85), AM PHF=0.52**

## MetroCount Traffic Executive
## Vehicle Counts

Seg. "Portrero Valley Road"

**326 -- English (ENU)**

**Datasets:**

**Site:** **[P1.51] PORTRERO VALLEY RD, BETWEEN ROUND POTRERO RD AND CAMPO RD) - NORTHBOUND**
**Direction:** 5 - South bound A>B, North bound B>A. **Lane:** 0
**Survey Duration:** 0:28 Tuesday, February 23, 2010 => 14:13 Wednesday, February 24, 2010
**File:** P1.51.EC0 (Plus)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** **0:29 Tuesday, February 23, 2010 => 14:13 Wednesday, February 24, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** North (bound)
**In profile:** Vehicles = 824 / 1852 (44.49%)

*** Tuesday, February 23, 2010 - Total=646 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **-** | **1** | **3** | **0** | **4** | **6** | **11** | **19** | **38** | **17** | **24** | **21** | **33** | **50** | **42** | **59** | **56** | **71** | **56** | **32** | **48** | **32** | **17** | **6** | |
| - | 0 | 1 | 0 | 1 | 0 | 1 | 5 | 4 | 3 | 5 | 2 | 8 | 9 | 10 | 15 | 13 | 13 | **14** | 11 | 9 | 7 | 5 | 3 | 1 |
| 0 | 0 | 1 | 0 | 1 | 1 | 5 | 6 | 6 | 3 | 4 | 8 | 11 | 12 | 7 | 21 | 10 | 15 | **19** | 7 | 17 | 12 | 3 | 0 | 1 |
| 3 | 1 | 1 | 0 | 1 | 0 | 2 | 3 | 15 | 6 | 7 | 6 | 7 | 15 | 11 | 11 | 20 | **22** | 13 | 5 | 12 | 8 | 8 | 2 | 1 |
| 2 | 0 | 0 | 0 | 1 | 5 | 3 | 5 | 13 | 5 | 8 | 5 | 7 | 14 | 14 | 12 | 13 | **21** | 10 | 9 | 10 | 5 | 1 | 1 | 4 |

**PM Peak 1730 - 1830 (76), PM PHF=0.86**

*** Wednesday, February 24, 2010 - Total=173 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **7** | **3** | **0** | **1** | **4** | **3** | **13** | **17** | **40** | **29** | **24** | **32** | **0** | **0** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **-** | |
| 1 | 2 | 0 | 0 | 2 | 1 | 5 | 4 | 7 | **9** | 8 | 10 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| 1 | 0 | 0 | 1 | 0 | 0 | 3 | 5 | 7 | **9** | 7 | 10 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| 1 | 0 | 0 | 0 | 0 | 0 | 3 | 4 | **12** | 6 | 6 | 12 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - |
| 4 | 1 | 0 | 0 | 2 | 2 | 2 | 4 | **14** | 5 | 3 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - |

**AM Peak 0830 - 0930 (44), AM PHF=0.79**

## MetroCount Traffic Executive
## Vehicle Counts

Seg. "Ribbonwood Road"

**346 -- English (ENU)**

**Datasets:**

**Site:** **[P1.52] RIBBONWOOD RD BETWEEN I-8 EB RAMPS & OLD HIGHWAY 80 - SOUTHBOUND**
**Direction:** 5 - South bound A>B, North bound B>A. **Lane:** 0
**Survey Duration:** 23:05 Monday, February 22, 2010 => 14:16 Wednesday, February 24, 2010
**File:** P1.52.EC0 (Plus)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** South (bound)
**In profile:** Vehicles = 626 / 1705 (36.72%)

*** Tuesday, February 23, 2010 - Total=626, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **17** | **7** | **7** | **6** | **5** | **6** | **16** | **23** | **32** | **39** | **29** | **42** | **42** | **37** | **36** | **46** | **69** | **56** | **40** | **27** | **15** | **15** | **8** | **6** | |
| 2 | 1 | 2 | 2 | 0 | 1 | 4 | 1 | 6 | 11 | 8 | 7 | **6** | 8 | 10 | 11 | 19 | 12 | 10 | 8 | 5 | 3 | 2 | 3 | – |
| 8 | 2 | 0 | 0 | 2 | 1 | 2 | 8 | 12 | 9 | 6 | 8 | **10** | 11 | 10 | 11 | 18 | 17 | 12 | 9 | 5 | 2 | 3 | 1 | – |
| 3 | 2 | 2 | 3 | 2 | 1 | 5 | 6 | 6 | 11 | 8 | 9 | **12** | 11 | 8 | 15 | 20 | 11 | 8 | 5 | 2 | 4 | 3 | 2 | – |
| 4 | 2 | 3 | 1 | 1 | 3 | 5 | 8 | 8 | 8 | 7 | **18** | 14 | 7 | 8 | 9 | 12 | 16 | 10 | 5 | 3 | 6 | 0 | 0 | – |

**AM Peak 1145 - 1245 (46), AM PHF=0.64**

## MetroCount Traffic Executive
## Vehicle Counts

Seg. "Ribbonwood Road"

**328 -- English (ENU)**

**Datasets:**

**Site:** **[P1.52] RIBBONWOOD RD BETWEEN I-8 EB RAMPS & OLD HIGHWAY 80 - NORTHBOUND**
**Direction:** 5 - South bound A>B, North bound B>A. **Lane:** 0
**Survey Duration:** 23:05 Monday, February 22, 2010 => 14:16 Wednesday, February 24, 2010
**File:** P1.52.EC0 (Plus)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** North (bound)
**In profile:** Vehicles = 603 / 1705 (35.37%)

*** Tuesday, February 23, 2010 - Total=603, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **16** | **5** | **2** | **6** | **12** | **32** | **34** | **40** | **37** | **40** | **27** | **41** | **30** | **36** | **33** | **45** | **48** | **30** | **25** | **19** | **24** | **7** | **5** | **9** | |
| 3 | 1 | 0 | 0 | 1 | 2 | 5 | 15 | 7 | **12** | 7 | 7 | 6 | 14 | 7 | 9 | 14 | 12 | 11 | 8 | 12 | 3 | 1 | 2 | – |
| 6 | 2 | 1 | 1 | 2 | 8 | 6 | 8 | 13 | **18** | 6 | 8 | 4 | 9 | 10 | 15 | 7 | 4 | 5 | 4 | 6 | 3 | 1 | 1 | – |
| 4 | 1 | 0 | 3 | 1 | 12 | 14 | 12 | **9** | 5 | 2 | 9 | 11 | 9 | 4 | 9 | 15 | 7 | 7 | 5 | 2 | 1 | 3 | 4 | – |
| 3 | 1 | 1 | 2 | 8 | 10 | 9 | 5 | **8** | 5 | 12 | 17 | 9 | 4 | 12 | 12 | 12 | 7 | 2 | 2 | 4 | 0 | 0 | 2 | – |

**AM Peak 0830 - 0930 (47), AM PHF=0.65**

## MetroCount Traffic Executive
## Vehicle Counts

Seg. "Old Highway 80"

**330 -- English (ENU)**

**Datasets:**

**Site:** **[P1.53] OLD HWY 80, BETWEEN RIBBONWOOD RD AND MCCAIN VALLEY RD - EASTBOUND**
**Direction:** 8 - East bound A>B, West bound B>A. **Lane:** 0
**Survey Duration:** 23:20 Monday, February 22, 2010 => 14:12 Wednesday, February 24, 2010
**File:** P1.53.EC0 (Plus)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 545 / 1487 (36.65%)

*** Tuesday, February 23, 2010 - Total=545, 15 minute drops**

| 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** | **4** | **5** | **7** | **3** | **2** | **14** | **13** | **31** | **34** | **28** | **36** | **46** | **32** | **31** | **47** | **52** | **51** | **34** | **33** | **10** | **7** | **7** | **6** | |
| 1 | 0 | 1 | 3 | 3 | 0 | 4 | 1 | 6 | 8 | 10 | 8 | **12** | 11 | 7 | 9 | 13 | 15 | 6 | 5 | 2 | 1 | 3 | 1 | – |
| 6 | 2 | 2 | 1 | 0 | 1 | 4 | 4 | 5 | 8 | 5 | 9 | **6** | 4 | 8 | 13 | 11 | 14 | 12 | 10 | 3 | 2 | 3 | 1 | – |
| 3 | 0 | 1 | 1 | 0 | 0 | 2 | 3 | 12 | 13 | 7 | 7 | **12** | 8 | 7 | 12 | 20 | 10 | 7 | 10 | 2 | 2 | 1 | 2 | – |
| 2 | 2 | 1 | 2 | 0 | 1 | 4 | 5 | 8 | 5 | 6 | **12** | 16 | 9 | 9 | 13 | 8 | 12 | 9 | 8 | 3 | 2 | 0 | 2 | – |

**AM Peak 1145 - 1245 (42), AM PHF=0.88**

## MetroCount Traffic Executive
## Vehicle Counts

Seg. "Old Highway 80"

**331 -- English (ENU)**

**Datasets:**

**Site:** **[P1.53] OLD HWY 80, BETWEEN RIBBONWOOD RD AND MCCAIN VALLEY RD - WESTBOUND**
**Direction:** 8 - East bound A>B, West bound B>A. **Lane:** 0
**Survey Duration:** 23:20 Monday, February 22, 2010 => 14:12 Wednesday, February 24, 2010
**File:** P1.53.EC0 (Plus)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 535 / 1487 (35.98%)

*** Tuesday, February 23, 2010 - Total=535, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **9** | **1** | **1** | **7** | **5** | **19** | **31** | **38** | **56** | **35** | **37** | **29** | **29** | **31** | **28** | **44** | **39** | **36** | **28** | **12** | **10** | **4** | **1** | **5** | |
| 3 | 0 | 0 | 0 | 0 | 2 | 5 | 9 | **15** | 9 | 12 | 4 | 6 | 7 | 9 | 15 | 11 | 4 | 9 | 3 | 4 | 1 | 0 | 1 | – |
| 3 | 1 | 0 | 2 | 0 | 6 | 9 | 15 | **13** | 10 | 9 | 5 | 7 | 9 | 6 | 15 | 8 | 4 | 13 | 4 | 4 | 1 | 0 | 1 | – |
| 2 | 0 | 0 | 4 | 3 | 5 | 6 | 3 | **12** | 6 | 10 | 10 | 11 | 8 | 7 | 5 | 10 | 15 | 3 | 1 | 2 | 2 | 0 | 2 | – |
| 1 | 0 | 1 | 1 | 2 | 6 | 11 | 11 | **16** | 10 | 6 | 10 | 5 | 7 | 6 | 9 | 10 | 13 | 3 | 4 | 0 | 0 | 1 | 1 | – |

**AM Peak 0800 - 0900 (56), AM PHF=0.88**

## MetroCount Traffic Executive
## Vehicle Counts

Seg. "County Highway S2"

**332 -- English (ENU)**

**Datasets:**

**Site:** **[P1.54] COUNTY HIGHWAY S2, WEST OF SHELL CANYON ROAD - EASTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 22:02 Monday, February 22, 2010 => 14:11 Wednesday, February 24, 2010
**File:** P1.54.EC0 (Plus)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 123 / 345 (35.65%)

*** Tuesday, February 23, 2010 - Total=123, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1** | **0** | **0** | **1** | **0** | **4** | **2** | **10** | **8** | **10** | **13** | **9** | **8** | **10** | **11** | **9** | **5** | **10** | **6** | **0** | **0** | **3** | **0** | **3** | |
| 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 2 | 3 | 1 | **3** | 2 | 2 | 4 | 4 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 3 | 3 | **2** | 1 | 4 | 4 | 1 | 4 | 2 | 4 | 4 | 0 | 0 | 0 | 0 | 3 | – |
| 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 2 | **4** | 4 | 1 | 1 | 4 | 0 | 1 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | – |
| 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 2 | 2 | **6** | 1 | 1 | 3 | 2 | 1 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 1015 - 1115 (15), AM PHF=0.63**


## MetroCount Traffic Executive
## Vehicle Counts


Seg. "County Highway S2"

**333 -- English (ENU)**

**Datasets:**

**Site:** **[P1.54] COUNTY HIGHWAY S2, WEST OF SHELL CANYON ROAD - WESTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 22:02 Monday, February 22, 2010 => 14:11 Wednesday, February 24, 2010
**File:** P1.54.EC0 (Plus)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 148 / 345 (42.90%)

*** Tuesday, February 23, 2010 - Total=148, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2** | **1** | **0** | **1** | **0** | **1** | **9** | **14** | **11** | **10** | **15** | **11** | **11** | **13** | **19** | **5** | **10** | **4** | **4** | **2** | **1** | **1** | **2** | **1** | |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | **7** | 1 | 3 | 8 | 2 | 2 | 7 | 5 | 0 | 1 | 1 | 2 | 1 | 0 | 1 | 0 | 0 | – |
| 1 | 1 | 0 | 0 | 0 | 0 | 1 | **3** | 3 | 2 | 2 | 4 | 2 | 0 | 5 | 4 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 1 | 0 | 0 | **5** | 3 | 1 | 2 | 2 | 3 | 5 | 4 | 6 | 1 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | – |
| 1 | 0 | 0 | 0 | 0 | 1 | **2** | 1 | 6 | 3 | 3 | 2 | 2 | 2 | 3 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 2 | 0 | – |

**AM Peak 0630 - 0730 (17), AM PHF=0.61**

Int. 514,515,516


## MetroCount Traffic Executive
## Vehicle Counts


**334 -- English (ENU)**

**Datasets:**

**Site:** **[P1.55] UNKNOWN ROADWAY, WEST OF SHELL CANYON ROAD - EASTBOUND**
**Direction:** 8 - East bound A>B, West bound B>A. **Lane:** 0
**Survey Duration:** 21:31 Monday, February 22, 2010 => 14:18 Wednesday, February 24, 2010
**File:** P1.55.EC0 (Plus)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 38 / 118 (32.20%)

*** Tuesday, February 23, 2010 - Total=38, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **0** | **0** | **1** | **0** | **0** | **3** | **2** | **3** | **4** | **4** | **2** | **6** | **4** | **3** | **6** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |
| 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | **2** | 2 | 0 | 2 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | **2** | 0 | 4 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | **3** | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | **0** | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 0930 - 1030 (7), AM PHF=0.58**

Int. 514,515,516


## MetroCount Traffic Executive
## Vehicle Counts


**335 -- English (ENU)**

**Datasets:**

**Site:** **[P1.55] UNKNOWN ROADWAY, WEST OF SHELL CANYON ROAD - WESTBOUND**
**Direction:** 8 - East bound A>B, West bound B>A. **Lane:** 0
**Survey Duration:** 21:31 Monday, February 22, 2010 => 14:18 Wednesday, February 24, 2010
**File:** P1.55.EC0 (Plus)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 39 / 118 (33.05%)

*** Tuesday, February 23, 2010 - Total=39, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **0** | **0** | **1** | **0** | **0** | **6** | **2** | **4** | **7** | **3** | **5** | **5** | **2** | **1** | **3** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | |
| 0 | 0 | 0 | 1 | 0 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | **0** | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 | 1 | 1 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | **3** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 1 | **4** | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 1145 - 1245 (8), AM PHF=0.50**

## MetroCount Traffic Executive
## Vehicle Counts

Seg. "Shell Canyon Road"

**337 -- English (ENU)**

**Datasets:**

**Site:** **[P1.56] SHELL CANYON ROAD, NORTH OF COUNTY HIGHWAY S2 - SOUTHBOUND**
**Direction:** 5 - South bound A>B, North bound B>A. **Lane:** 0
**Survey Duration:** 21:49 Monday, February 22, 2010 => 14:17 Wednesday, February 24, 2010
**File:** P1.56.EC0 (Plus)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** South (bound)
**In profile:** Vehicles = 36 / 84 (42.86%)

*** Tuesday, February 23, 2010 - Total=36, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **0** | **0** | **6** | **0** | **0** | **0** | **6** | **0** | **3** | **0** | **1** | **0** | **4** | **2** | **5** | **1** | **1** | **6** | **0** | **0** | **0** | **0** | **1** | |
| 0 | 0 | 0 | **3** | 0 | 0 | 0 | 5 | 0 | 2 | 0 | 0 | 0 | 1 | 1 | 2 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | – |
| 0 | 0 | **0** | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 0230 - 0330 (6), AM PHF=0.50**

## MetroCount Traffic Executive
## Vehicle Counts

Seg. "Shell Canyon Road"

**336 -- English (ENU)**

**Datasets:**

**Site:** **[P1.56] SHELL CANYON ROAD, NORTH OF COUNTY HIGHWAY S2 - NORTHBOUND**
**Direction:** 5 - South bound A>B, North bound B>A. **Lane:** 0
**Survey Duration:** 21:49 Monday, February 22, 2010 => 14:17 Wednesday, February 24, 2010
**File:** P1.56.EC0 (Plus)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** North (bound)
**In profile:** Vehicles = 36 / 84 (42.86%)

*** Tuesday, February 23, 2010 - Total=36, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **0** | **6** | **2** | **0** | **1** | **3** | **3** | **6** | **2** | **2** | **2** | **0** | **6** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | |
| 0 | 0 | 0 | **2** | 0 | 0 | 2 | 1 | 1 | 2 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | **0** | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | – |
| 0 | 0 | **1** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | **5** | 0 | 0 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 0215 - 0315 (8), AM PHF=0.40**

Int. 406
Seg. "McCain Valley Road"

## MetroCount Traffic Executive
## Vehicle Counts

**301 -- English (ENU)**

**Datasets:**

**Site:** **[P2.01] MCCAIN VALLEY ROAD, NORTH OF OLD HIGHWAY 80 - NORTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 20:58 Wednesday, February 17, 2010 => 17:31 Friday, February 19, 2010
**File:** P2.01.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** **0:00 Thursday, February 18, 2010 => 0:00 Friday, February 19, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** North (bound)
**In profile:** Vehicles = 51 / 197 (25.89%)

*** Thursday, February 18, 2010 - Total=51, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1** | **0** | **0** | **0** | **0** | **0** | **6** | **3** | **8** | **3** | **3** | **6** | **5** | **5** | **1** | **2** | **2** | **1** | **1** | **1** | **0** | **0** | **1** | **2** | |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 1 | 1 | 2 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | **1** | 1 | 1 | 3 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | **3** | 1 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | **2** | 2 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 0745 - 0845 (8), AM PHF=0.67**

Int. 406
Seg. "McCain Valley Road"

## MetroCount Traffic Executive
## Vehicle Counts

**302 -- English (ENU)**

**Datasets:**

**Site:** **[P2.01] MCCAIN VALLEY ROAD, NORTH OF OLD HIGHWAY 80 - SOUTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 20:58 Wednesday, February 17, 2010 => 17:31 Friday, February 19, 2010
**File:** P2.01.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** **0:00 Thursday, February 18, 2010 => 0:00 Friday, February 19, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** South (bound)
**In profile:** Vehicles = 68 / 197 (34.52%)

*** Thursday, February 18, 2010 - Total=68, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1** | **0** | **0** | **0** | **0** | **0** | **6** | **6** | **8** | **3** | **2** | **3** | **7** | **12** | **2** | **5** | **4** | **1** | **3** | **2** | **1** | **0** | **0** | **2** | |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 2 | 1 | 0 | 5 | 5 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | **1** | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 2 | 1 | 0 | 0 | 0 | 1 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | **4** | 1 | 1 | 1 | 1 | 6 | 1 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | **2** | 1 | 0 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | – |

**AM Peak 0745 - 0845 (9), AM PHF=0.56**

# MetroCount Traffic Executive
# Vehicle Counts

**303 -- English (ENU)**

**Datasets:**
**Site:** **[P2.02] LA POSTA ROAD, NORTH OF OLD HIGHWAY 80 - NORTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 20:16 Wednesday, February 17, 2010 => 17:25 Friday, February 19, 2010
**File:** P2.02.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Thursday, February 18, 2010 => 0:00 Friday, February 19, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** North (bound)
**In profile:** Vehicles = 23 / 96 (23.96%)

*** Thursday, February 18, 2010 - Total=23, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2** | **0** | **0** | **0** | **0** | **0** | **3** | **2** | **0** | **2** | **2** | **2** | **0** | **2** | **4** | **0** | **2** | **0** | **0** | **0** | **1** | **1** | **0** | **0** | |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | **1** | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | **0** | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | – |
| 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 1030 - 1130 (4), AM PHF=0.50**



# MetroCount Traffic Executive
# Vehicle Counts

**304 -- English (ENU)**

**Datasets:**
**Site:** **[P2.02] LA POSTA ROAD, NORTH OF OLD HIGHWAY 80 - SOUTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 20:16 Wednesday, February 17, 2010 => 17:25 Friday, February 19, 2010
**File:** P2.02.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Thursday, February 18, 2010 => 0:00 Friday, February 19, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** South (bound)
**In profile:** Vehicles = 21 / 96 (21.88%)

*** Thursday, February 18, 2010 - Total=21, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1** | **0** | **1** | **0** | **0** | **0** | **2** | **0** | **0** | **2** | **2** | **3** | **1** | **3** | **2** | **2** | **1** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | **0** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | **0** | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | – |
| 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | **2** | 0 | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | – |

**AM Peak 1030 - 1130 (5), AM PHF=0.42**



# MetroCount Traffic Executive
# Vehicle Counts

**305 -- English (ENU)**

**Datasets:**
**Site:** **[P2.03] LA POSTA ROAD, SOUTH OF OLD HIGHWAY 80 - NORTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 20:18 Wednesday, February 17, 2010 => 17:24 Friday, February 19, 2010
**File:** P2.03.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Thursday, February 18, 2010 => 0:00 Friday, February 19, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** North (bound)
**In profile:** Vehicles = 174 / 615 (28.29%)

*** Thursday, February 18, 2010 - Total=174, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **0** | **0** | **5** | **4** | **8** | **16** | **14** | **17** | **9** | **8** | **6** | **7** | **9** | **9** | **12** | **13** | **7** | **9** | **5** | **1** | **2** | **3** | **10** | |
| 0 | 0 | 0 | 0 | 1 | 4 | 2 | **4** | 6 | 2 | 2 | 3 | 1 | 4 | 2 | 4 | 7 | 3 | 2 | 1 | 0 | 0 | 1 | 1 | – |
| 0 | 0 | 0 | 2 | 2 | 1 | 2 | **3** | 3 | 0 | 1 | 1 | 2 | 4 | 1 | 2 | 1 | 2 | 5 | 1 | 0 | 2 | 0 | 0 | – |
| 0 | 0 | 0 | 1 | 0 | 1 | **8** | 2 | 5 | 5 | 4 | 1 | 2 | 0 | 1 | 1 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | – |
| 0 | 0 | 0 | 2 | 1 | 2 | **4** | 5 | 3 | 2 | 1 | 1 | 2 | 1 | 5 | 5 | 1 | 2 | 1 | 3 | 0 | 0 | 2 | 7 | – |

**AM Peak 0630 - 0730 (19), AM PHF=0.59**



# MetroCount Traffic Executive
# Vehicle Counts

**306 -- English (ENU)**

**Datasets:**
**Site:** **[P2.03] LA POSTA ROAD, SOUTH OF OLD HIGHWAY 80 - SOUTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 20:18 Wednesday, February 17, 2010 => 17:24 Friday, February 19, 2010
**File:** P2.03.EC0 (Regular)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Thursday, February 18, 2010 => 0:00 Friday, February 19, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** South (bound)
**In profile:** Vehicles = 172 / 615 (27.97%)

*** Thursday, February 18, 2010 - Total=172, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2** | **3** | **2** | **1** | **3** | **1** | **4** | **15** | **9** | **3** | **3** | **7** | **13** | **10** | **6** | **25** | **14** | **9** | **11** | **8** | **6** | **4** | **3** | **10** | |
| 0 | 2 | 0 | 0 | 3 | 0 | 1 | 2 | **6** | 1 | 0 | 1 | 4 | 3 | 1 | 2 | 7 | 2 | 4 | 2 | 1 | 1 | 0 | 0 | – |
| 1 | 1 | 1 | 0 | 0 | 1 | 1 | **3** | 0 | 1 | 0 | 3 | 4 | 3 | 2 | 8 | 1 | 2 | 5 | 3 | 1 | 0 | 1 | 3 | – |
| 0 | 0 | 0 | 1 | 0 | 0 | 1 | **3** | 2 | 1 | 2 | 2 | 2 | 3 | 1 | 9 | 4 | 1 | 2 | 2 | 2 | 0 | 0 | 6 | – |
| 1 | 0 | 1 | 0 | 0 | 0 | 1 | **7** | 1 | 0 | 1 | 1 | 3 | 1 | 2 | 6 | 2 | 4 | 0 | 1 | 2 | 3 | 2 | 1 | – |

**AM Peak 0715 - 0815 (19), AM PHF=0.68**

# MetroCount Traffic Executive
# Event Counts

**325 -- English (ENU)**

**Datasets:**

| | |
|---|---|
| **Site:** | **[P2.04] SCRIPPS POWAY PKWY, BTWN POMERADO RD AND DANIELSON ST - EASTBOUND** |
| **Input A:** | 4 - West bound. - Lane= 0, Excluded from totals. |
| **Input B:** | 2 - East bound. - Lane= 0, Added to totals. (/2.000) |
| **Survey Duration:** | 20:54 Monday, February 22, 2010 => 12:13 Wednesday, February 24, 2010 |
| **File:** | P2.04.EC0 (Demo L) |
| **Data type:** | Axle sensors - Separate (Count) |

**Profile:**

| | |
|---|---|
| **Filter time:** | **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010** |
| **In profile:** | Events = 16304 / 24031 (67.84%) |

*** Tuesday, February 23, 2010=8123, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **48** | **32** | **19** | **17** | **72** | **127** | **254** | **397** | **390** | **346** | **306** | **317** | **395** | **466** | **594** | **737** | **946** | **902** | **647** | **363** | **259** | **232** | **162** | **100** | |
| 8 | 10 | 5 | 3 | 14 | 37 | 38 | 101 | **102** | 94 | 75 | 79 | 99 | 121 | 133 | 149 | 220 | 244 | 193 | 94 | 68 | 56 | 51 | 31 | - |
| 16 | 7 | 4 | 3 | 5 | 19 | 64 | **113** | 85 | 88 | 61 | 92 | 78 | 112 | 145 | 181 | 257 | 218 | 157 | 97 | 58 | 55 | 50 | 22 | - |
| 12 | 5 | 4 | 4 | 17 | 30 | 82 | **99** | 90 | 80 | 74 | 76 | 103 | 118 | 160 | 222 | 239 | 239 | 149 | 82 | 66 | 66 | 28 | 25 | - |
| 12 | 10 | 6 | 7 | 38 | 42 | 70 | **85** | 114 | 85 | 97 | 71 | 116 | 116 | 157 | 186 | 231 | 202 | 149 | 91 | 67 | 56 | 33 | 23 | - |

**AM Peak 0715 - 0815 (398), AM PHF=0.88**



# MetroCount Traffic Executive
# Event Counts

**324 -- English (ENU)**

**Datasets:**

| | |
|---|---|
| **Site:** | **[P2.04] SCRIPPS POWAY PKWY, BTWN POMERADO RD AND DANIELSON ST - WESTBOUND** |
| **Input A:** | 4 - West bound. - Lane= 0, Added to totals. (/2.000) |
| **Input B:** | 2 - East bound. - Lane= 0, Excluded from totals. |
| **Survey Duration:** | 20:54 Monday, February 22, 2010 => 12:13 Wednesday, February 24, 2010 |
| **File:** | P2.04.EC0 (Regular) |
| **Data type:** | Axle sensors - Separate (Count) |

**Profile:**

| | |
|---|---|
| **Filter time:** | **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010** |
| **In profile:** | Events = 16304 / 24031 (67.84%) |

*** Tuesday, February 23, 2010=8181, 15 minute drops**

| 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 | 43 | 47 | 69 | 218 | 551 | 1007 | 1081 | 788 | 485 | 372 | 398 | 345 | 355 | 349 | 378 | 427 | 439 | 289 | 162 | 117 | 104 | 64 | 58 | |
| 10 | 12 | 11 | 13 | 30 | 83 | 202 | **237** | 236 | 156 | 89 | 105 | 94 | 94 | 86 | 92 | 110 | 112 | 74 | 50 | 31 | 22 | 13 | 11 | - |
| 8 | 13 | 12 | 8 | 53 | 130 | 271 | **304** | 227 | 113 | 105 | 104 | 94 | 92 | 94 | 83 | 106 | 112 | 77 | 36 | 33 | 24 | 14 | 13 | - |
| 13 | 6 | 10 | 15 | 63 | 145 | 239 | **283** | 185 | 98 | 84 | 97 | 82 | 80 | 86 | 85 | 108 | 124 | 73 | 34 | 28 | 34 | 21 | 19 | - |
| 11 | 12 | 15 | 33 | 72 | 194 | **296** | 257 | 140 | 119 | 95 | 92 | 75 | 90 | 84 | 119 | 104 | 92 | 66 | 42 | 27 | 24 | 16 | 15 | - |

**AM Peak 0645 - 0745 (1119), AM PHF=0.92**



# MetroCount Traffic Executive
# Event Counts

**314 -- English (ENU)**

**Datasets:**

| | |
|---|---|
| **Site:** | **[P2.05] MAPLEVIEW ST, BETWEEN MAIN AVE AND ASHWOOD ST - COMBINED** |
| **Input A:** | 6 - West/East. - Lane= 0, Added to totals. (/2.000) |
| **Input B:** | 0 - Unused or unknown. - Lane= 0, Excluded from totals. |
| **Survey Duration:** | 20:04 Monday, February 22, 2010 => 12:11 Wednesday, February 24, 2010 |
| **File:** | P2.05.EC0 (Regular) |
| **Data type:** | Axle sensors - Separate (Count) |

**Profile:**

| | |
|---|---|
| **Filter time:** | **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010** |
| **In profile:** | Events = 21260 / 30701 (69.25%) |

*** Tuesday, February 23, 2010=21260, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **295** | **190** | **132** | **154** | **252** | **590** | **1203** | **1506** | **1289** | **998** | **822** | **967** | **1023** | **1248** | **1463** | **1472** | **1507** | **1604** | **1312** | **896** | **822** | **605** | **499** | **418** | |
| 91 | 41 | 34 | 36 | 46 | 100 | 201 | **354** | 324 | 260 | 212 | 229 | 223 | 267 | 325 | 328 | 371 | 380 | 366 | 265 | 191 | 167 | 135 | 98 | - |
| 99 | 61 | 38 | 38 | 56 | 144 | 283 | **362** | 340 | 239 | 185 | 275 | 249 | 315 | 363 | 382 | 386 | 417 | 353 | 203 | 204 | 140 | 126 | 118 | - |
| 57 | 51 | 31 | 46 | 73 | 162 | 347 | **385** | 340 | 236 | 212 | 241 | 296 | 333 | 398 | 385 | 376 | 402 | 304 | 248 | 217 | 168 | 130 | 101 | - |
| 49 | 37 | 30 | 34 | 78 | 185 | 372 | **406** | 286 | 263 | 214 | 224 | 256 | 334 | 377 | 378 | 375 | 405 | 290 | 181 | 211 | 130 | 109 | 101 | - |

**AM Peak 0700 - 0800 (1506), AM PHF=0.93**



# MetroCount Traffic Executive
# Event Counts

**315 -- English (ENU)**

**Datasets:**

| | |
|---|---|
| **Site:** | **[P2.06] WILLOW RD, BETWEEN SR-67 AND WILDCAT CANYON RD - COMBINED** |
| **Input A:** | 7 - North/South. - Lane= 0, Added to totals. (/2.000) |
| **Input B:** | 0 - Unused or unknown. - Lane= 0, Excluded from totals. |
| **Survey Duration:** | 20:17 Monday, February 22, 2010 => 12:12 Wednesday, February 24, 2010 |
| **File:** | P2.06.EC0 (Regular) |
| **Data type:** | Axle sensors - Separate (Count) |

**Profile:**

| | |
|---|---|
| **Filter time:** | **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010** |
| **In profile:** | Events = 7091 / 10100 (70.21%) |

*** Tuesday, February 23, 2010=7091, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **140** | **110** | **77** | **40** | **67** | **130** | **399** | **460** | **308** | **295** | **261** | **289** | **313** | **370** | **450** | **531** | **601** | **679** | **415** | **315** | **245** | **239** | **186** | **175** | |
| 38 | 32 | 21 | 6 | 17 | 18 | 45 | **160** | 78 | 64 | 64 | 71 | 69 | 65 | 107 | 114 | 125 | 151 | 117 | 83 | 66 | 76 | 54 | 43 | - |
| 39 | 26 | 20 | 9 | 15 | 34 | 66 | **96** | 80 | 74 | 64 | 66 | 82 | 96 | 124 | 121 | 160 | 143 | 112 | 83 | 54 | 51 | 46 | 47 | - |
| 38 | 30 | 19 | 15 | 17 | 43 | **105** | 102 | 69 | 93 | 57 | 77 | 79 | 115 | 104 | 154 | 150 | 246 | 106 | 76 | 70 | 63 | 42 | 38 | - |
| 26 | 23 | 17 | 10 | 19 | 36 | **183** | 102 | 82 | 65 | 76 | 75 | 83 | 95 | 116 | 142 | 166 | 140 | 81 | 73 | 55 | 50 | 44 | 48 | - |

**AM Peak 0630 - 0730 (543), AM PHF=0.74**

## MetroCount Traffic Executive
## Event Counts

Seg. "Mapleview Street"

**317 -- English (ENU)**

**Datasets:**

**Site:** **[P2.07] MAPLEVIEW ST, BETWEEN ASHWOOD ST AND EL MONTE RD - EASTBOUND**
**Input A:** 3 - East bound. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 19:48 Monday, February 22, 2010 => 12:10 Wednesday, February 24, 2010
**File:** P2.07.E.EC0 (Regular)
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**In profile:** Events = 6543 / 8794 (74.41%)

*** Tuesday, February 23, 2010=6543, 15 minute drops**

| 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** | **19** | **24** | **20** | **42** | **79** | **221** | **335** | **361** | **248** | **250** | **301** | **376** | **441** | **517** | **557** | **601** | **690** | **475** | **291** | **248** | **187** | **116** | **87** | |
| 19 | 7 | 5 | 5 | 3 | 11 | 37 | 78 | **84** | 69 | 60 | 79 | 67 | 93 | 119 | 137 | 148 | 163 | 140 | 98 | 54 | 56 | 34 | 28 | – |
| 26 | 6 | 8 | 7 | 11 | 24 | 51 | 69 | **111** | 64 | 55 | 80 | 94 | 89 | 132 | 119 | 150 | 189 | 121 | 60 | 65 | 50 | 29 | 22 | – |
| 11 | 2 | 4 | 7 | 18 | 19 | 63 | **91** | 90 | 55 | 78 | 66 | 130 | 147 | 142 | 144 | 148 | 182 | 113 | 67 | 58 | 42 | 31 | 24 | – |
| 6 | 4 | 7 | 1 | 10 | 26 | 71 | **98** | 76 | 61 | 58 | 77 | 85 | 113 | 126 | 158 | 156 | 157 | 102 | 66 | 72 | 40 | 23 | 14 | – |

**AM Peak 0730 - 0830 (384), AM PHF=0.86**

## MetroCount Traffic Executive
## Event Counts

Seg. "Mapleview Street"

**316 -- English (ENU)**

**Datasets:**

**Site:** **[P2.07] MAPLEVIEW ST, BETWEEN ASHWOOD ST AND EL MONTE RD - WESTBOUND**
**Input A:** 1 - West bound. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 19:46 Monday, February 22, 2010 => 12:10 Wednesday, February 24, 2010
**File:** P2.07.W.EC0 (Base)
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**In profile:** Events = 6373 / 9507 (67.03%)

*** Tuesday, February 23, 2010=6373, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **25** | **21** | **20** | **48** | **96** | **193** | **628** | **712** | **515** | **347** | **259** | **310** | **287** | **390** | **427** | **415** | **362** | **385** | **295** | **207** | **186** | **116** | **81** | **53** | |
| 9 | 4 | 5 | 7 | 12 | 37 | 92 | **172** | 129 | 106 | 61 | 76 | 53 | 90 | 113 | 101 | 95 | 91 | 85 | 59 | 45 | 34 | 26 | 13 | – |
| 8 | 7 | 4 | 15 | 17 | 48 | 134 | **176** | 144 | 83 | 64 | 89 | 75 | 105 | 112 | 113 | 94 | 107 | 78 | 50 | 49 | 28 | 20 | 9 | – |
| 2 | 4 | 4 | 16 | 32 | 52 | **195** | 174 | 127 | 84 | 62 | 78 | 84 | 95 | 118 | 97 | 86 | 109 | 70 | 51 | 55 | 31 | 21 | 9 | – |
| 6 | 6 | 7 | 10 | 36 | 56 | **207** | 191 | 116 | 75 | 74 | 68 | 76 | 100 | 85 | 104 | 88 | 79 | 63 | 47 | 37 | 24 | 15 | 22 | – |

**AM Peak 0630 - 0730 (750), AM PHF=0.91**

## MetroCount Traffic Executive
## Vehicle Counts

Seg. "Honey Springs Road"

**339 -- English (ENU)**

**Datasets:**

**Site:** **[P2.08] HONEY SPRINGS RD, BTWN LYONS VALLEY RD AND DEERHORN VALLEY RD - WESTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 1:26 Tuesday, February 23, 2010 => 14:14 Wednesday, February 24, 2010
**File:** P2.08.EC0 (Plus)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** **1:27 Tuesday, February 23, 2010 => 14:14 Wednesday, February 24, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 1337 / 2481 (53.89%)

*** Tuesday, February 23, 2010 - Total=814 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| – | – | **2** | **7** | **14** | **45** | **87** | **115** | **67** | **49** | **49** | **46** | **38** | **46** | **44** | **49** | **49** | **35** | **25** | **6** | **20** | **4** | **9** | **8** | |
| – | – | 0 | 1 | 2 | 9 | 18 | 33 | 23 | 14 | 12 | 14 | 9 | 17 | 10 | 14 | **17** | 9 | 8 | 4 | 8 | 0 | 0 | 1 | 3 |
| – | 0 | 0 | 0 | 5 | 10 | 22 | 25 | 17 | 13 | 14 | 16 | 16 | 6 | 15 | **11** | 9 | 10 | 5 | 0 | 6 | 2 | 4 | 3 | 0 |
| – | 0 | 0 | 5 | 5 | 8 | 15 | 34 | 15 | 9 | 14 | 7 | 10 | 16 | 13 | **13** | 13 | 11 | 7 | 1 | 3 | 1 | 2 | 1 | 0 |
| – | 0 | 2 | 1 | 2 | 18 | 32 | 23 | 12 | 13 | 9 | 9 | 3 | 7 | 6 | **11** | 10 | 5 | 5 | 1 | 3 | 1 | 3 | 3 | 0 |

**PM Peak 1515 - 1615 (52), PM PHF=0.76**

*** Wednesday, February 24, 2010 - Total=523 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **3** | **1** | **1** | **1** | **21** | **40** | **81** | **99** | **85** | **58** | **53** | **63** | **17** | **0** | – | – | – | – | – | – | – | – | – | – | |
| 3 | 1 | 0 | 0 | 5 | 3 | 17 | **25** | 21 | 16 | 13 | 15 | 15 | 0 | – | – | – | – | – | – | – | – | – | – | – |
| 0 | 0 | 0 | 0 | 4 | 11 | 23 | **24** | 26 | 17 | 16 | 17 | 2 | 0 | – | – | – | – | – | – | – | – | – | – | – |
| 0 | 0 | 0 | 0 | 4 | 13 | 20 | **27** | 27 | 14 | 14 | 15 | 0 | 0 | – | – | – | – | – | – | – | – | – | – | – |
| 0 | 0 | 1 | 1 | 8 | 13 | 21 | **23** | 11 | 11 | 10 | 16 | 0 | 0 | – | – | – | – | – | – | – | – | – | – | – |

**AM Peak 0700 - 0800 (99), AM PHF=0.92**

## MetroCount Traffic Executive
## Vehicle Counts

Seg. "Honey Springs Road"

**338 -- English (ENU)**

**Datasets:**

**Site:** **[P2.08] HONEY SPRINGS RD, BTWN LYONS VALLEY RD AND DEERHORN VALLEY RD - EASTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 1:26 Tuesday, February 23, 2010 => 14:14 Wednesday, February 24, 2010
**File:** P2.08.EC0 (Plus)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**

**Filter time:** **1:27 Tuesday, February 23, 2010 => 14:14 Wednesday, February 24, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 1141 / 2481 (45.99%)

*** Tuesday, February 23, 2010 - Total=879 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| – | – | **3** | **4** | **3** | **12** | **30** | **41** | **26** | **41** | **35** | **42** | **38** | **50** | **52** | **78** | **80** | **103** | **80** | **50** | **44** | **37** | **20** | **10** | |
| – | – | 0 | 1 | 1 | 2 | 7 | 8 | 4 | 5 | 8 | 7 | 3 | 17 | 9 | 19 | 23 | **26** | 21 | 14 | 13 | 9 | 8 | 1 | 1 |
| – | 0 | 0 | 1 | 0 | 3 | 4 | 9 | 8 | 10 | 4 | 12 | 9 | 9 | 15 | 22 | 23 | **21** | 13 | 13 | 13 | 9 | 3 | 3 | 2 |
| – | 4 | 1 | 2 | 2 | 1 | 9 | 13 | 3 | 11 | 6 | 9 | 8 | 7 | 8 | 14 | 20 | **35** | 27 | 8 | 7 | 9 | 5 | 4 | 2 |
| – | 2 | 2 | 0 | 0 | 6 | 10 | 11 | 11 | 15 | 17 | 14 | 18 | 17 | 20 | 23 | 14 | **21** | 19 | 15 | 11 | 10 | 4 | 2 | 2 |

**PM Peak 1700 - 1800 (103), PM PHF=0.74**

*** Wednesday, February 24, 2010 - Total=256 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **7** | **2** | **3** | **3** | **5** | **2** | **27** | **32** | **30** | **43** | **46** | **41** | **15** | **0** | – | – | – | – | – | – | – | – | – | – | |
| 1 | 2 | 1 | 2 | 3 | 0 | 5 | 9 | 5 | 10 | **12** | 11 | 13 | 0 | – | – | – | – | – | – | – | – | – | – | – |
| 2 | 0 | 0 | 0 | 0 | 0 | 6 | 11 | 6 | 15 | **15** | 10 | 2 | 0 | – | – | – | – | – | – | – | – | – | – | – |
| 2 | 0 | 1 | 0 | 2 | 1 | 6 | 6 | 14 | 10 | **8** | 8 | 0 | 0 | – | – | – | – | – | – | – | – | – | – | – |
| 2 | 0 | 1 | 1 | 0 | 1 | 10 | 6 | 5 | 8 | **11** | 12 | 0 | 0 | – | – | – | – | – | – | – | – | – | – | – |

**AM Peak 1000 - 1100 (46), AM PHF=0.77**

## MetroCount Traffic Executive
## Vehicle Counts

Seg. "SR-94 (Campo Road)"

**340 -- English (ENU)**

**Datasets:**
**Site:** **[P2.09] CAMPO ROAD - BETWEEN SR188 AND POTRERO VALLEY ROAD - EASTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 0:42 Tuesday, February 23, 2010 => 14:09 Wednesday, February 24, 2010
**File:** P2.09.EC0 (Plus)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:43 Tuesday, February 23, 2010 => 14:09 Wednesday, February 24, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** East (bound)
**In profile:** Vehicles = 1367 / 2885 (47.38%)

*** Tuesday, February 23, 2010 - Total=1016 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| – | **3** | **3** | **2** | **3** | **15** | **48** | **51** | **74** | **36** | **39** | **59** | **51** | **64** | **79** | **80** | **90** | **88** | **74** | **41** | **49** | **37** | **21** | **9** | |
| – | 1 | 1 | 1 | 0 | 1 | 7 | 13 | 21 | 9 | 7 | 14 | 16 | 17 | 12 | **23** | 24 | 14 | 12 | 12 | 9 | 13 | 10 | 2 | 1 |
| – | 0 | 0 | 0 | 2 | 3 | 17 | 14 | 20 | 7 | 12 | 11 | 11 | 20 | 16 | **20** | 25 | 23 | 30 | 7 | 17 | 11 | 5 | 2 | 4 |
| 0 | 0 | 2 | 0 | 0 | 3 | 14 | 13 | 24 | 12 | 11 | 18 | 14 | 11 | **26** | 17 | 24 | 28 | 19 | 11 | 13 | 7 | 4 | 3 | 4 |
| 0 | 2 | 0 | 1 | 1 | 8 | 10 | 11 | 9 | 8 | 9 | 16 | 10 | 16 | **25** | 20 | 17 | 23 | 13 | 11 | 10 | 6 | 2 | 2 | 2 |

**PM Peak 1430 - 1530 (94), PM PHF=0.90**

*** Wednesday, February 24, 2010 - Total=351 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **11** | **3** | **5** | **0** | **3** | **21** | **38** | **50** | **64** | **56** | **53** | **47** | **0** | **0** | – | – | – | – | – | – | – | – | – | – | |
| 1 | 2 | 3 | 0 | 1 | 2 | 12 | 9 | 21 | 13 | **14** | 16 | 0 | 0 | – | – | – | – | – | – | – | – | – | – | – |
| 4 | 0 | 0 | 0 | 0 | 7 | 9 | 14 | 14 | 3 | **17** | 14 | 0 | 0 | – | – | – | – | – | – | – | – | – | – | – |
| 4 | 1 | 0 | 0 | 1 | 2 | 11 | 12 | 20 | **13** | 8 | 13 | 0 | 0 | – | – | – | – | – | – | – | – | – | – | – |
| 2 | 0 | 2 | 0 | 1 | 10 | 6 | 15 | 9 | **27** | 14 | 4 | 0 | 0 | – | – | – | – | – | – | – | – | – | – | – |

**AM Peak 0930 - 1030 (71), AM PHF=0.66**

## MetroCount Traffic Executive
## Vehicle Counts

Seg. "SR-94 (Campo Road)"

**341 -- English (ENU)**

**Datasets:**
**Site:** **[P2.09] CAMPO ROAD - BETWEEN SR188 AND POTRERO VALLEY ROAD - WESTBOUND**
**Direction:** 6 - West bound A>B, East bound B>A. **Lane:** 0
**Survey Duration:** 0:42 Tuesday, February 23, 2010 => 14:09 Wednesday, February 24, 2010
**File:** P2.09.EC0 (Plus)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:43 Tuesday, February 23, 2010 => 14:09 Wednesday, February 24, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** West (bound)
**In profile:** Vehicles = 1517 / 2885 (52.58%)

*** Tuesday, February 23, 2010 - Total=1030 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| – | **5** | **6** | **5** | **24** | **45** | **63** | **91** | **91** | **61** | **53** | **62** | **52** | **50** | **53** | **117** | **69** | **63** | **47** | **20** | **17** | **18** | **11** | **7** | |
| – | 2 | 1 | 2 | 1 | 11 | 16 | 20 | 18 | 20 | 12 | 15 | 18 | 16 | 17 | **44** | 22 | 15 | 20 | 4 | 6 | 4 | 2 | 2 | 0 |
| – | 1 | 0 | 2 | 4 | 8 | 15 | 25 | 24 | 19 | 14 | 23 | 10 | 14 | 8 | **27** | 16 | 12 | 9 | 4 | 2 | 6 | 3 | 0 | 1 |
| 0 | 2 | 4 | 1 | 8 | 16 | 14 | 27 | 22 | 9 | 17 | 13 | 8 | 9 | 15 | **13** | 14 | 20 | 10 | 3 | 4 | 5 | 3 | 3 | 2 |
| 0 | 0 | 1 | 0 | 11 | 10 | 18 | 19 | 27 | 13 | 10 | 11 | 16 | 11 | 13 | **33** | 17 | 16 | 8 | 9 | 5 | 3 | 3 | 2 | 2 |

**PM Peak 1500 - 1600 (117), PM PHF=0.66**

*** Wednesday, February 24, 2010 - Total=487 (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 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **5** | **4** | **1** | **3** | **25** | **45** | **64** | **76** | **96** | **61** | **59** | **48** | **0** | **0** | – | – | – | – | – | – | – | – | – | – | |
| 0 | 0 | 1 | 0 | 1 | 11 | 15 | 23 | **23** | 21 | 16 | 10 | 0 | 0 | – | – | – | – | – | – | – | – | – | – | – |
| 1 | 1 | 0 | 1 | 8 | 9 | 10 | 17 | **17** | 16 | 18 | 12 | 0 | 0 | – | – | – | – | – | – | – | – | – | – | – |
| 2 | 2 | 0 | 0 | 4 | 12 | 17 | 23 | **31** | 14 | 14 | 22 | 0 | 0 | – | – | – | – | – | – | – | – | – | – | – |
| 2 | 1 | 0 | 2 | 12 | 13 | 22 | 13 | **25** | 10 | 11 | 4 | 0 | 0 | – | – | – | – | – | – | – | – | – | – | – |

**AM Peak 0800 - 0900 (96), AM PHF=0.77**

## MetroCount Traffic Executive
## Vehicle Counts

Seg. "County Highway S2"

**343 -- English (ENU)**

**Datasets:**
**Site:** **[P2.10] COUNTY HIGHWAY S2, NORTH OF I-8 FREEWAY RAMPS - NORTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 22:26 Monday, February 22, 2010 => 14:11 Wednesday, February 24, 2010
**File:** P2.10.EC0 (Plus)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** North (bound)
**In profile:** Vehicles = 274 / 666 (41.14%)

*** Tuesday, February 23, 2010 - Total=274, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2** | **1** | **5** | **1** | **1** | **2** | **15** | **9** | **20** | **16** | **23** | **24** | **18** | **18** | **28** | **19** | **25** | **11** | **15** | **6** | **4** | **2** | **5** | **4** | |
| 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 3 | **8** | 9 | 6 | 5 | 6 | 8 | 6 | 3 | 3 | 5 | 2 | 1 | 2 | 3 | 1 | – |
| 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | **4** | 3 | 6 | 7 | 3 | 3 | 9 | 6 | 5 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | – |
| 0 | 0 | 1 | 1 | 0 | 0 | 9 | 5 | **1** | 1 | 3 | 6 | 4 | 6 | 8 | 6 | 12 | 3 | 7 | 2 | 0 | 0 | 1 | 3 | – |
| 1 | 0 | 4 | 0 | 1 | 2 | 3 | 0 | **12** | 4 | 5 | 5 | 6 | 3 | 3 | 1 | 5 | 5 | 2 | 1 | 1 | 0 | 1 | 0 | – |

**AM Peak 0815 - 0915 (25), AM PHF=0.52**

## MetroCount Traffic Executive
## Vehicle Counts

Seg. "County Highway S2"

**344 -- English (ENU)**

**Datasets:**
**Site:** **[P2.10] COUNTY HIGHWAY S2, NORTH OF I-8 FREEWAY RAMPS - SOUTHBOUND**
**Direction:** 7 - North bound A>B, South bound B>A. **Lane:** 0
**Survey Duration:** 22:26 Monday, February 22, 2010 => 14:11 Wednesday, February 24, 2010
**File:** P2.10.EC0 (Plus)
**Data type:** Axle sensors - Paired (Class/Speed/Count)

**Profile:**
**Filter time:** **0:00 Tuesday, February 23, 2010 => 0:00 Wednesday, February 24, 2010**
**Included classes:** 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
**Direction:** South (bound)
**In profile:** Vehicles = 238 / 666 (35.74%)

*** Tuesday, February 23, 2010 - Total=238, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1** | **0** | **0** | **3** | **3** | **7** | **15** | **14** | **14** | **20** | **20** | **17** | **14** | **13** | **21** | **21** | **12** | **15** | **16** | **3** | **0** | **4** | **1** | **4** | |
| 0 | 0 | 0 | 0 | 1 | 3 | 4 | 5 | 3 | 9 | 5 | **4** | 5 | 3 | 8 | 6 | 2 | 4 | 3 | 2 | 0 | 1 | 0 | 1 | – |
| 0 | 0 | 0 | 3 | 0 | 1 | 3 | 5 | 6 | 2 | 1 | **3** | 5 | 3 | 1 | 8 | 4 | 4 | 9 | 0 | 0 | 0 | 1 | 1 | – |
| 1 | 0 | 0 | 0 | 2 | 1 | 4 | 4 | 2 | 4 | 5 | 4 | 3 | 4 | 5 | 2 | 5 | 5 | 1 | 1 | 0 | 2 | 0 | 2 | – |
| 0 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 3 | 5 | **9** | 6 | 1 | 3 | 7 | 5 | 1 | 2 | 3 | 0 | 0 | 1 | 0 | 0 | – |

**AM Peak 1030 - 1130 (21), AM PHF=0.58**

## MetroCount Traffic Executive
## Event Counts

Seg. "County Highway S80"

**405 -- English (ENU)**

**Datasets:**

**Site:** **[1028.102] EVAN HEWES HWY (EAST OF NEW RIVER BLVD) COMBINED**
**Input A:** 6 - West/East. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 21:05 Wednesday, March 24, 2010 => 8:29 Monday, March 29, 2010
**File:** 1050.10229Mar2010.EC0 (Regular)
**Data type:** Vehicle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Thursday, March 25, 2010 => 0:00 Friday, March 26, 2010**
**In profile:** Events = 2981 / 4947 (60.25%)

*** Thursday, March 25, 2010=2981, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **20** | **8** | **25** | **29** | **34** | **196** | **163** | **294** | **138** | **135** | **126** | **148** | **161** | **214** | **261** | **245** | **256** | **124** | **72** | **57** | **58** | **90** | **107** | **27** | |
| 4 | 4 | 6 | 3 | 4 | 21 | 54 | 39 | **38** | 48 | 30 | 30 | 47 | 49 | 98 | 62 | 78 | 22 | 14 | 8 | 14 | 11 | 71 | 7 | - |
| 5 | 2 | 5 | 1 | 7 | 43 | 48 | **49** | 32 | 30 | 17 | 30 | 35 | 60 | 56 | 43 | 69 | 33 | 21 | 20 | 22 | 14 | 24 | 9 | - |
| 6 | 2 | 4 | 10 | 7 | 88 | 33 | **107** | 39 | 26 | 37 | 44 | 30 | 61 | 56 | 64 | 73 | 36 | 25 | 15 | 11 | 40 | 4 | 8 | - |
| 5 | 0 | 10 | 15 | 16 | 45 | 29 | **102** | 29 | 32 | 43 | 44 | 50 | 44 | 52 | 77 | 36 | 34 | 12 | 15 | 12 | 25 | 8 | 3 | - |

**AM Peak 0715 - 0815 (295), AM PHF=0.69**

## MetroCount Traffic Executive
## Event Counts

Seg. "Oak Drive"

**407 -- English (ENU)**

**Datasets:**

**Site:** **[1028.104] OAK DR (EAST OF LAKE MORENA DR) COMBINED**
**Input A:** 7 - North/South. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 22:51 Wednesday, March 24, 2010 => 8:30 Monday, March 29, 2010
**File:** 1050.10429Mar2010.EC0 (Regular)
**Data type:** Vehicle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Thursday, March 25, 2010 => 0:00 Friday, March 26, 2010**
**In profile:** Events = 901 / 1464 (61.56%)

*** Thursday, March 25, 2010=901, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **2** | **3** | **2** | **2** | **9** | **23** | **35** | **49** | **40** | **51** | **44** | **54** | **51** | **83** | **64** | **53** | **77** | **66** | **69** | **56** | **39** | **14** | **15** | **6** | |
| 0 | 0 | 2 | 0 | 1 | 5 | 7 | 13 | 12 | 13 | **23** | 11 | 12 | 21 | 18 | 20 | 16 | 8 | 21 | 15 | 12 | 6 | 9 | 3 | - |
| 2 | 0 | 0 | 0 | 4 | 8 | 5 | 9 | 11 | **17** | 7 | 10 | 10 | 17 | 15 | 5 | 24 | 23 | 13 | 13 | 13 | 2 | 3 | 0 | - |
| 0 | 1 | 0 | 1 | 0 | 3 | 5 | 11 | 7 | **8** | 9 | 12 | 7 | 27 | 19 | 10 | 16 | 22 | 23 | 14 | 4 | 5 | 0 | 3 | - |
| 0 | 2 | 0 | 1 | 4 | 7 | 18 | 16 | 10 | **13** | 5 | 22 | 23 | 19 | 13 | 18 | 22 | 14 | 12 | 15 | 11 | 1 | 3 | 0 | - |

**AM Peak 0915 - 1015 (60), AM PHF=0.67**

## MetroCount Traffic Executive
## Event Counts

Seg. "Lake Morena Drive"

**408 -- English (ENU)**

**Datasets:**

**Site:** **[1028.105] LAKE MORENA DR (NORTH OF OAK DR) COMBINED**
**Input A:** 6 - West/East. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 23:02 Wednesday, March 24, 2010 => 8:30 Monday, March 29, 2010
**File:** 1050.10529Mar2010.EC0 (Base)
**Data type:** Vehicle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Thursday, March 25, 2010 => 0:00 Friday, March 26, 2010**
**In profile:** Events = 962 / 1531 (62.80%)

*** Thursday, March 25, 2010=962, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **3** | **2** | **1** | **7** | **16** | **37** | **53** | **54** | **43** | **53** | **46** | **63** | **102** | **93** | **52** | **79** | **79** | **54** | **58** | **37** | **10** | **19** | **5** | |
| 0 | 0 | 1 | 0 | 1 | 4 | 8 | **16** | 15 | 10 | 21 | 11 | 16 | 25 | 22 | 15 | 17 | 13 | 19 | 12 | 13 | 7 | 11 | 3 | - |
| 0 | 0 | 0 | 0 | 2 | 9 | 5 | **12** | 13 | 10 | 9 | 14 | 15 | 21 | 22 | 10 | 23 | 24 | 11 | 15 | 9 | 2 | 2 | 0 | - |
| 0 | 1 | 1 | 0 | 0 | 3 | 5 | **14** | 14 | 9 | 16 | 8 | 13 | 25 | 30 | 13 | 18 | 27 | 16 | 15 | 4 | 1 | 2 | 2 | - |
| 0 | 2 | 0 | 1 | 4 | 1 | **19** | 11 | 13 | 14 | 8 | 13 | 20 | 32 | 21 | 15 | 21 | 16 | 8 | 17 | 12 | 0 | 4 | 0 | - |

**AM Peak 0645 - 0745 (60), AM PHF=0.81**

## MetroCount Traffic Executive
## Event Counts

Seg. "Magnolia Avenue"

**410 -- English (ENU)**

**Datasets:**

**Site:** **[1028.106] MAGNOLIA AVENUE, NORTH OF PROSPECT AVENUE - COMBINED**
**Input A:** 1 - North bound. - Lane= 0, Added to totals. (/2.000)
**Input B:** 3 - South bound. - Lane= 0, Added to totals. (/2.000)
**Survey Duration:** 18:35 Monday, March 29, 2010 => 12:45 Wednesday, March 31, 2010
**File:** 1028.10631Mar2010.EC0 (Regular)
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Tuesday, March 30, 2010 => 0:00 Wednesday, March 31, 2010**
**In profile:** Events = 30428 / 46836 (64.97%)

*** Tuesday, March 30, 2010=30428, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **581** | **370** | **346** | **317** | **590** | **502** | **1111** | **1368** | **1346** | **1395** | **1509** | **1594** | **1738** | **1739** | **1738** | **2038** | **2053** | **2021** | **1512** | **1244** | **1229** | **1616** | **1450** | **1028** | |
| 170 | 100 | 90 | 66 | 100 | 48 | 198 | 297 | 350 | 311 | 366 | 405 | **387** | 454 | 440 | 468 | 496 | 553 | 399 | 307 | 309 | 369 | 380 | 275 | - |
| 163 | 100 | 79 | 76 | 138 | 92 | 258 | 337 | 352 | 344 | 372 | 389 | **482** | 450 | 374 | 447 | 452 | 563 | 360 | 326 | 410 | 428 | 395 | 259 | - |
| 136 | 92 | 79 | 89 | 191 | 153 | 300 | 338 | 315 | 319 | 389 | 377 | **446** | 436 | 439 | 571 | 522 | 499 | 386 | 305 | 252 | 410 | 360 | 274 | - |
| 113 | 79 | 98 | 86 | 162 | 210 | 356 | 397 | 329 | 421 | 383 | **424** | 424 | 400 | 485 | 552 | 584 | 408 | 368 | 307 | 259 | 409 | 316 | 222 | - |

**AM Peak 1145 - 1245 (1738), AM PHF=0.90**

## MetroCount Traffic Executive
## Event Counts

Seg. "Prospect Avenue"

**411 -- English (ENU)**

**Datasets:**

**Site:** **[1028.107] PROSPECT AVENUE, EAST OF MAGNOLIA AVENUE - COMBINED**
**Input A:** 2 - East/West bound. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 18:17 Monday, March 29, 2010 => 12:57 Wednesday, March 31, 2010
**File:** 1028.107.E31Mar2010.EC0 (Base)
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Tuesday, March 30, 2010 => 0:00 Wednesday, March 31, 2010**
**In profile:** Events = 21127 / 32380 (65.25%)

*** Tuesday, March 30, 2010=21127, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **139** | **86** | **60** | **45** | **143** | **470** | **1093** | **1313** | **1252** | **1184** | **1254** | **1383** | **1393** | **1408** | **1479** | **1741** | **1891** | **1838** | **1450** | **1076** | **418** | **10** | **3** | **3** | |
| 41 | 30 | 19 | 12 | 8 | 58 | 206 | 303 | 338 | 294 | 280 | 340 | **319** | 346 | 347 | 386 | 426 | 472 | 401 | 270 | 205 | 7 | 1 | 0 | - |
| 48 | 23 | 18 | 18 | 22 | 79 | 253 | 324 | 310 | 288 | 328 | 359 | **362** | 367 | 356 | 413 | 466 | 492 | 383 | 286 | 184 | 1 | 1 | 3 | - |
| 26 | 22 | 9 | 9 | 37 | 148 | 290 | 321 | 290 | 267 | 300 | 329 | **361** | 364 | 368 | 473 | 463 | 444 | 333 | 279 | 16 | 0 | 0 | 0 | - |
| 24 | 11 | 14 | 6 | 76 | 186 | 345 | 366 | 316 | 336 | 346 | **355** | 352 | 332 | 409 | 470 | 537 | 431 | 333 | 242 | 14 | 2 | 1 | 0 | - |

**AM Peak 1145 - 1245 (1396), AM PHF=0.97**

## MetroCount Traffic Executive
## Event Counts

Seg. "Prospect Avenue"

**414 -- English (ENU)**

**Datasets:**

**Site:** **[1028.110] PROSPECT AVENUE, EAST OF CUYAMACA STREET - COMBINED**
**Input A:** 6 - West/East. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 18:52 Monday, March 29, 2010 => 12:49 Wednesday, March 31, 2010
**File:** 1028.11031Mar2010.EC0 (Regular)
**Data type:** Vehicle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Tuesday, March 30, 2010 => 0:00 Wednesday, March 31, 2010**
**In profile:** Events = 12100 / 17868 (67.72%)

*** Tuesday, March 30, 2010=12100, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **81** | **45** | **30** | **41** | **76** | **219** | **605** | **745** | **696** | **645** | **750** | **800** | **881** | **761** | **845** | **992** | **1048** | **917** | **657** | **453** | **300** | **221** | **183** | **116** | |
| 21 | 18 | 11 | 7 | 10 | 46 | 100 | 186 | 164 | 166 | 168 | 198 | **239** | 183 | 191 | 211 | 250 | 293 | 205 | 133 | 87 | 67 | 61 | 35 | - |
| 20 | 9 | 8 | 18 | 11 | 39 | 143 | 180 | 192 | 169 | 189 | 177 | **233** | 184 | 195 | 241 | 250 | 201 | 177 | 115 | 102 | 60 | 48 | 34 | - |
| 22 | 9 | 7 | 11 | 21 | 55 | 159 | 175 | 153 | 121 | 222 | **227** | 179 | 206 | 209 | 282 | 262 | 226 | 147 | 101 | 59 | 47 | 41 | 27 | - |
| 18 | 9 | 4 | 6 | 34 | 80 | 204 | 204 | 188 | 190 | 172 | **199** | 231 | 189 | 250 | 259 | 287 | 198 | 129 | 104 | 52 | 48 | 34 | 21 | - |

**AM Peak 1130 - 1230 (896), AM PHF=0.94**

## MetroCount Traffic Executive
## Event Counts

Seg. "Mission Gorge Road"

**415 -- English (ENU)**

**Datasets:**

**Site:** **[1028.111] MISSION GORGE ROAD, WEST OF BIG ROCK ROAD - COMBINED**
**Input A:** 4 - West bound. - Lane= 0, Added to totals. (/2.000)
**Input B:** 2 - East bound. - Lane= 0, Added to totals. (/2.000)
**Survey Duration:** 19:55 Monday, March 29, 2010 => 12:56 Wednesday, March 31, 2010
**File:** 1028.11131Mar2010.EC0 (Regular)
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Tuesday, March 30, 2010 => 0:00 Wednesday, March 31, 2010**
**In profile:** Events = 13410 / 19246 (69.68%)

*** Tuesday, March 30, 2010=13410, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **54** | **31** | **23** | **35** | **86** | **186** | **441** | **695** | **699** | **697** | **770** | **1085** | **909** | **853** | **875** | **1001** | **1059** | **1210** | **882** | **682** | **500** | **335** | **220** | **89** | |
| 19 | 8 | 7 | 8 | 10 | 32 | 67 | 145 | 187 | 159 | 201 | 219 | **252** | 216 | 192 | 246 | 240 | 346 | 248 | 196 | 157 | 101 | 59 | 33 | - |
| 14 | 10 | 3 | 9 | 14 | 37 | 81 | 169 | 175 | 164 | 192 | 216 | **222** | 222 | 239 | 223 | 261 | 328 | 235 | 173 | 143 | 82 | 61 | 12 | - |
| 15 | 7 | 8 | 9 | 22 | 57 | 135 | 182 | 185 | 195 | 185 | **324** | 224 | 193 | 223 | 254 | 273 | 269 | 197 | 155 | 105 | 92 | 68 | 21 | - |
| 6 | 6 | 5 | 9 | 40 | 60 | 158 | 200 | 153 | 179 | 192 | **327** | 211 | 223 | 221 | 278 | 286 | 267 | 203 | 159 | 96 | 61 | 33 | 23 | - |

**AM Peak 1130 - 1230 (1124), AM PHF=0.86**

## MetroCount Traffic Executive
## Event Counts

Seg. "Scripps Ranch Boulevard"

**418 -- English (ENU)**

**Datasets:**

**Site:** **[1028.114] SCRIPPS RANCH BOULEVARD, SOUTH OF MEANLEY DRIVE - COMBINED**
**Input A:** 1 - North bound. - Lane= 0, Added to totals. (/2.000)
**Input B:** 3 - South bound. - Lane= 0, Added to totals. (/2.000)
**Survey Duration:** 20:24 Monday, March 29, 2010 => 12:55 Wednesday, March 31, 2010
**File:** 1028.11431Mar2010.EC0 (Base)
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Tuesday, March 30, 2010 => 0:00 Wednesday, March 31, 2010**
**In profile:** Events = 9522 / 12626 (75.42%)

*** Tuesday, March 30, 2010=9522, 15 minute drops**

| 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** | **27** | **16** | **19** | **34** | **124** | **311** | **494** | **634** | **518** | **389** | **545** | **678** | **599** | **596** | **635** | **865** | **1033** | **690** | **460** | **244** | **253** | **192** | **105** | |
| 21 | 11 | 4 | 5 | 4 | 16 | 53 | 120 | 160 | 160 | 98 | 107 | **178** | 160 | 165 | 156 | 216 | 274 | 191 | 143 | 89 | 48 | 71 | 27 | - |
| 17 | 4 | 2 | 6 | 4 | 21 | 70 | 105 | 171 | 115 | 101 | 137 | **173** | 164 | 128 | 138 | 216 | 254 | 169 | 122 | 58 | 70 | 43 | 30 | - |
| 22 | 5 | 3 | 6 | 15 | 30 | 75 | 118 | 136 | 136 | 93 | 153 | **165** | 136 | 165 | 183 | 214 | 270 | 179 | 99 | 56 | 74 | 43 | 27 | - |
| 7 | 7 | 7 | 2 | 11 | 58 | 114 | 152 | 168 | 108 | 98 | **148** | 162 | 140 | 140 | 159 | 220 | 235 | 152 | 97 | 42 | 62 | 36 | 22 | - |

**AM Peak 1145 - 1245 (663), AM PHF=0.93**

## MetroCount Traffic Executive
## Event Counts

Seg. "Meanley Drive"

**419 -- English (ENU)**

**Datasets:**

**Site:** **[1028.115] MEANLEY DRIVE, EAST OF SCRIPPS RANCH BOULEVARD - COMBINED**
**Input A:** 4 - West bound. - Lane= 0, Added to totals. (/2.000)
**Input B:** 2 - East bound. - Lane= 0, Added to totals. (/2.000)
**Survey Duration:** 20:33 Monday, March 29, 2010 => 12:44 Wednesday, March 31, 2010
**File:** 1028.11531Mar2010.EC0 (Regular)
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Tuesday, March 30, 2010 => 0:00 Wednesday, March 31, 2010**
**In profile:** Events = 1582 / 2182 (72.48%)

*** Tuesday, March 30, 2010=1582, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **3** | **8** | **5** | **3** | **6** | **27** | **79** | **136** | **123** | **93** | **45** | **104** | **136** | **105** | **80** | **119** | **155** | **185** | **109** | **35** | **12** | **3** | **10** | **6** | |
| 3 | 3 | 2 | 0 | 0 | 7 | 9 | 36 | **42** | 35 | 18 | 19 | 45 | 26 | 21 | 26 | 46 | 59 | 32 | 11 | 3 | 2 | 9 | 1 | - |
| 0 | 3 | 3 | 2 | 1 | 6 | 12 | 21 | **30** | 30 | 15 | 27 | 26 | 27 | 8 | 30 | 41 | 52 | 33 | 12 | 5 | 0 | 0 | 1 | - |
| 0 | 1 | 0 | 0 | 0 | 6 | 23 | **39** | 22 | 21 | 9 | 25 | 33 | 29 | 38 | 33 | 35 | 46 | 23 | 5 | 3 | 0 | 1 | 1 | - |
| 0 | 1 | 0 | 1 | 5 | 8 | 36 | **40** | 29 | 7 | 4 | 33 | 33 | 23 | 14 | 31 | 34 | 28 | 22 | 7 | 1 | 1 | 0 | 3 | - |

**AM Peak 0730 - 0830 (150), AM PHF=0.90**

## MetroCount Traffic Executive
## Event Counts

Seg. "Old Dairy Mart Road"

**420 -- English (ENU)**

**Datasets:**

**Site:** **[1028.116] OLD DAIRY MART ROAD, EAST OF DAIRY MART ROAD - COMBINED**
**Input A:** 6 - West/East. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 21:46 Monday, March 29, 2010 => 12:54 Wednesday, March 31, 2010
**File:** 1028.11631Mar2010.EC0 (Regular)
**Data type:** Vehicle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Tuesday, March 30, 2010 => 0:00 Wednesday, March 31, 2010**
**In profile:** Events = 1317 / 1759 (74.87%)

*** Tuesday, March 30, 2010=1317, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **16** | **8** | **13** | **14** | **16** | **66** | **124** | **54** | **56** | **71** | **56** | **73** | **103** | **75** | **116** | **99** | **106** | **111** | **39** | **37** | **17** | **19** | **22** | **10** | |
| 2 | 1 | 3 | 4 | 6 | 11 | **51** | 6 | 4 | 25 | 11 | 22 | 27 | 15 | 31 | 52 | 24 | 47 | 14 | 14 | 3 | 1 | 6 | 2 | - |
| 3 | 1 | 5 | 3 | 3 | 8 | **42** | 24 | 11 | 16 | 13 | 20 | 27 | 23 | 27 | 22 | 25 | 25 | 10 | 8 | 6 | 10 | 8 | 2 | - |
| 8 | 5 | 3 | 4 | 4 | **20** | 20 | 18 | 21 | 22 | 14 | 14 | 27 | 15 | 34 | 14 | 31 | 21 | 7 | 8 | 4 | 3 | 5 | 3 | - |
| 3 | 1 | 2 | 3 | 3 | **27** | 12 | 7 | 21 | 8 | 19 | 18 | 22 | 23 | 24 | 12 | 27 | 19 | 8 | 7 | 4 | 6 | 3 | 3 | - |

**AM Peak 0530 - 0630 (140), AM PHF=0.68**

## MetroCount Traffic Executive
## Event Counts

Seg. "Morena Avenue"

**422 -- English (ENU)**

**Datasets:**

**Site:** **[1028.803] MORENA AVENUE, SOUTH OF VIGILANTE ROAD - COMBINED**
**Input A:** 7 - North/South. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 17:48 Monday, March 29, 2010 => 12:42 Wednesday, March 31, 2010
**File:** 1028.11331Mar2010.EC0 (Base)
**Data type:** Vehicle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Tuesday, March 30, 2010 => 0:00 Wednesday, March 31, 2010**
**In profile:** Events = 1814 / 2611 (69.48%)

*** Tuesday, March 30, 2010=1814, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **10** | **9** | **8** | **11** | **12** | **84** | **138** | **132** | **100** | **83** | **91** | **83** | **95** | **94** | **132** | **155** | **206** | **154** | **76** | **43** | **31** | **22** | **17** | **33** | |
| 2 | 2 | 3 | 5 | 1 | 11 | 22 | **30** | 25 | 25 | 24 | 21 | 22 | 13 | 26 | 27 | 54 | 47 | 24 | 12 | 9 | 4 | 6 | 12 | - |
| 3 | 2 | 2 | 5 | 6 | 16 | 33 | **40** | 31 | 12 | 13 | 20 | 27 | 19 | 30 | 40 | 63 | 44 | 17 | 12 | 8 | 7 | 4 | 8 | - |
| 3 | 4 | 0 | 1 | 3 | 23 | 35 | **37** | 25 | 23 | 22 | 26 | 19 | 32 | 46 | 52 | 39 | 37 | 18 | 9 | 9 | 8 | 4 | 7 | - |
| 2 | 1 | 3 | 0 | 2 | 34 | **49** | 25 | 20 | 24 | 32 | 17 | 28 | 30 | 31 | 37 | 50 | 26 | 17 | 10 | 5 | 3 | 3 | 6 | - |

**AM Peak 0645 - 0745 (155), AM PHF=0.80**

## MetroCount Traffic Executive
## Event Counts

Seg. "Scripps Poway Parkway"

**421 -- English (ENU)**

**Datasets:**

**Site:** **[1028.805] SCRIPPS POWAY PKWY, EAST OF VILLAGE RIDGE RD - COMBINED**
**Input A:** 4 - West bound. - Lane= 0, Added to totals. (/2.000)
**Input B:** 2 - East bound. - Lane= 0, Added to totals. (/2.000)
**Survey Duration:** 20:56 Monday, March 29, 2010 => 12:47 Wednesday, March 31, 2010
**File:** 1028.11731Mar2010.EC0 (Regular)
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Tuesday, March 30, 2010 => 0:00 Wednesday, March 31, 2010**
**In profile:** Events = 33343 / 46746 (71.33%)

*** Tuesday, March 30, 2010=33343, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **285** | **148** | **146** | **169** | **427** | **1087** | **1804** | **2507** | **2236** | **1693** | **1658** | **1788** | **1962** | **1899** | **2254** | **2399** | **2503** | **2625** | **1974** | **1249** | **953** | **700** | **492** | **391** | |
| 83 | 29 | 54 | 24 | 44 | 149 | 323 | 531 | **581** | 417 | 441 | 442 | 510 | 506 | 492 | 583 | 605 | 696 | 557 | 358 | 292 | 208 | 160 | 129 | - |
| 60 | 40 | 28 | 46 | 70 | 227 | 387 | **645** | 581 | 418 | 379 | 408 | 503 | 475 | 478 | 581 | 564 | 660 | 530 | 319 | 278 | 168 | 138 | 94 | - |
| 91 | 36 | 36 | 45 | 124 | 282 | 535 | **642** | 551 | 432 | 407 | 462 | 477 | 441 | 644 | 676 | 669 | 701 | 462 | 309 | 195 | 168 | 111 | 89 | - |
| 51 | 44 | 29 | 55 | 189 | 429 | 559 | **690** | 524 | 427 | 431 | 477 | 472 | 479 | 641 | 560 | 666 | 569 | 426 | 264 | 189 | 157 | 83 | 80 | - |

**AM Peak 0715 - 0815 (2557), AM PHF=0.93**

## MetroCount Traffic Executive
## Event Counts

Seg. "Big Rock Road"

**416 -- English (ENU)**

**Datasets:**

**Site:** **[1028.807] BIG ROCK ROAD, SOUTH OF MISSION GORGE ROAD - COMBINED**
**Input A:** 7 - North/South. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Added to totals. (/2.000)
**Survey Duration:** 19:44 Monday, March 29, 2010 => 12:53 Wednesday, March 31, 2010
**File:** 1028.11231Mar2010.EC0 (Regular)
**Data type:** Vehicle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Tuesday, March 30, 2010 => 0:00 Wednesday, March 31, 2010**
**In profile:** Events = 6324 / 9120 (69.34%)

*** Tuesday, March 30, 2010=6324, 15 minute drops**

| 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** | **12** | **7** | **13** | **33** | **93** | **243** | **294** | **285** | **294** | **309** | **883** | **388** | **311** | **295** | **397** | **481** | **551** | **433** | **403** | **269** | **159** | **127** | **38** | |
| 0 | 2 | 5 | 0 | 2 | 17 | 39 | 60 | 88 | 76 | 89 | 75 | **134** | 67 | 54 | 96 | 100 | 158 | 115 | 105 | 99 | 36 | 28 | 15 | - |
| 7 | 5 | 0 | 7 | 7 | 24 | 52 | 87 | 59 | 63 | 89 | **133** | 102 | 89 | 85 | 76 | 130 | 117 | 116 | 97 | 75 | 53 | 33 | 8 | - |
| 4 | 0 | 2 | 2 | 8 | 32 | 80 | 64 | 98 | 91 | 58 | **400** | 76 | 88 | 72 | 111 | 122 | 144 | 90 | 98 | 56 | 34 | 41 | 14 | - |
| 0 | 6 | 0 | 4 | 17 | 20 | 73 | 83 | 41 | 66 | 74 | **275** | 76 | 68 | 84 | 115 | 130 | 133 | 112 | 103 | 40 | 36 | 26 | 2 | - |

**AM Peak 1115 - 1215 (942), AM PHF=0.59**

## MetroCount Traffic Executive
## Event Counts

Seg. "Prospect Avenue"

**412 -- English (ENU)**

**Datasets:**

**Site:** **[1028.808] PROSPECT AVENUE, WEST OF CUYAMACA STREET - COMBINED**
**Input A:** 6 - West/East. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 19:27 Monday, March 29, 2010 => 12:50 Wednesday, March 31, 2010
**File:** 1028.10831Mar2010.EC0 (Base)
**Data type:** Vehicle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Tuesday, March 30, 2010 => 0:00 Wednesday, March 31, 2010**
**In profile:** Events = 11048 / 16029 (68.93%)

*** Tuesday, March 30, 2010=11048, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **75** | **46** | **24** | **40** | **71** | **196** | **533** | **681** | **583** | **573** | **595** | **718** | **778** | **727** | **801** | **899** | **958** | **901** | **586** | **425** | **272** | **245** | **199** | **127** | |
| 25 | 10 | 7 | 7 | 13 | 31 | 76 | 136 | 167 | 142 | 138 | 192 | **203** | 189 | 187 | 210 | 232 | 280 | 176 | 102 | 86 | 74 | 62 | 34 | - |
| 16 | 5 | 6 | 12 | 14 | 41 | 123 | 172 | 136 | 148 | 154 | 173 | **188** | 175 | 180 | 216 | 223 | 207 | 182 | 111 | 77 | 64 | 44 | 33 | - |
| 23 | 11 | 5 | 9 | 13 | 47 | 146 | 169 | 129 | 121 | 158 | 183 | **184** | 188 | 212 | 245 | 259 | 214 | 125 | 101 | 53 | 49 | 59 | 30 | - |
| 11 | 21 | 7 | 12 | 32 | 77 | 189 | 205 | 152 | 163 | 146 | **171** | 204 | 175 | 223 | 229 | 245 | 201 | 104 | 112 | 57 | 59 | 35 | 30 | - |

**AM Peak 1145 - 1245 (744), AM PHF=0.92**

## MetroCount Traffic Executive
## Event Counts

Seg. "Cuyamaca Street"

**413 -- English (ENU)**

**Datasets:**

**Site:** **[1028.809] CUYAMACA STREET, NORTH OF PROSPECT AVENUE - COMBINED**
**Input A:** 1 - North/South bound. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 19:12 Monday, March 29, 2010 => 12:43 Wednesday, March 31, 2010
**File:** 1028.109.31Mar2010.EC0 (Regular)
**Data type:** Axle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Tuesday, March 30, 2010 => 0:00 Wednesday, March 31, 2010**
**In profile:** Events = 19188 / 27403 (70.02%)

*** Tuesday, March 30, 2010=19188, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **27** | **26** | **20** | **15** | **84** | **210** | **497** | **745** | **904** | **1032** | **1325** | **1557** | **1789** | **1594** | **1542** | **1560** | **1588** | **1460** | **1143** | **828** | **639** | **416** | **111** | **79** | |
| 7 | 4 | 7 | 7 | 14 | 44 | 99 | 149 | 232 | 232 | 331 | 362 | **473** | 413 | 392 | 381 | 403 | 413 | 287 | 237 | 184 | 139 | 32 | 33 | - |
| 8 | 6 | 2 | 3 | 20 | 43 | 105 | 157 | 223 | 269 | 327 | 379 | **464** | 406 | 372 | 402 | 380 | 351 | 333 | 227 | 168 | 131 | 37 | 20 | - |
| 5 | 9 | 5 | 2 | 20 | 63 | 127 | 206 | 208 | 232 | 337 | 395 | **415** | 407 | 390 | 390 | 417 | 356 | 250 | 199 | 144 | 104 | 29 | 17 | - |
| 7 | 7 | 7 | 3 | 31 | 61 | 167 | 234 | 242 | 299 | 331 | **422** | 437 | 369 | 399 | 388 | 390 | 341 | 274 | 166 | 144 | 43 | 14 | 9 | - |

**AM Peak 1145 - 1245 (1773), AM PHF=0.94**

## MetroCount Traffic Executive
## Event Counts

Seg. "County Highway S80"

**406 -- English (ENU)**

**Datasets:**

**Site:** **[1028.815] EVAN HEWES HWY (EAST OF BROWN RD) COMBINED**
**Input A:** 6 - West/East. - Lane= 0, Added to totals. (/2.000)
**Input B:** 0 - Unused or unknown. - Lane= 0, Excluded from totals.
**Survey Duration:** 21:22 Wednesday, March 24, 2010 => 8:29 Monday, March 29, 2010
**File:** 1050.10329Mar2010.EC0 (Regular)
**Data type:** Vehicle sensors - Separate (Count)

**Profile:**

**Filter time:** **0:00 Thursday, March 25, 2010 => 0:00 Friday, March 26, 2010**
**In profile:** Events = 2468 / 4017 (61.44%)

*** Thursday, March 25, 2010=2468, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **19** | **12** | **23** | **23** | **31** | **216** | **179** | **281** | **105** | **77** | **81** | **87** | **96** | **216** | **212** | **197** | **221** | **63** | **35** | **23** | **37** | **112** | **105** | **23** | |
| 2 | 3 | 7 | 2 | 3 | 12 | 60 | 33 | **44** | 14 | 14 | 15 | 29 | 35 | 75 | 48 | 80 | 13 | 5 | 2 | 12 | 8 | 79 | 7 | - |
| 10 | 6 | 7 | 1 | 2 | 38 | 38 | **44** | 21 | 23 | 11 | 20 | 17 | 48 | 47 | 30 | 62 | 9 | 10 | 5 | 13 | 18 | 10 | 7 | - |
| 1 | 0 | 4 | 3 | 4 | 84 | 48 | **85** | 26 | 23 | 29 | 23 | 18 | 66 | 48 | 53 | 64 | 24 | 9 | 3 | 10 | 51 | 8 | 4 | - |
| 6 | 3 | 5 | 17 | 22 | 83 | 33 | **119** | 15 | 17 | 28 | 30 | 33 | 68 | 43 | 67 | 15 | 17 | 11 | 13 | 3 | 36 | 8 | 5 | - |

**AM Peak 0715 - 0815 (291), AM PHF=0.61**

# MetroCount Traffic Executive
# Event Counts

Seg. "New River Boulevard"

**404 -- English (ENU)**

**Datasets:**

| | |
|---|---|
| **Site:** | **[1028.816] NEW RIVER BLVD (NORTH OF EVAN HEWES HWY) COMBINED** |
| **Input A:** | 7 - North/South. - Lane= 0, Added to totals. (/2.000) |
| **Input B:** | 0 - Unused or unknown. - Lane= 0, Excluded from totals. |
| **Survey Duration:** | 20:38 Wednesday, March 24, 2010 => 8:31 Monday, March 29, 2010 |
| **File:** | 1050.10129Mar2010.EC0 (Regular) |
| **Data type:** | Vehicle sensors - Separate (Count) |

**Profile:**

| | |
|---|---|
| **Filter time:** | **0:00 Thursday, March 25, 2010 => 0:00 Friday, March 26, 2010** |
| **In profile:** | Events = 157 / 279 (56.37%) |

*** Thursday, March 25, 2010=157, 15 minute drops**

| 0000 | 0100 | 0200 | 0300 | 0400 | 0500 | 0600 | 0700 | 0800 | 0900 | 1000 | 1100 | 1200 | 1300 | 1400 | 1500 | 1600 | 1700 | 1800 | 1900 | 2000 | 2100 | 2200 | 2300 | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **0** | **1** | **0** | **8** | **0** | **6** | **9** | **17** | **11** | **12** | **5** | **9** | **21** | **4** | **3** | **4** | **14** | **17** | **7** | **5** | **4** | **0** | **3** | **1** | |
| 0 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 4 | **13** | 0 | 2 | 0 | 6 | 7 | 5 | 2 | 0 | 0 | 1 | 0 | – |
| 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 4 | 4 | 0 | 4 | **5** | 3 | 1 | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 1 | – |
| 0 | 0 | 0 | 4 | 0 | 6 | 2 | 2 | 2 | 7 | 4 | **1** | 0 | 0 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | – |
| 0 | 0 | 0 | 4 | 0 | 0 | 4 | 4 | 6 | 0 | 0 | **0** | 3 | 1 | 0 | 4 | 5 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | – |

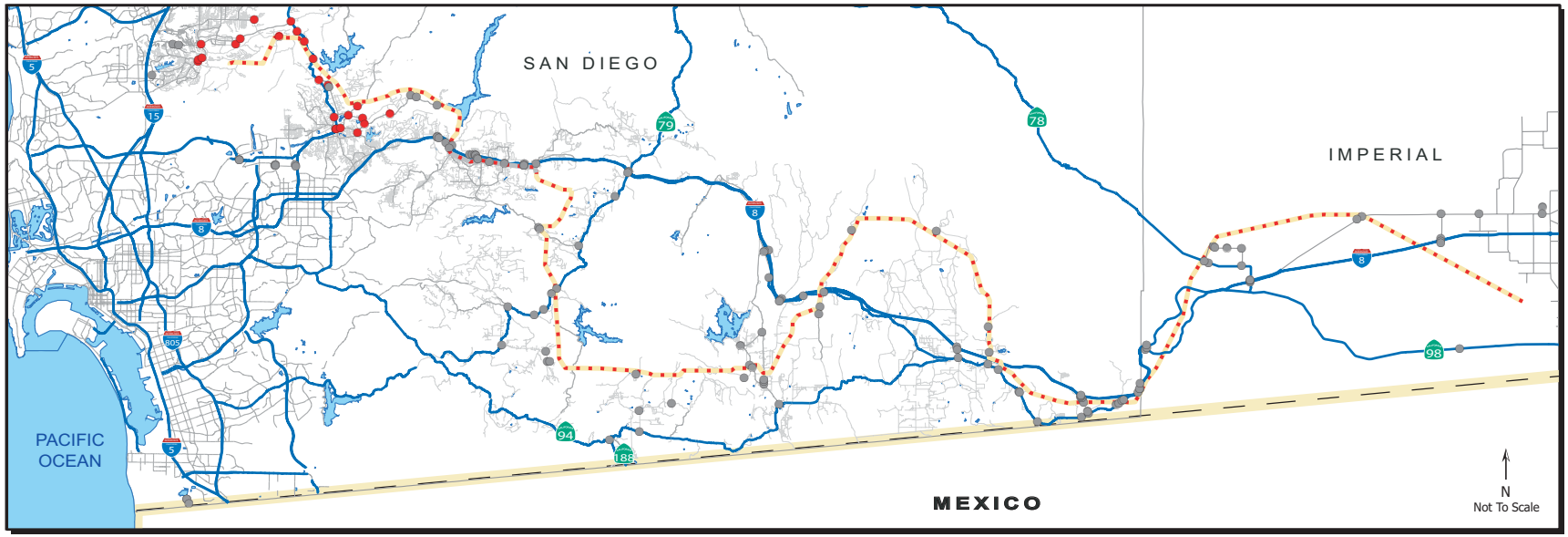
**AM Peak 1130 - 1230 (19), AM PHF=0.37**

# APPENDIX D

# FIGURES




Figure 3-3
Project Study Intersections



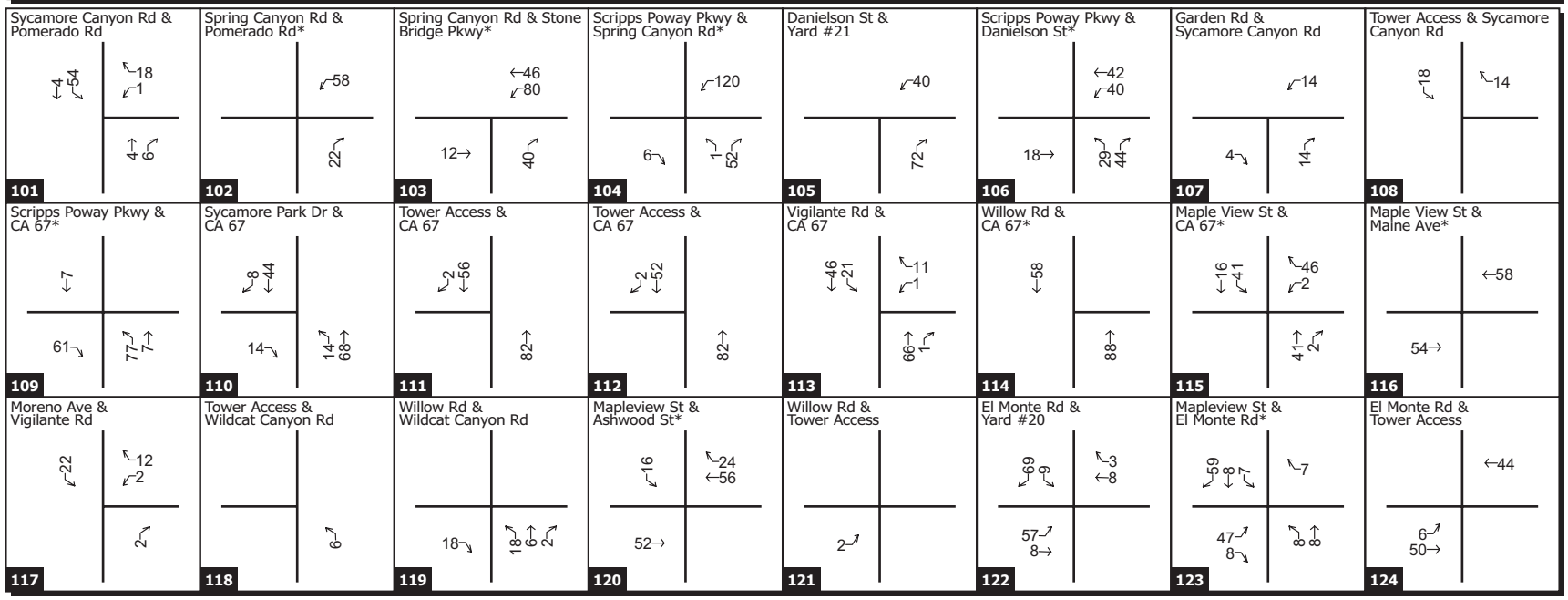




Figure 3.4A
AM Peak Hour Project Trips

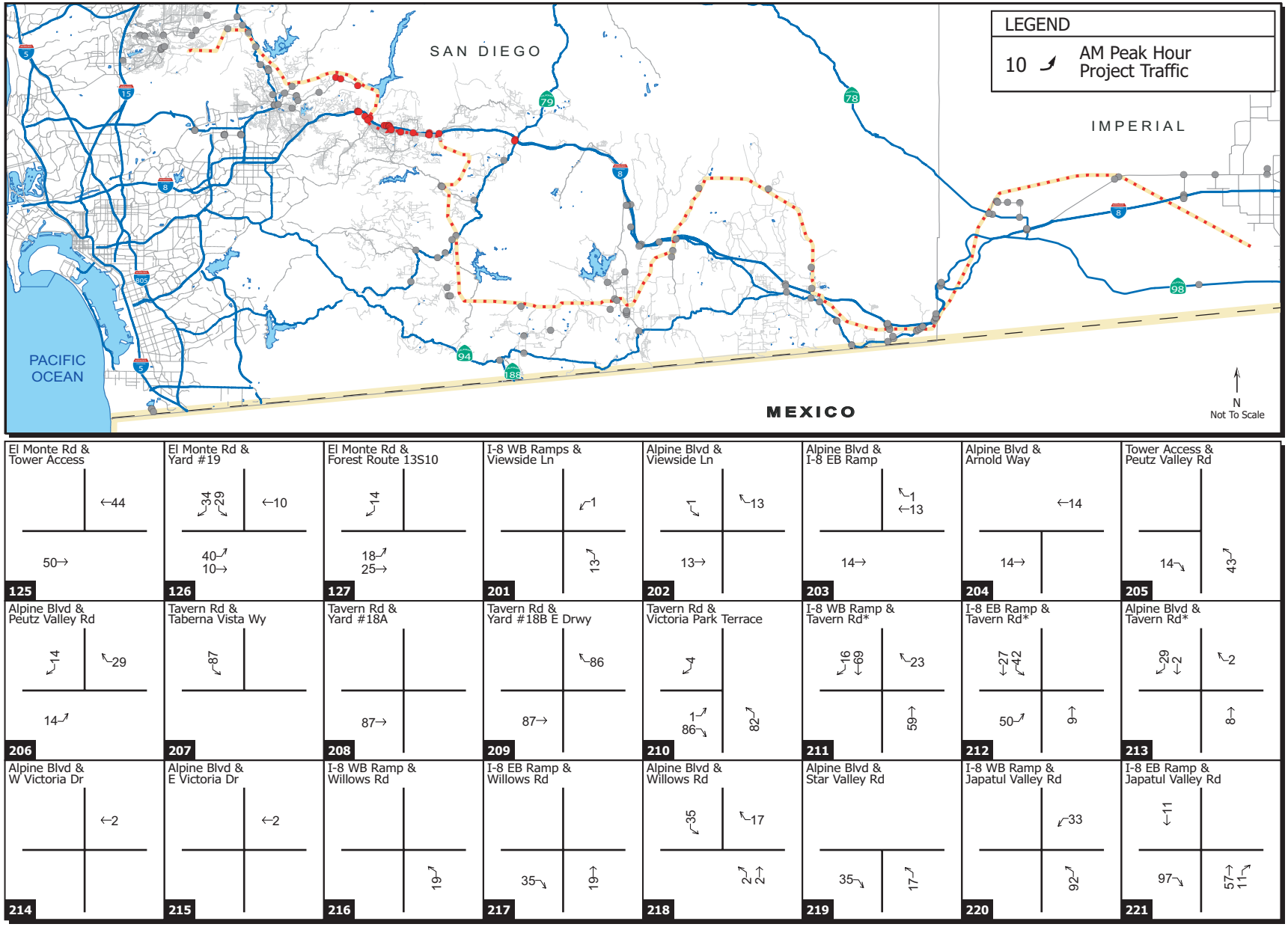



Figure 3.4B
AM Peak Hour Project Trips

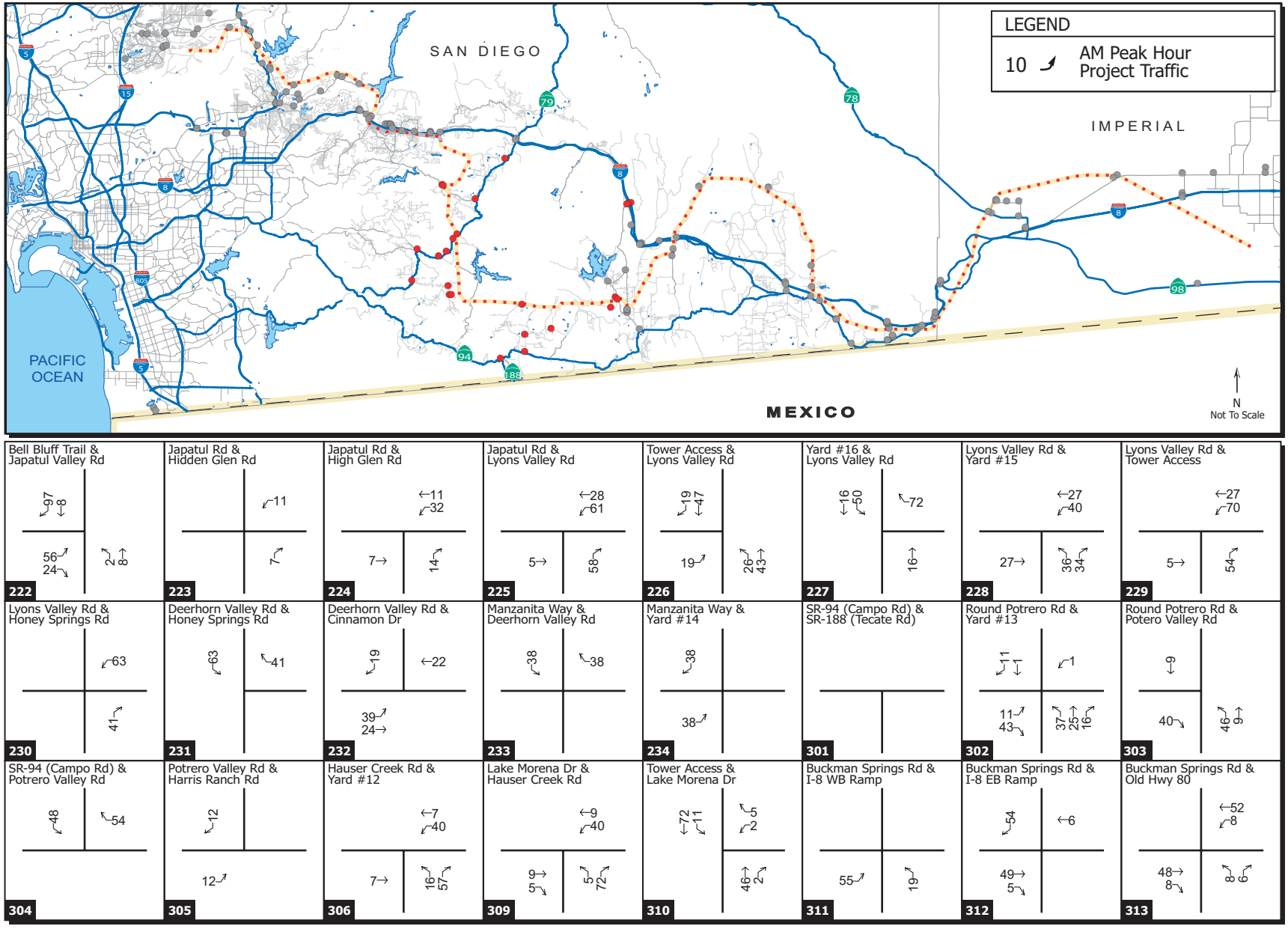



Figure 3.4C
AM Peak Hour Project Trips

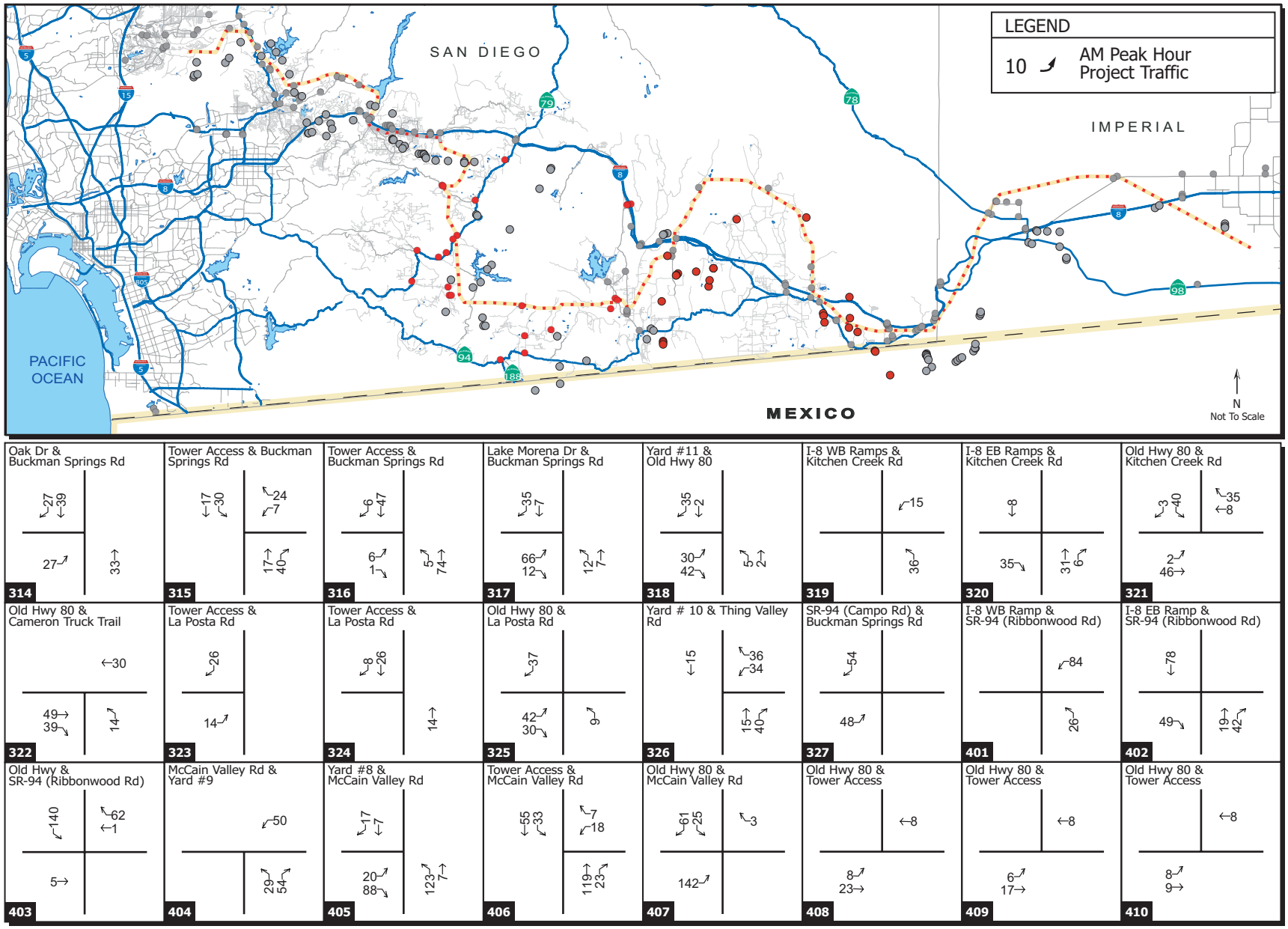



Figure 3.4D
AM Peak Hour Project Trips

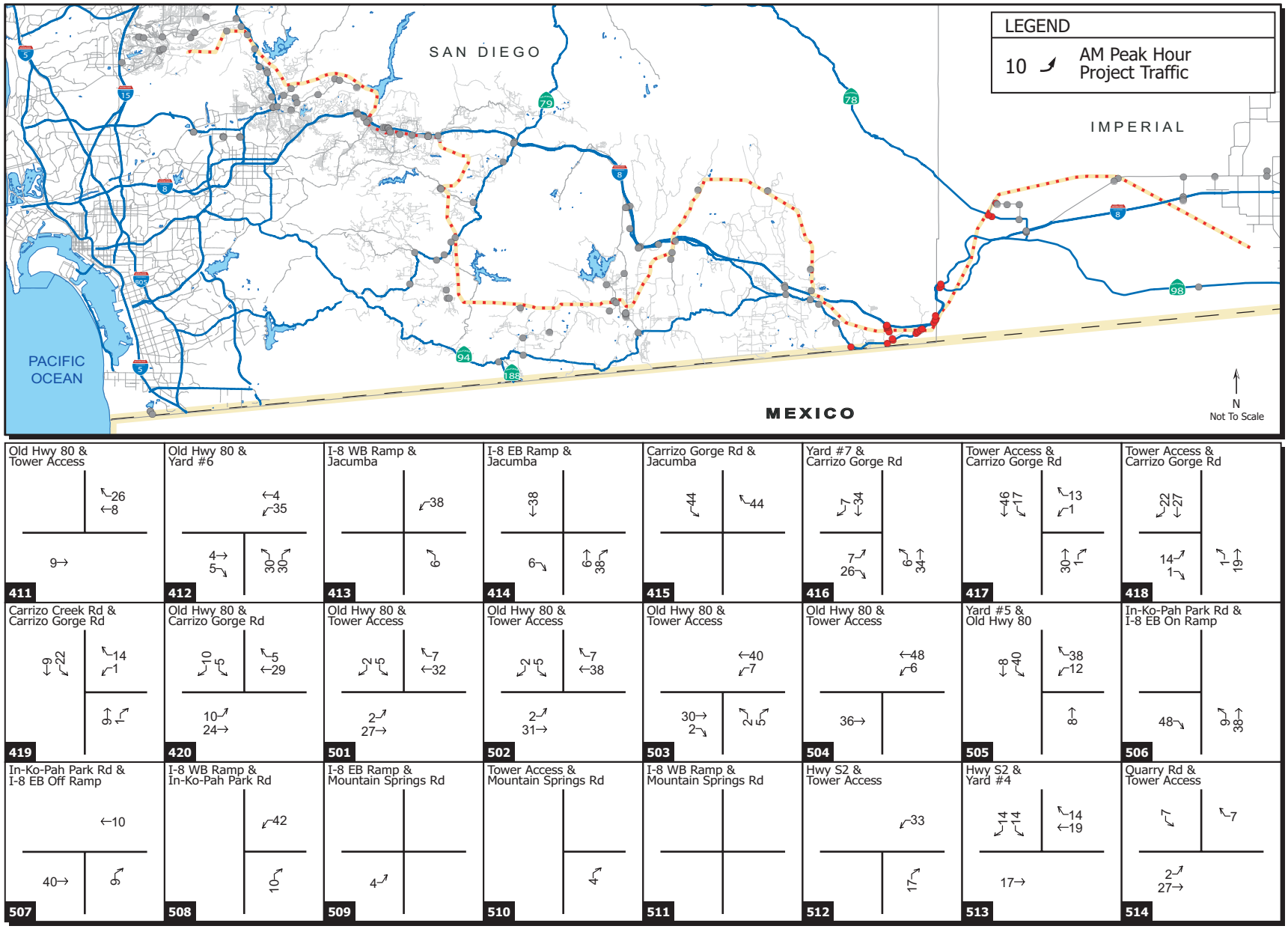
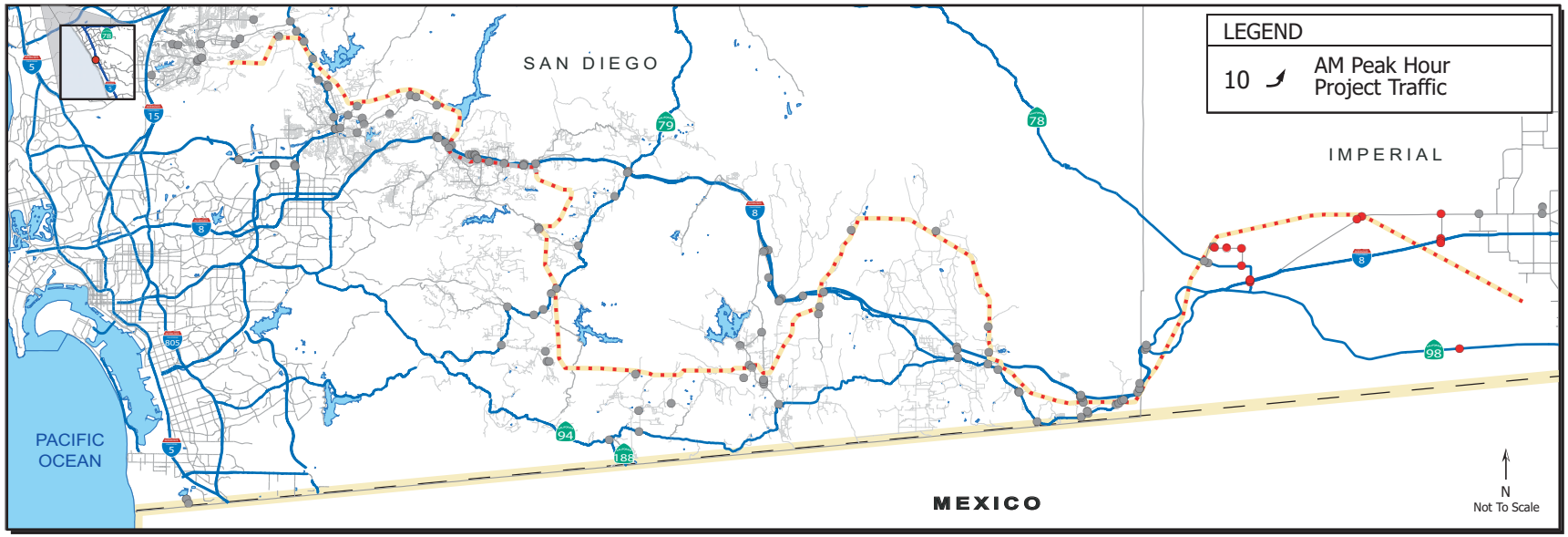



Figure 3.4E
AM Peak Hour Project Trips



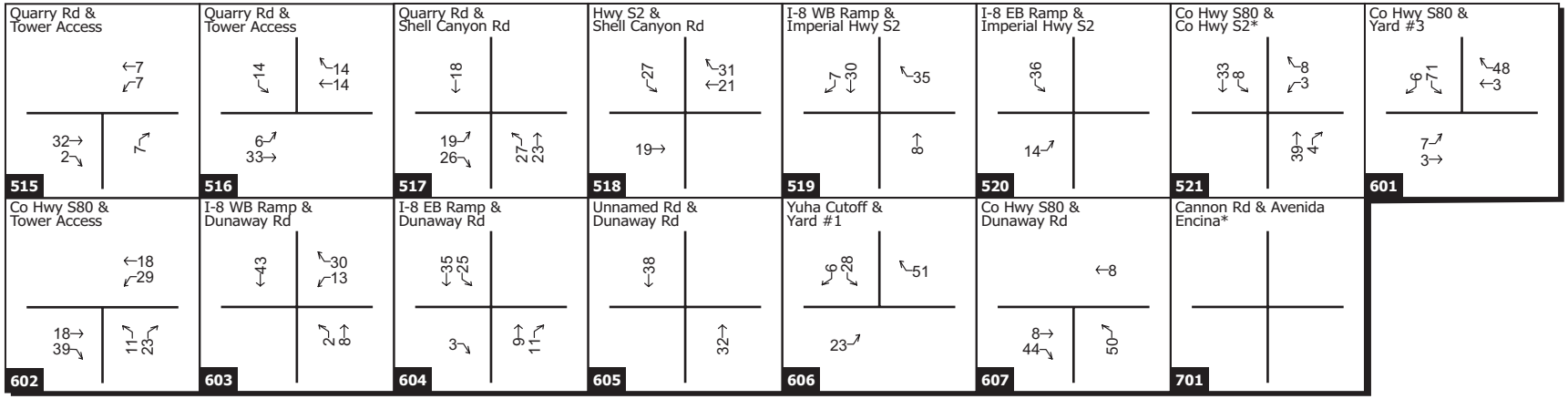




Figure 3.4F
AM Peak Hour Project Trips

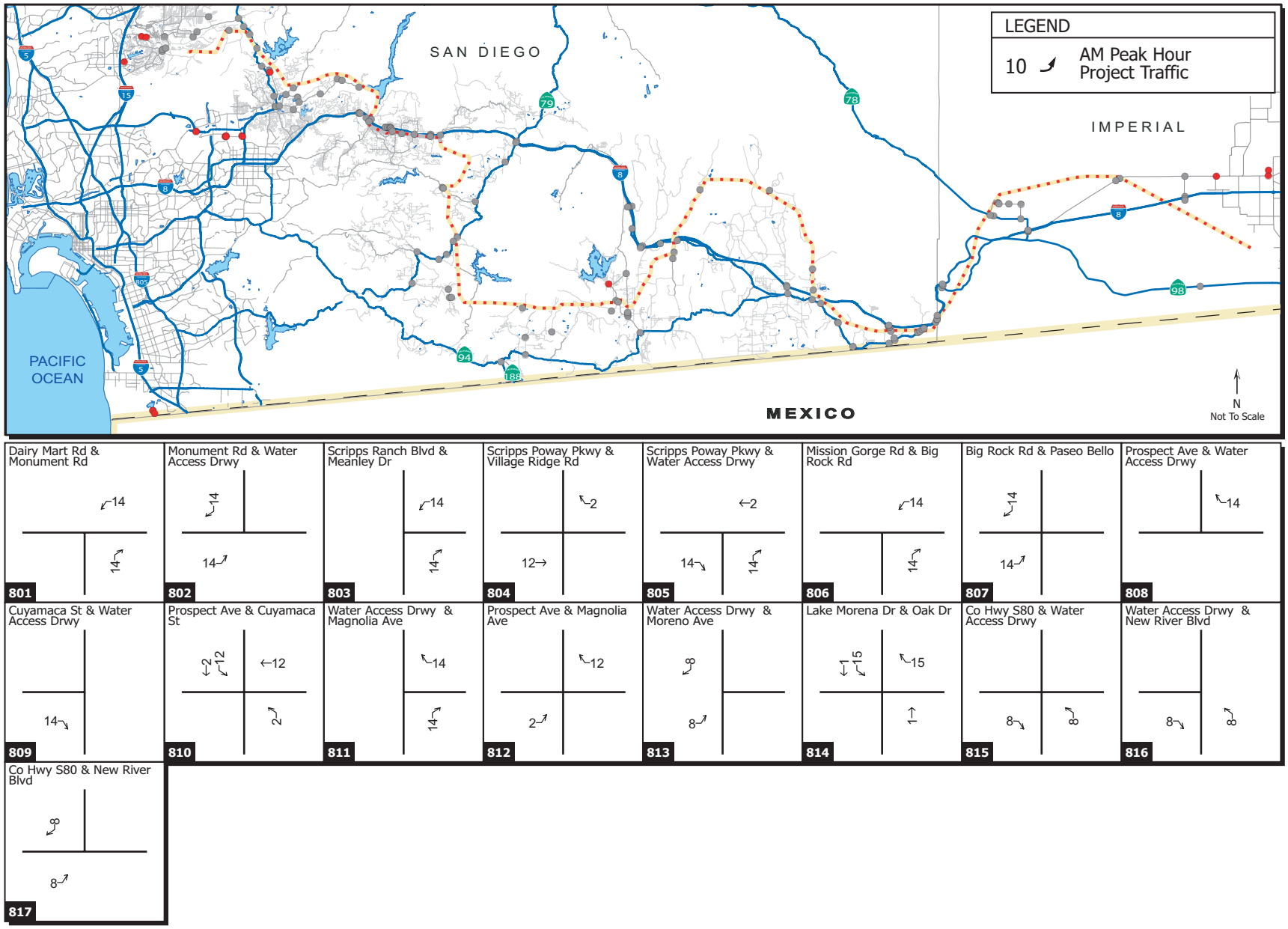
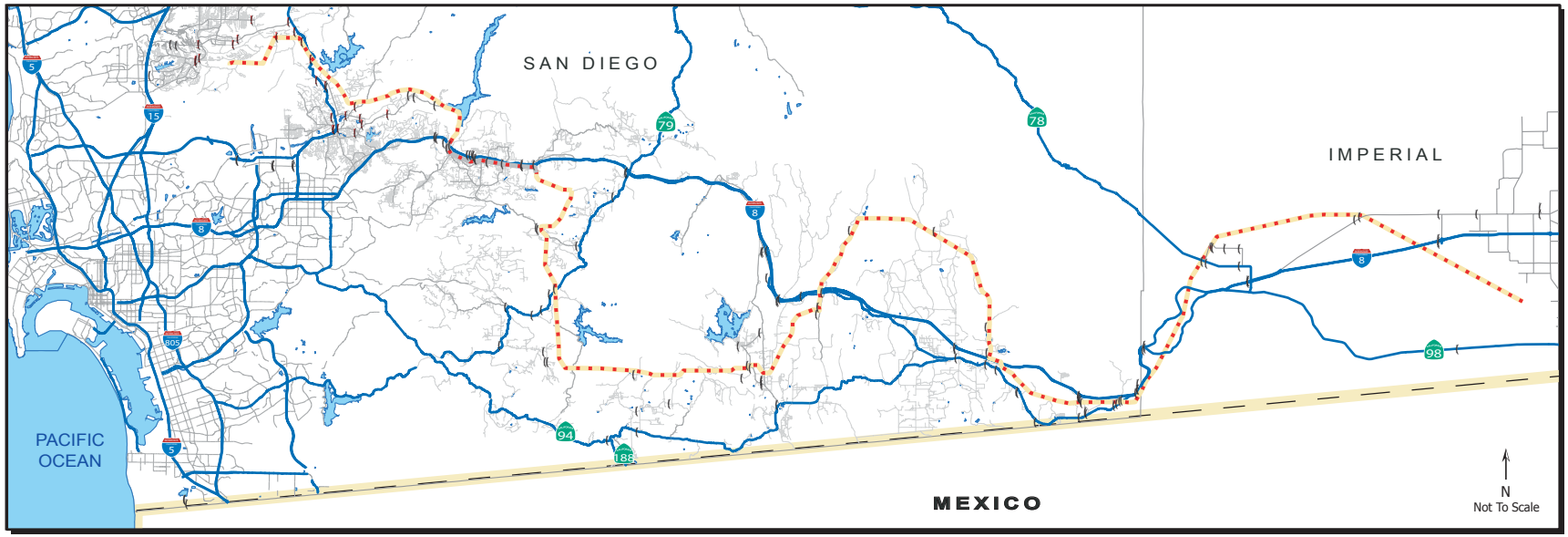



Figure 3.4G
AM Peak Hour Project Trips



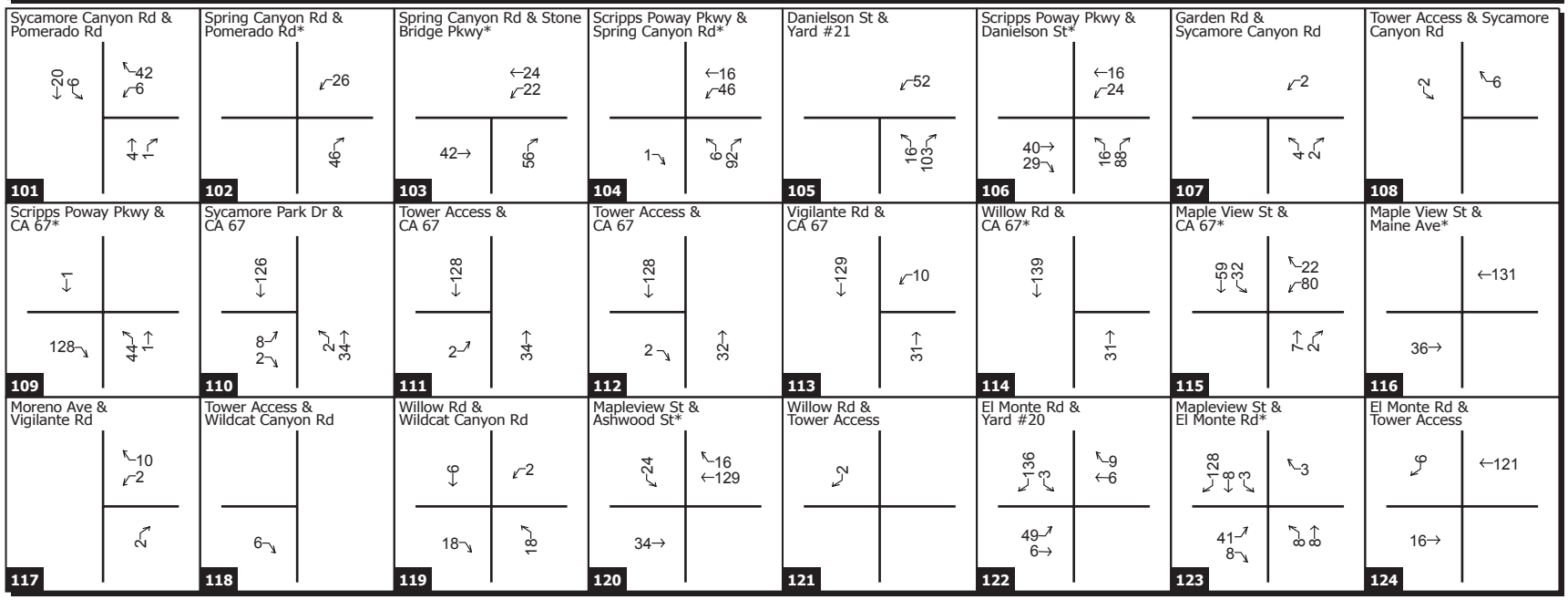




Figure 3.5A
PM Peak Hour Project Trips

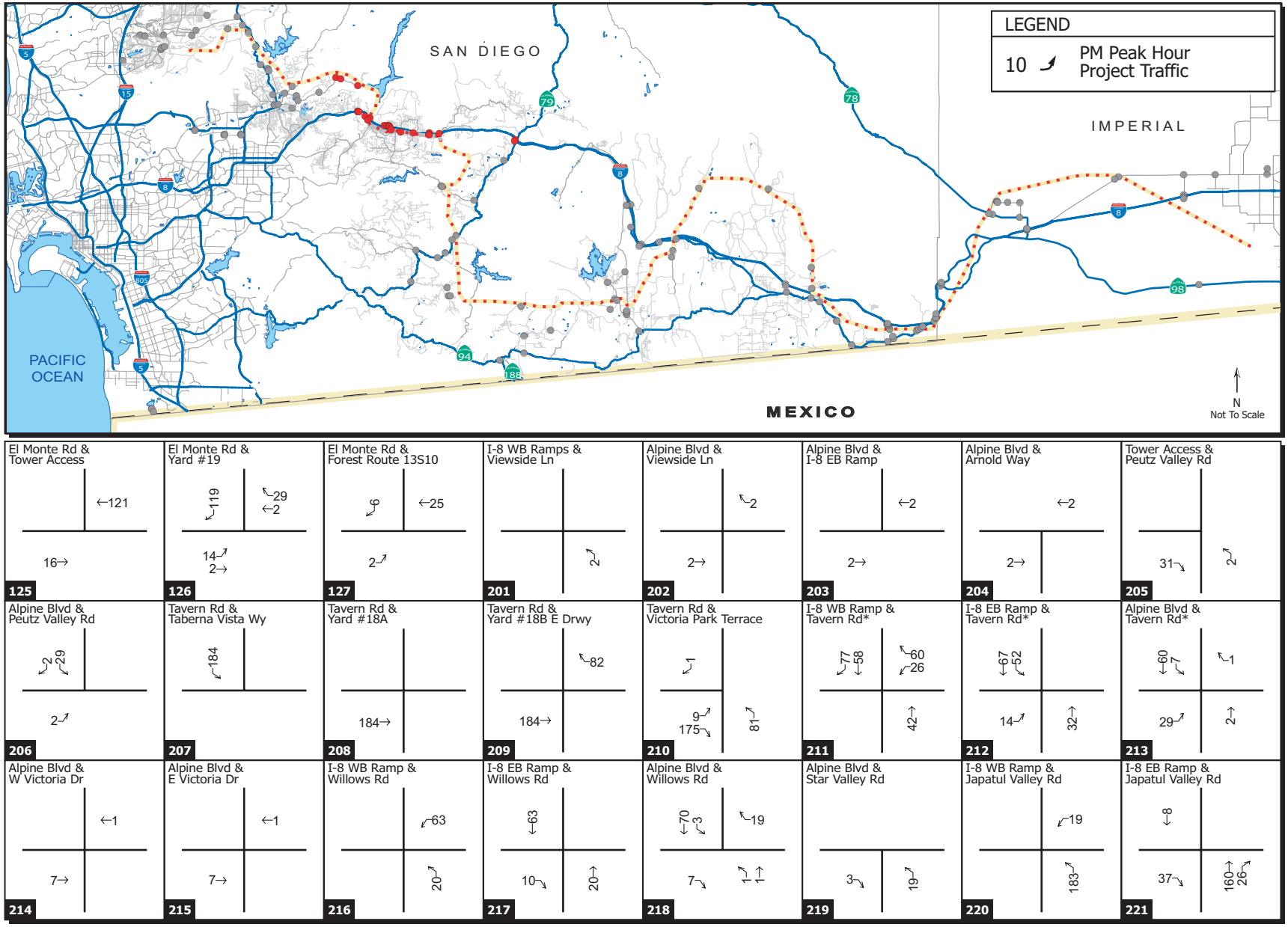



Figure 3.5B
PM Peak Hour Project Trips

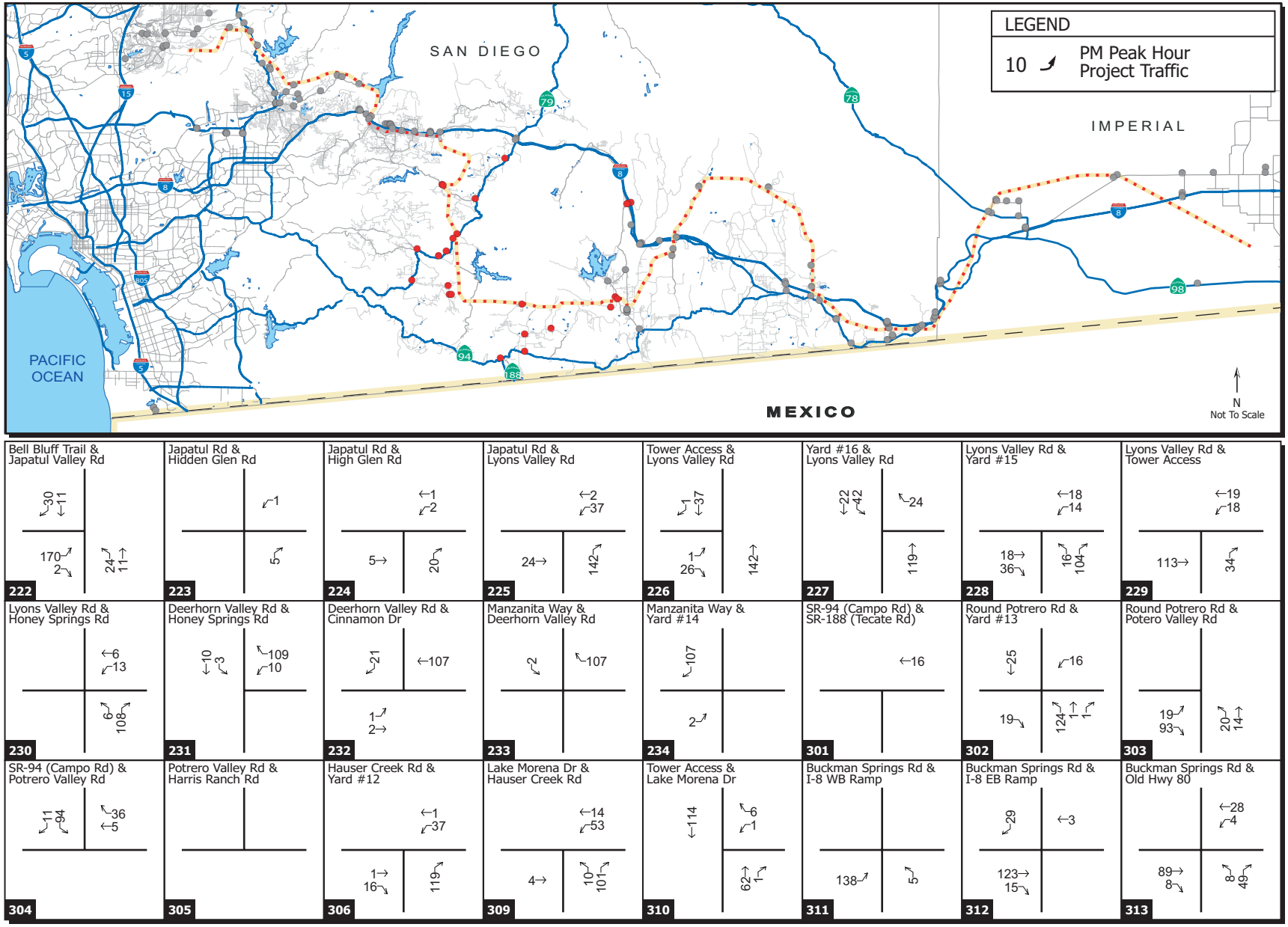



Figure 3.5C
PM Peak Hour Project Trips

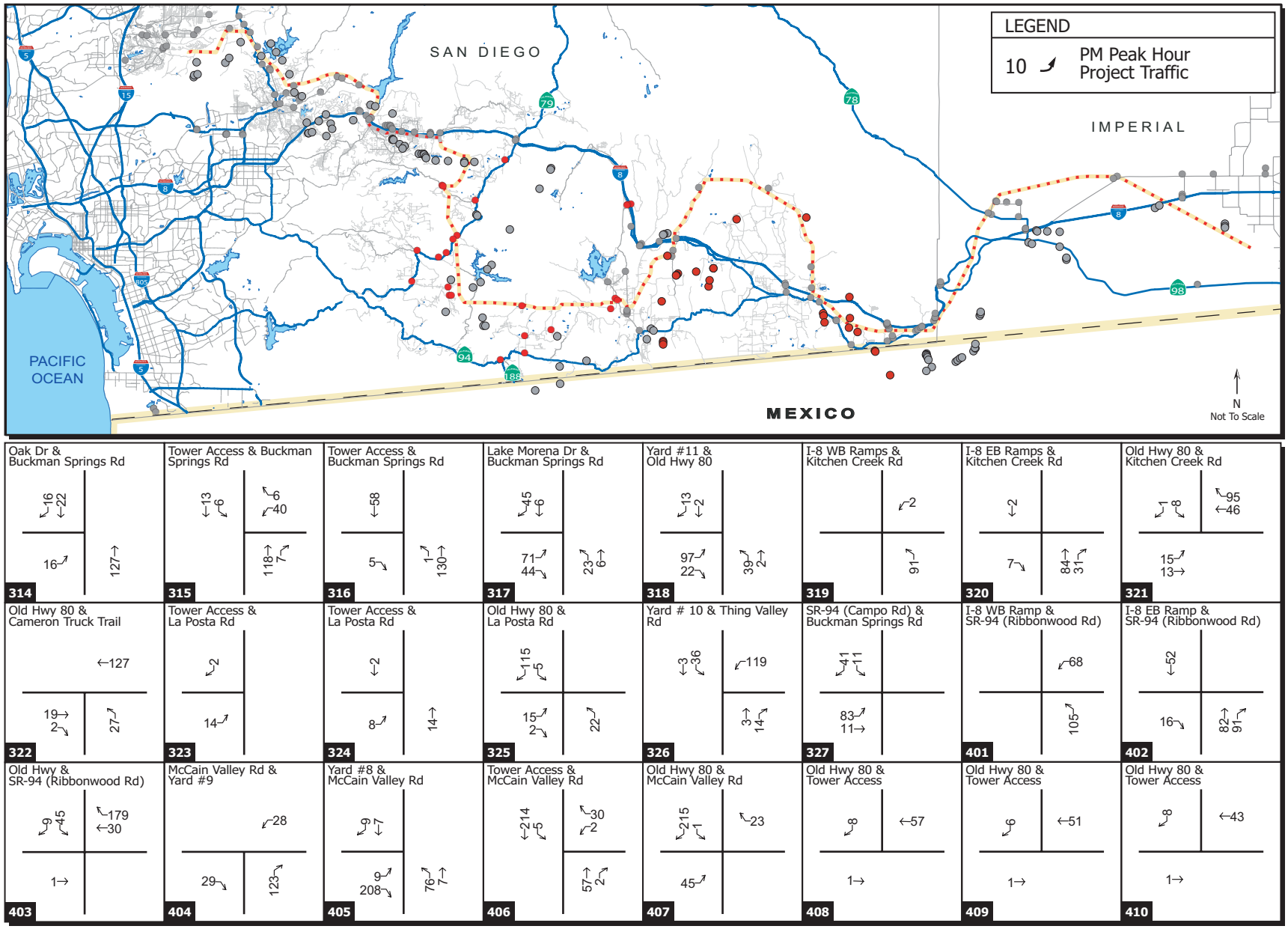



Figure 3.5D
PM Peak Hour Project Trips

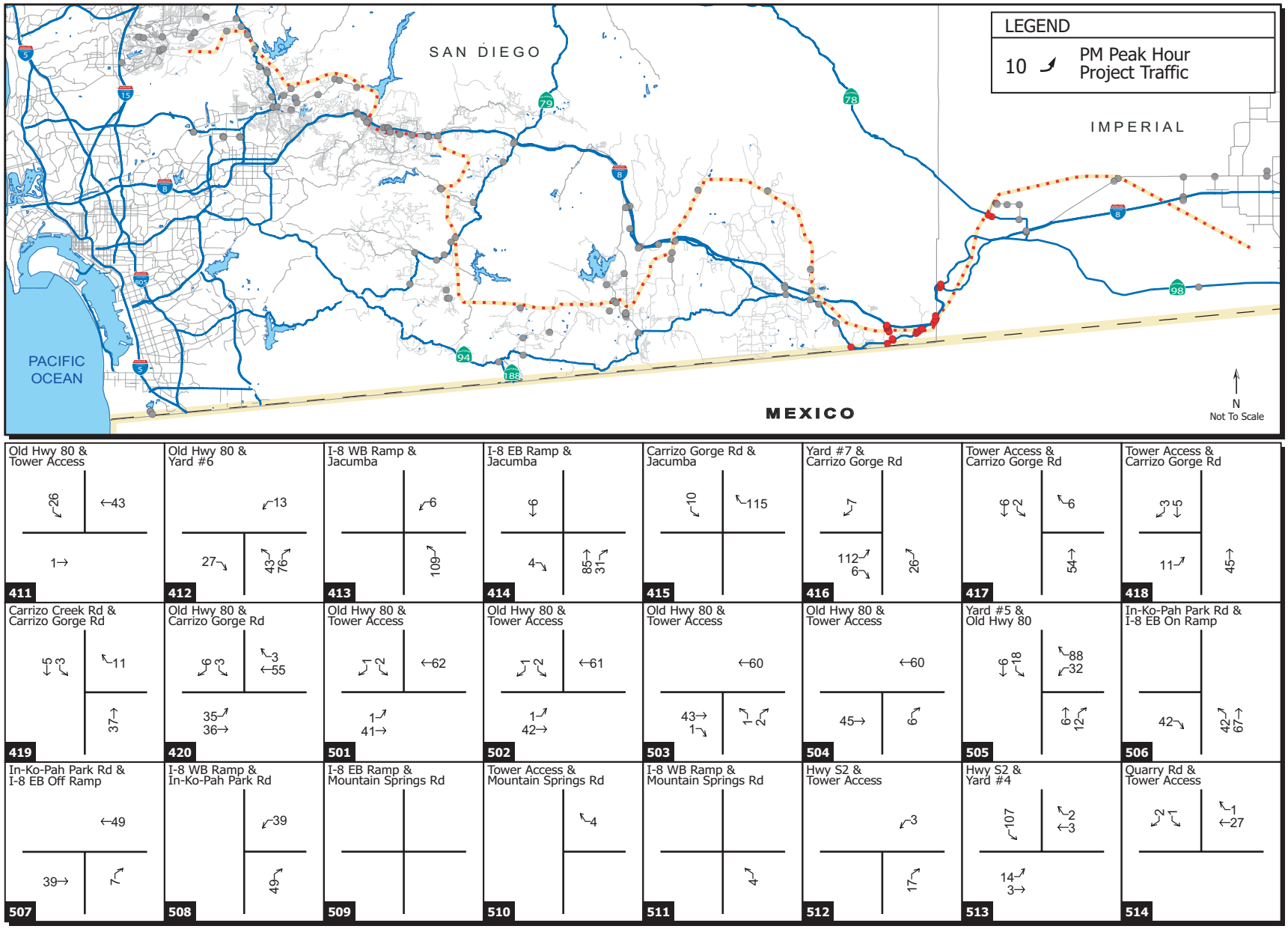



Figure 3.5E
PM Peak Hour Project Trips

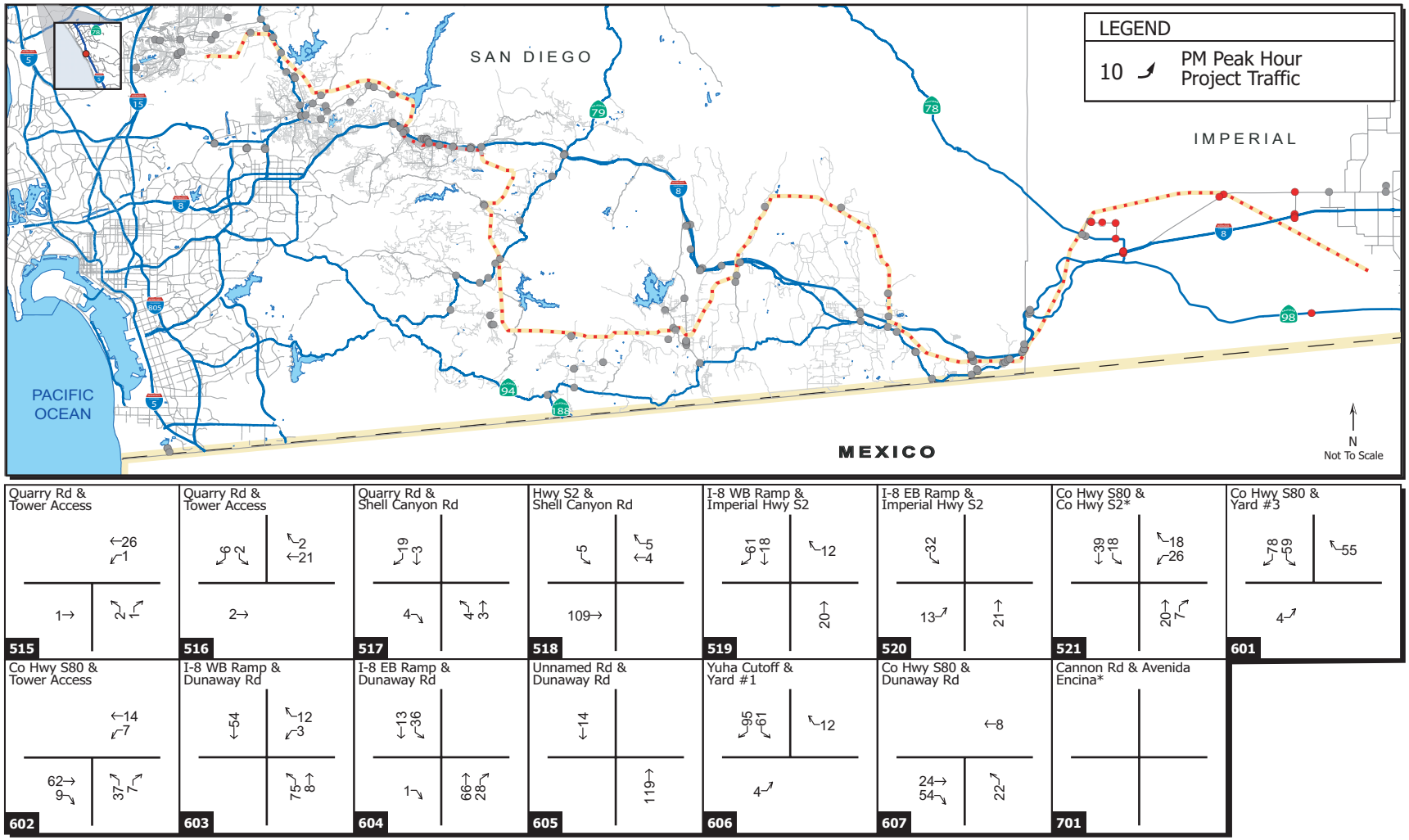



Figure 3.5F
PM Peak Hour Project Trips

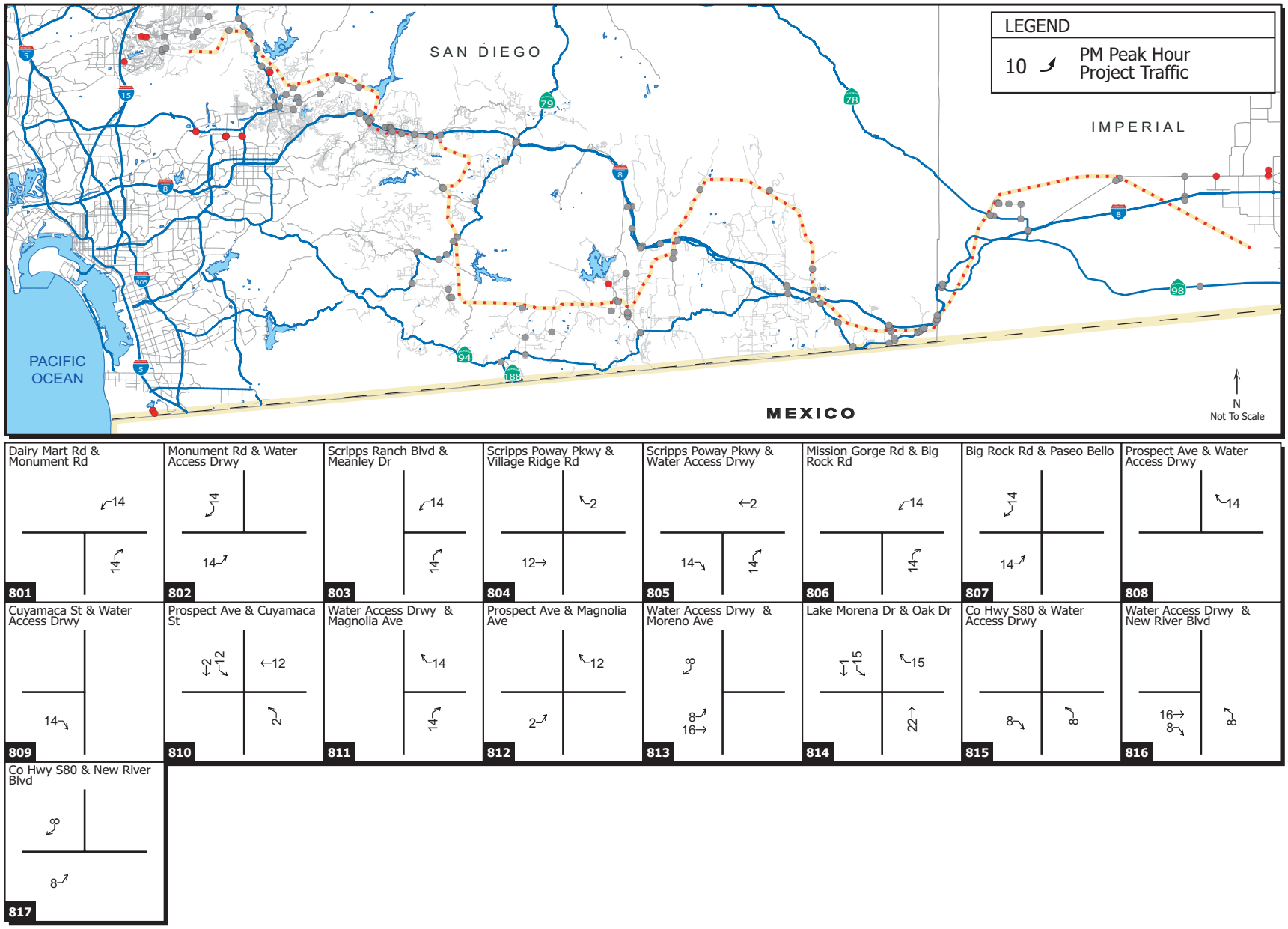



Figure 3.5G
PM Peak Hour Project Trips

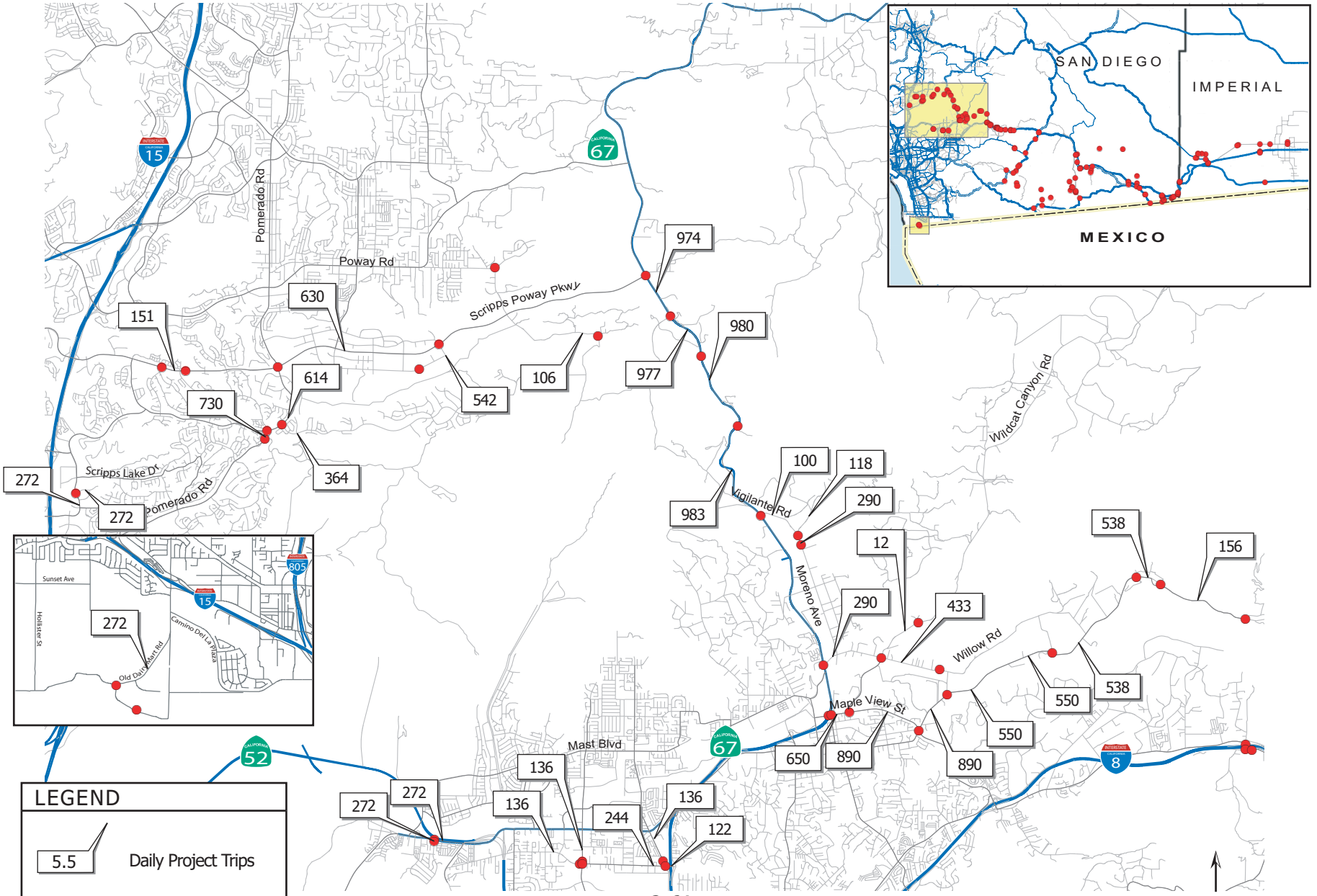



Figure 3-6A
Daily Project Trips

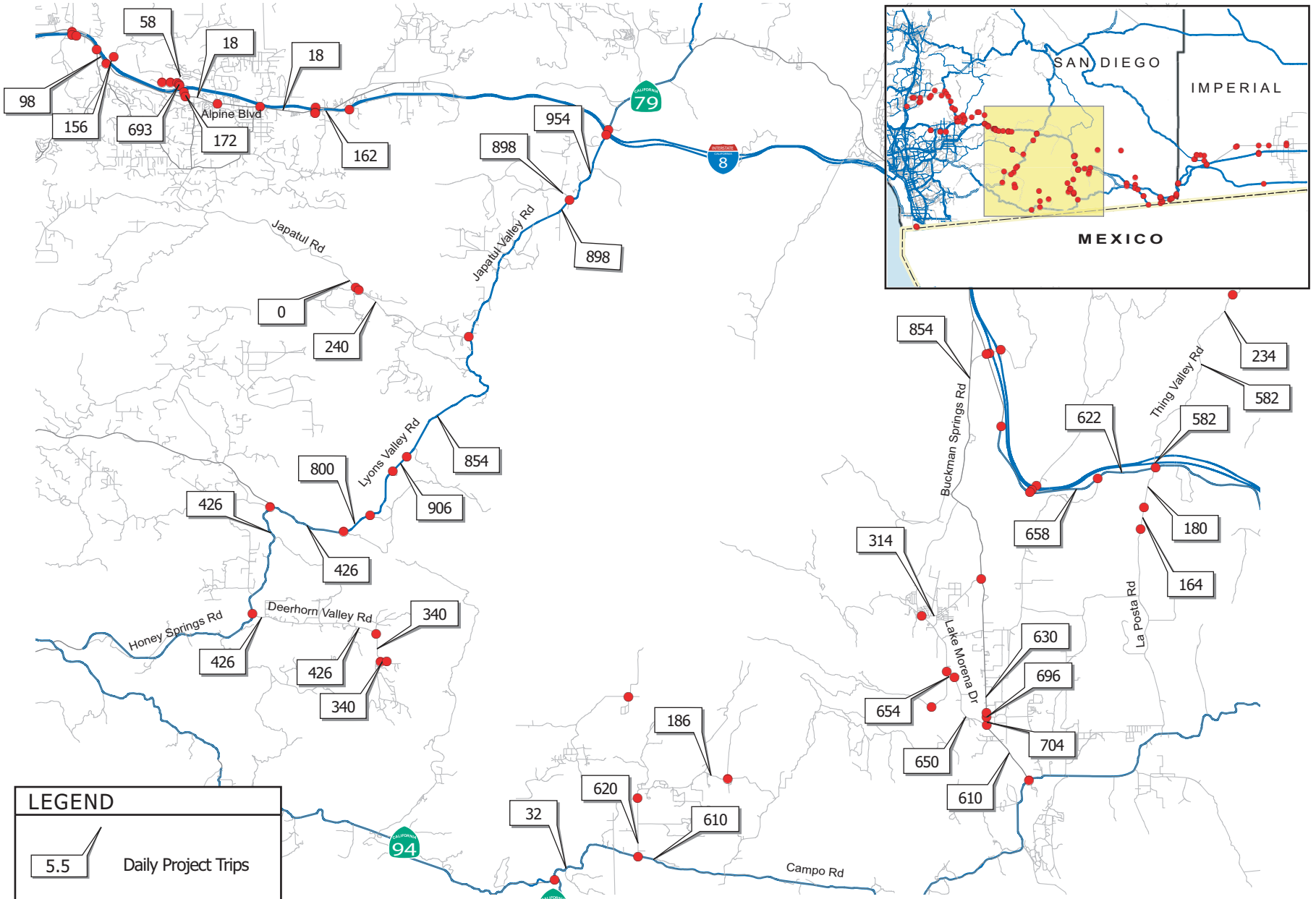



Figure 3-6B
Daily Project Trips

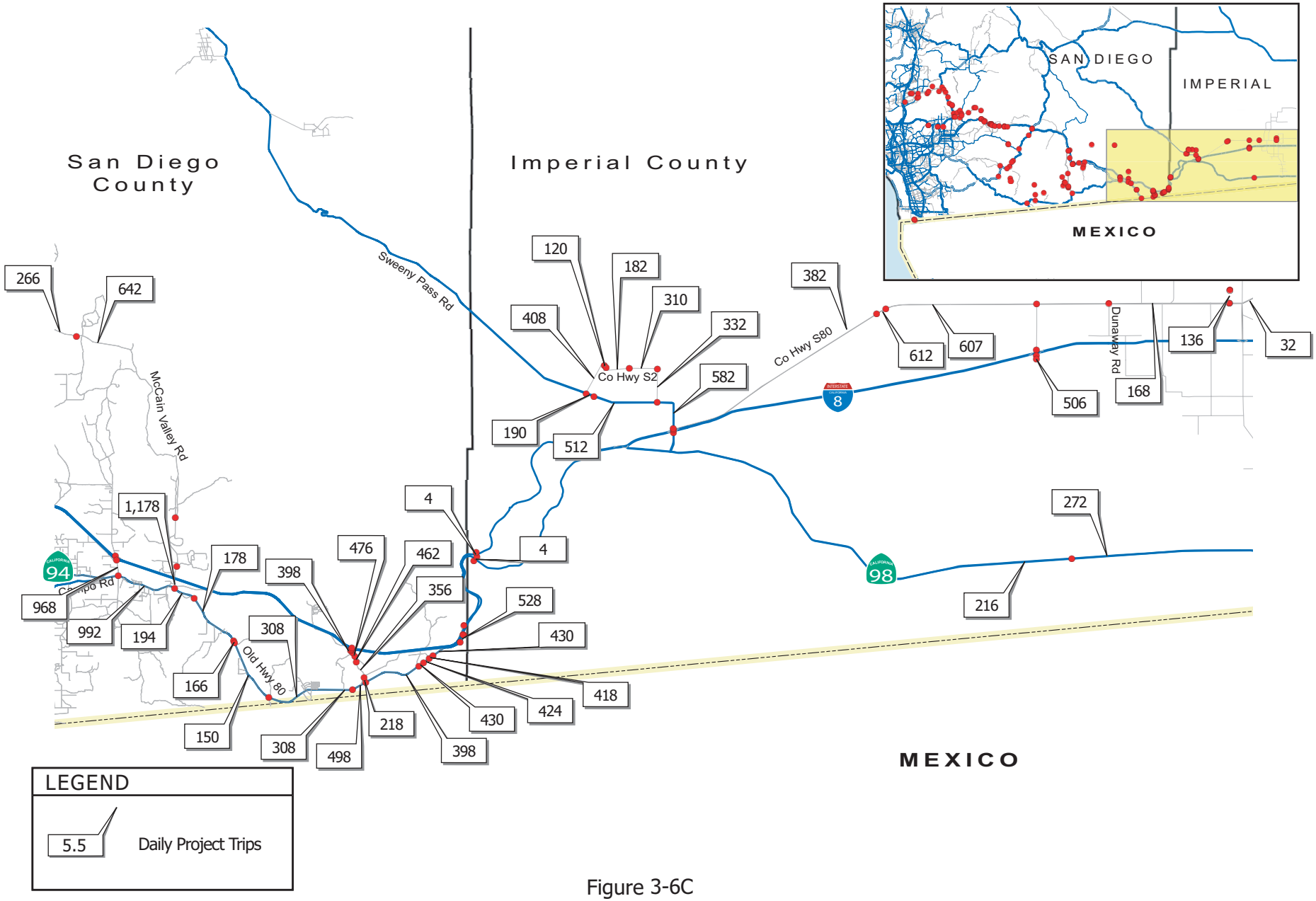
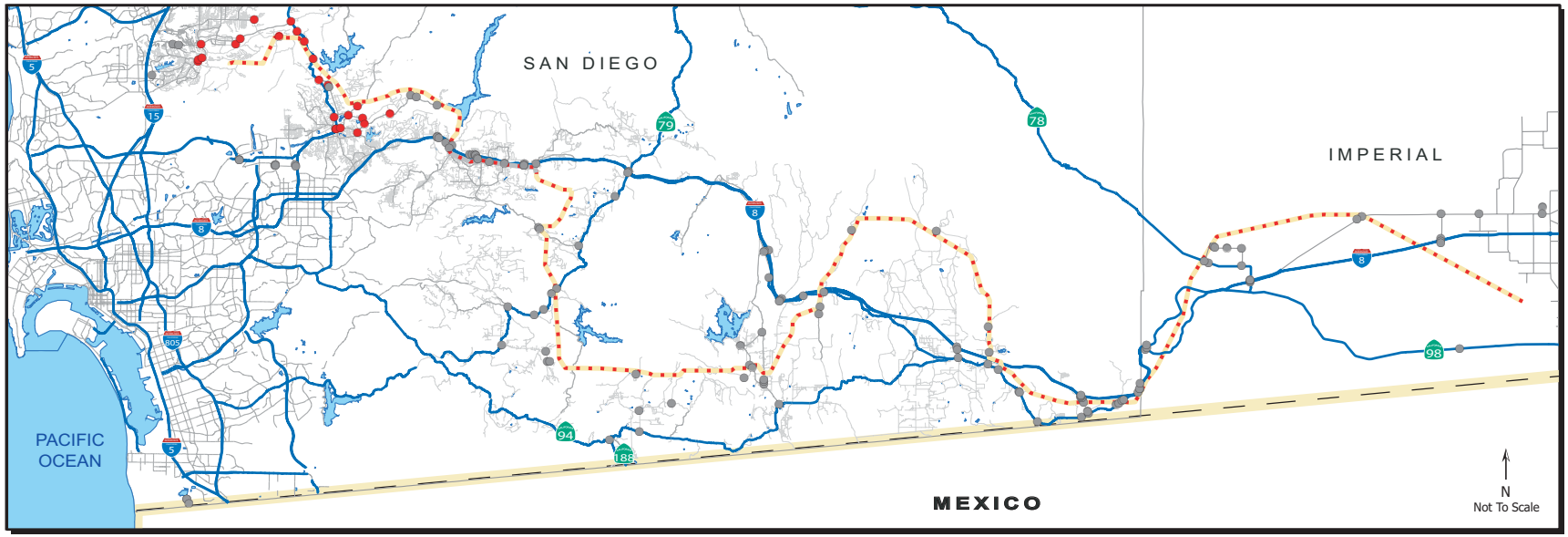



Figure 3-6C
Daily Project Trips

Not To Scale



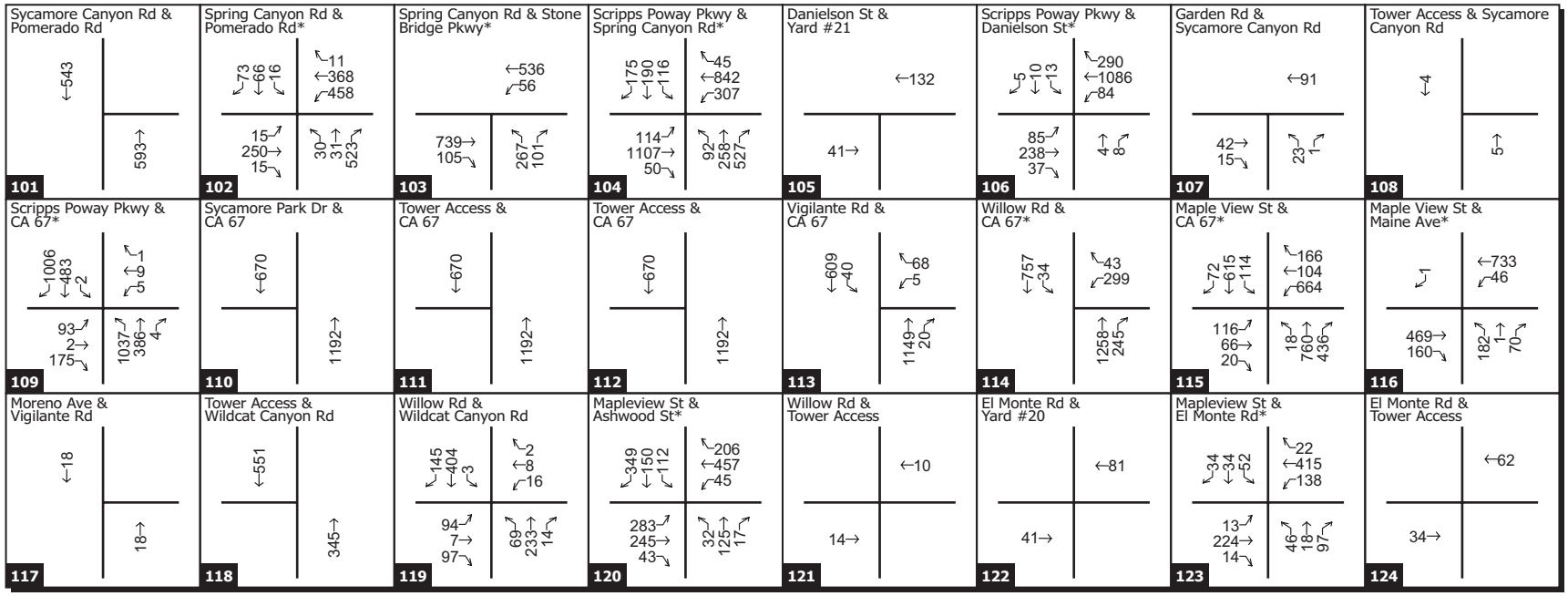




Figure 3.7A
Existing AM Peak Hour Volumes

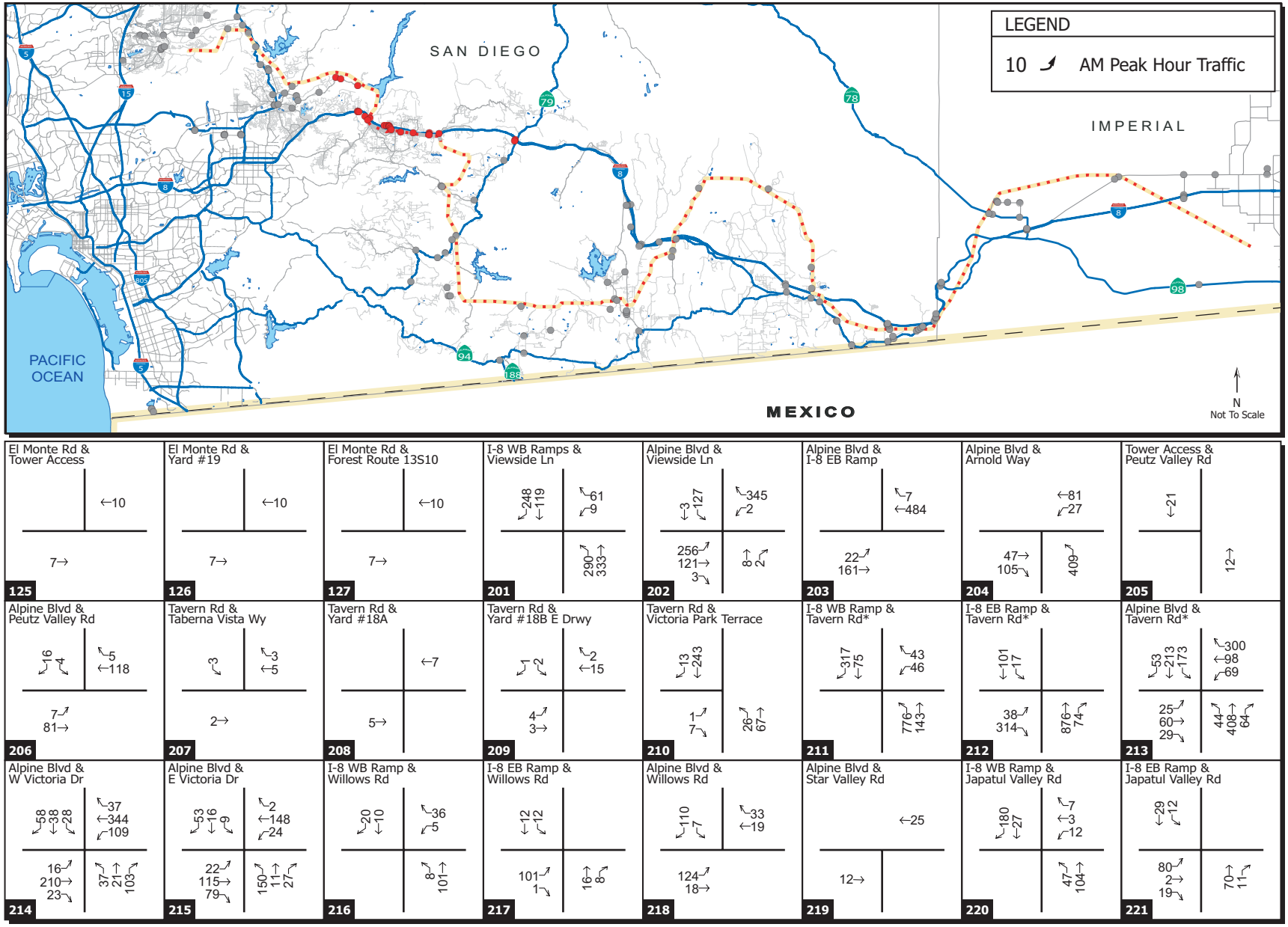



Figure 3.7B
Existing AM Peak Hour Volumes

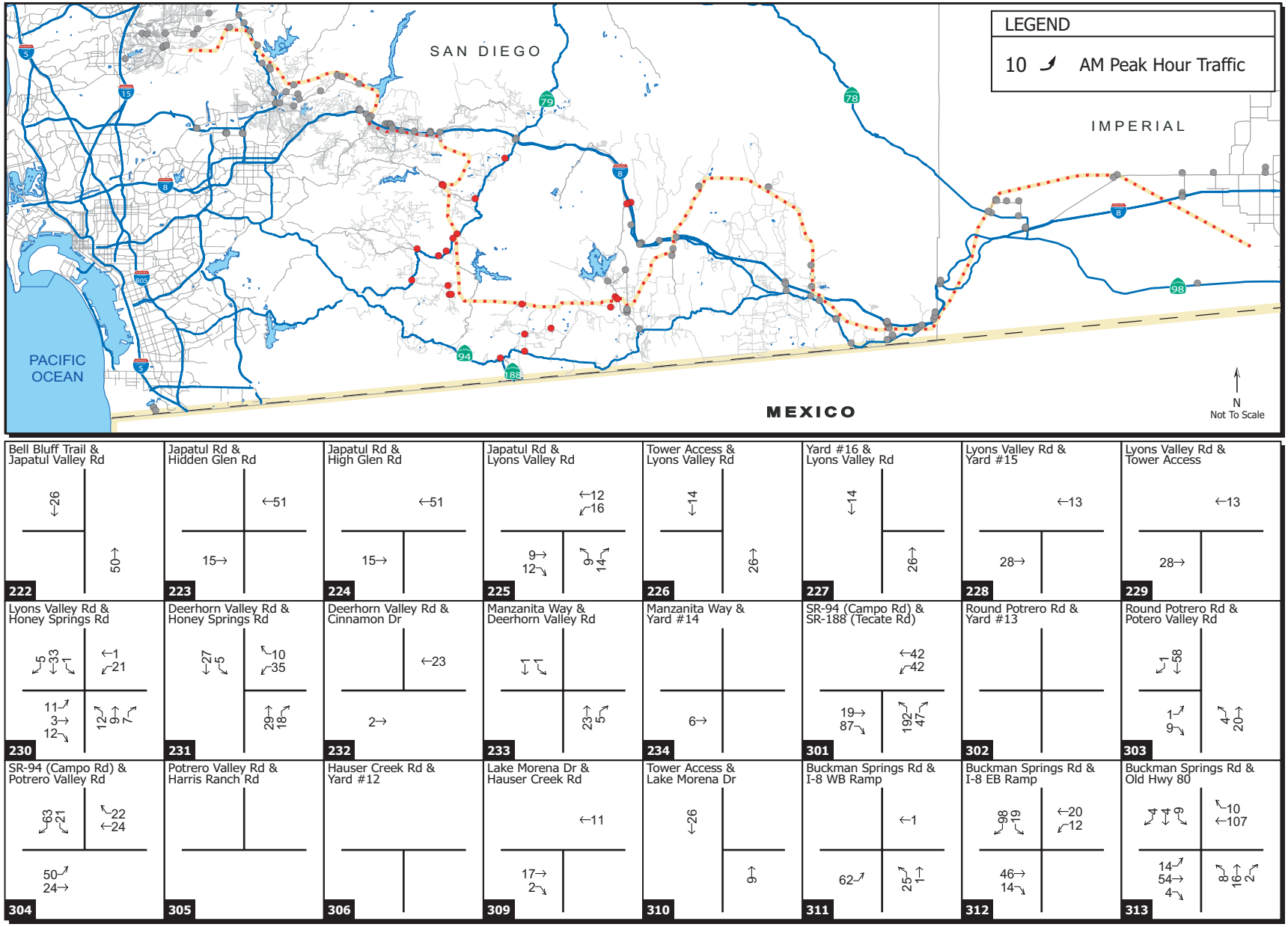



Figure 3.7C
Existing AM Peak Hour Volumes

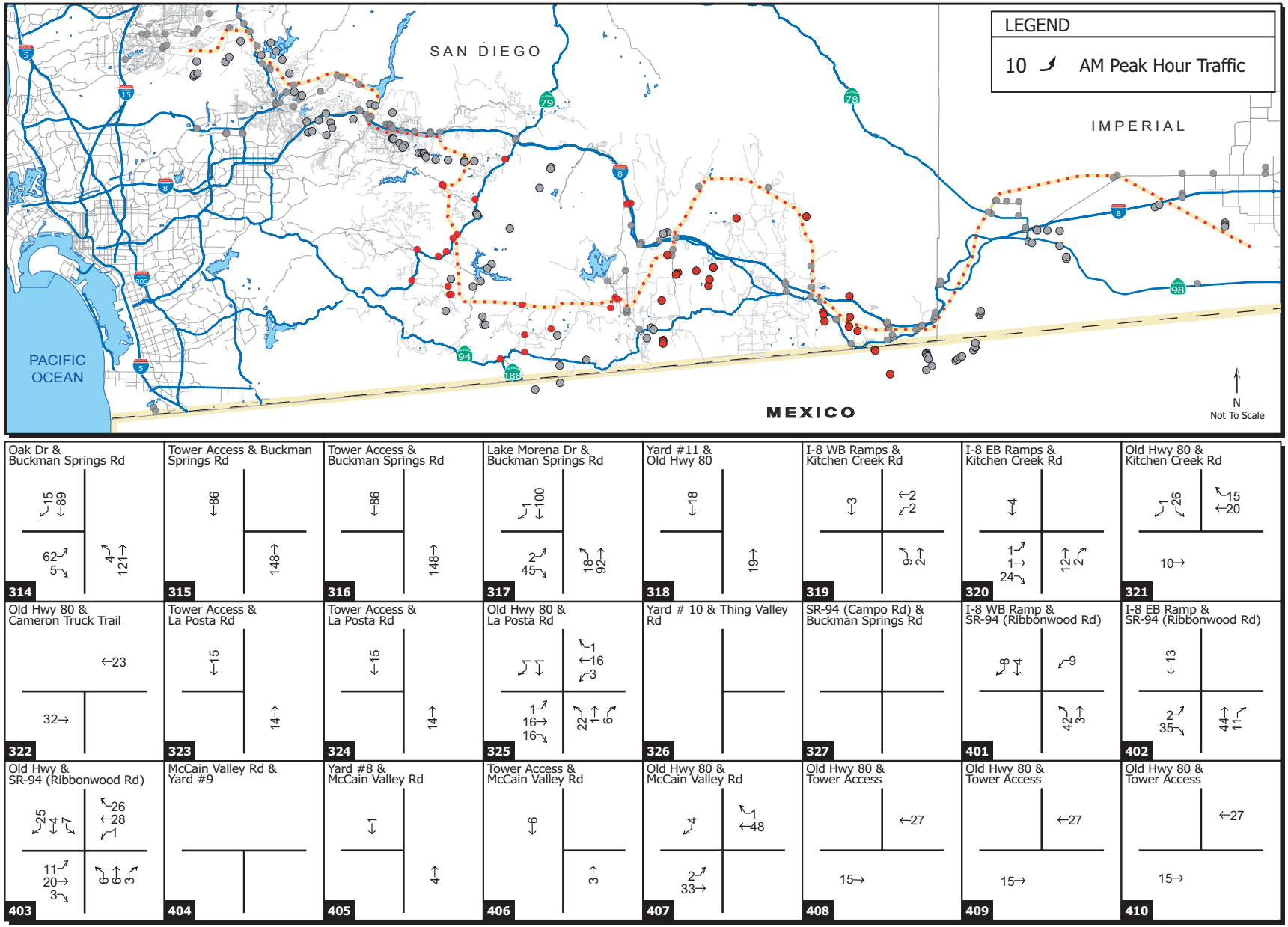



Figure 3.7D
Existing AM Peak Hour Volumes

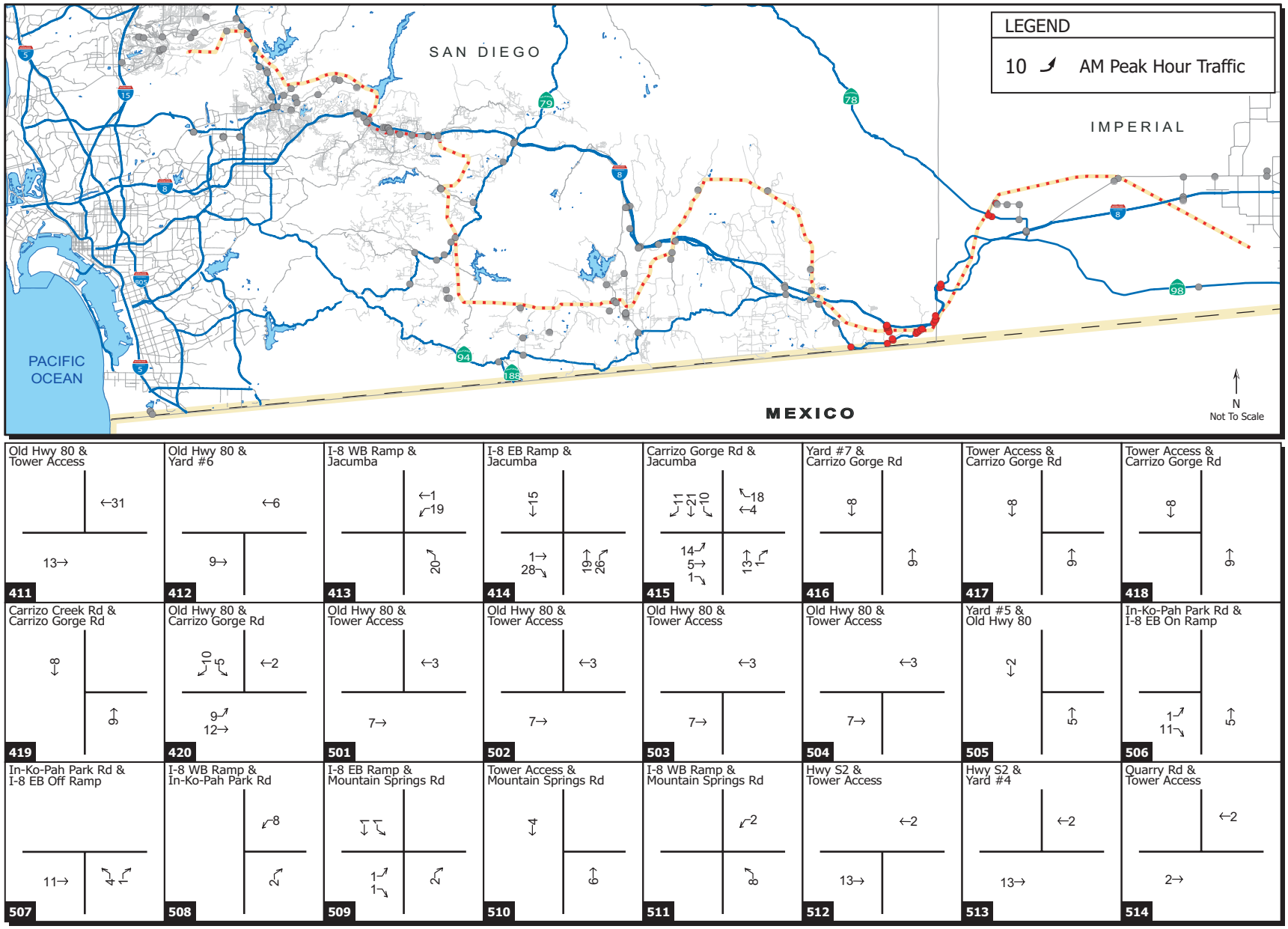



Figure 3.7E
Existing AM Peak Hour Volumes

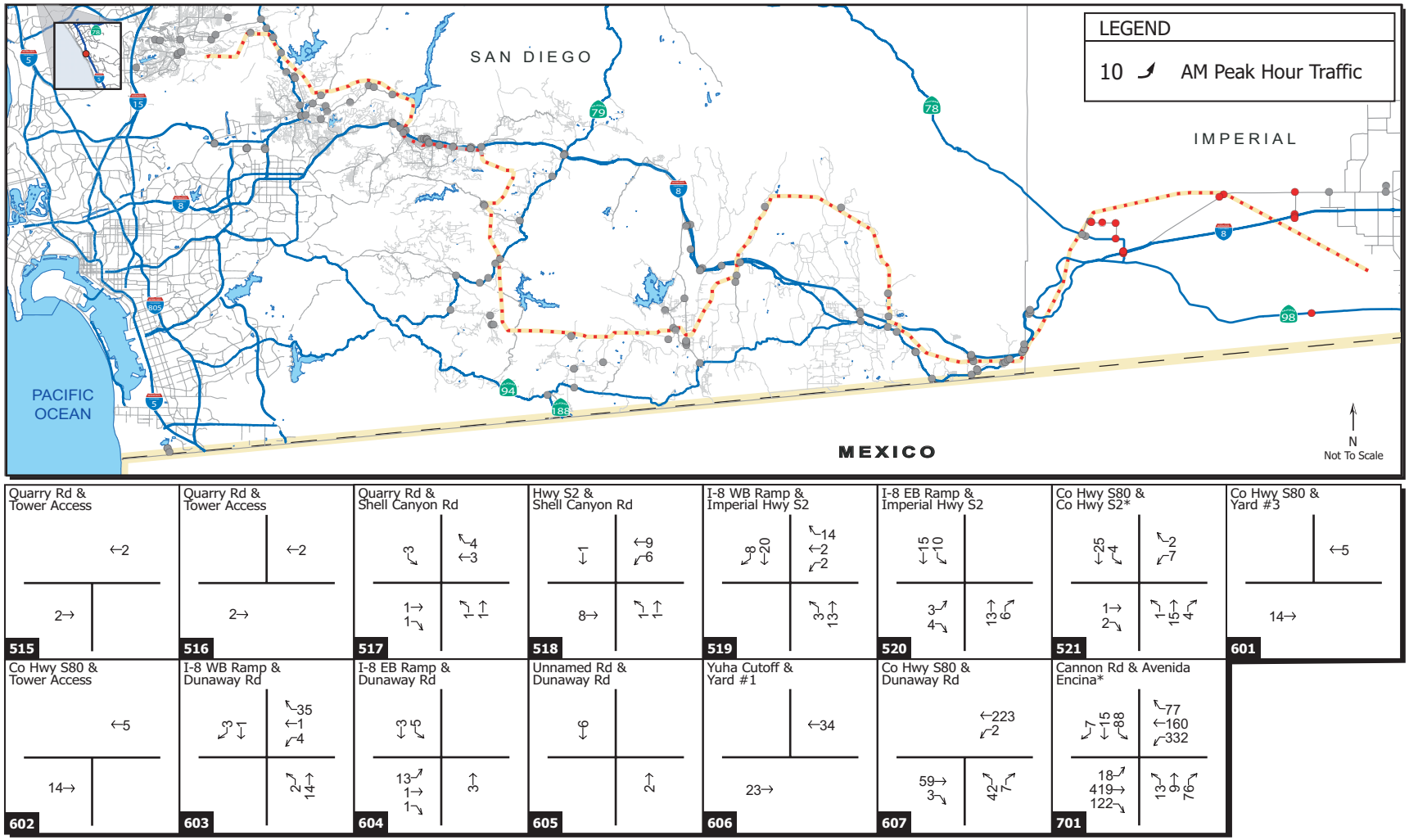



Figure 3.7F
Existing AM Peak Hour Volumes

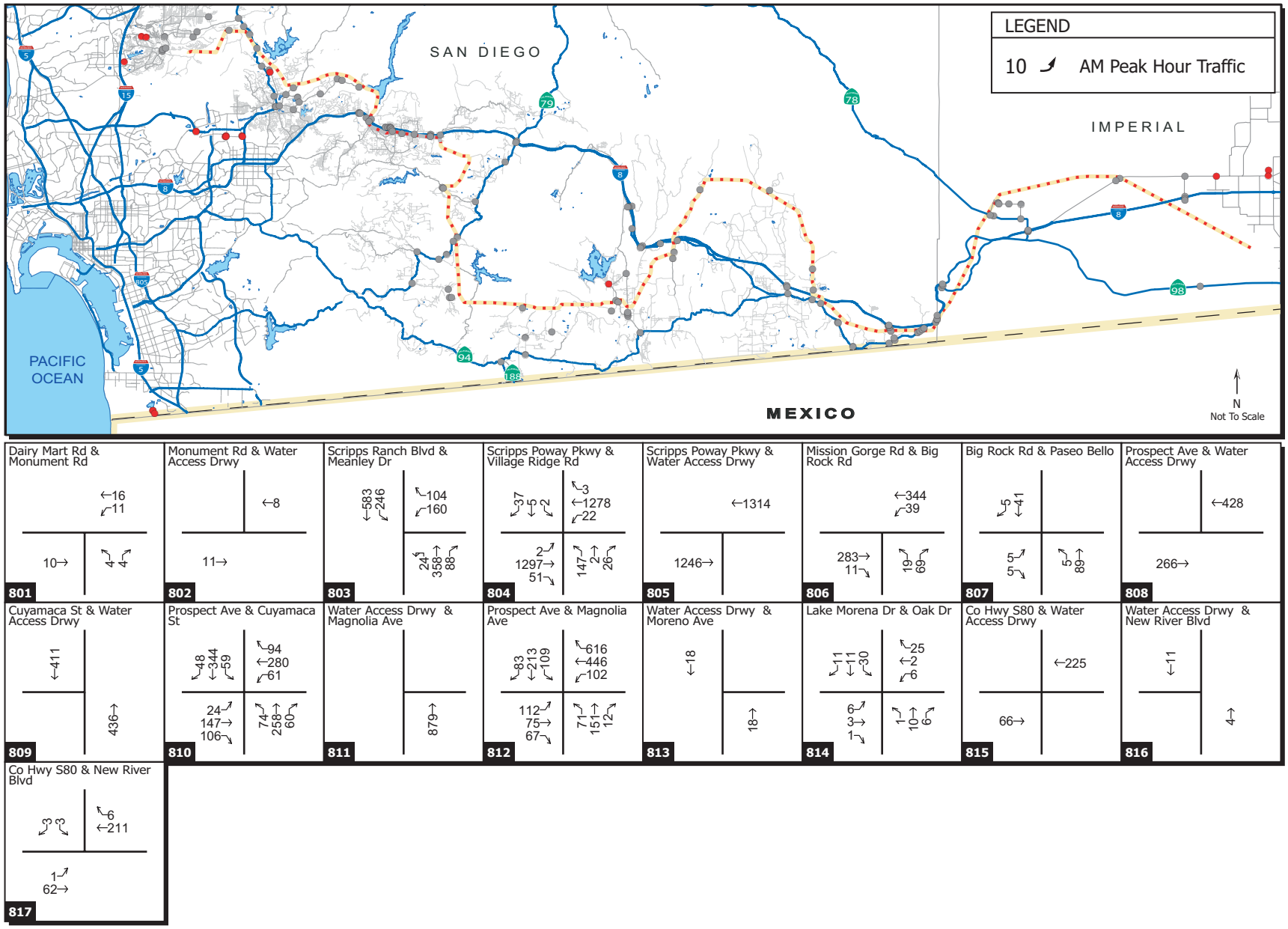
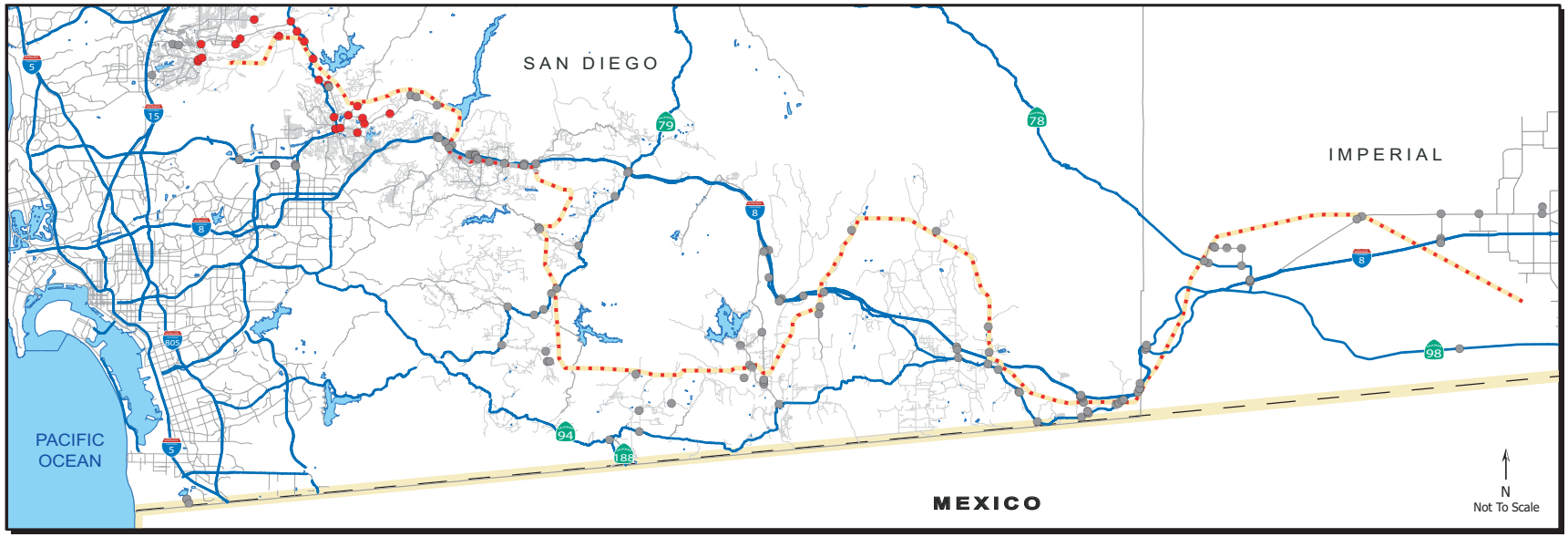



Figure 3.7G
Existing AM Peak Hour Volumes



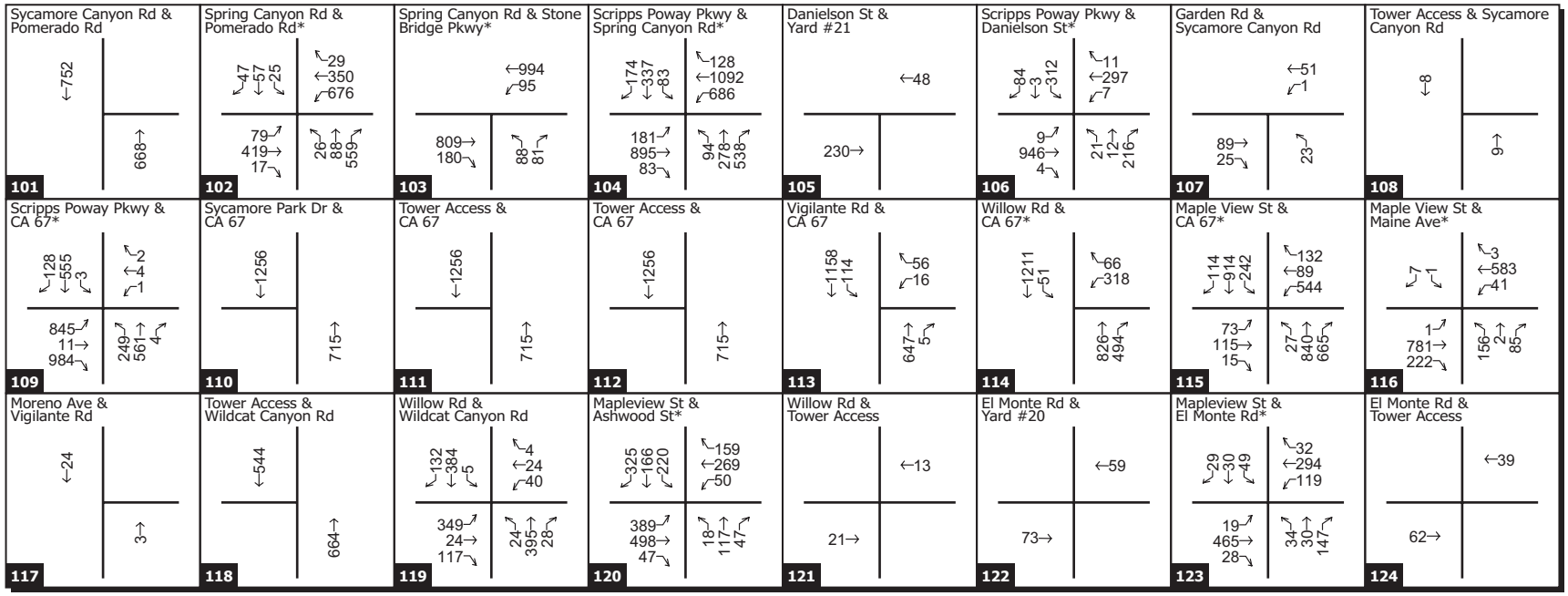




Figure 3.8A
Existing PM Peak Hour Volumes

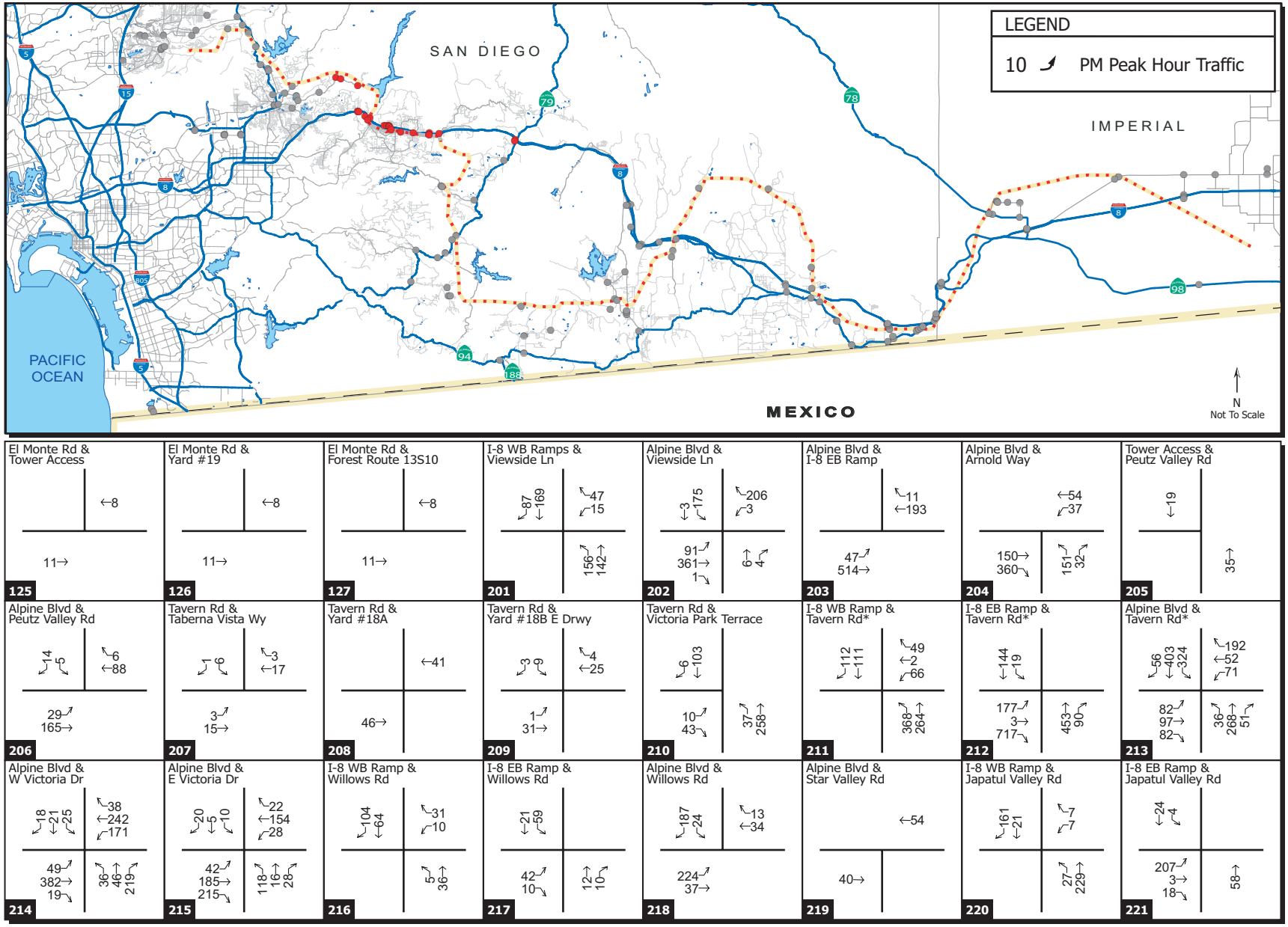



Figure 3.8B
Existing PM Peak Hour Volumes

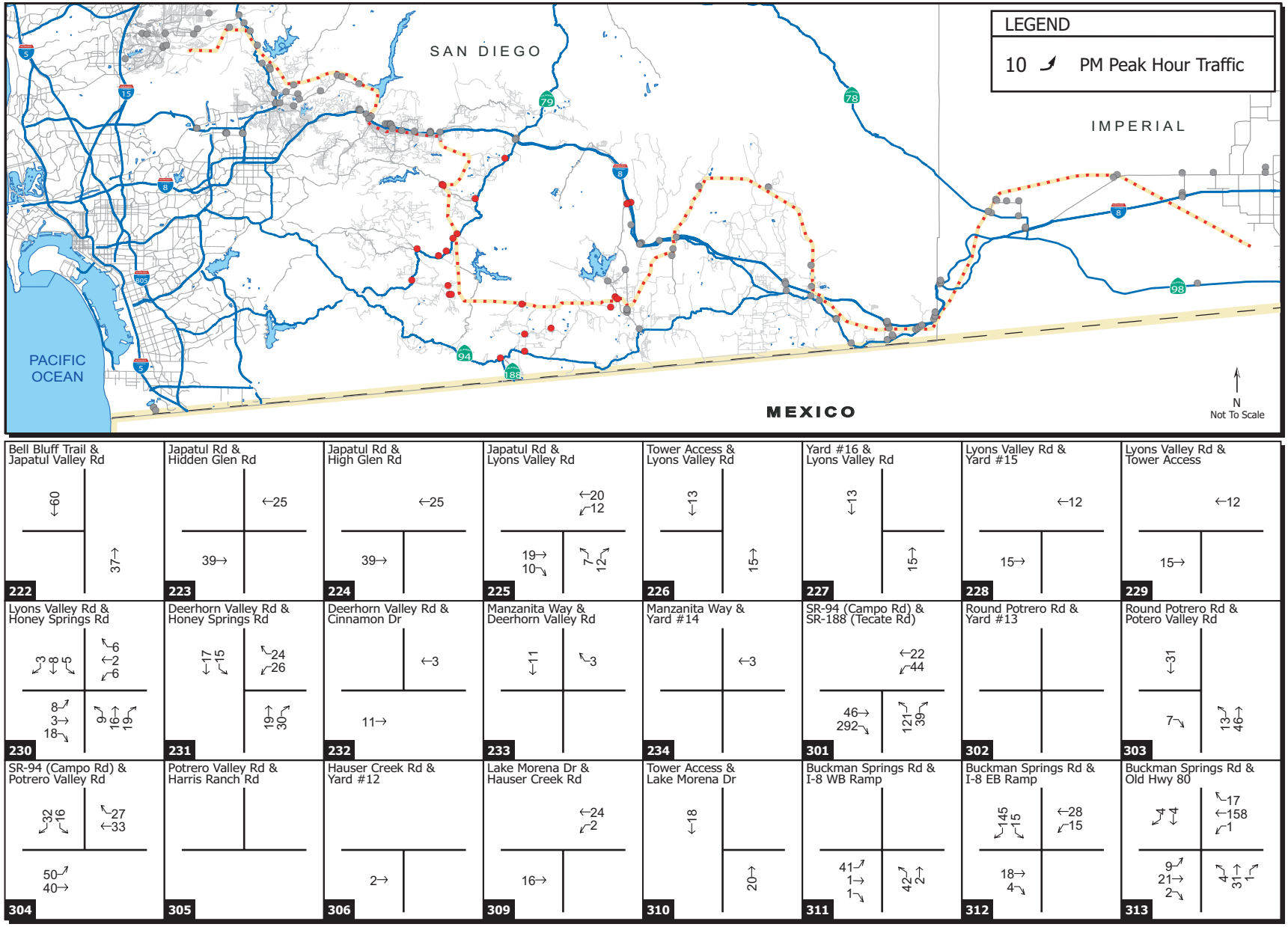



Figure 3.8C
Existing PM Peak Hour Volumes

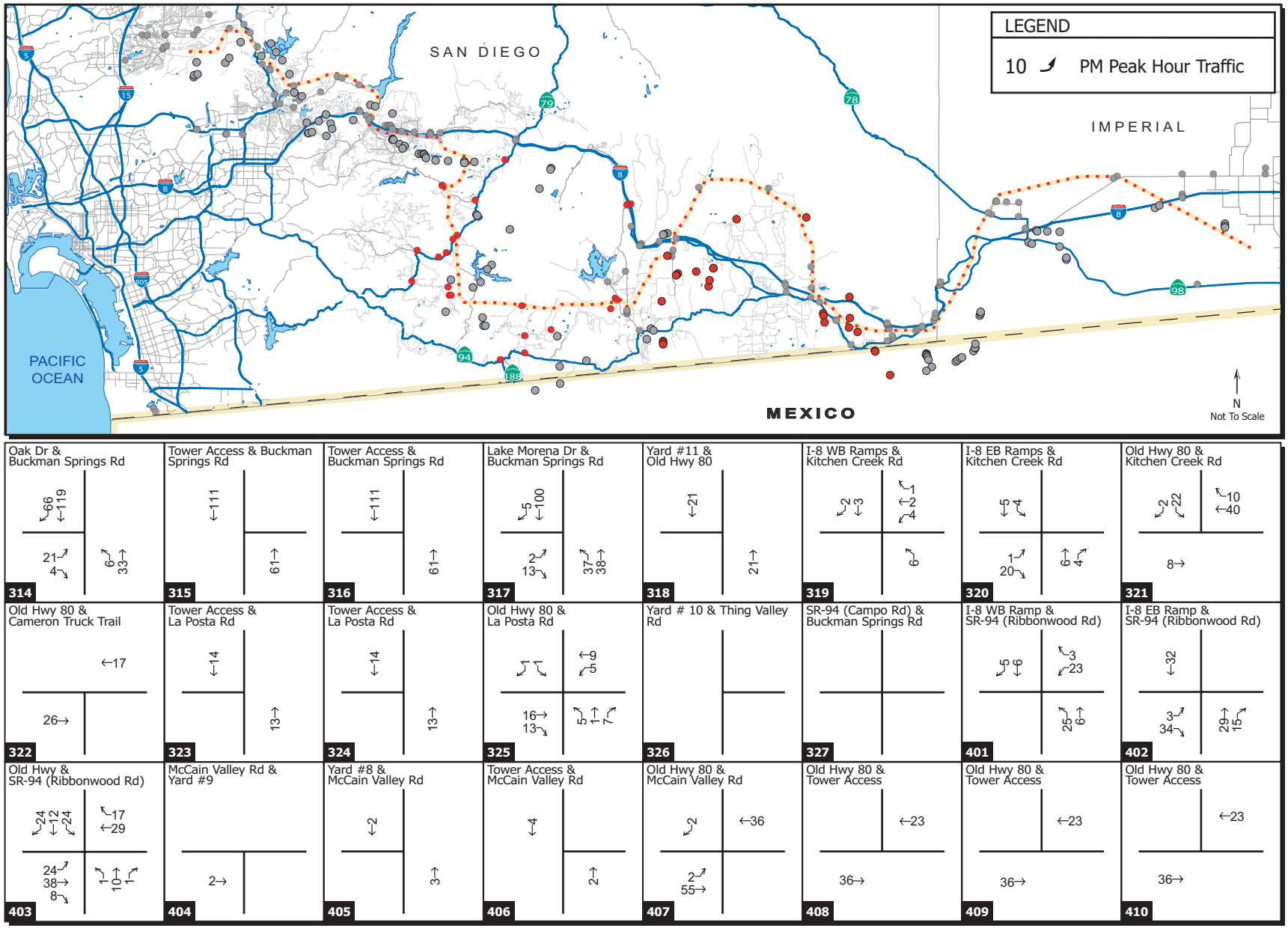



Figure 3.8D
Existing PM Peak Hour Volumes

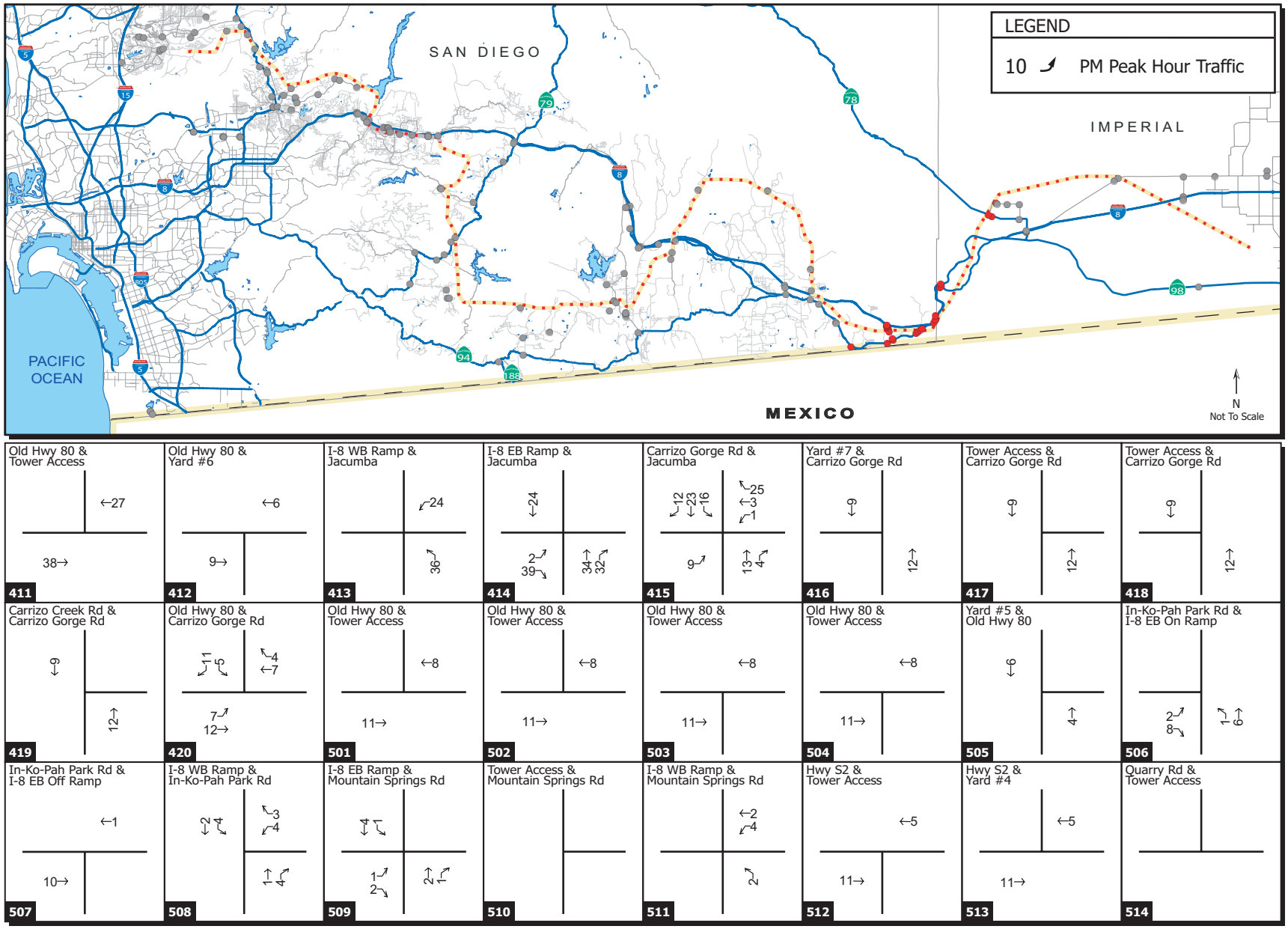



Figure 3.8E
Existing PM Peak Hour Volumes

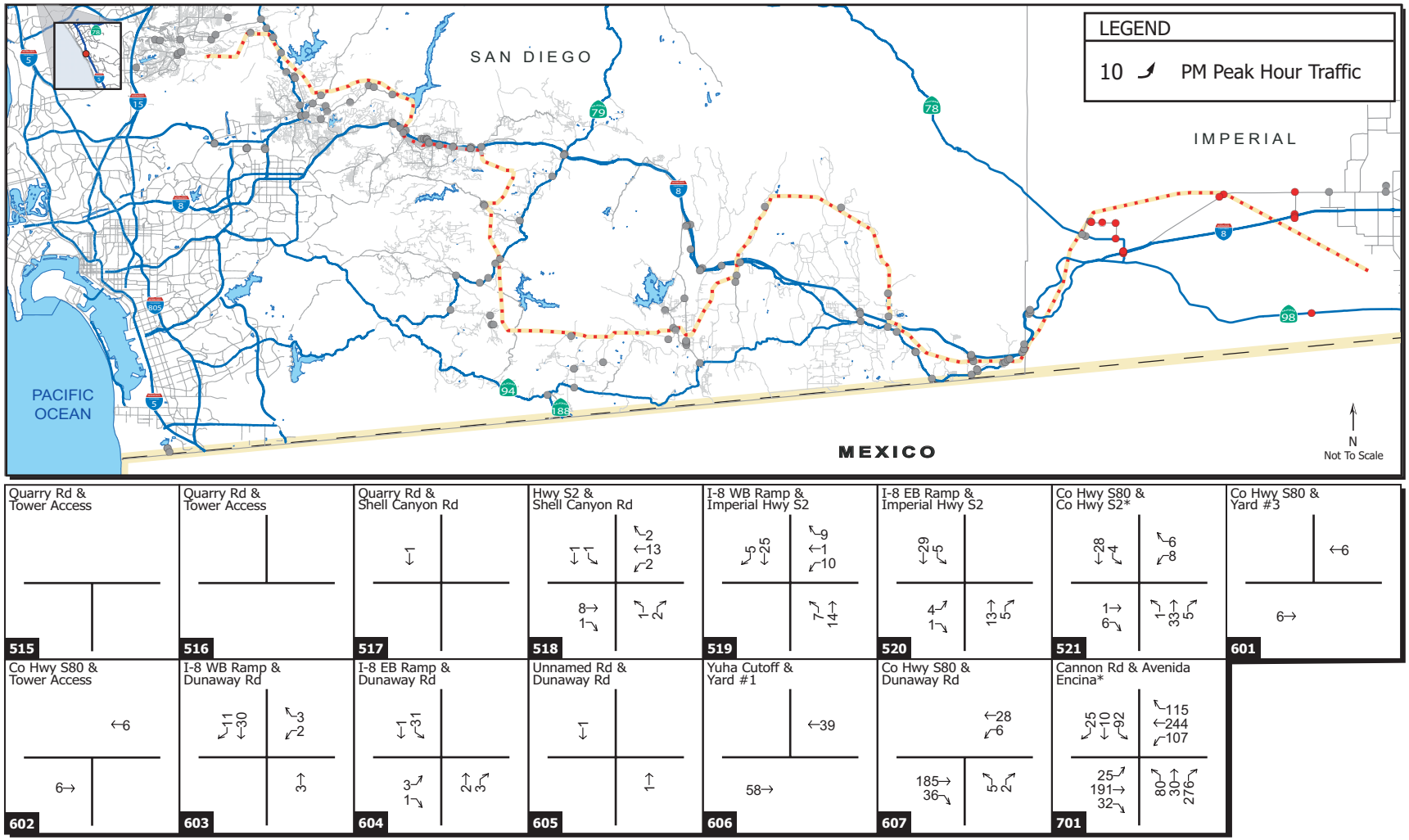
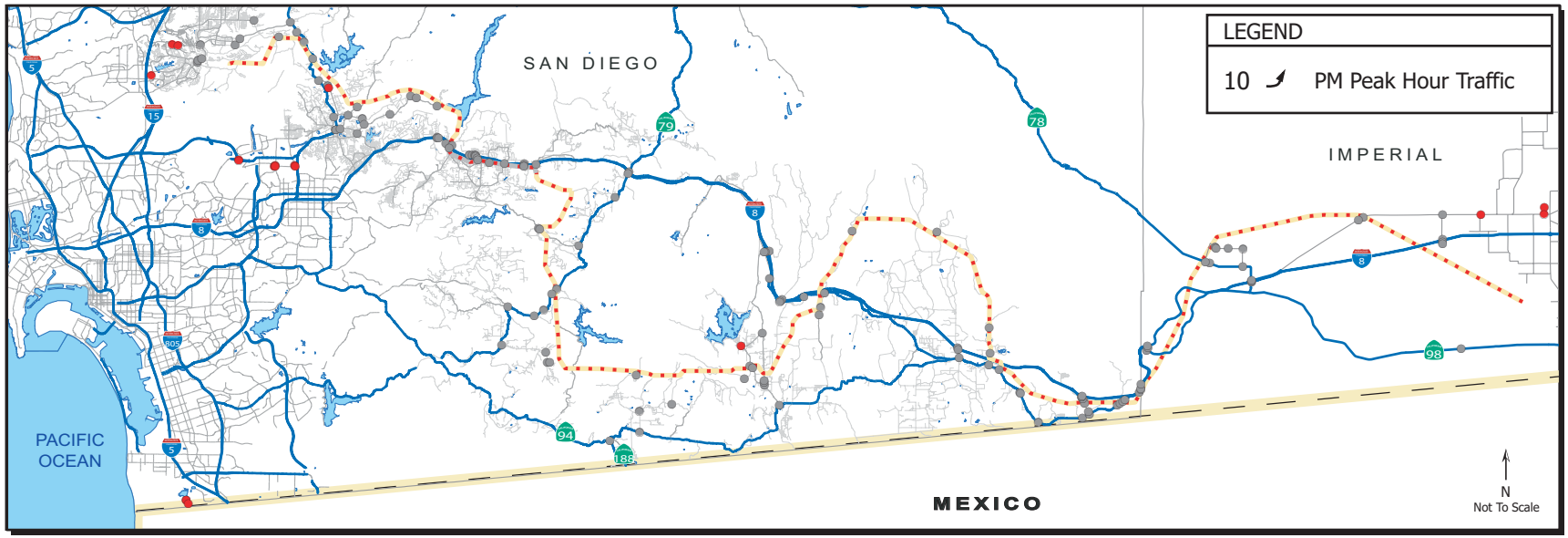



Figure 3.8F
Existing PM Peak Hour Volumes



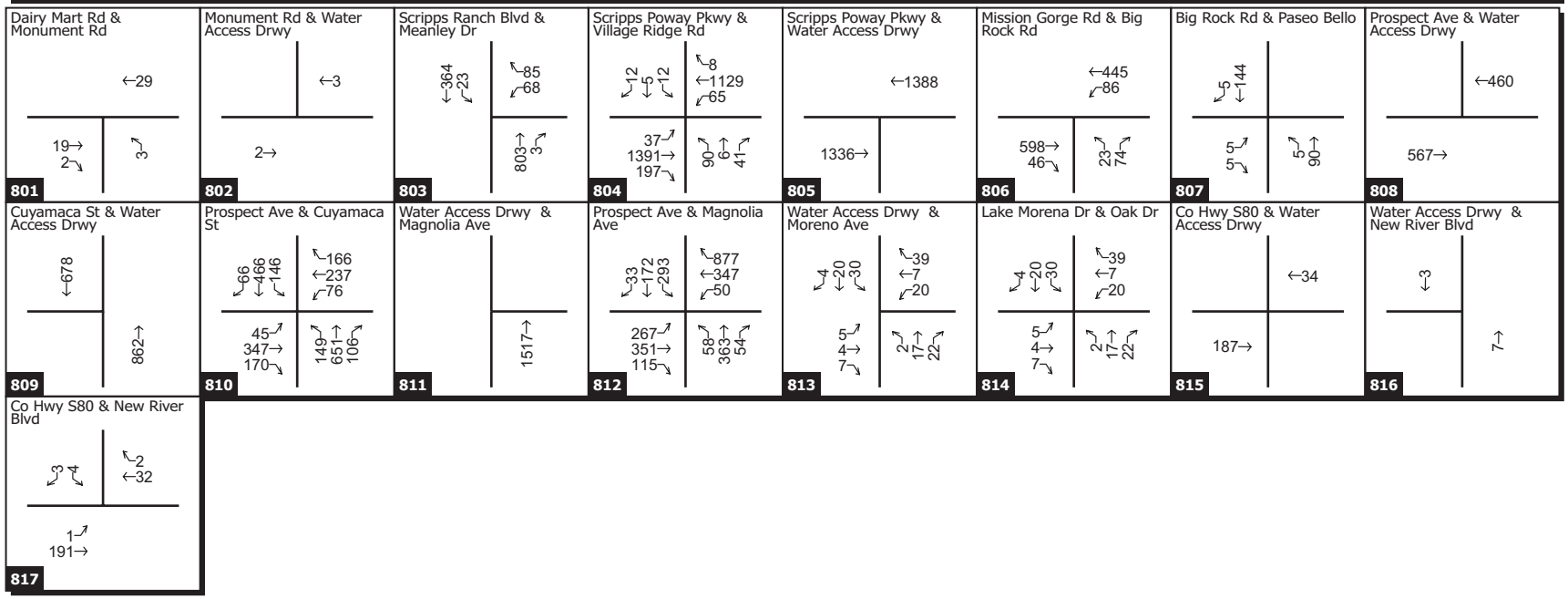
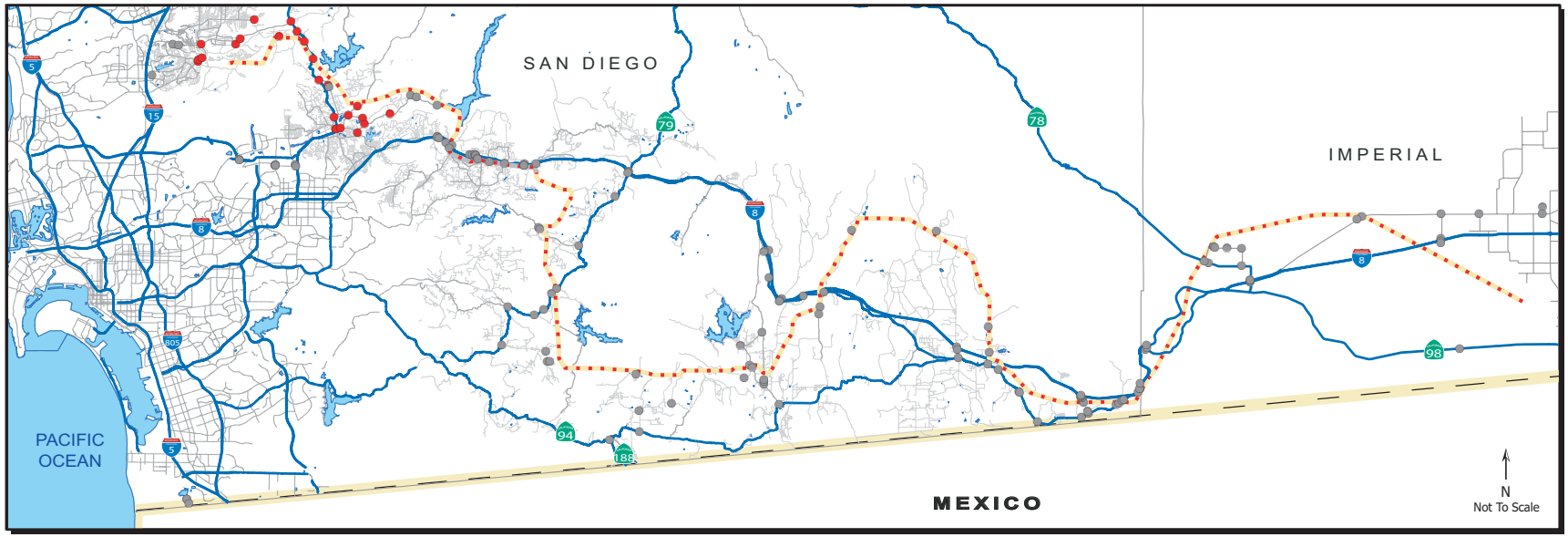




Figure 3.8G
Existing PM Peak Hour Volumes



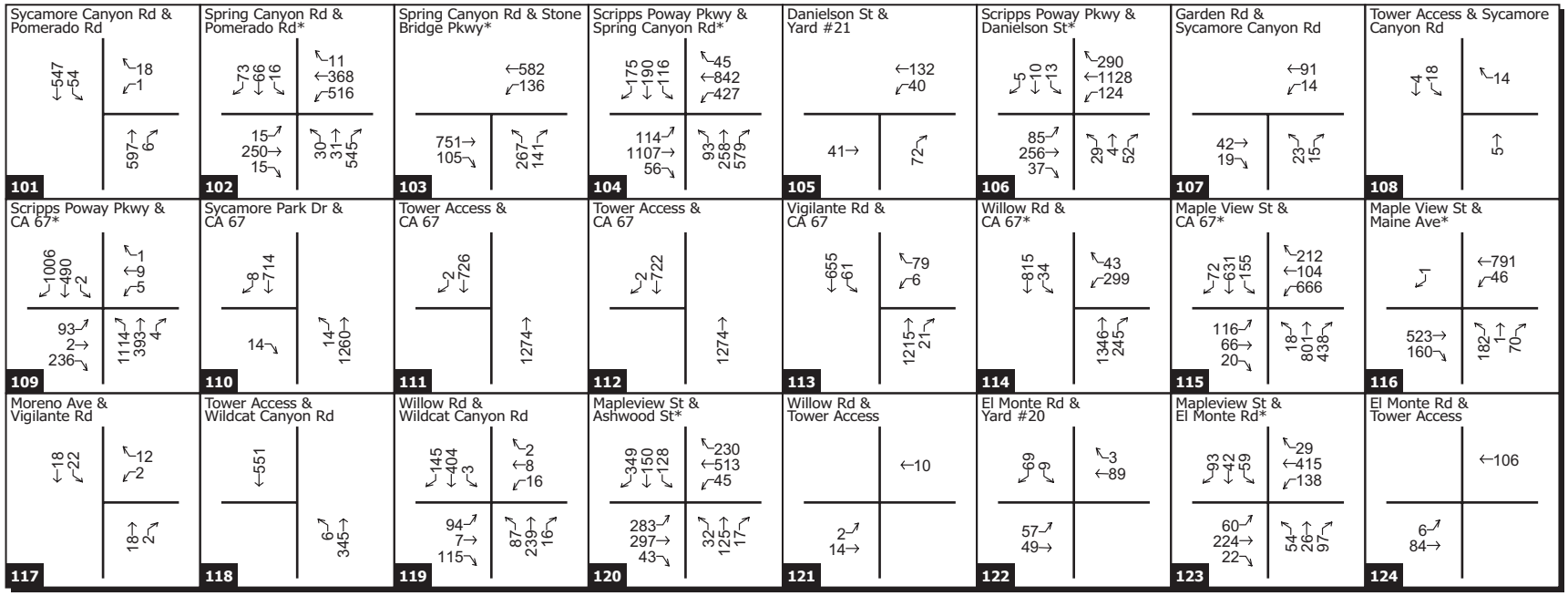




Figure 3.9A
Existing + Project AM Peak Hour Volumes

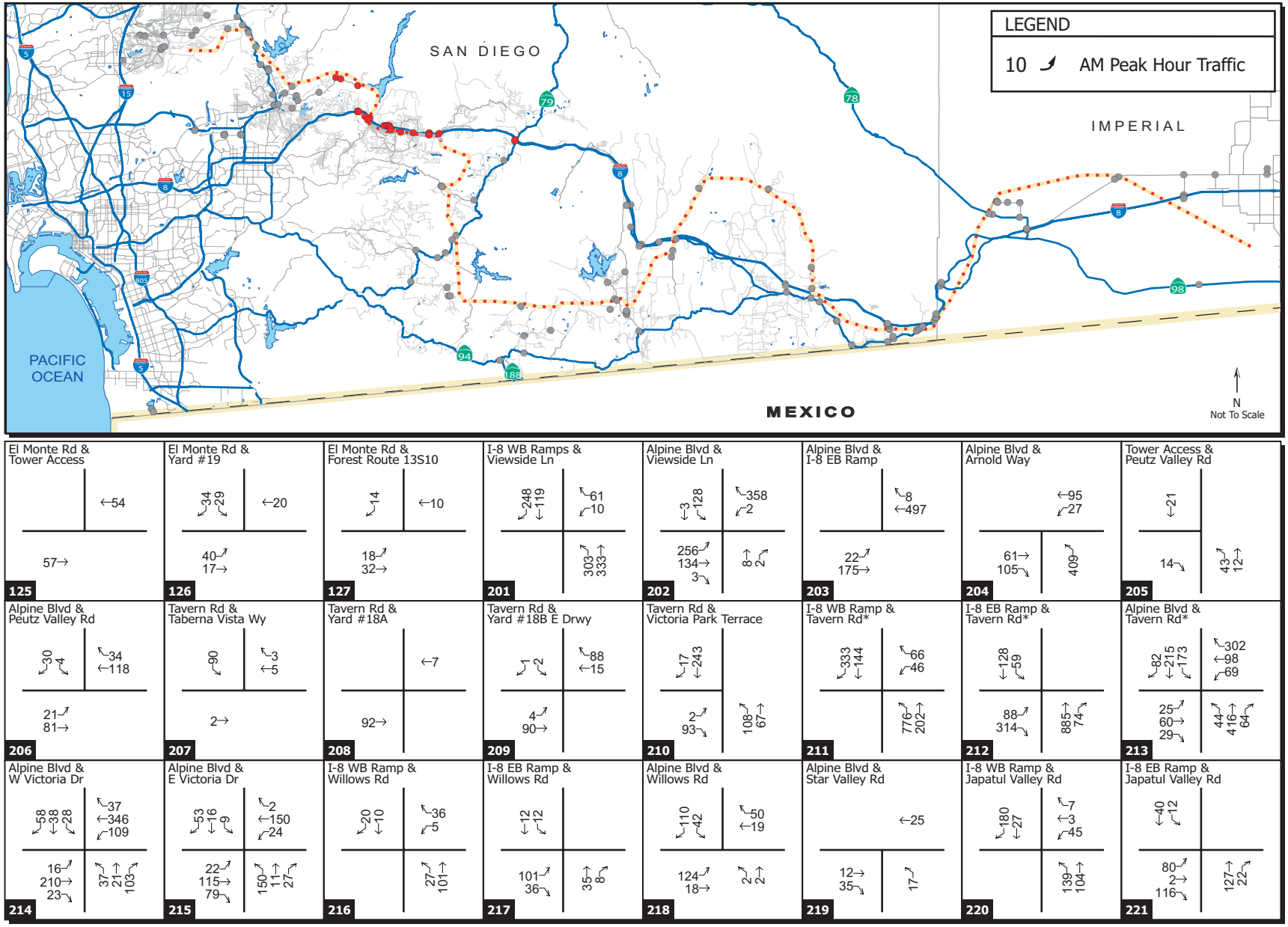



Figure 3.9B
Existing + Project AM Peak Hour Volumes

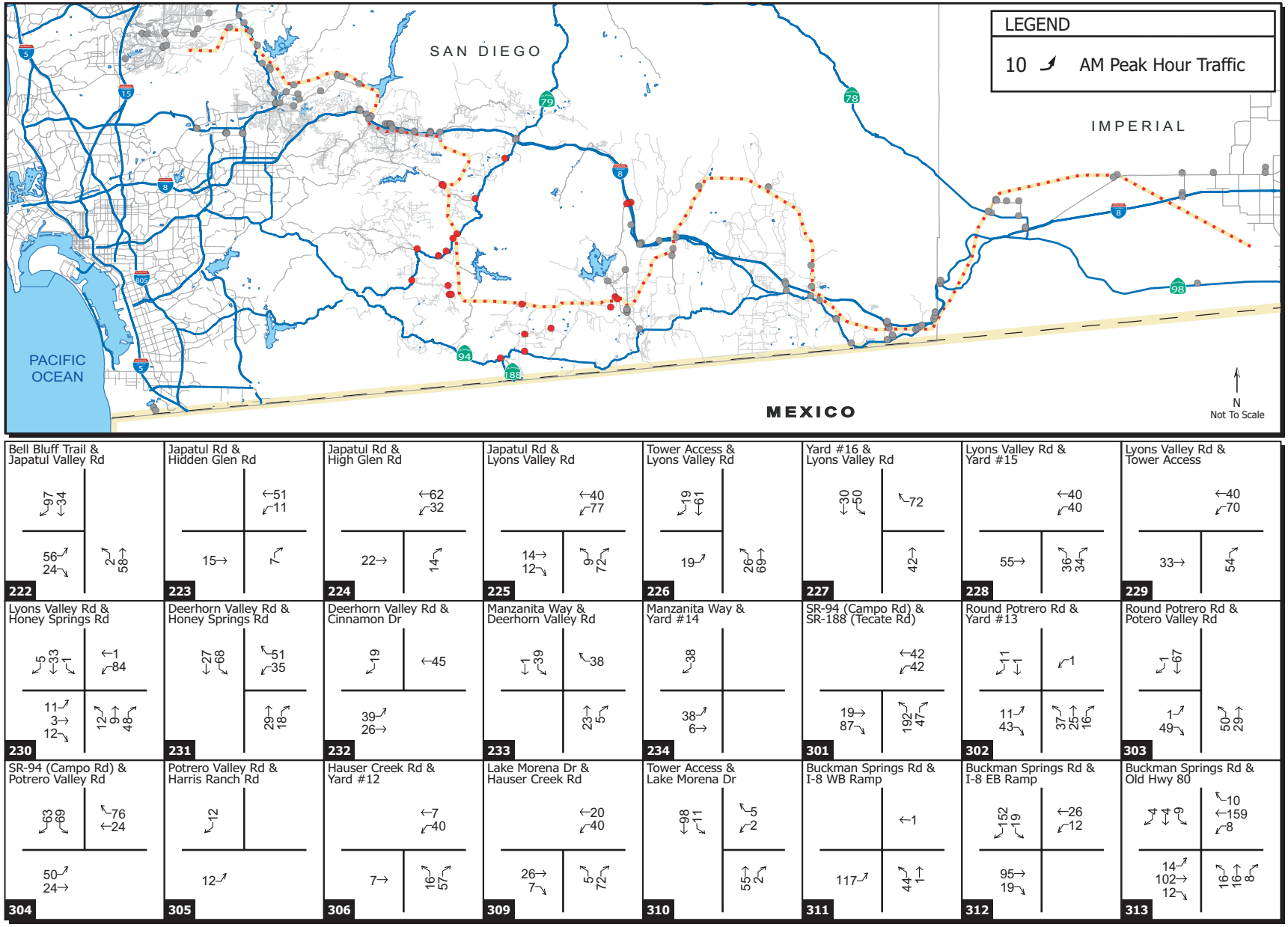



Figure 3.9C
Existing + Project AM Peak Hour Volumes

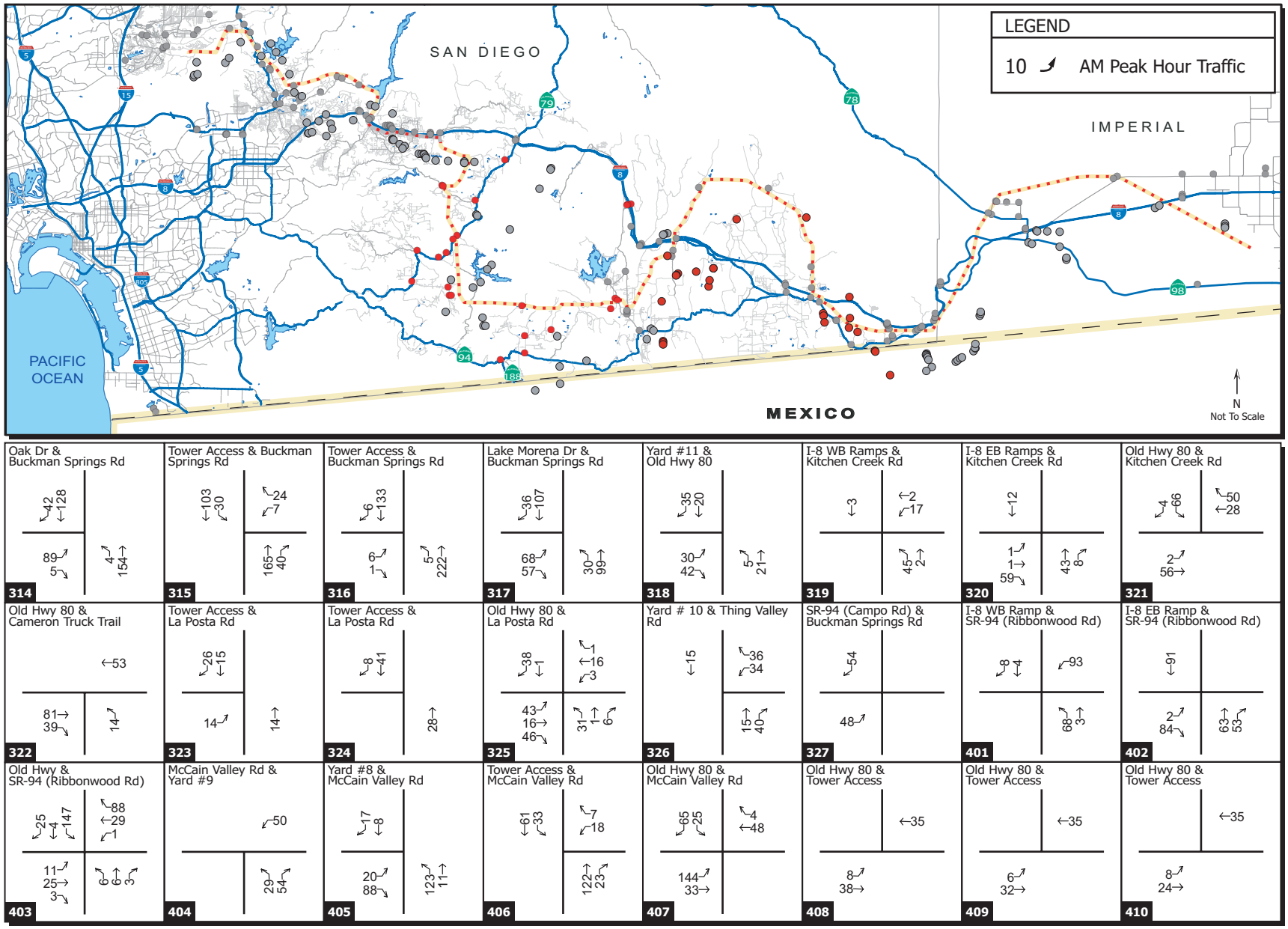



Figure 3.9D
Existing + Project AM Peak Hour Volumes

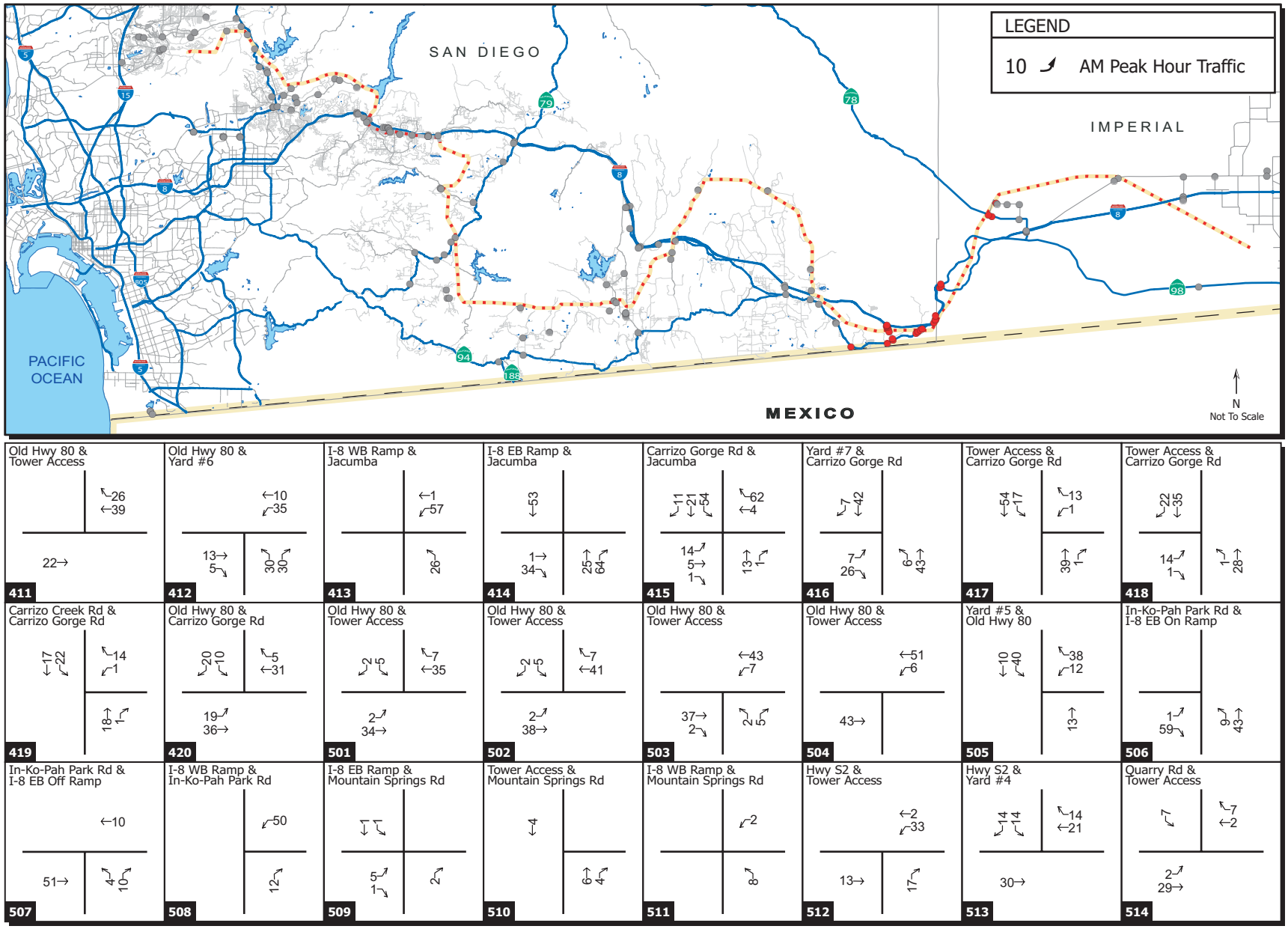



Figure 3.9E
Existing + Project AM Peak Hour Volumes

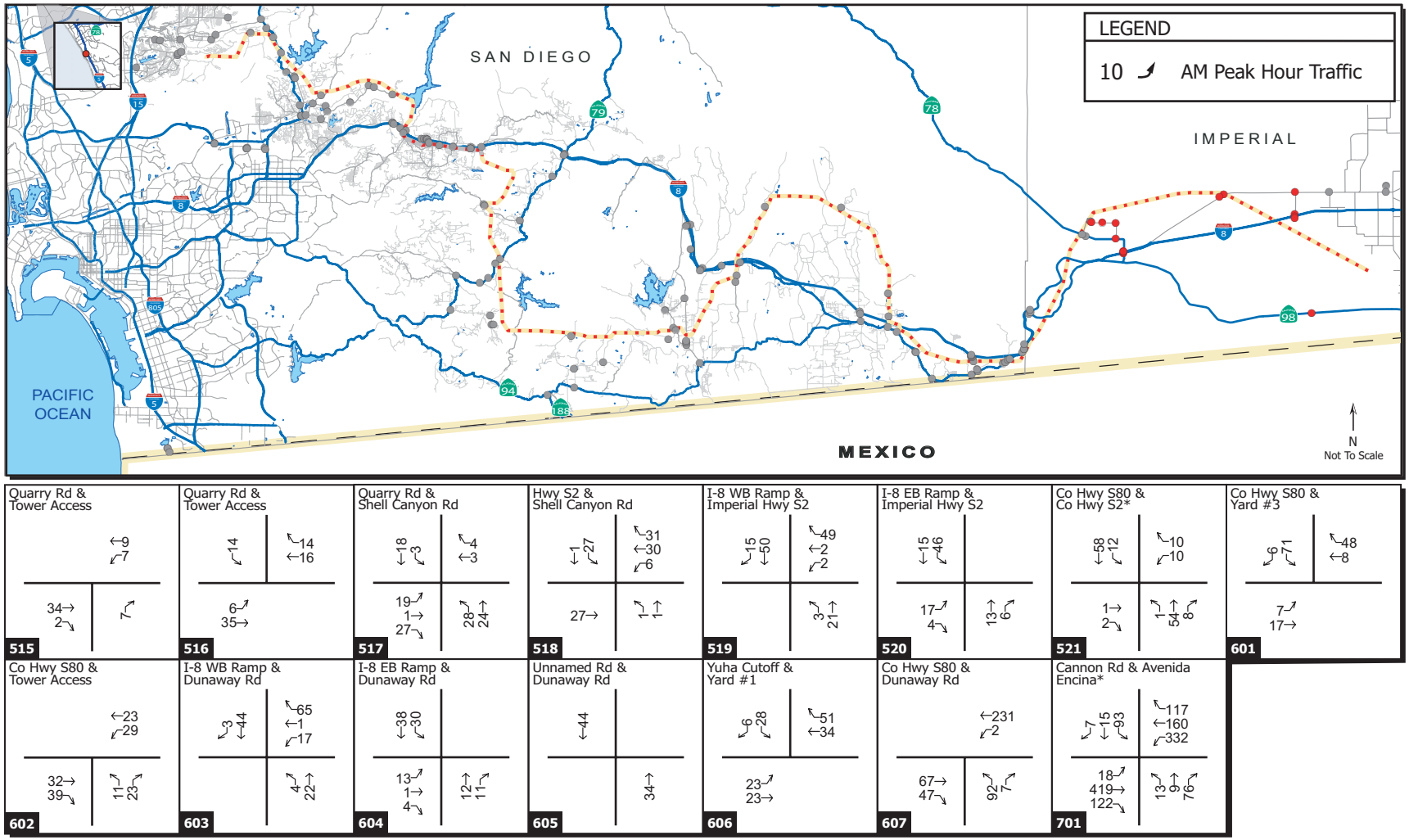



Figure 3.9F
Existing + Project AM Peak Hour Volumes

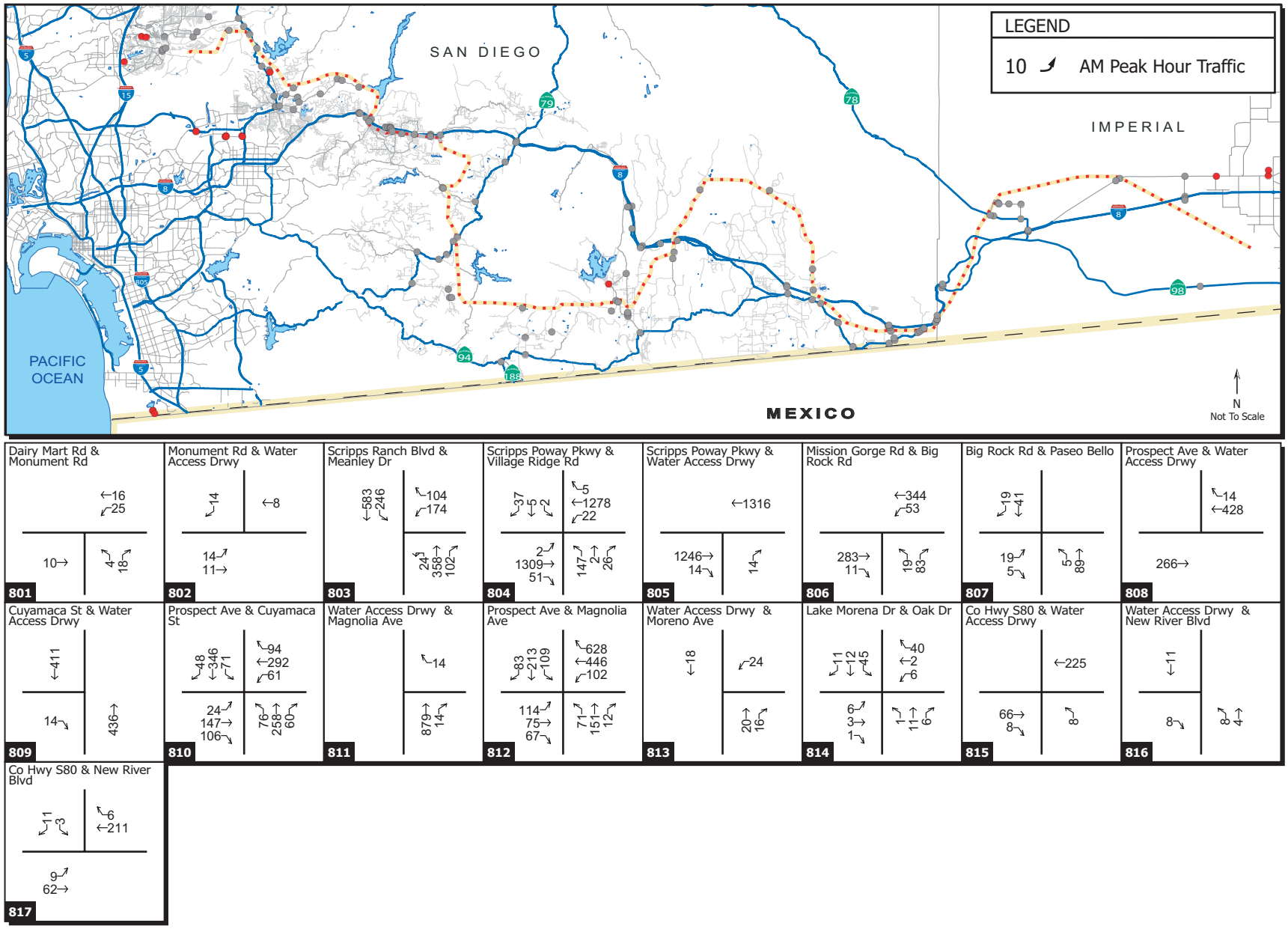
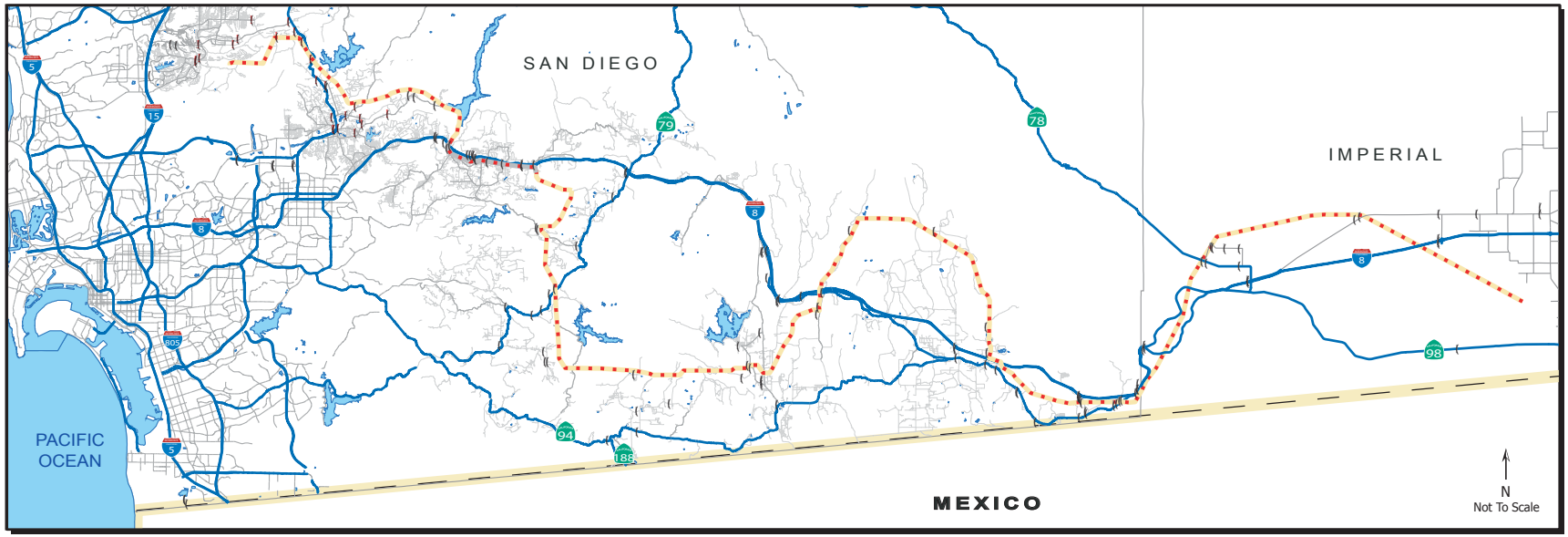



Figure 3.9G
Existing + Project AM Peak Hour Volumes



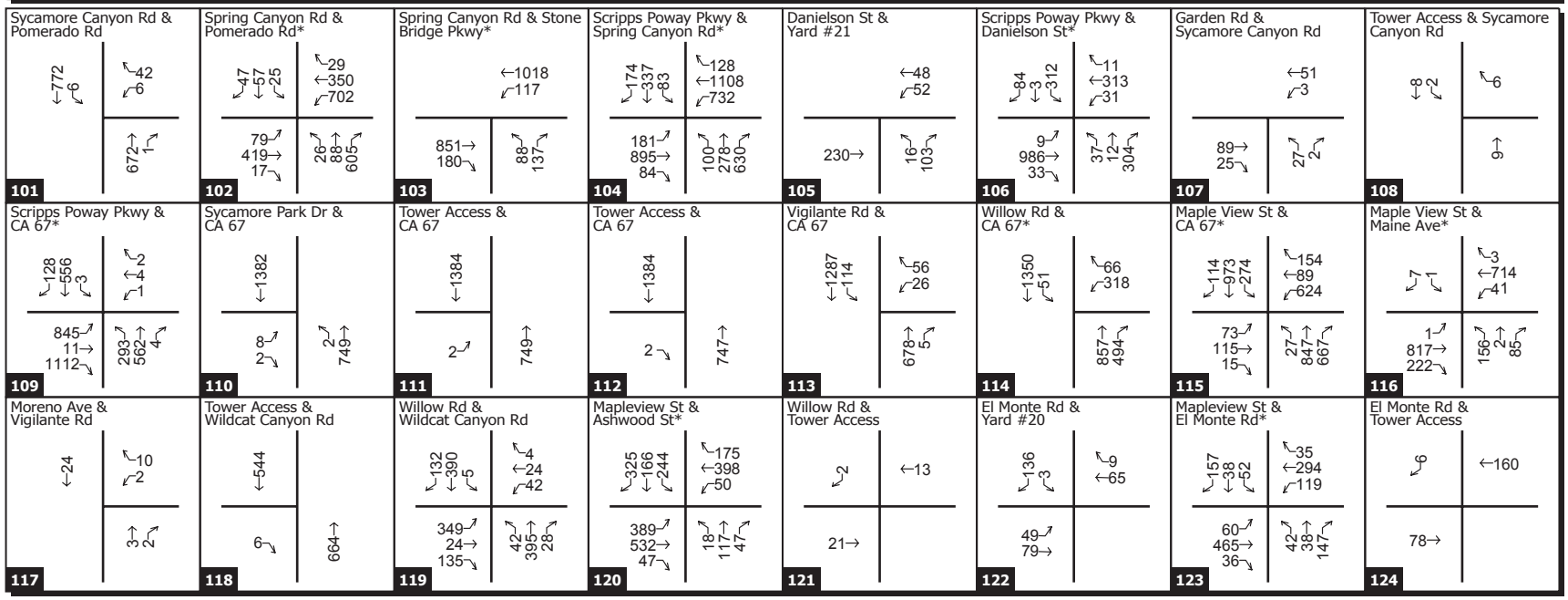




Figure 3.10A
Existing + Project PM Peak Hour Volumes

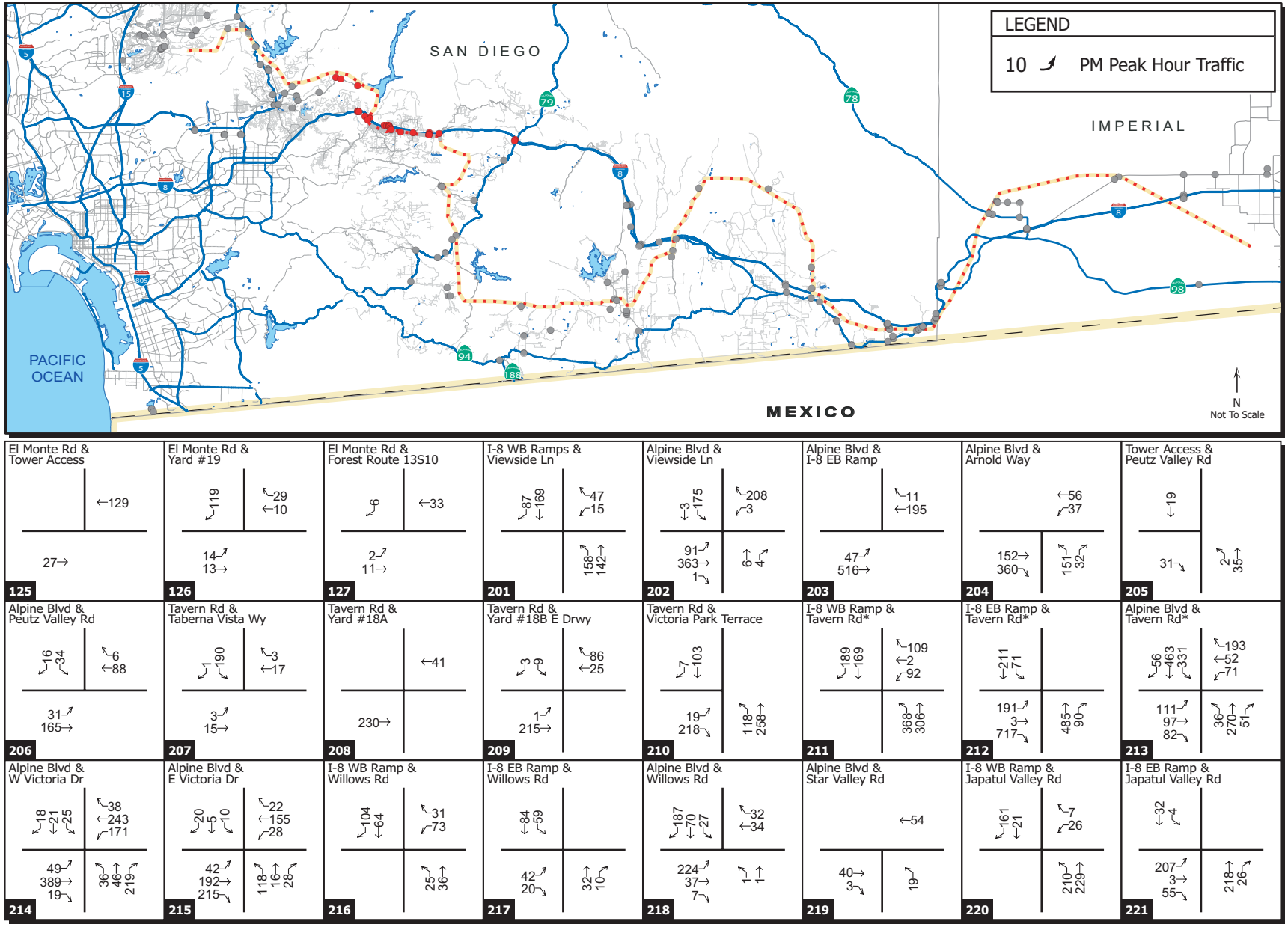



Figure 3.10B
Existing + Project PM Peak Hour Volumes

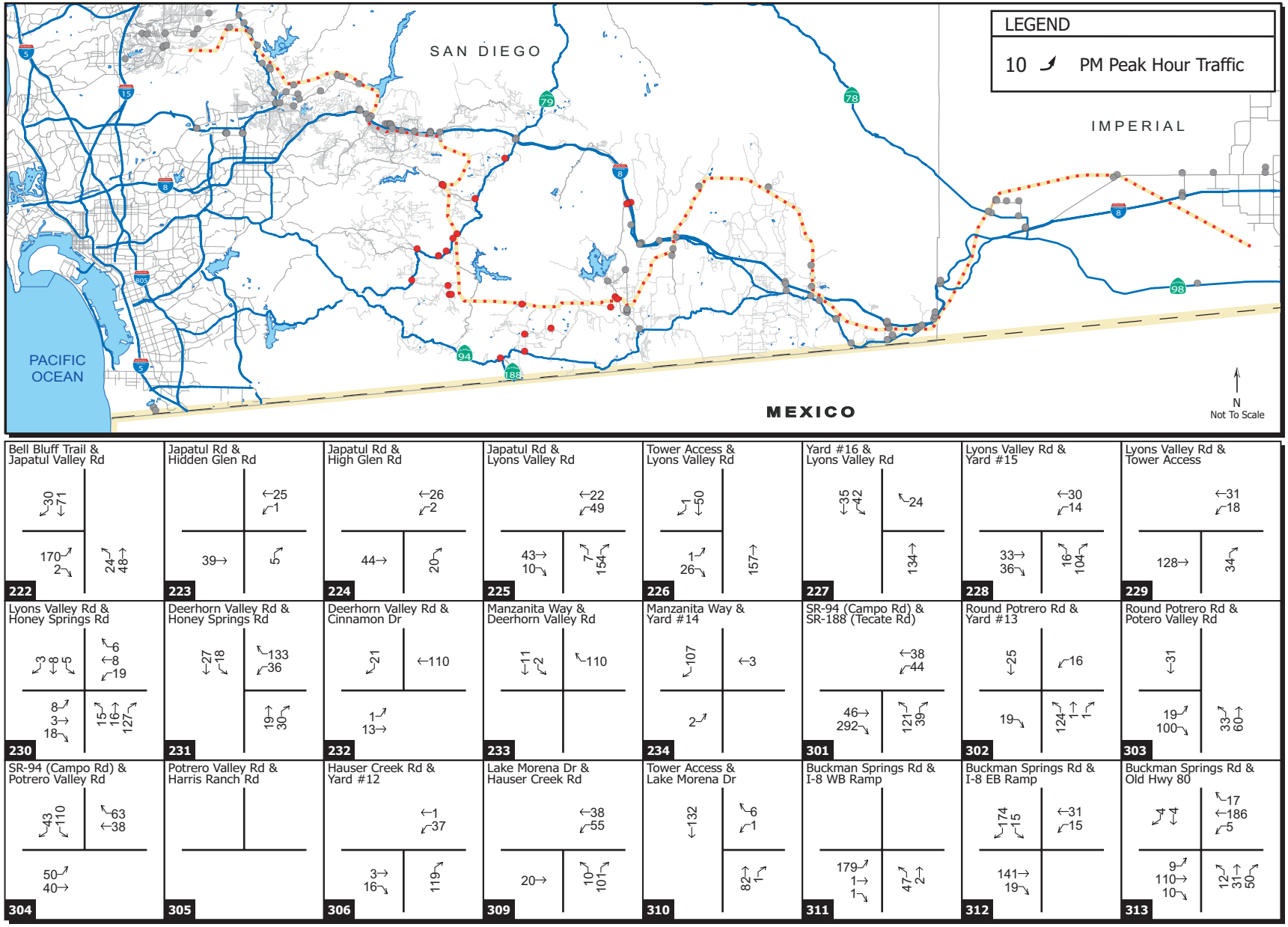



Figure 3.10C
Existing + Project PM Peak Hour Volumes

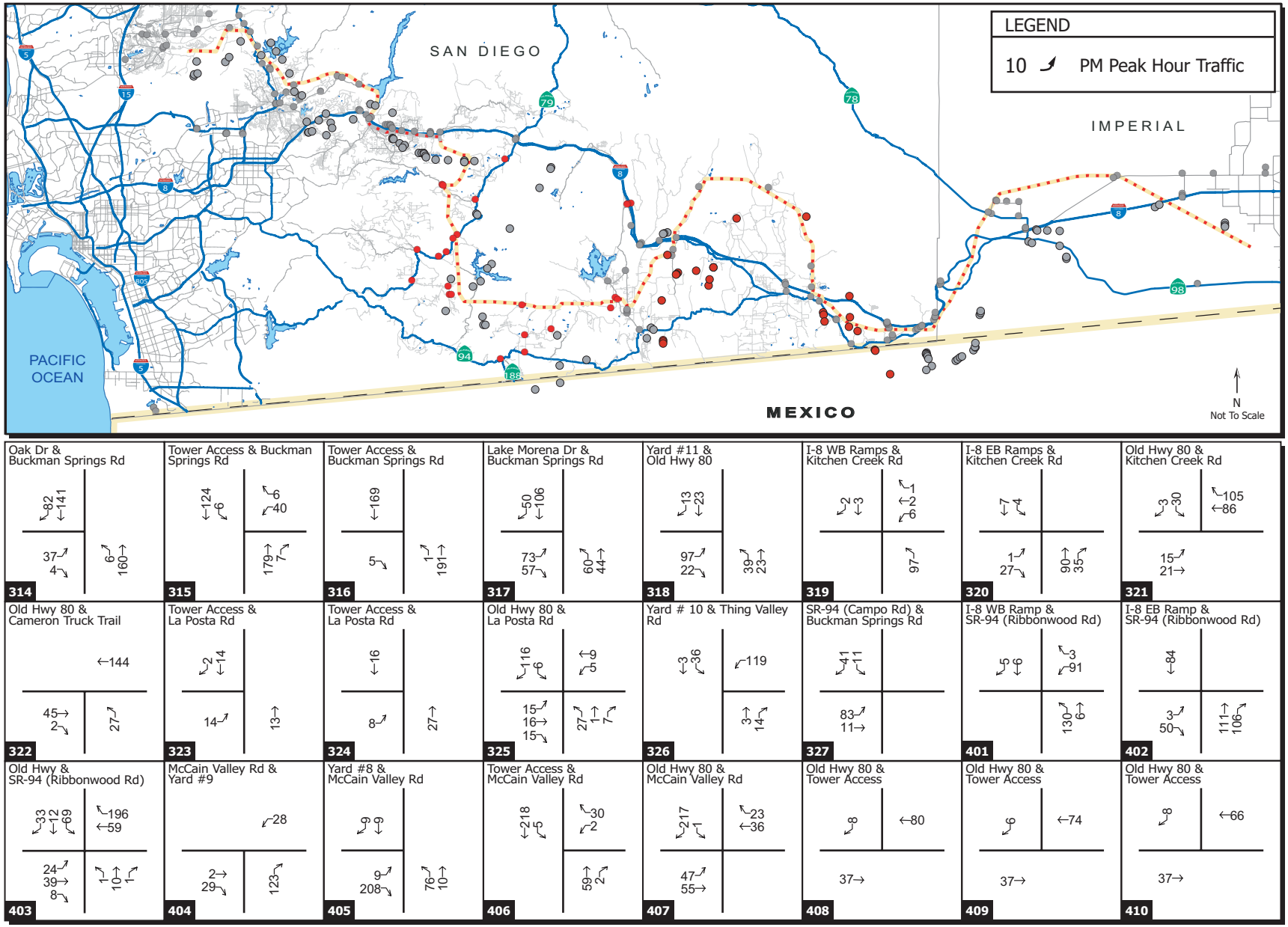



Figure 3.10D
Existing + Project PM Peak Hour Volumes

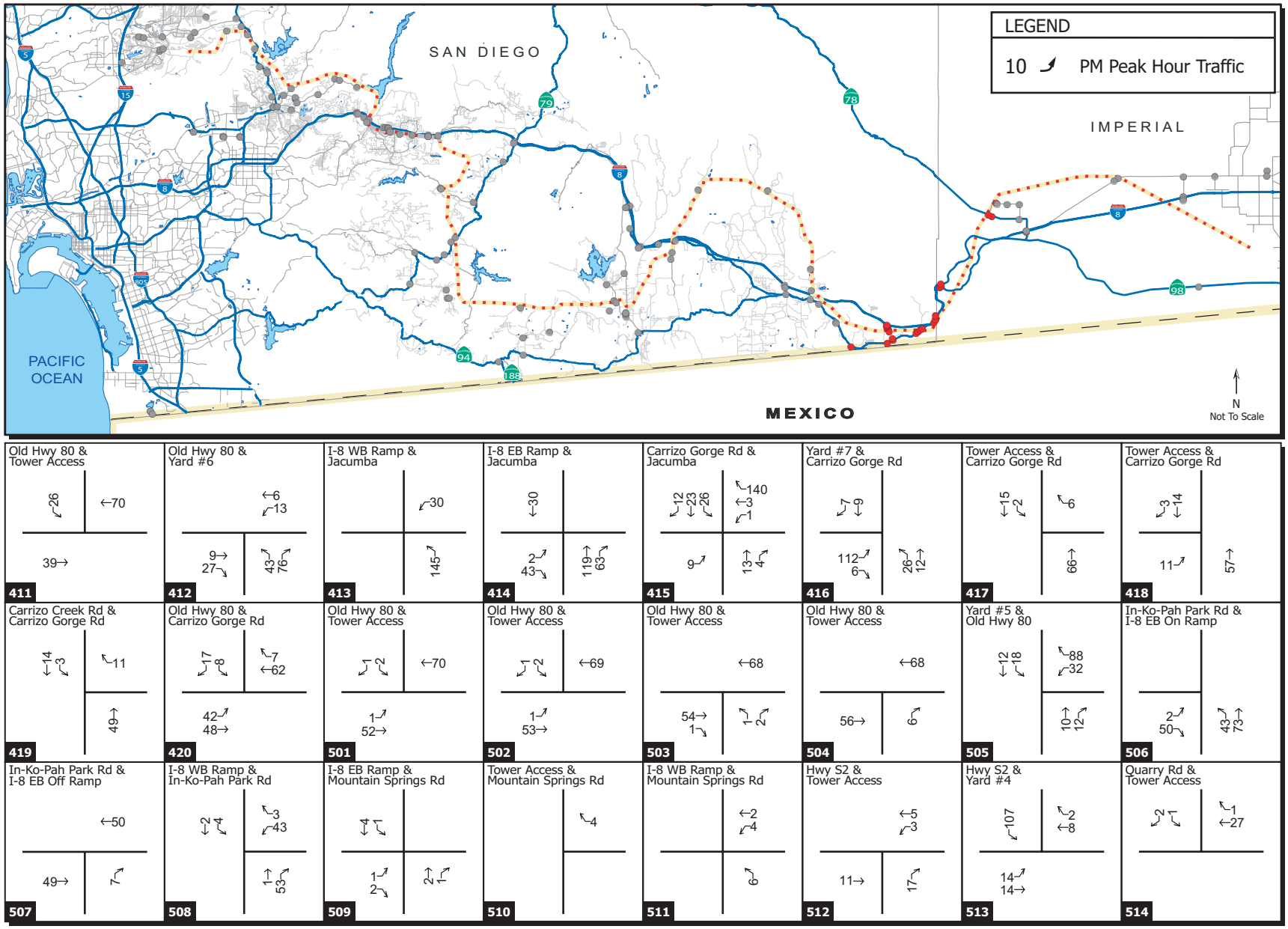



Figure 3.10E
Existing + Project PM Peak Hour Volumes

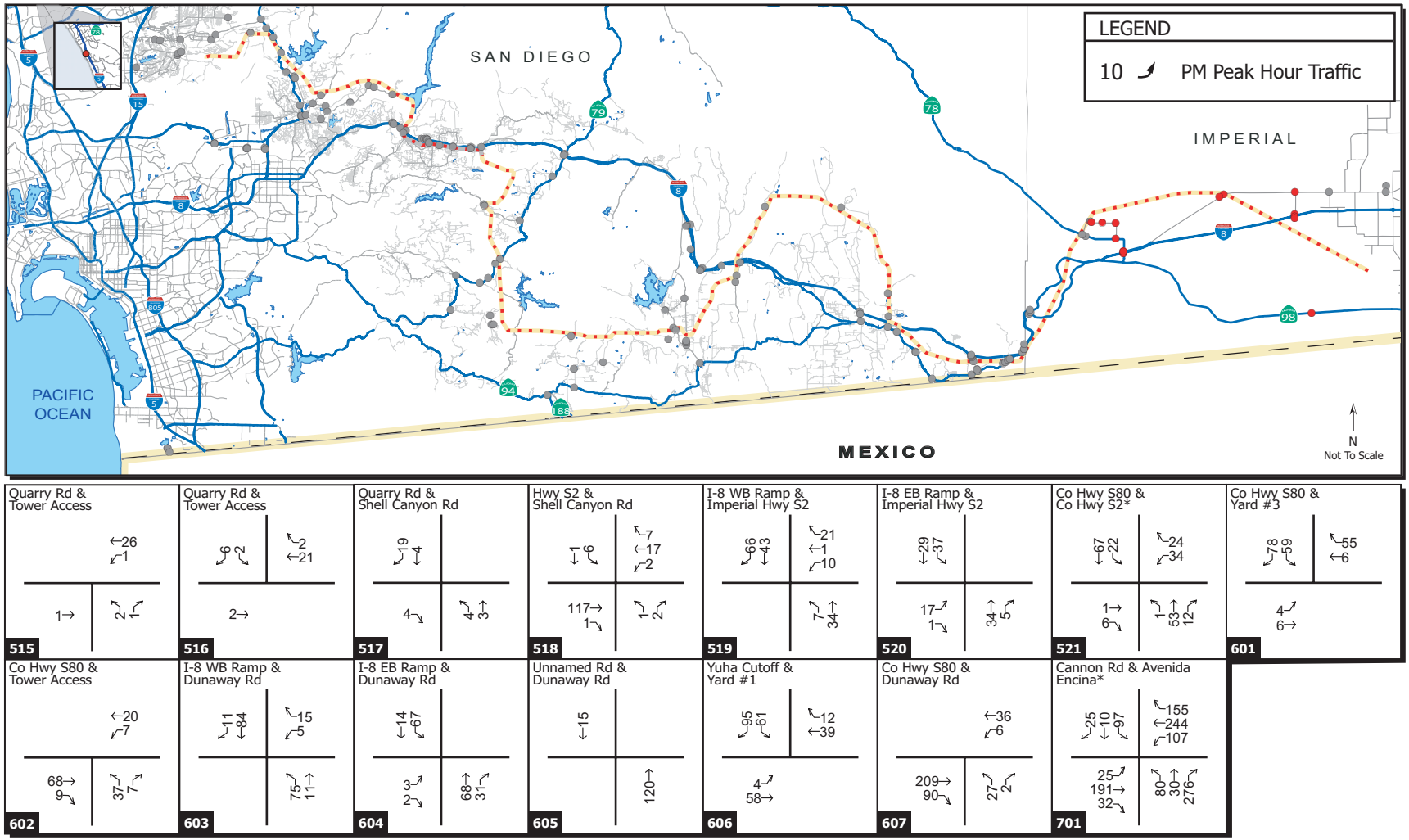



Figure 3.10F
Existing + Project PM Peak Hour Volumes

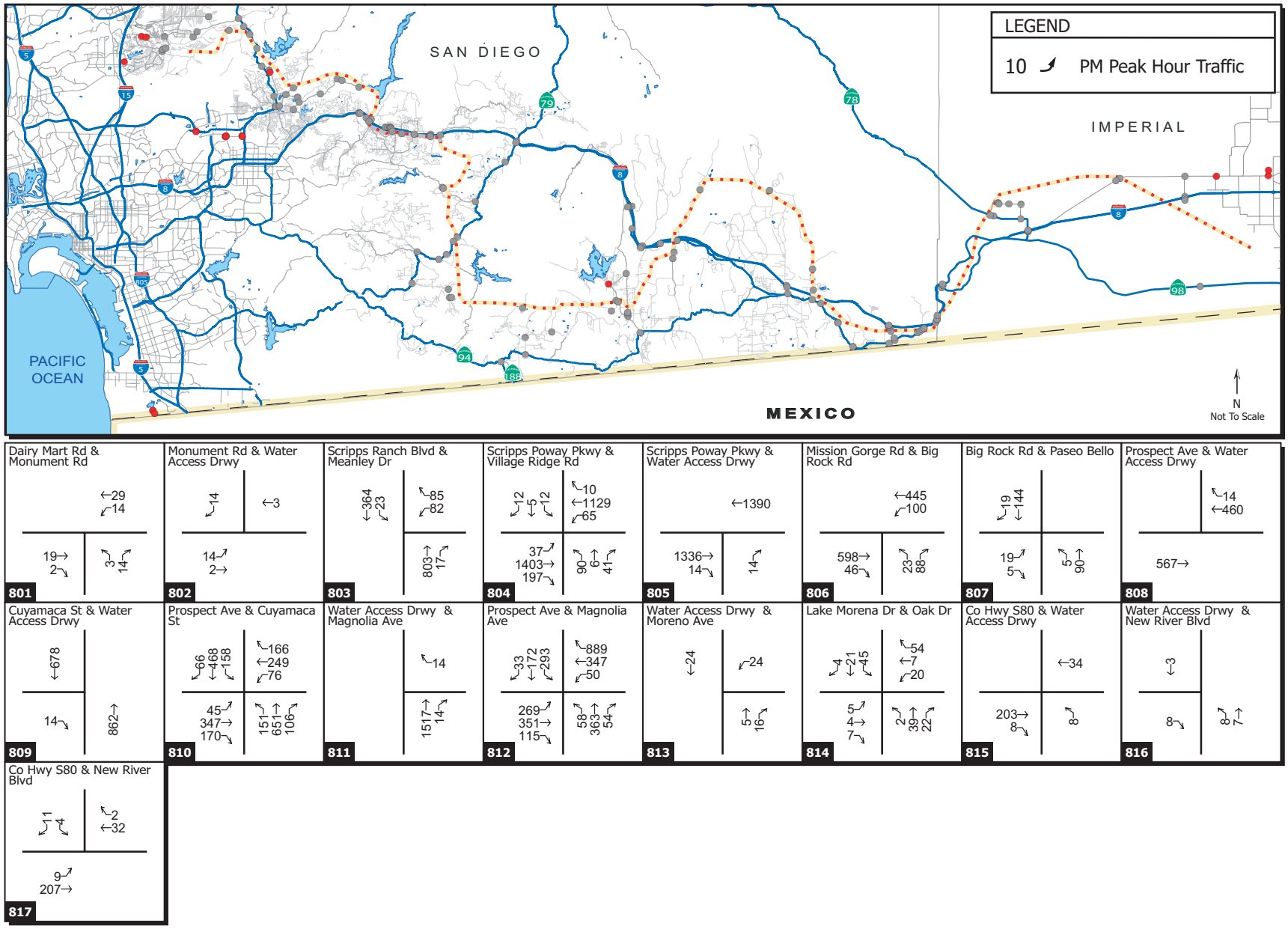



Figure 3.10G
Existing + Project PM Peak Hour Volumes

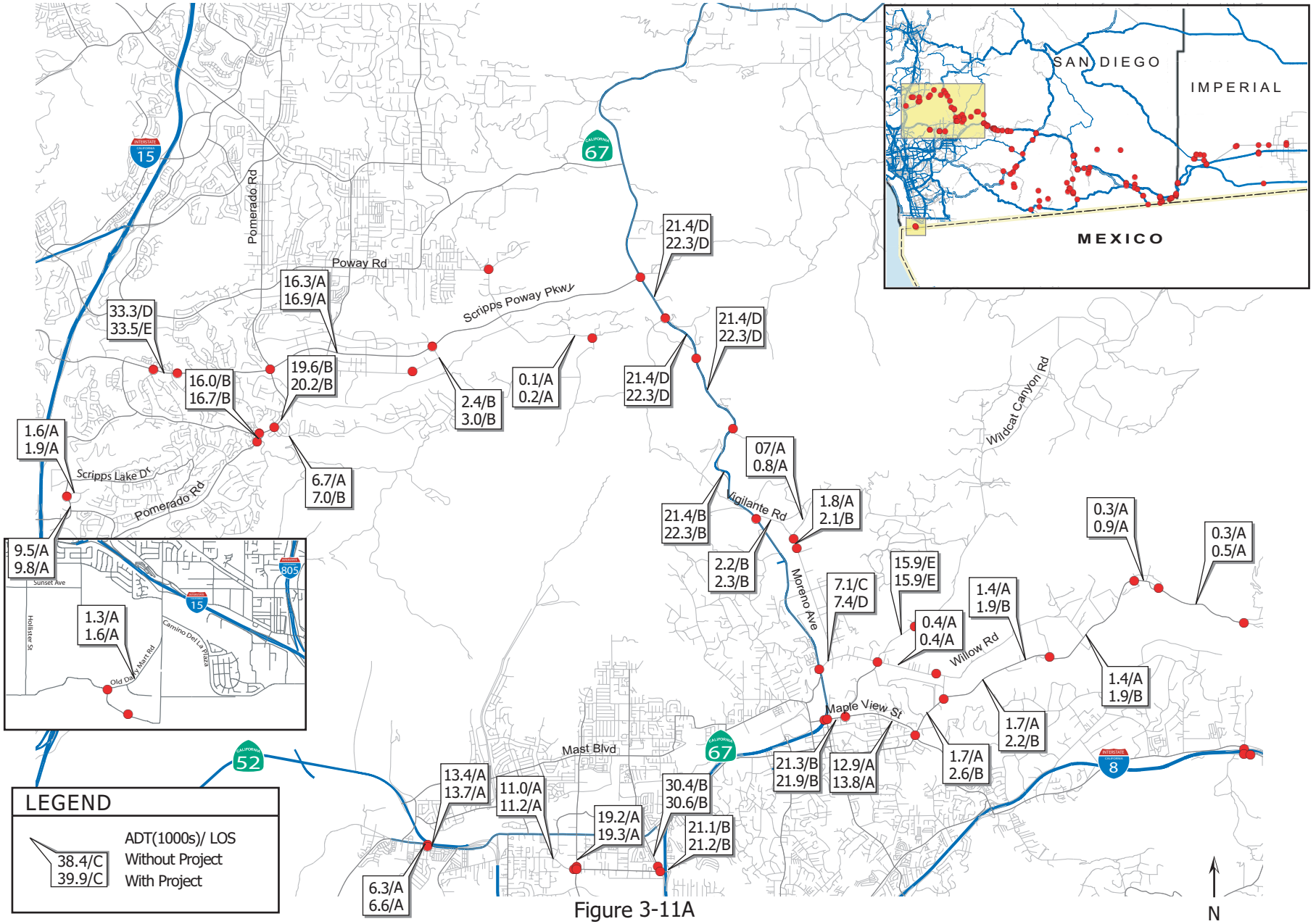



Figure 3-11A
Existing Roadway Segment Volumes

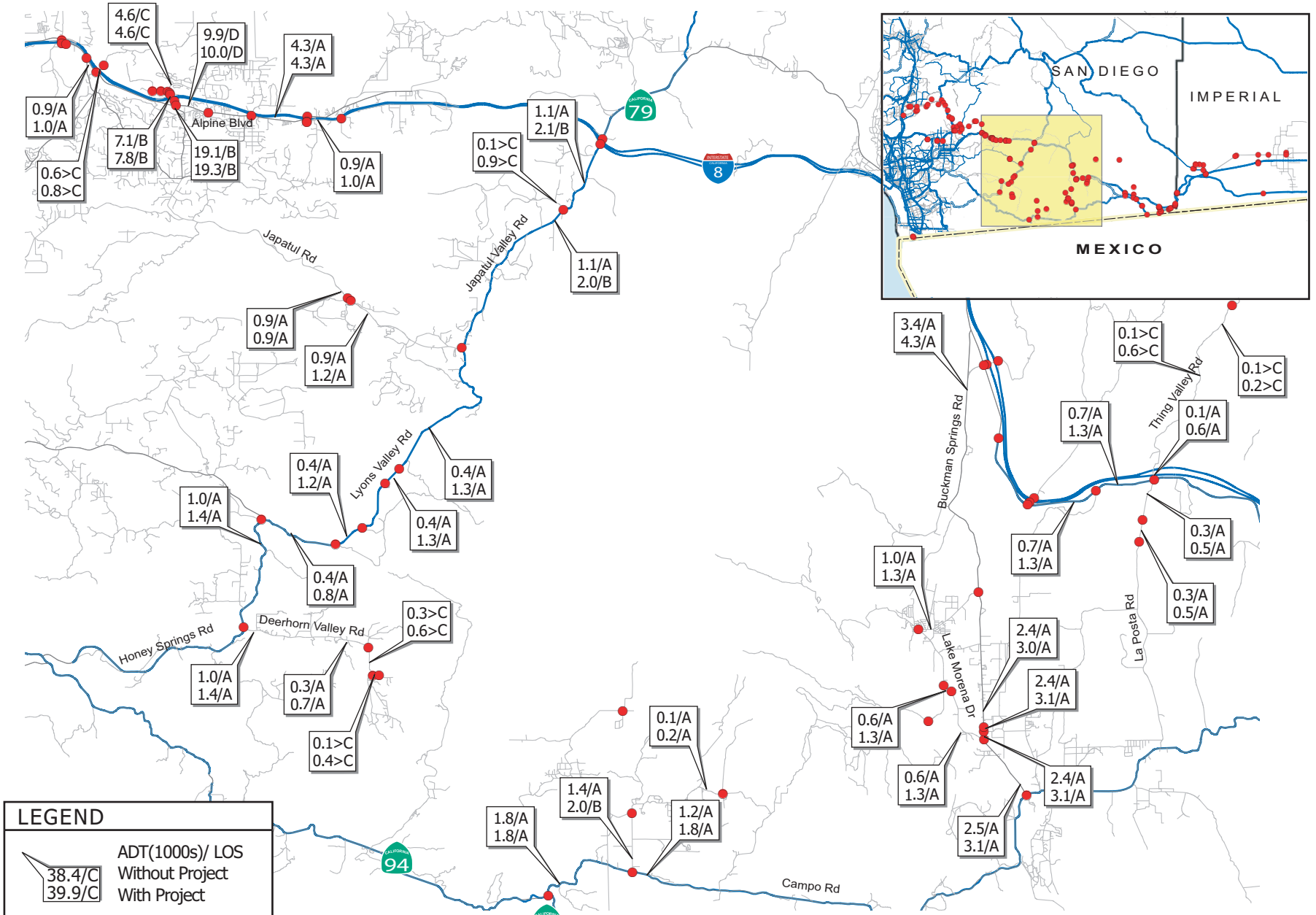



Figure 3-11B
Existing Roadway Segment Volumes

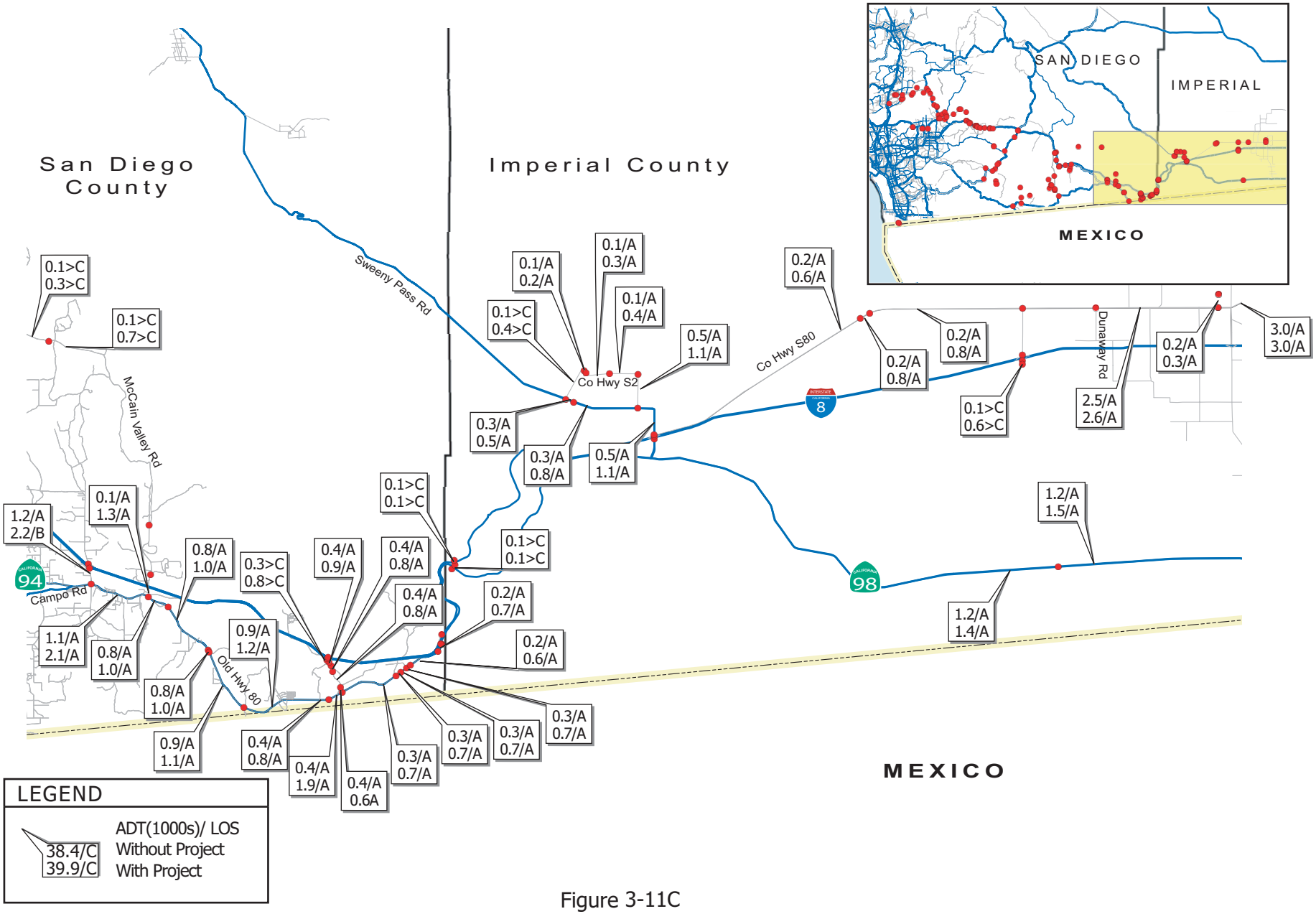



Figure 3-11C
Existing Roadway Segment Volumes

Not To Scale

# APPENDIX E

# EXISTING INTERSECTION ANALYSIS WORKSHEETS

HCM Unsignalized Intersection Capacity Analysis
101: Sycamore Canyon Rd & Pomerado Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 593 | 0 | 0 | 543 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 645 | 0 | 0 | 590 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | 827 |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1235 | 322 | | | 645 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1235 | 322 | | | 645 | |
| tC, single (s) | 6.8 | 6.9 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 169 | 673 | | | 936 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 0 | 430 | 215 | 0 | 590 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.25 | 0.13 | 0.00 | 0.35 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | | | |
| Approach Delay (s) | 0.0 | 0.0 | | 0.0 | |
| Approach LOS | A | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 31.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Signalized Intersection Capacity Analysis
102: Spring Canyon Rd & Pomerado Rd

| 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 | 4.0 | |
| Lane Util. Factor | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.92 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3510 | | 3433 | 3524 | | 1770 | 1863 | 1583 | 1770 | 1717 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3510 | | 3433 | 3524 | | 1770 | 1863 | 1583 | 1770 | 1717 | |
| Volume (vph) | 15 | 250 | 15 | 458 | 368 | 11 | 30 | 31 | 523 | 16 | 66 | 73 |
| 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) | 16 | 272 | 16 | 498 | 400 | 12 | 33 | 34 | 568 | 17 | 72 | 79 |
| RTOR Reduction (vph) | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 450 | 0 | 53 | 0 |
| Lane Group Flow (vph) | 16 | 284 | 0 | 498 | 410 | 0 | 33 | 34 | 118 | 17 | 98 | 0 |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | | | | | | | | | 8 | | | |
| Actuated Green, G (s) | 0.5 | 13.6 | | 12.4 | 25.5 | | 1.5 | 11.1 | 11.1 | 0.5 | 10.1 | |
| Effective Green, g (s) | 0.5 | 13.6 | | 12.4 | 25.5 | | 1.5 | 11.1 | 11.1 | 0.5 | 10.1 | |
| Actuated g/C Ratio | 0.01 | 0.25 | | 0.23 | 0.48 | | 0.03 | 0.21 | 0.21 | 0.01 | 0.19 | |
| Clearance Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 17 | 891 | | 794 | 1677 | | 50 | 386 | 328 | 17 | 324 | |
| v/s Ratio Prot | 0.01 | c0.08 | | c0.15 | 0.12 | | c0.02 | 0.02 | | 0.01 | 0.06 | |
| v/s Ratio Perm | | | | | | | | | c0.07 | | | |
| v/c Ratio | 0.94 | 0.32 | | 0.63 | 0.24 | | 0.66 | 0.09 | 0.36 | 1.00 | 0.30 | |
| Uniform Delay, d1 | 26.5 | 16.2 | | 18.5 | 8.3 | | 25.8 | 17.2 | 18.2 | 26.6 | 18.7 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 188.5 | 0.2 | | 1.6 | 0.1 | | 28.1 | 0.1 | 0.7 | 218.3 | 0.5 | |
| Delay (s) | 215.1 | 16.4 | | 20.1 | 8.4 | | 53.9 | 17.3 | 18.9 | 244.8 | 19.3 | |
| Level of Service | F | B | | C | A | | D | B | B | F | B | |
| Approach Delay (s) | | 26.9 | | | 14.8 | | | 20.6 | | | 42.1 | |
| Approach LOS | | C | | | B | | | C | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 20.7 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.41 | | |
| Actuated Cycle Length (s) | 53.6 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 53.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



HCM Signalized Intersection Capacity Analysis
103: Spring Canyon Rd & Stone Bridge Pkwy

| 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 | 4.0 |
| Lane Util. Factor | 0.95 | 1.00 | 1.00 | 0.95 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3539 | 1583 | 1770 | 3539 | 3433 | 1583 |
| Flt Permitted | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 3539 | 1583 | 1770 | 3539 | 3433 | 1583 |
| Volume (vph) | 739 | 105 | 56 | 536 | 267 | 101 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 803 | 114 | 61 | 583 | 290 | 110 |
| RTOR Reduction (vph) | 0 | 62 | 0 | 0 | 0 | 87 |
| Lane Group Flow (vph) | 803 | 52 | 61 | 583 | 290 | 24 |
| Turn Type | | Perm | Prot | | | Perm |
| Protected Phases | 2 | | 1 | 6 | 3 | |
| Permitted Phases | | 2 | | | | 3 |
| Actuated Green, G (s) | 19.9 | 19.9 | 2.7 | 26.6 | 9.4 | 9.4 |
| Effective Green, g (s) | 19.9 | 19.9 | 2.7 | 26.6 | 9.4 | 9.4 |
| Actuated g/C Ratio | 0.45 | 0.45 | 0.06 | 0.60 | 0.21 | 0.21 |
| 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) | 1601 | 716 | 109 | 2139 | 733 | 338 |
| v/s Ratio Prot | c0.23 | | c0.03 | 0.16 | c0.08 | |
| v/s Ratio Perm | | 0.03 | | | | 0.01 |
| v/c Ratio | 0.50 | 0.07 | 0.56 | 0.27 | 0.40 | 0.07 |
| Uniform Delay, d1 | 8.5 | 6.8 | 20.1 | 4.1 | 14.9 | 13.8 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.2 | 0.0 | 6.1 | 0.1 | 0.4 | 0.1 |
| Delay (s) | 8.8 | 6.9 | 26.2 | 4.2 | 15.2 | 13.9 |
| Level of Service | A | A | C | A | B | B |
| Approach Delay (s) | 8.5 | | | 6.3 | 14.9 | |
| Approach LOS | A | | | A | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 9.1 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.48 | | |
| Actuated Cycle Length (s) | 44.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 41.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



HCM Signalized Intersection Capacity Analysis
104: Scripps Poway Pkwy & Spring Canyon Rd

| 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 | 4.0 | |
| Lane Util. Factor | 0.97 | 0.91 | | 0.97 | 0.91 | | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.93 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 3433 | 5053 | | 3433 | 5047 | | 3433 | 3539 | 1583 | 3433 | 3285 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | 3433 | 5053 | | 3433 | 5047 | | 3433 | 3539 | 1583 | 3433 | 3285 | |
| Volume (vph) | 114 | 1107 | 50 | 307 | 842 | 45 | 92 | 258 | 527 | 116 | 190 | 175 |
| 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) | 124 | 1203 | 54 | 334 | 915 | 49 | 100 | 280 | 573 | 126 | 207 | 190 |
| RTOR Reduction (vph) | 0 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 198 | 0 | 136 | 0 |
| Lane Group Flow (vph) | 124 | 1252 | 0 | 334 | 958 | 0 | 100 | 280 | 375 | 126 | 261 | 0 |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | | | | | | | | | 8 | | | |
| Actuated Green, G (s) | 5.2 | 24.9 | | 12.0 | 31.7 | | 4.5 | 22.9 | 22.9 | 4.2 | 22.6 | |
| Effective Green, g (s) | 5.2 | 24.9 | | 12.0 | 31.7 | | 4.5 | 22.9 | 22.9 | 4.2 | 22.6 | |
| Actuated g/C Ratio | 0.07 | 0.31 | | 0.15 | 0.40 | | 0.06 | 0.29 | 0.29 | 0.05 | 0.28 | |
| Clearance Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 223 | 1573 | | 515 | 2000 | | 193 | 1013 | 453 | 180 | 928 | |
| v/s Ratio Prot | 0.04 | c0.25 | | c0.10 | 0.19 | | 0.03 | 0.08 | | c0.04 | 0.08 | |
| v/s Ratio Perm | | | | | | | | | c0.24 | | | |
| v/c Ratio | 0.56 | 0.80 | | 0.65 | 0.48 | | 0.52 | 0.28 | 0.83 | 0.70 | 0.28 | |
| Uniform Delay, d1 | 36.3 | 25.2 | | 32.0 | 18.0 | | 36.7 | 22.1 | 26.7 | 37.3 | 22.4 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 3.0 | 2.9 | | 2.8 | 0.2 | | 2.3 | 0.1 | 11.8 | 11.3 | 0.2 | |
| Delay (s) | 39.3 | 28.1 | | 34.8 | 18.2 | | 39.0 | 22.3 | 38.6 | 48.6 | 22.5 | |
| Level of Service | D | C | | C | B | | D | C | D | D | C | |
| Approach Delay (s) | | 29.1 | | | 22.5 | | | 33.8 | | | 28.8 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 28.1 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.73 | | |
| Actuated Cycle Length (s) | 80.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 68.5% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

HCM Unsignalized Intersection Capacity Analysis
105: Danielson St & Yard #21

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 41 | 0 | 0 | 132 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 45 | 0 | 0 | 143 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 45 | | 116 | 22 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 45 | | 116 | 22 |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1562 | | 867 | 1049 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | NB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 30 | 15 | 0 | 72 | 72 | 0 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.02 | 0.01 | 0.00 | 0.04 | 0.04 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | | | | A |
| Approach Delay (s) | 0.0 | | 0.0 | | | 0.0 |
| Approach LOS | | | | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 7.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Signalized Intersection Capacity Analysis
106: Scripps Poway Pkwy & Danielson St

| 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 | |
| Lane Util. Factor | 1.00 | 0.91 | | 1.00 | 0.91 | | | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 0.97 | | | 0.90 | | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 4983 | | 1770 | 4925 | | | 1669 | | 1770 | 1775 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | | 1.00 | | 1.00 | 1.00 | |
| Satd. Flow (perm) | 1770 | 4983 | | 1770 | 4925 | | | 1669 | | 1863 | 1775 | |
| Volume (vph) | 85 | 238 | 37 | 84 | 1086 | 290 | 0 | 4 | 8 | 13 | 10 | 5 |
| 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) | 92 | 259 | 40 | 91 | 1180 | 315 | 0 | 4 | 9 | 14 | 11 | 5 |
| RTOR Reduction (vph) | 0 | 13 | 0 | 0 | 32 | 0 | 0 | 9 | 0 | 0 | 5 | 0 |
| Lane Group Flow (vph) | 92 | 286 | 0 | 91 | 1463 | 0 | 0 | 4 | 0 | 14 | 11 | 0 |
| Turn Type | Prot | | | Prot | | | Perm | | | Perm | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | | | | | | | 8 | | | 4 | | |
| Actuated Green, G (s) | 6.9 | 42.7 | | 6.8 | 42.6 | | | 2.9 | | 2.9 | 2.9 | |
| Effective Green, g (s) | 6.9 | 42.7 | | 6.8 | 42.6 | | | 2.9 | | 2.9 | 2.9 | |
| Actuated g/C Ratio | 0.11 | 0.66 | | 0.11 | 0.66 | | | 0.05 | | 0.05 | 0.05 | |
| Clearance Time (s) | 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 | |
| Lane Grp Cap (vph) | 190 | 3304 | | 187 | 3258 | | | 75 | | 84 | 80 | |
| v/s Ratio Prot | c0.05 | 0.06 | | 0.05 | c0.30 | | | 0.00 | | | 0.01 | |
| v/s Ratio Perm | | | | | | | | | | c0.01 | | |
| v/c Ratio | 0.48 | 0.09 | | 0.49 | 0.45 | | | 0.06 | | 0.17 | 0.14 | |
| Uniform Delay, d1 | 27.1 | 3.9 | | 27.2 | 5.2 | | | 29.4 | | 29.6 | 29.6 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 1.9 | 0.0 | | 2.0 | 0.1 | | | 0.3 | | 0.9 | 0.8 | |
| Delay (s) | 29.0 | 3.9 | | 29.1 | 5.3 | | | 29.8 | | 30.5 | 30.4 | |
| Level of Service | C | A | | C | A | | | C | | C | C | |
| Approach Delay (s) | | 9.8 | | | 6.7 | | | 29.8 | | | 30.4 | |
| Approach LOS | | A | | | A | | | C | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 7.8 | HCM Level of Service | | A | |
| HCM Volume to Capacity ratio | 0.44 | | | | |
| Actuated Cycle Length (s) | 64.4 | Sum of lost time (s) | | 12.0 | |
| Intersection Capacity Utilization | 49.6% | ICU Level of Service | | A | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |



HCM Unsignalized Intersection Capacity Analysis
107: Garden Rd & Sycamore Canyon Rd

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 42 | 15 | 0 | 91 | 23 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 46 | 16 | 0 | 99 | 25 | 1 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 62 | | 153 | 54 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 62 | | 153 | 54 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 97 | 100 |
| cM capacity (veh/h) | | | 1541 | | 839 | 1013 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 62 | 99 | 26 |
| Volume Left | 0 | 0 | 25 |
| Volume Right | 16 | 0 | 1 |
| cSH | 1700 | 1541 | 845 |
| Volume to Capacity | 0.04 | 0.00 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 2 |
| Control Delay (s) | 0.0 | 0.0 | 9.4 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 9.4 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.3 | | |
| Intersection Capacity Utilization | 14.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
108: Tower Access & Sycamore Canyon Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 5 | 0 | 0 | 4 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 5 | 0 | 0 | 4 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 10 | 5 | | | 5 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 10 | 5 | | | 5 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 1010 | 1078 | | | 1616 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 5 | 4 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1616 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

## HCM Signalized Intersection Capacity Analysis
## 109: Scripps Poway Pkwy & CA 67

| 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 | 4.0 | 4.0 |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | | 0.97 | 0.95 | | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1681 | 1688 | 1583 | 1770 | 1837 | | 3433 | 3534 | | 1770 | 3539 | 1583 |
| Flt Permitted | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1681 | 1688 | 1583 | 1770 | 1837 | | 3433 | 3534 | | 1770 | 3539 | 1583 |
| Volume (vph) | 93 | 2 | 175 | 5 | 9 | 1 | 1037 | 386 | 4 | 2 | 483 | 1006 |
| 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) | 101 | 2 | 190 | 5 | 10 | 1 | 1127 | 420 | 4 | 2 | 525 | 1093 |
| RTOR Reduction (vph) | 0 | 0 | 122 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 142 |
| Lane Group Flow (vph) | 51 | 52 | 68 | 5 | 10 | 0 | 1127 | 423 | 0 | 2 | 525 | 951 |
| Turn Type | Split | | Perm | Split | | | Prot | | | Prot | | pm+ov |
| Protected Phases | 2 | 2 | | 6 | 6 | | 3 | 8 | | 7 | 4 | 2 |
| Permitted Phases | | | 2 | | | | | | | | | 4 |
| Actuated Green, G (s) | 48.0 | 48.0 | 48.0 | 6.3 | 6.3 | | 41.0 | 62.4 | | 0.8 | 22.2 | 70.2 |
| Effective Green, g (s) | 48.0 | 48.0 | 48.0 | 6.3 | 6.3 | | 41.0 | 62.4 | | 0.8 | 22.2 | 70.2 |
| Actuated g/C Ratio | 0.36 | 0.36 | 0.36 | 0.05 | 0.05 | | 0.31 | 0.47 | | 0.01 | 0.17 | 0.53 |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 604 | 607 | 569 | 84 | 87 | | 1054 | 1652 | | 11 | 589 | 880 |
| v/s Ratio Prot | 0.03 | 0.03 | | 0.00 | c0.01 | | c0.33 | 0.12 | | 0.00 | 0.15 | c0.39 |
| v/s Ratio Perm | | | 0.04 | | | | | | | | | 0.21 |
| v/c Ratio | 0.08 | 0.09 | 0.12 | 0.06 | 0.12 | | 1.07 | 0.26 | | 0.18 | 0.89 | 1.08 |
| Uniform Delay, d1 | 28.2 | 28.2 | 28.6 | 60.8 | 60.9 | | 46.2 | 21.5 | | 66.0 | 54.5 | 31.6 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.1 | 0.1 | 0.1 | 0.3 | 0.6 | | 48.2 | 0.1 | | 7.8 | 15.6 | 54.6 |
| Delay (s) | 28.3 | 28.3 | 28.7 | 61.1 | 61.5 | | 94.5 | 21.6 | | 73.9 | 70.1 | 86.3 |
| Level of Service | C | C | C | E | E | | F | C | | E | E | F |
| Approach Delay (s) | | 28.6 | | | 61.4 | | | 74.5 | | | 81.0 | |
| Approach LOS | | C | | | E | | | E | | | F | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 73.6 | HCM Level of Service | E | |
| HCM Volume to Capacity ratio | 1.03 | | | |
| Actuated Cycle Length (s) | 133.5 | Sum of lost time (s) | 12.0 | |
| Intersection Capacity Utilization | 105.2% | ICU Level of Service | G | |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |



## HCM Unsignalized Intersection Capacity Analysis
## 110: Sycamore Park Dr & CA 67

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 1192 | 670 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 1296 | 728 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 851 | |
| pX, platoon unblocked | 0.81 | 0.81 | 0.81 | | | |
| vC, conflicting volume | 1376 | 728 | 728 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1467 | 663 | 663 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 96 | 325 | 743 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|
| Volume Total | 0 | 432 | 864 | 728 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 1700 | 743 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.51 | 0.43 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | | |
| Approach Delay (s) | 0.0 | 0.0 | | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 38.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



## HCM Unsignalized Intersection Capacity Analysis
## 111: Tower Access & CA 67

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 1192 | 670 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 1296 | 728 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1376 | 728 | 728 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1376 | 728 | 728 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 136 | 366 | 871 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|
| Volume Total | 0 | 432 | 864 | 728 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 1700 | 871 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.51 | 0.43 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | | |
| Approach Delay (s) | 0.0 | 0.0 | | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 38.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



## HCM Unsignalized Intersection Capacity Analysis
## 112: Tower Access & CA 67

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 1192 | 670 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 1296 | 728 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1376 | 364 | 728 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1376 | 364 | 728 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 136 | 633 | 871 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 0 | 648 | 648 | 486 | 243 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.38 | 0.38 | 0.29 | 0.14 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | | | |
| Approach Delay (s) | 0.0 | 0.0 | | 0.0 | |
| Approach LOS | A | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 36.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

## HCM Unsignalized Intersection Capacity Analysis
## 113: Vigilante Rd & CA 67

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 5 | 68 | 1149 | 20 | 40 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 5 | 74 | 1249 | 22 | 43 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1336 | 624 | | | 1271 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1336 | 624 | | | 1271 | |
| tC, single (s) | 6.8 | 6.9 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 96 | 83 | | | 92 | |
| cM capacity (veh/h) | 133 | 428 | | | 543 | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 5 | 74 | 624 | 624 | 22 | 43 | 0 | 0 |
| Volume Left | 5 | 0 | 0 | 0 | 0 | 43 | 0 | 0 |
| Volume Right | 0 | 74 | 0 | 0 | 22 | 0 | 0 | 0 |
| cSH | 133 | 428 | 1700 | 1700 | 1700 | 543 | 1700 | 1700 |
| Volume to Capacity | 0.04 | 0.17 | 0.37 | 0.37 | 0.01 | 0.08 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 3 | 15 | 0 | 0 | 0 | 7 | 0 | 0 |
| Control Delay (s) | 33.2 | 15.2 | 0.0 | 0.0 | 0.0 | 12.2 | 0.0 | 0.0 |
| Lane LOS | D | C | | | | B | | |
| Approach Delay (s) | 16.4 | | 0.0 | | | 12.2 | | |
| Approach LOS | C | | | | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.3 | | | |
| Intersection Capacity Utilization | 43.2% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



## HCM Signalized Intersection Capacity Analysis
## 114: Willow Rd & CA 67

| 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 | |
| Lane Util. Factor | | | | | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | | | 0.98 | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | | | 0.96 | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | | | 1754 | | | 1863 | 1583 | 1770 | 1863 | |
| Flt Permitted | | | | | 0.96 | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | | | 1754 | | | 1863 | 1583 | 1770 | 1863 | |
| Volume (vph) | 0 | 0 | 0 | 299 | 0 | 43 | 0 | 1258 | 245 | 34 | 757 | 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 | 325 | 0 | 47 | 0 | 1367 | 266 | 37 | 823 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 51 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 369 | 0 | 0 | 1367 | 215 | 37 | 823 | 0 |
| Turn Type | | | | Split | | | | | Perm | Prot | | |
| Protected Phases | | | | 1 | 1 | | | 8 | | 7 | 4 | |
| Permitted Phases | | | | | | | | | 8 | | | |
| Actuated Green, G (s) | | | | | 29.0 | | | 105.1 | 105.1 | 3.2 | 112.3 | |
| Effective Green, g (s) | | | | | 29.0 | | | 105.1 | 105.1 | 3.2 | 112.3 | |
| Actuated g/C Ratio | | | | | 0.19 | | | 0.70 | 0.70 | 0.02 | 0.75 | |
| 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) | | | | | 341 | | | 1311 | 1114 | 38 | 1401 | |
| v/s Ratio Prot | | | | | c0.21 | | | c0.73 | | c0.02 | 0.44 | |
| v/s Ratio Perm | | | | | | | | | 0.14 | | | |
| v/c Ratio | | | | | 1.08 | | | 1.04 | 0.19 | 0.97 | 0.59 | |
| Uniform Delay, d1 | | | | | 60.2 | | | 22.1 | 7.6 | 73.0 | 8.2 | |
| Progression Factor | | | | | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | | | 72.2 | | | 36.8 | 0.1 | 134.8 | 0.6 | |
| Delay (s) | | | | | 132.4 | | | 58.9 | 7.7 | 207.8 | 8.8 | |
| Level of Service | | | | | F | | | E | A | F | A | |
| Approach Delay (s) | | 0.0 | | | 132.4 | | | 50.5 | | | 17.4 | |
| Approach LOS | | A | | | F | | | D | | | B | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 51.2 | HCM Level of Service | | D |
| HCM Volume to Capacity ratio | 1.05 | | | |
| Actuated Cycle Length (s) | 149.3 | Sum of lost time (s) | | 12.0 |
| Intersection Capacity Utilization | 92.1% | ICU Level of Service | | F |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |



## HCM Signalized Intersection Capacity Analysis
## 115: Mapleview St & CA 67

| 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 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.97 | 1.00 | 0.95 | 0.96 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1805 | 1583 | 1681 | 1707 | 1583 | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 |
| Flt Permitted | | 0.97 | 1.00 | 0.95 | 0.96 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1805 | 1583 | 1681 | 1707 | 1583 | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 |
| Volume (vph) | 116 | 66 | 20 | 664 | 104 | 166 | 18 | 760 | 436 | 114 | 615 | 72 |
| 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) | 126 | 72 | 22 | 722 | 113 | 180 | 20 | 826 | 474 | 124 | 668 | 78 |
| RTOR Reduction (vph) | 0 | 0 | 19 | 0 | 0 | 131 | 0 | 0 | 335 | 0 | 0 | 50 |
| Lane Group Flow (vph) | 0 | 198 | 3 | 407 | 428 | 49 | 20 | 826 | 139 | 124 | 668 | 28 |
| Turn Type | Split | | Perm | Split | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 5 | 5 | | 1 | 1 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | | | 5 | | | 1 | | | 8 | | | 4 |
| Actuated Green, G (s) | | 11.9 | 11.9 | 22.6 | 22.6 | 22.6 | 1.8 | 24.1 | 24.1 | 7.7 | 30.0 | 30.0 |
| Effective Green, g (s) | | 11.9 | 11.9 | 22.6 | 22.6 | 22.6 | 1.8 | 24.1 | 24.1 | 7.7 | 30.0 | 30.0 |
| Actuated g/C Ratio | | 0.14 | 0.14 | 0.27 | 0.27 | 0.27 | 0.02 | 0.29 | 0.29 | 0.09 | 0.36 | 0.36 |
| Clearance Time (s) | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 261 | 229 | 462 | 469 | 435 | 39 | 1036 | 464 | 166 | 1290 | 577 |
| v/s Ratio Prot | | c0.11 | | 0.24 | c0.25 | | 0.01 | c0.23 | | c0.07 | 0.19 | |
| v/s Ratio Perm | | | 0.00 | | | 0.03 | | | 0.09 | | | 0.02 |
| v/c Ratio | | 0.76 | 0.01 | 0.88 | 0.91 | 0.11 | 0.51 | 0.80 | 0.30 | 0.75 | 0.52 | 0.05 |
| Uniform Delay, d1 | | 33.8 | 30.2 | 28.6 | 28.9 | 22.4 | 39.8 | 26.8 | 22.6 | 36.4 | 20.5 | 16.9 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 11.9 | 0.0 | 17.5 | 22.0 | 0.1 | 10.9 | 4.3 | 0.4 | 16.6 | 0.4 | 0.0 |
| Delay (s) | | 45.7 | 30.2 | 46.1 | 50.9 | 22.5 | 50.7 | 31.2 | 22.9 | 53.0 | 20.8 | 17.0 |
| Level of Service | | D | C | D | D | C | D | C | C | D | C | B |
| Approach Delay (s) | | 44.2 | | | 43.9 | | | 28.5 | | | 25.1 | |
| Approach LOS | | D | | | D | | | C | | | C | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 33.2 | HCM Level of Service | | C |
| HCM Volume to Capacity ratio | 0.82 | | | |
| Actuated Cycle Length (s) | 82.3 | Sum of lost time (s) | | 16.0 |
| Intersection Capacity Utilization | 65.1% | ICU Level of Service | | C |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |



## HCM Signalized Intersection Capacity Analysis
## 116: Mapleview St & Maine Ave

| 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 | 1.00 | | 0.95 | | | 1.00 | 1.00 | | 1.00 | |
| Frt | | 1.00 | 0.85 | | 1.00 | | | 1.00 | 0.85 | | 0.86 | |
| Flt Protected | | 1.00 | 1.00 | | 1.00 | | | 0.95 | 1.00 | | 1.00 | |
| Satd. Flow (prot) | | 3539 | 1583 | | 3529 | | | 1774 | 1583 | | 1611 | |
| Flt Permitted | | 1.00 | 1.00 | | 1.00 | | | 0.95 | 1.00 | | 1.00 | |
| Satd. Flow (perm) | | 3539 | 1583 | | 3529 | | | 1774 | 1583 | | 1611 | |
| Volume (vph) | 0 | 469 | 160 | 46 | 733 | 0 | 182 | 1 | 70 | 0 | 0 | 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) | 0 | 510 | 174 | 50 | 797 | 0 | 198 | 1 | 76 | 0 | 0 | 1 |
| RTOR Reduction (vph) | 0 | 0 | 134 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 0 | 510 | 40 | 0 | 847 | 0 | 0 | 199 | 12 | 0 | 0 | 0 |
| Turn Type | Split | | Perm | Split | | Perm | Split | | Perm | Split | | |
| Protected Phases | 5 | 5 | | 1 | 1 | | 8 | 8 | | 4 | 4 | |
| Permitted Phases | | | 5 | | | 1 | | | 8 | | | |
| Actuated Green, G (s) | | 13.7 | 13.7 | | 19.6 | | | 9.0 | 9.0 | | 0.8 | |
| Effective Green, g (s) | | 13.7 | 13.7 | | 19.6 | | | 9.0 | 9.0 | | 0.8 | |
| Actuated g/C Ratio | | 0.23 | 0.23 | | 0.33 | | | 0.15 | 0.15 | | 0.01 | |
| 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) | | 820 | 367 | | 1170 | | | 270 | 241 | | 22 | |
| v/s Ratio Prot | | c0.14 | | | c0.24 | | | c0.11 | | | c0.00 | |
| v/s Ratio Perm | | | 0.03 | | | | | | 0.01 | | | |
| v/c Ratio | | 0.62 | 0.11 | | 0.72 | | | 0.74 | 0.05 | | 0.00 | |
| Uniform Delay, d1 | | 20.4 | 17.9 | | 17.4 | | | 23.9 | 21.4 | | 28.8 | |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | | | 1.00 | 1.00 | | 1.00 | |
| Incremental Delay, d2 | | 1.5 | 0.1 | | 2.3 | | | 10.0 | 0.1 | | 0.0 | |
| Delay (s) | | 21.9 | 18.0 | | 19.6 | | | 33.9 | 21.5 | | 28.8 | |
| Level of Service | | C | B | | B | | | C | C | | C | |
| Approach Delay (s) | | 20.9 | | | 19.6 | | | 30.5 | | | 28.8 | |
| Approach LOS | | C | | | B | | | C | | | C | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 21.8 | HCM Level of Service | | C |
| HCM Volume to Capacity ratio | 0.68 | | | |
| Actuated Cycle Length (s) | 59.1 | Sum of lost time (s) | | 16.0 |
| Intersection Capacity Utilization | 61.4% | ICU Level of Service | | B |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |

HCM Unsignalized Intersection Capacity Analysis
117: Moreno Ave & Vigilante Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 18 | 0 | 0 | 18 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 20 | 0 | 0 | 20 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 39 | 20 | | | 20 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 39 | 20 | | | 20 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 973 | 1058 | | | 1597 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 20 | 20 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1597 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
118: Tower Access & Wild Canyon Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 345 | 551 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 375 | 599 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 974 | 599 | 599 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 974 | 599 | 599 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 279 | 502 | 978 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 375 | 599 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 978 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.35 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 32.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
119: Willow Rd & Wild Canyon Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 94 | 7 | 97 | 16 | 8 | 2 | 69 | 233 | 14 | 3 | 404 | 145 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 102 | 8 | 105 | 17 | 9 | 2 | 75 | 253 | 15 | 3 | 439 | 158 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 215 | 28 | 328 | 15 | 600 |
| Volume Left (vph) | 102 | 17 | 75 | 0 | 3 |
| Volume Right (vph) | 105 | 2 | 0 | 15 | 158 |
| Hadj (s) | -0.16 | 0.11 | 0.15 | -0.67 | -0.12 |
| Departure Headway (s) | 6.3 | 7.2 | 6.2 | 5.4 | 5.3 |
| Degree Utilization, x | 0.38 | 0.06 | 0.57 | 0.02 | 0.88 |
| Capacity (veh/h) | 541 | 444 | 551 | 633 | 663 |
| Control Delay (s) | 13.0 | 10.6 | 15.9 | 7.3 | 34.7 |
| Approach Delay (s) | 13.0 | 10.6 | 15.5 | | 34.7 |
| Approach LOS | B | B | C | | D |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 24.7 | | |
| HCM Level of Service | C | | |
| Intersection Capacity Utilization | 69.1% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |



HCM Signalized Intersection Capacity Analysis
120: Mapleview St & Ashwood St

| 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 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 1.00 | | | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | | 0.99 | | | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.99 | | | 0.98 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | | 1822 | | | 1824 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.89 | | | 0.65 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | | 1641 | | | 1210 | 1583 |
| Volume (vph) | 283 | 245 | 43 | 45 | 457 | 206 | 32 | 125 | 17 | 112 | 150 | 349 |
| 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) | 308 | 266 | 47 | 49 | 497 | 224 | 35 | 136 | 18 | 122 | 163 | 379 |
| RTOR Reduction (vph) | 0 | 0 | 26 | 0 | 0 | 153 | 0 | 5 | 0 | 0 | 0 | 257 |
| Lane Group Flow (vph) | 308 | 266 | 21 | 49 | 497 | 71 | 0 | 184 | 0 | 0 | 285 | 122 |
| Turn Type | Prot | | Perm | Prot | | pm+ov | pm+pt | | | pm+pt | | Perm |
| Protected Phases | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Permitted Phases | | | 2 | | | 6 | 8 | | | 4 | | 4 |
| Actuated Green, G (s) | 15.6 | 29.2 | 29.2 | 3.0 | 16.6 | 20.7 | | 12.8 | | | 20.9 | 20.9 |
| Effective Green, g (s) | 15.6 | 29.2 | 29.2 | 3.0 | 16.6 | 20.7 | | 12.8 | | | 20.9 | 20.9 |
| Actuated g/C Ratio | 0.24 | 0.45 | 0.45 | 0.05 | 0.25 | 0.32 | | 0.20 | | | 0.32 | 0.32 |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | | | 4.0 | 4.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 424 | 1587 | 710 | 82 | 902 | 601 | | 323 | | | 427 | 508 |
| v/s Ratio Prot | c0.17 | 0.08 | | 0.03 | c0.14 | 0.01 | | | | | c0.04 | |
| v/s Ratio Perm | | | 0.01 | | | 0.04 | | 0.11 | | | c0.17 | 0.08 |
| v/c Ratio | 0.73 | 0.17 | 0.03 | 0.60 | 0.55 | 0.12 | | 0.57 | | | 0.67 | 0.24 |
| Uniform Delay, d1 | 22.8 | 10.7 | 10.0 | 30.5 | 21.0 | 15.7 | | 23.7 | | | 19.1 | 16.3 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | 6.1 | 0.1 | 0.0 | 11.2 | 0.7 | 0.1 | | 2.4 | | | 3.9 | 0.2 |
| Delay (s) | 28.9 | 10.8 | 10.0 | 41.6 | 21.8 | 15.8 | | 26.1 | | | 23.0 | 16.5 |
| Level of Service | C | B | B | D | C | B | | C | | | C | B |
| Approach Delay (s) | | 19.7 | | | 21.3 | | | 26.1 | | | 19.3 | |
| Approach LOS | | B | | | C | | | C | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 20.7 | HCM Level of Service | | C | |
| HCM Volume to Capacity ratio | 0.64 | | | | |
| Actuated Cycle Length (s) | 65.1 | Sum of lost time (s) | | 12.0 | |
| Intersection Capacity Utilization | 65.1% | ICU Level of Service | | C | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

## HCM Unsignalized Intersection Capacity Analysis
## 121: Willow Rd & Tower Access

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 14 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 15 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 11 | | | 15 | | | 26 | 26 | 15 | 26 | 26 | 11 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 11 | | | 15 | | | 26 | 26 | 15 | 26 | 26 | 11 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1608 | | | 1603 | | | 984 | 867 | 1064 | 984 | 867 | 1070 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 15 | 11 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1608 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | | 0.0 | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | |



## HCM Unsignalized Intersection Capacity Analysis
## 122: El Monte Rd & Yard #20

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 41 | 0 | 0 | 81 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 45 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 88 | | | 45 | | | 133 | 133 | 45 | 133 | 133 | 88 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 88 | | | 45 | | | 133 | 133 | 45 | 133 | 133 | 88 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1508 | | | 1564 | | | 839 | 758 | 1025 | 839 | 758 | 970 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 0 | 45 | 88 | 0 | 0 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1564 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.03 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | | A | A |
| Approach Delay (s) | 0.0 | | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | | 0.0 | |
| Intersection Capacity Utilization | | 7.6% | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | |



```
Existing AM                Fri Apr 9, 2010 13:51:51                  Page 3-1
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                    Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Future Volume Alternative)
*******************************************************************************
Intersection #123 El Monte Rd & Lake Jennings Park Rd
*******************************************************************************
Cycle (sec):         100                 Critical Vol./Cap.(X):         0.696
Loss Time (sec):     0                   Average Delay (sec/veh):       14.5
Optimal Cycle:       0                   Level Of Service:                 B
*******************************************************************************
Street Name:          El Monte Road               Lake Jennings Park Road
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Ignore           Ignore           Include          Include
Min. Green:     5    5    5     5    5    5     5    5    5     5    5    5
Lanes:       0  1  0  0  1    0  1  0  0  1    1  0  1  1  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     46   18   97    52   34   34    13  224   14   138  415   22
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  46   18   97    52   34   34    13  224   14   138  415   22
Added Vol:     0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:   0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  46   18   97    52   34   34    13  224   14   138  415   22
User Adj:    1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.00  0.95 0.95 0.00  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:   48   19    0    55   36    0    14  236   15   145  437   23
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  48   19    0    55   36    0    14  236   15   145  437   23
PCE Adj:     1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  48   19    0    55   36    0    14  236   15   145  437   23
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.72 0.28 1.00  0.60 0.40 1.00  1.00 1.88 0.12  1.00 0.95 0.05
Final Sat.:  336  132  541   289  189  548   504 1033   65   598  627   33
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.14 0.14 0.00  0.19 0.19 0.00  0.03 0.23 0.23  0.24 0.70 0.70
Crit Moves:       ****            ****            ****            ****
Delay/Veh:   10.9 10.9  0.0  11.2 11.2  0.0   9.8 10.8 10.8  10.5 19.1 19.1
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  10.9 10.9  0.0  11.2 11.2  0.0   9.8 10.8 10.8  10.5 19.1 19.1
LOS by Move:    B    B    *     B    B    *     A    B    B     B    C    C
ApproachDel:       10.9             11.2             10.8             17.0
Delay Adj:         1.00             1.00             1.00             1.00
ApprAdjDel:        10.9             11.2             10.8             17.0
LOS by Appr:          B                B                B                C
AllWayAvgQ:   0.1  0.1  0.0   0.2  0.2  0.0   0.0  0.3  0.3   0.3  2.0  2.0
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************

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```

## HCM Unsignalized Intersection Capacity Analysis
## 124: El Monte Rd & Tower Access

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 37 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 37 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 67 | | | 37 | | | 104 | 104 | 37 | 104 | 104 | 67 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 67 | | | 37 | | | 104 | 104 | 37 | 104 | 104 | 67 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1534 | | | 1574 | | | 876 | 786 | 1035 | 876 | 786 | 996 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 37 | 67 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1534 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.04 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | | 0.0 | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | | | 15 | |

HCM Unsignalized Intersection Capacity Analysis
125: El Monte Rd & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 7 | 10 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 8 | 11 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 11 | | | | 18 | 11 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 11 | | | | 18 | 11 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1608 | | | | 999 | 1070 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 8 | 11 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1608 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 0.0 | | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
126: El Monte Rd & Yard #19

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 7 | 10 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 8 | 11 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 11 | | | | 18 | 11 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 11 | | | | 18 | 11 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1608 | | | | 999 | 1070 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 8 | 11 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1608 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 0.0 | | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
127: El Monte Rd & Forrest Route 13S10

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 7 | 10 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 8 | 11 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 11 | | | | 18 | 11 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 11 | | | | 18 | 11 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1608 | | | | 999 | 1070 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 8 | 11 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1608 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 0.0 | | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
201: I-8 WB Ramps & Viewside Ln

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 9 | 0 | 61 | 290 | 333 | 0 | 0 | 119 | 248 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 10 | 0 | 66 | 315 | 362 | 0 | 0 | 129 | 270 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1188 | 1122 | 129 | 1122 | 1391 | 362 | 399 | | | 362 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1188 | 1122 | 129 | 1122 | 1391 | 362 | 399 | | | 362 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 93 | 100 | 90 | 73 | | | 100 | | |
| cM capacity (veh/h) | 118 | 150 | 920 | 145 | 103 | 683 | 1160 | | | 1197 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 10 | 66 | 315 | 362 | 129 | 270 |
| Volume Left | 10 | 0 | 315 | 0 | 0 | 0 |
| Volume Right | 0 | 66 | 0 | 0 | 0 | 270 |
| cSH | 145 | 683 | 1160 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.07 | 0.10 | 0.27 | 0.21 | 0.08 | 0.16 |
| Queue Length 95th (ft) | 5 | 8 | 28 | 0 | 0 | 0 |
| Control Delay (s) | 31.7 | 10.8 | 9.3 | 0.0 | 0.0 | 0.0 |
| Lane LOS | D | B | A | | | |
| Approach Delay (s) | 13.5 | | 4.3 | | 0.0 | |
| Approach LOS | B | | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 3.4 | | |
| Intersection Capacity Utilization | | 44.8% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
202: Alpine Blvd & Viewside Ln

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 256 | 121 | 3 | 2 | 0 | 345 | 0 | 8 | 2 | 127 | 3 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 278 | 132 | 3 | 2 | 0 | 375 | 0 | 9 | 2 | 138 | 3 | 0 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 278 | 135 | 2 | 375 | 9 | 2 | 141 |
| Volume Left (vph) | 278 | 0 | 2 | 0 | 0 | 0 | 138 |
| Volume Right (vph) | 0 | 3 | 0 | 375 | 0 | 2 | 0 |
| Hadj (s) | 0.53 | 0.02 | 0.53 | -0.67 | 0.03 | -0.67 | 0.23 |
| Departure Headway (s) | 5.9 | 5.4 | 6.0 | 4.8 | 6.7 | 6.0 | 6.5 |
| Degree Utilization, x | 0.46 | 0.20 | 0.00 | 0.50 | 0.02 | 0.00 | 0.26 |
| Capacity (veh/h) | 590 | 647 | 572 | 725 | 462 | 518 | 509 |
| Control Delay (s) | 12.6 | 8.5 | 7.9 | 11.4 | 8.6 | 7.8 | 11.7 |
| Approach Delay (s) | 11.3 | | 11.4 | | 8.5 | | 11.7 |
| Approach LOS | B | | B | | A | | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 11.4 | | | |
| HCM Level of Service | B | | | |
| Intersection Capacity Utilization | 48.9% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
203: Alpine Blvd & I-8 EB Ramp

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 22 | 161 | 484 | 7 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 24 | 175 | 526 | 8 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 534 | | | | 749 | 526 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 534 | | | | 749 | 526 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 98 | | | | 100 | 100 |
| cM capacity (veh/h) | 1034 | | | | 371 | 552 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 |
|---|---|---|---|---|
| Volume Total | 24 | 175 | 526 | 8 |
| Volume Left | 24 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 8 |
| cSH | 1034 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.02 | 0.10 | 0.31 | 0.00 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 0 |
| Control Delay (s) | 8.6 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | | |
| Approach Delay (s) | 1.0 | | 0.0 | |
| Approach LOS | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.3 | | | |
| Intersection Capacity Utilization | 28.8% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
204: Alpine Blvd & Arnold Way

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 47 | 105 | 27 | 81 | 409 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 51 | 114 | 29 | 88 | 445 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 165 | | 255 | 108 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 165 | | 255 | 108 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 98 | | 38 | 100 |
| cM capacity (veh/h) | | | 1413 | | 719 | 946 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 165 | 117 | 445 |
| Volume Left | 0 | 29 | 445 |
| Volume Right | 114 | 0 | 0 |
| cSH | 1700 | 1413 | 719 |
| Volume to Capacity | 0.10 | 0.02 | 0.62 |
| Queue Length 95th (ft) | 0 | 2 | 108 |
| Control Delay (s) | 0.0 | 2.0 | 17.8 |
| Lane LOS | | A | C |
| Approach Delay (s) | 0.0 | 2.0 | 17.8 |
| Approach LOS | | | C |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 11.2 | | | |
| Intersection Capacity Utilization | 47.3% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
205: Tower Access & Peutz Valley Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 12 | 21 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 13 | 23 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 36 | 23 | 23 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 36 | 23 | 23 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 977 | 1054 | 1592 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 13 | 23 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1592 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
206: Alpine Blvd & Peutz Valley Rd

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 7 | 81 | 118 | 5 | 4 | 16 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 88 | 128 | 5 | 4 | 17 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 134 | | | | 234 | 131 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 134 | | | | 234 | 131 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 99 | 98 |
| cM capacity (veh/h) | 1451 | | | | 750 | 919 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 96 | 134 | 4 | 17 |
| Volume Left | 8 | 0 | 4 | 0 |
| Volume Right | 0 | 5 | 0 | 17 |
| cSH | 1451 | 1700 | 750 | 919 |
| Volume to Capacity | 0.01 | 0.08 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 1 |
| Control Delay (s) | 0.6 | 0.0 | 9.8 | 9.0 |
| Lane LOS | A | | A | A |
| Approach Delay (s) | 0.6 | 0.0 | 9.2 | |
| Approach LOS | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 20.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
207: Tavern Rd & Taberna Vista Wy

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 2 | 5 | 3 | 3 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 2 | 5 | 3 | 3 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 9 | | | | 9 | 7 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 9 | | | | 9 | 7 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1611 | | | | 1011 | 1075 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 2 | 9 | 3 |
| Volume Left | 0 | 0 | 3 |
| Volume Right | 0 | 3 | 0 |
| cSH | 1611 | 1700 | 1011 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 8.6 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 8.6 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.0 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
208: Tavern Rd & Yard #18A

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 5 | 0 | 0 | 7 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 5 | 0 | 0 | 8 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 5 | | 13 | 5 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 5 | | 13 | 5 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1616 | | 1006 | 1078 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 5 | 8 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1616 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
209: Tavern Rd & Yard #18B E Drwy

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 4 | 3 | 15 | 2 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 3 | 16 | 2 | 2 | 1 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 18 | | | | 29 | 17 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 18 | | | | 29 | 17 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1598 | | | | 982 | 1061 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 8 | 18 | 3 |
| Volume Left | 4 | 0 | 2 |
| Volume Right | 0 | 2 | 1 |
| cSH | 1598 | 1700 | 1007 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 4.2 | 0.0 | 8.6 |
| Lane LOS | A | | A |
| Approach Delay (s) | 4.2 | 0.0 | 8.6 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.0 | | |
| Intersection Capacity Utilization | 13.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

## HCM Unsignalized Intersection Capacity Analysis
## 210: Tavern Rd & Victoria Park Terrace

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 1 | 7 | 26 | 67 | 243 | 13 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 8 | 28 | 73 | 264 | 14 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 401 | 271 | 278 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 401 | 271 | 278 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 99 | 98 | | | |
| cM capacity (veh/h) | 592 | 767 | 1284 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 9 | 101 | 278 |
| Volume Left | 1 | 28 | 0 |
| Volume Right | 8 | 0 | 14 |
| cSH | 740 | 1284 | 1700 |
| Volume to Capacity | 0.01 | 0.02 | 0.16 |
| Queue Length 95th (ft) | 1 | 2 | 0 |
| Control Delay (s) | 9.9 | 2.3 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 9.9 | 2.3 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.8 | | | |
| Intersection Capacity Utilization | 31.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



## HCM Signalized Intersection Capacity Analysis
## 211: I-8 WB Ramp & Tavern Rd

| 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 |
| Lane Util. Factor | | | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Frt | | | | | 0.93 | | 1.00 | 1.00 | | | 1.00 | 0.85 |
| Flt Protected | | | | | 0.97 | | 0.95 | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (prot) | | | | | 1697 | | 1770 | 1863 | | | 1863 | 1583 |
| Flt Permitted | | | | | 0.97 | | 0.95 | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (perm) | | | | | 1697 | | 1770 | 1863 | | | 1863 | 1583 |
| Volume (vph) | 0 | 0 | 0 | 46 | 0 | 43 | 776 | 143 | 0 | 0 | 75 | 317 |
| 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 | 50 | 0 | 47 | 843 | 155 | 0 | 0 | 82 | 345 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 242 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 58 | 0 | 843 | 155 | 0 | 0 | 82 | 103 |
| Turn Type | | | | Split | | | Prot | | | | | Perm |
| Protected Phases | | | | 1 | 1 | | 3 | 8 | | | 4 | |
| Permitted Phases | | | | | | | | | | | | 4 |
| Actuated Green, G (s) | | | | | 3.9 | | 33.1 | 48.4 | | | 11.3 | 11.3 |
| Effective Green, g (s) | | | | | 3.9 | | 33.1 | 48.4 | | | 11.3 | 11.3 |
| Actuated g/C Ratio | | | | | 0.06 | | 0.55 | 0.80 | | | 0.19 | 0.19 |
| 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) | | | | | 110 | | 972 | 1495 | | | 349 | 297 |
| v/s Ratio Prot | | | | | c0.03 | | c0.48 | 0.08 | | | 0.04 | |
| v/s Ratio Perm | | | | | | | | | | | | c0.06 |
| v/c Ratio | | | | | 0.52 | | 0.87 | 0.10 | | | 0.23 | 0.35 |
| Uniform Delay, d1 | | | | | 27.3 | | 11.7 | 1.3 | | | 20.8 | 21.3 |
| Progression Factor | | | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | | | | | 4.5 | | 8.3 | 0.0 | | | 0.3 | 0.7 |
| Delay (s) | | | | | 31.8 | | 20.0 | 1.3 | | | 21.2 | 22.0 |
| Level of Service | | | | | C | | B | A | | | C | C |
| Approach Delay (s) | | 0.0 | | | 31.8 | | | 17.1 | | | 21.8 | |
| Approach LOS | | A | | | C | | | B | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 19.3 | HCM Level of Service | | B | |
| HCM Volume to Capacity ratio | 0.72 | | | | |
| Actuated Cycle Length (s) | 60.3 | Sum of lost time (s) | | 12.0 | |
| Intersection Capacity Utilization | 77.8% | ICU Level of Service | | D | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |



## HCM Signalized Intersection Capacity Analysis
## 212: I-8 EB Ramp & Tavern Rd

| 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 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 1.00 | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | 0.95 | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 1770 | 1583 | | | | | 1863 | 1583 | 1770 | 1863 | |
| Flt Permitted | | 0.95 | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | 1770 | 1583 | | | | | 1863 | 1583 | 1770 | 1863 | |
| Volume (vph) | 38 | 0 | 314 | 0 | 0 | 0 | 0 | 876 | 74 | 17 | 101 | 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) | 41 | 0 | 341 | 0 | 0 | 0 | 0 | 952 | 80 | 18 | 110 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 285 | 0 | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 41 | 56 | 0 | 0 | 0 | 0 | 952 | 47 | 18 | 110 | 0 |
| Turn Type | Split | | Perm | | | | | | Perm | Prot | | |
| Protected Phases | 5 | 5 | | | | | | 8 | | 7 | 4 | |
| Permitted Phases | | | 5 | | | | | | 8 | | | |
| Actuated Green, G (s) | | 8.5 | 8.5 | | | | | 30.4 | 30.4 | 0.7 | 35.1 | |
| Effective Green, g (s) | | 8.5 | 8.5 | | | | | 30.4 | 30.4 | 0.7 | 35.1 | |
| Actuated g/C Ratio | | 0.16 | 0.16 | | | | | 0.59 | 0.59 | 0.01 | 0.68 | |
| 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) | | 292 | 261 | | | | | 1098 | 933 | 24 | 1267 | |
| v/s Ratio Prot | | 0.02 | | | | | | c0.51 | | c0.01 | 0.06 | |
| v/s Ratio Perm | | | c0.04 | | | | | | 0.03 | | | |
| v/c Ratio | | 0.14 | 0.22 | | | | | 0.87 | 0.05 | 0.75 | 0.09 | |
| Uniform Delay, d1 | | 18.4 | 18.7 | | | | | 8.9 | 4.5 | 25.4 | 2.8 | |
| Progression Factor | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 0.2 | 0.4 | | | | | 7.4 | 0.0 | 80.1 | 0.0 | |
| Delay (s) | | 18.6 | 19.1 | | | | | 16.3 | 4.5 | 105.5 | 2.8 | |
| Level of Service | | B | B | | | | | B | A | F | A | |
| Approach Delay (s) | | 19.0 | | | 0.0 | | | 15.4 | | | 17.3 | |
| Approach LOS | | B | | | A | | | B | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 16.4 | HCM Level of Service | | B | |
| HCM Volume to Capacity ratio | 0.73 | | | | |
| Actuated Cycle Length (s) | 51.6 | Sum of lost time (s) | | 12.0 | |
| Intersection Capacity Utilization | 77.8% | ICU Level of Service | | D | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |



## HCM Signalized Intersection Capacity Analysis
## 213: Alpine Blvd & Tavern Rd

| 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 | | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 3467 | | 1770 | 3539 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 3467 | | 1770 | 3539 | 1583 |
| Volume (vph) | 25 | 60 | 29 | 69 | 98 | 300 | 44 | 408 | 64 | 173 | 213 | 53 |
| 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) | 27 | 65 | 32 | 75 | 107 | 326 | 48 | 443 | 70 | 188 | 232 | 58 |
| RTOR Reduction (vph) | 0 | 0 | 26 | 0 | 0 | 255 | 0 | 14 | 0 | 0 | 0 | 35 |
| Lane Group Flow (vph) | 27 | 65 | 6 | 75 | 107 | 71 | 48 | 499 | 0 | 188 | 232 | 23 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | | | Prot | Perm |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | | 7 | 4 | |
| Permitted Phases | | | 2 | | | 6 | | | | | | 4 |
| Actuated Green, G (s) | 2.1 | 9.6 | 9.6 | 4.4 | 11.9 | 11.9 | 2.4 | 15.5 | | | 8.8 | 21.9 | 21.9 |
| Effective Green, g (s) | 2.1 | 9.6 | 9.6 | 4.4 | 11.9 | 11.9 | 2.4 | 15.5 | | | 8.8 | 21.9 | 21.9 |
| Actuated g/C Ratio | 0.04 | 0.18 | 0.18 | 0.08 | 0.22 | 0.22 | 0.04 | 0.29 | | | 0.16 | 0.40 | 0.40 |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | 4.0 | 4.0 | 4.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 68 | 329 | 280 | 143 | 408 | 347 | 78 | 990 | | | 287 | 1427 | 638 |
| v/s Ratio Prot | 0.02 | 0.03 | | c0.04 | c0.06 | | 0.03 | c0.14 | | | c0.11 | 0.07 | |
| v/s Ratio Perm | | | 0.00 | | | 0.05 | | | | | | | 0.01 |
| v/c Ratio | 0.40 | 0.20 | 0.02 | 0.52 | 0.26 | 0.21 | 0.62 | 0.50 | | | 0.66 | 0.16 | 0.04 |
| Uniform Delay, d1 | 25.5 | 19.1 | 18.5 | 23.9 | 17.6 | 17.3 | 25.5 | 16.2 | | | 21.3 | 10.3 | 9.8 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 3.8 | 0.3 | 0.0 | 3.4 | 0.3 | 0.3 | 13.6 | 0.4 | | | 5.3 | 0.1 | 0.0 |
| Delay (s) | 29.3 | 19.4 | 18.5 | 27.4 | 17.9 | 17.6 | 39.1 | 16.6 | | | 26.6 | 10.4 | 9.8 |
| Level of Service | C | B | B | C | B | B | D | B | | | C | B | A |
| Approach Delay (s) | | 21.3 | | | 19.1 | | | 18.5 | | | | 16.7 | |
| Approach LOS | | C | | | B | | | B | | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 18.4 | HCM Level of Service | | B | |
| HCM Volume to Capacity ratio | 0.44 | | | | |
| Actuated Cycle Length (s) | 54.3 | Sum of lost time (s) | | 12.0 | |
| Intersection Capacity Utilization | 45.2% | ICU Level of Service | | A | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

HCM Unsignalized Intersection Capacity Analysis
214: Alpine Blvd & W Victoria Dr

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 16 | 210 | 23 | 109 | 344 | 37 | 37 | 21 | 103 | 28 | 38 | 58 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 17 | 228 | 25 | 118 | 374 | 40 | 40 | 23 | 112 | 30 | 41 | 63 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 271 | 533 | 175 | 135 |
| Volume Left (vph) | 17 | 118 | 40 | 30 |
| Volume Right (vph) | 25 | 40 | 112 | 63 |
| Hadj (s) | -0.01 | 0.03 | -0.30 | -0.20 |
| Departure Headway (s) | 5.8 | 5.4 | 6.1 | 6.3 |
| Degree Utilization, x | 0.43 | 0.80 | 0.30 | 0.24 |
| Capacity (veh/h) | 576 | 650 | 521 | 500 |
| Control Delay (s) | 13.1 | 26.1 | 11.7 | 11.3 |
| Approach Delay (s) | 13.1 | 26.1 | 11.7 | 11.3 |
| Approach LOS | B | D | B | B |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 18.9 | | |
| HCM Level of Service | C | | |
| Intersection Capacity Utilization | 62.5% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
215: Alpine Blvd & E Victoria Dr

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 22 | 115 | 79 | 24 | 148 | 2 | 150 | 11 | 27 | 9 | 16 | 53 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 24 | 125 | 86 | 26 | 161 | 2 | 163 | 12 | 29 | 10 | 17 | 58 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 163 | | | 211 | | | 452 | 388 | 125 | 421 | 472 | 161 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 163 | | | 211 | | | 452 | 388 | 125 | 421 | 472 | 161 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 98 | | | 64 | 98 | 97 | 98 | 96 | 93 |
| cM capacity (veh/h) | 1416 | | | 1360 | | | 458 | 527 | 926 | 502 | 473 | 884 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 24 | 125 | 86 | 26 | 161 | 2 | 163 | 41 | 27 | 58 |
| Volume Left | 24 | 0 | 0 | 26 | 0 | 0 | 163 | 0 | 10 | 0 |
| Volume Right | 0 | 0 | 86 | 0 | 0 | 2 | 0 | 29 | 0 | 58 |
| cSH | 1416 | 1700 | 1700 | 1360 | 1700 | 1700 | 458 | 759 | 483 | 884 |
| Volume to Capacity | 0.02 | 0.07 | 0.05 | 0.02 | 0.09 | 0.00 | 0.36 | 0.05 | 0.06 | 0.07 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 1 | 0 | 0 | 40 | 4 | 4 | 5 |
| Control Delay (s) | 7.6 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 17.2 | 10.0 | 12.9 | 9.4 |
| Lane LOS | A | | | A | | | C | B | B | A |
| Approach Delay (s) | 0.8 | | | 1.1 | | | 15.7 | | 10.5 | |
| Approach LOS | | | | | | | C | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.3 | | |
| Intersection Capacity Utilization | 36.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
216: I-8 WB Ramp & Willows Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 5 | 0 | 36 | 8 | 101 | 0 | 0 | 10 | 20 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 5 | 0 | 39 | 9 | 110 | 0 | 0 | 11 | 22 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 188 | 149 | 22 | 149 | 160 | 110 | 33 | | | 110 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 188 | 149 | 22 | 149 | 160 | 110 | 33 | | | 110 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 99 | 100 | 96 | 99 | | | 100 | | |
| cM capacity (veh/h) | 737 | 739 | 1055 | 816 | 728 | 944 | 1579 | | | 1480 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 5 | 39 | 118 | 33 |
| Volume Left | 5 | 0 | 9 | 0 |
| Volume Right | 0 | 39 | 0 | 22 |
| cSH | 816 | 944 | 1579 | 1700 |
| Volume to Capacity | 0.01 | 0.04 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 1 | 3 | 0 | 0 |
| Control Delay (s) | 9.4 | 9.0 | 0.6 | 0.0 |
| Lane LOS | A | A | A | |
| Approach Delay (s) | 9.0 | | 0.6 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.4 | | |
| Intersection Capacity Utilization | 21.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
217: I-8 EB Ramp & Willows Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 101 | 0 | 1 | 0 | 0 | 0 | 0 | 16 | 8 | 12 | 12 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 110 | 0 | 1 | 0 | 0 | 0 | 0 | 17 | 9 | 13 | 13 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 61 | 65 | 13 | 62 | 61 | 22 | 13 | | | 26 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 61 | 65 | 13 | 62 | 61 | 22 | 13 | | | 26 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 88 | 100 | 100 | 100 | 100 | 100 | 100 | | | 99 | | |
| cM capacity (veh/h) | 929 | 819 | 1067 | 926 | 823 | 1055 | 1605 | | | 1588 | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 110 | 1 | 26 | 26 |
| Volume Left | 110 | 0 | 0 | 13 |
| Volume Right | 0 | 1 | 9 | 0 |
| cSH | 929 | 1067 | 1700 | 1588 |
| Volume to Capacity | 0.12 | 0.00 | 0.02 | 0.01 |
| Queue Length 95th (ft) | 10 | 0 | 0 | 1 |
| Control Delay (s) | 9.4 | 8.4 | 0.0 | 3.7 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 9.4 | | 0.0 | 3.7 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.0 | | |
| Intersection Capacity Utilization | 20.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
218: Alpine Blvd & Willows Rd

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Yield | Stop | | Yield | |
| Volume (vph) | 124 | 18 | 19 | 33 | 7 | 110 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 135 | 20 | 21 | 36 | 8 | 120 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total (vph) | 154 | 57 | 8 | 120 |
| Volume Left (vph) | 135 | 0 | 8 | 0 |
| Volume Right (vph) | 0 | 36 | 0 | 120 |
| Hadj (s) | 0.21 | -0.35 | 0.53 | -0.67 |
| Departure Headway (s) | 4.5 | 4.0 | 5.5 | 4.3 |
| Degree Utilization, x | 0.19 | 0.06 | 0.01 | 0.14 |
| Capacity (veh/h) | 785 | 860 | 625 | 793 |
| Control Delay (s) | 8.5 | 7.3 | 7.4 | 6.8 |
| Approach Delay (s) | 8.5 | 7.3 | 6.9 | |
| Approach LOS | A | A | A | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | | 7.7 | | |
| HCM Level of Service | | A | | |
| Intersection Capacity Utilization | | 24.5% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
219: Alpine Blvd & Star Valley Rd

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 12 | 0 | 0 | 25 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 13 | 0 | 0 | 27 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 13 | | 40 | 13 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 13 | | 40 | 13 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1605 | | 971 | 1067 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 13 | 27 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1605 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 0.0 | | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
220: I-8 WB Ramp & Japatul Valley Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 12 | 3 | 7 | 47 | 104 | 0 | 0 | 27 | 180 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 13 | 3 | 8 | 51 | 113 | 0 | 0 | 29 | 196 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 352 | 342 | 127 | 342 | 440 | 113 | 225 | | | 113 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 352 | 342 | 127 | 342 | 440 | 113 | 225 | | | 113 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 98 | 99 | 99 | 96 | | | 100 | | |
| cM capacity (veh/h) | 578 | 558 | 923 | 594 | 492 | 940 | 1344 | | | 1476 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 16 | 8 | 164 | 225 |
| Volume Left | 13 | 0 | 51 | 0 |
| Volume Right | 0 | 8 | 0 | 196 |
| cSH | 570 | 940 | 1344 | 1700 |
| Volume to Capacity | 0.03 | 0.01 | 0.04 | 0.13 |
| Queue Length 95th (ft) | 2 | 1 | 3 | 0 |
| Control Delay (s) | 11.5 | 8.9 | 2.6 | 0.0 |
| Lane LOS | B | A | A | |
| Approach Delay (s) | 10.7 | | 2.6 | 0.0 |
| Approach LOS | B | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 1.7 | | |
| Intersection Capacity Utilization | | 33.9% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
221: I-8 EB Ramp & Japatul Valley Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 80 | 2 | 19 | 0 | 0 | 0 | 0 | 70 | 11 | 12 | 29 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 87 | 2 | 21 | 0 | 0 | 0 | 0 | 76 | 12 | 13 | 32 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 140 | 146 | 32 | 161 | 140 | 82 | 32 | | | 88 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 140 | 146 | 32 | 161 | 140 | 82 | 32 | | | 88 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 89 | 100 | 98 | 100 | 100 | 100 | 100 | | | 99 | | |
| cM capacity (veh/h) | 825 | 739 | 1042 | 781 | 745 | 978 | 1581 | | | 1508 | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 89 | 21 | 88 | 45 |
| Volume Left | 87 | 0 | 0 | 13 |
| Volume Right | 0 | 21 | 12 | 0 |
| cSH | 823 | 1042 | 1700 | 1508 |
| Volume to Capacity | 0.11 | 0.02 | 0.05 | 0.01 |
| Queue Length 95th (ft) | 9 | 2 | 0 | 1 |
| Control Delay (s) | 9.9 | 8.5 | 0.0 | 2.2 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 9.6 | | 0.0 | 2.2 |
| Approach LOS | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 4.8 | | |
| Intersection Capacity Utilization | | 20.1% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
222: Bell Bluff Trail & Japatul Valley Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 50 | 26 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 54 | 28 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 83 | 28 | 28 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 83 | 28 | 28 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 919 | 1047 | 1585 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 54 | 28 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1585 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
223: Japatul Rd & Hidden Glen Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 15 | 0 | 0 | 51 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 16 | 0 | 0 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 55 | | | 16 | | | 72 | 72 | 16 | 72 | 72 | 55 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 55 | | | 16 | | | 72 | 72 | 16 | 72 | 72 | 55 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1549 | | | 1601 | | | 919 | 819 | 1063 | 919 | 819 | 1011 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 16 | 55 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1601 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
224: Japatul Rd & High Glen Rd

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 15 | 0 | 0 | 51 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 16 | 0 | 0 | 55 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 16 | | 72 | 16 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 16 | | 72 | 16 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1601 | | 932 | 1063 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 16 | 55 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1601 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
225: Japatul Rd & Lyons Valley Rd

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 9 | 12 | 16 | 12 | 9 | 14 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 10 | 13 | 17 | 13 | 10 | 15 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 23 | | 64 | 16 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 23 | | 64 | 16 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 99 | | 99 | 99 |
| cM capacity (veh/h) | | | 1592 | | 931 | 1063 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 23 | 30 | 25 |
| Volume Left | 0 | 17 | 10 |
| Volume Right | 13 | 0 | 15 |
| cSH | 1700 | 1592 | 1007 |
| Volume to Capacity | 0.01 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 0 | 1 | 2 |
| Control Delay (s) | 0.0 | 4.2 | 8.7 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 4.2 | 8.7 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.4 | | |
| Intersection Capacity Utilization | 18.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
226: Tower Access & Lyons Valley Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 26 | 14 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 28 | 15 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 43 | 15 | 15 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 43 | 15 | 15 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 967 | 1064 | 1603 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 28 | 15 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1603 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
227: Yard #16 & Lyons Valley Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 26 | 0 | 0 | 14 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 28 | 0 | 0 | 15 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 43 | 28 | | | 28 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 43 | 28 | | | 28 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 967 | 1047 | | | 1585 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 28 | 15 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1585 |
| Volume to Capacity | 0.00 | 0.02 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
228: Lyons Valley Rd & Yard #15

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 28 | 0 | 0 | 13 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 30 | 0 | 0 | 14 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 30 | | 45 | 30 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 30 | | 45 | 30 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1582 | | 966 | 1044 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 30 | 14 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1582 | 1700 |
| Volume to Capacity | 0.02 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
229: Lyons Valley Rd & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 28 | 0 | 0 | 13 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 30 | 0 | 0 | 14 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 30 | | 45 | 30 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 30 | | 45 | 30 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1582 | | 966 | 1044 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 30 | 14 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1582 | 1700 |
| Volume to Capacity | 0.02 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
230: Lyons Valley Rd & Honey Springs Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 11 | 3 | 12 | 21 | 1 | 0 | 12 | 9 | 7 | 1 | 33 | 5 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 12 | 3 | 13 | 23 | 1 | 0 | 13 | 10 | 8 | 1 | 36 | 5 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1 | | | 16 | | | 104 | 80 | 10 | 93 | 87 | 1 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1 | | | 16 | | | 104 | 80 | 10 | 93 | 87 | 1 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 99 | | | 98 | 99 | 99 | 100 | 95 | 99 |
| cM capacity (veh/h) | 1622 | | | 1601 | | | 828 | 792 | 1072 | 862 | 786 | 1083 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 28 | 24 | 30 | 42 |
| Volume Left | 12 | 23 | 13 | 1 |
| Volume Right | 13 | 0 | 8 | 5 |
| cSH | 1622 | 1601 | 865 | 816 |
| Volume to Capacity | 0.01 | 0.01 | 0.04 | 0.05 |
| Queue Length 95th (ft) | 1 | 1 | 3 | 4 |
| Control Delay (s) | 3.1 | 7.0 | 9.3 | 9.7 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 3.1 | 7.0 | 9.3 | 9.7 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.6 | | | |
| Intersection Capacity Utilization | 18.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
231: Deerhorn Valley Rd & Honey Springs Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 35 | 10 | 29 | 18 | 5 | 27 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 38 | 11 | 32 | 20 | 5 | 29 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 82 | 41 | | | 51 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 82 | 41 | | | 51 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 96 | 99 | | | 100 | |
| cM capacity (veh/h) | 917 | 1030 | | | 1555 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 49 | 51 | 35 |
| Volume Left | 38 | 0 | 5 |
| Volume Right | 11 | 20 | 0 |
| cSH | 940 | 1700 | 1555 |
| Volume to Capacity | 0.05 | 0.03 | 0.00 |
| Queue Length 95th (ft) | 4 | 0 | 0 |
| Control Delay (s) | 9.0 | 0.0 | 1.2 |
| Lane LOS | A | | A |
| Approach Delay (s) | 9.0 | 0.0 | 1.2 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.6 | | | |
| Intersection Capacity Utilization | 15.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
232: Deerhorn Valley Rd & Cinnamon Dr

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 2 | 23 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 2 | 25 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 25 | | | | 27 | 25 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 25 | | | | 27 | 25 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1589 | | | | 988 | 1051 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 2 | 25 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1589 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
233: Manzanita Way & Deerhorn Valley Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 5 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 5 | 1 | 1 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 31 | 34 | 1 | 31 | 31 | 28 | 1 | | | 30 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 31 | 34 | 1 | 31 | 31 | 28 | 1 | | | 30 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 977 | 858 | 1083 | 977 | 861 | 1048 | 1622 | | | 1582 | | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 30 | 2 |
| Volume Left | 0 | 0 | 1 |
| Volume Right | 0 | 5 | 0 |
| cSH | 1700 | 1700 | 1582 |
| Volume to Capacity | 0.00 | 0.02 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 3.6 |
| Lane LOS | A | | A |
| Approach Delay (s) | 0.0 | 0.0 | 3.6 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.2 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
234: Manzanita Way & Yard #14

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 0 | | | 7 | | | 7 | 7 | 7 | 7 | 7 | 0 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | | | 7 | | | 7 | 7 | 7 | 7 | 7 | 0 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1623 | | | 1614 | | | 1013 | 889 | 1076 | 1013 | 889 | 1085 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 7 | 0 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1623 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
301: SR-94 (Campo Rd) & SR-188 (Tecate Rd)

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 19 | 87 | 42 | 42 | 192 | 47 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 21 | 95 | 46 | 46 | 209 | 51 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 115 | | 205 | 68 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 115 | | 205 | 68 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 97 | | 73 | 95 |
| cM capacity (veh/h) | | | 1474 | | 759 | 995 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 115 | 91 | 260 |
| Volume Left | 0 | 46 | 209 |
| Volume Right | 95 | 0 | 51 |
| cSH | 1700 | 1474 | 796 |
| Volume to Capacity | 0.07 | 0.03 | 0.33 |
| Queue Length 95th (ft) | 0 | 2 | 36 |
| Control Delay (s) | 0.0 | 3.9 | 11.7 |
| Lane LOS | | A | B |
| Approach Delay (s) | 0.0 | 3.9 | 11.7 |
| Approach LOS | | | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.3 | | | |
| Intersection Capacity Utilization | 31.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
302: Round Potrero Rd & Yard #13

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 0 | | | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | | | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1623 | | | 1623 | | | 1023 | 896 | 1085 | 1023 | 896 | 1085 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 0 | 0 | 0 | 0 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 0.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
303: Round Potrero Rd & Potero Valley Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 1 | 9 | 4 | 20 | 58 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 10 | 4 | 22 | 63 | 1 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 94 | 64 | 64 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 94 | 64 | 64 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 99 | 100 | | | |
| cM capacity (veh/h) | 903 | 1001 | 1538 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 11 | 26 | 64 |
| Volume Left | 1 | 4 | 0 |
| Volume Right | 10 | 0 | 1 |
| cSH | 990 | 1538 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.04 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 8.7 | 1.2 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.7 | 1.2 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.3 | | | |
| Intersection Capacity Utilization | 14.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
304: SR-94 (Campo Rd) & Potrero Valley Rd



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 50 | 24 | 24 | 22 | 21 | 63 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 54 | 26 | 26 | 24 | 23 | 68 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 50 | | | | 173 | 38 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 50 | | | | 173 | 38 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 97 | | | | 97 | 93 |
| cM capacity (veh/h) | 1557 | | | | 789 | 1034 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 80 | 50 | 91 |
| Volume Left | 54 | 0 | 23 |
| Volume Right | 0 | 24 | 68 |
| cSH | 1557 | 1700 | 959 |
| Volume to Capacity | 0.03 | 0.03 | 0.10 |
| Queue Length 95th (ft) | 3 | 0 | 8 |
| Control Delay (s) | 5.1 | 0.0 | 9.1 |
| Lane LOS | A | | A |
| Approach Delay (s) | 5.1 | 0.0 | 9.1 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.6 | | |
| Intersection Capacity Utilization | 22.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
305: Potrero Valley Rd & Harris Ranch Rd



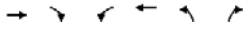
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 0 | | | | 0 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 0 | | | | 0 | 0 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1623 | | | | 1023 | 1085 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 0 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 0.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
306: Hauser Creek Rd & Yard #12



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 0 | | 0 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 0 | | 0 | 0 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1623 | | 1023 | 1085 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 0 | 0 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 0.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
309: Lake Morena Dr & Hauser Creek Rd



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 17 | 2 | 0 | 11 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 18 | 2 | 0 | 12 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 21 | | 32 | 20 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 21 | | 32 | 20 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1595 | | 982 | 1058 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 21 | 12 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 2 | 0 | 0 |
| cSH | 1700 | 1595 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
310: Tower Access & Lake Morena Dr

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 9 | 0 | 0 | 26 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 10 | 0 | 0 | 28 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 38 | 10 | | | 10 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 38 | 10 | | | 10 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 974 | 1072 | | | 1610 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 10 | 28 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1610 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
311: Buckman Springs Rd & I-8 WB Ramps

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 62 | 0 | 0 | 0 | 1 | 0 | 25 | 1 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 67 | 0 | 0 | 0 | 1 | 0 | 27 | 1 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1 | | | 0 | | | 136 | 136 | 0 | 136 | 136 | 1 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1 | | | 0 | | | 136 | 136 | 0 | 136 | 136 | 1 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 96 | | | 100 | | | 97 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1622 | | | 1623 | | | 809 | 724 | 1085 | 807 | 724 | 1083 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 |
|---|---|---|---|---|
| Volume Total | 67 | 1 | 28 | 0 |
| Volume Left | 67 | 0 | 27 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 1622 | 1700 | 805 | 1700 |
| Volume to Capacity | 0.04 | 0.00 | 0.04 | 0.00 |
| Queue Length 95th (ft) | 3 | 0 | 3 | 0 |
| Control Delay (s) | 7.3 | 0.0 | 9.6 | 0.0 |
| Lane LOS | A | | A | A |
| Approach Delay (s) | 7.3 | 0.0 | 9.6 | |
| Approach LOS | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.9 | | |
| Intersection Capacity Utilization | 20.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
312: Buckman Springs Rd & I-8 EB Ramps

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 46 | 14 | 12 | 20 | 0 | 0 | 0 | 0 | 19 | 0 | 98 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 50 | 15 | 13 | 22 | 0 | 0 | 0 | 0 | 21 | 0 | 107 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 22 | | | 65 | | | 212 | 105 | 58 | 105 | 113 | 22 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 22 | | | 65 | | | 212 | 105 | 58 | 105 | 113 | 22 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 100 | 100 | 100 | 98 | 100 | 90 |
| cM capacity (veh/h) | 1594 | | | 1537 | | | 665 | 778 | 1009 | 869 | 771 | 1055 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 65 | 35 | 21 | 107 |
| Volume Left | 0 | 13 | 21 | 0 |
| Volume Right | 15 | 0 | 0 | 107 |
| cSH | 1700 | 1537 | 869 | 1055 |
| Volume to Capacity | 0.04 | 0.01 | 0.02 | 0.10 |
| Queue Length 95th (ft) | 0 | 1 | 2 | 8 |
| Control Delay (s) | 0.0 | 2.8 | 9.2 | 8.8 |
| Lane LOS | | A | A | A |
| Approach Delay (s) | 0.0 | 2.8 | 8.9 | |
| Approach LOS | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.4 | | |
| Intersection Capacity Utilization | 18.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
313: Buckman Springs Rd & Old Hwy 80

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 14 | 54 | 4 | 0 | 107 | 10 | 8 | 16 | 2 | 9 | 4 | 4 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 15 | 59 | 4 | 0 | 116 | 11 | 9 | 17 | 2 | 10 | 4 | 4 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 78 | 127 | 28 | 18 |
| Volume Left (vph) | 15 | 0 | 9 | 10 |
| Volume Right (vph) | 4 | 11 | 2 | 4 |
| Hadj (s) | 0.04 | -0.02 | 0.05 | 0.00 |
| Departure Headway (s) | 4.2 | 4.1 | 4.4 | 4.4 |
| Degree Utilization, x | 0.09 | 0.14 | 0.03 | 0.02 |
| Capacity (veh/h) | 844 | 869 | 771 | 781 |
| Control Delay (s) | 7.6 | 7.8 | 7.6 | 7.5 |
| Approach Delay (s) | 7.6 | 7.8 | 7.6 | 7.5 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.7 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 20.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
314: Oak Dr & Buckman Springs Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 62 | 5 | 4 | 121 | 89 | 15 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 67 | 5 | 4 | 132 | 97 | 16 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 245 | 105 | 113 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 245 | 105 | 113 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 91 | 99 | 100 | | | |
| cM capacity (veh/h) | 741 | 950 | 1476 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 73 | 136 | 113 |
| Volume Left | 67 | 4 | 0 |
| Volume Right | 5 | 0 | 16 |
| cSH | 753 | 1476 | 1700 |
| Volume to Capacity | 0.10 | 0.00 | 0.07 |
| Queue Length 95th (ft) | 8 | 0 | 0 |
| Control Delay (s) | 10.3 | 0.3 | 0.0 |
| Lane LOS | B | A | |
| Approach Delay (s) | 10.3 | 0.3 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.4 | | |
| Intersection Capacity Utilization | 20.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
315: Tower Access & Buckman Springs Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 148 | 0 | 0 | 86 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 161 | 0 | 0 | 93 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 254 | 161 | | | 161 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 254 | 161 | | | 161 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 734 | 884 | | | 1418 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 161 | 93 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1418 |
| Volume to Capacity | 0.00 | 0.09 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 17.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
316: Tower Access & Buckman Springs Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 148 | 86 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 161 | 93 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 254 | 93 | 93 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 254 | 93 | 93 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 734 | 964 | 1501 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 161 | 93 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1501 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.05 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 17.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
317: Lake Morena Dr & Buckman Springs Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 2 | 45 | 18 | 92 | 100 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 49 | 20 | 100 | 109 | 1 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 248 | 109 | 110 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 248 | 109 | 110 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 95 | 99 | | | |
| cM capacity (veh/h) | 730 | 944 | 1480 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 51 | 120 | 110 |
| Volume Left | 2 | 20 | 0 |
| Volume Right | 49 | 0 | 1 |
| cSH | 933 | 1480 | 1700 |
| Volume to Capacity | 0.05 | 0.01 | 0.06 |
| Queue Length 95th (ft) | 4 | 1 | 0 |
| Control Delay (s) | 9.1 | 1.3 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 9.1 | 1.3 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.2 | | |
| Intersection Capacity Utilization | 22.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
318: Yard #11 & Old Hwy 80

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 19 | 18 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 21 | 20 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 40 | 20 | 20 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 40 | 20 | 20 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 971 | 1058 | 1597 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 21 | 20 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1597 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
319: I-8 WB Ramps & Kitchen Creek Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 2 | 2 | 0 | 9 | 2 | 0 | 0 | 3 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 2 | 2 | 0 | 10 | 2 | 0 | 0 | 3 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 26 | 25 | 3 | 25 | 25 | 2 | 3 | | | 2 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 26 | 25 | 3 | 25 | 25 | 2 | 3 | | | 2 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 99 | | | 100 | | |
| cM capacity (veh/h) | 978 | 863 | 1081 | 981 | 863 | 1082 | 1619 | | | 1620 | | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 4 | 12 | 3 |
| Volume Left | 2 | 10 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 918 | 1619 | 1700 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.9 | 5.9 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.9 | 5.9 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.6 | | |
| Intersection Capacity Utilization | 17.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
320: I-8 EB Ramps & Kitchen Creek Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 1 | 1 | 24 | 0 | 0 | 0 | 0 | 12 | 2 | 0 | 4 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 1 | 26 | 0 | 0 | 0 | 0 | 13 | 2 | 0 | 4 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 18 | 20 | 4 | 45 | 18 | 14 | 4 | | | 15 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 18 | 20 | 4 | 45 | 18 | 14 | 4 | | | 15 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 98 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 996 | 874 | 1079 | 933 | 875 | 1066 | 1617 | | | 1603 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 28 | 15 | 4 |
| Volume Left | 1 | 0 | 0 |
| Volume Right | 26 | 2 | 0 |
| cSH | 1066 | 1700 | 1603 |
| Volume to Capacity | 0.03 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 2 | 0 | 0 |
| Control Delay (s) | 8.5 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.5 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.0 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
321: Old Hwy 80 & Kitchen Creek Rd

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 10 | 20 | 15 | 26 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 11 | 22 | 16 | 28 | 1 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 38 | | | | 41 | 30 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 38 | | | | 41 | 30 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 97 | 100 |
| cM capacity (veh/h) | 1572 | | | | 971 | 1045 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 0 | 11 | 38 | 29 |
| Volume Left | 0 | 0 | 0 | 28 |
| Volume Right | 0 | 0 | 16 | 1 |
| cSH | 1700 | 1700 | 1700 | 973 |
| Volume to Capacity | 0.00 | 0.01 | 0.02 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 2 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 8.8 |
| Lane LOS | | | | A |
| Approach Delay (s) | 0.0 | | 0.0 | 8.8 |
| Approach LOS | | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.3 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
322: Old Hwy 80 & Cameron Truck Trail

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 32 | 0 | 0 | 23 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 35 | 0 | 0 | 25 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 35 | | 60 | 35 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 35 | | 60 | 35 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1577 | | 947 | 1038 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 35 | 25 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1577 | 1700 |
| Volume to Capacity | 0.02 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
323: Tower Access & La Posta Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 14 | 15 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 15 | 16 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 32 | 16 | 16 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 32 | 16 | 16 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 982 | 1063 | 1601 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 15 | 16 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1601 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
324: Tower Access & La Posta Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 14 | 15 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 15 | 16 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 32 | 16 | 16 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 32 | 16 | 16 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 982 | 1063 | 1601 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 15 | 16 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1601 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
325: Old Hwy 80 & La Posta Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 1 | 16 | 16 | 3 | 16 | 1 | 22 | 1 | 6 | 0 | 1 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 17 | 17 | 3 | 17 | 1 | 24 | 1 | 7 | 0 | 1 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 18 | | | 35 | | | 54 | 53 | 26 | 60 | 61 | 18 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 18 | | | 35 | | | 54 | 53 | 26 | 60 | 61 | 18 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 97 | 100 | 99 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1598 | | | 1577 | | | 940 | 836 | 1050 | 927 | 827 | 1061 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 36 | 22 | 32 | 2 |
| Volume Left | 1 | 3 | 24 | 0 |
| Volume Right | 17 | 1 | 7 | 1 |
| cSH | 1598 | 1577 | 956 | 929 |
| Volume to Capacity | 0.00 | 0.00 | 0.03 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 3 | 0 |
| Control Delay (s) | 0.2 | 1.1 | 8.9 | 8.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 0.2 | 1.1 | 8.9 | 8.9 |
| Approach LOS | | | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 3.6 | |
| Intersection Capacity Utilization | | 18.3% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

HCM Unsignalized Intersection Capacity Analysis
326: Yard #10 & Thing Valley Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 0 | 0 | | | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 0 | 0 | | | 0 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 1023 | 1085 | | | 1623 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 0 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 0.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
327: SR-94 (Campo Rd) & Buckman Springs Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 18 | 17 | 5 | 23 | 25 | 46 | 12 | 9 | 19 | 25 | 15 | 45 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 20 | 18 | 5 | 25 | 27 | 50 | 13 | 10 | 21 | 27 | 16 | 49 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 77 | | | 24 | | | 220 | 188 | 21 | 185 | 165 | 52 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 77 | | | 24 | | | 220 | 188 | 21 | 185 | 165 | 52 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 98 | | | 98 | 99 | 98 | 96 | 98 | 95 |
| cM capacity (veh/h) | 1521 | | | 1591 | | | 674 | 687 | 1056 | 736 | 707 | 1015 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 20 | 24 | 102 | 43 | 92 |
| Volume Left | 20 | 0 | 25 | 13 | 27 |
| Volume Right | 0 | 5 | 50 | 21 | 49 |
| cSH | 1521 | 1700 | 1591 | 818 | 854 |
| Volume to Capacity | 0.01 | 0.01 | 0.02 | 0.05 | 0.11 |
| Queue Length 95th (ft) | 1 | 0 | 1 | 4 | 9 |
| Control Delay (s) | 7.4 | 0.0 | 1.9 | 9.6 | 9.7 |
| Lane LOS | A | | A | A | A |
| Approach Delay (s) | 3.3 | | 1.9 | 9.6 | 9.7 |
| Approach LOS | | | | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.9 | | |
| Intersection Capacity Utilization | 25.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
401: I-8 WB Ramp & SR-94 (Ribbonwood Rd)

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 9 | 0 | 0 | 42 | 3 | 0 | 0 | 4 | 8 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 10 | 0 | 0 | 46 | 3 | 0 | 0 | 4 | 9 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 103 | 103 | 9 | 103 | 108 | 3 | 13 | | | 3 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 103 | 103 | 9 | 103 | 108 | 3 | 13 | | | 3 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 99 | 100 | 100 | 97 | | | 100 | | |
| cM capacity (veh/h) | 858 | 764 | 1073 | 858 | 760 | 1081 | 1605 | | | 1619 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 10 | 0 | 49 | 13 |
| Volume Left | 10 | 0 | 46 | 0 |
| Volume Right | 0 | 0 | 0 | 9 |
| cSH | 858 | 1700 | 1605 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.03 | 0.01 |
| Queue Length 95th (ft) | 1 | 0 | 2 | 0 |
| Control Delay (s) | 9.2 | 0.0 | 6.8 | 0.0 |
| Lane LOS | A | A | A | |
| Approach Delay (s) | 9.2 | | 6.8 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.9 | | |
| Intersection Capacity Utilization | 19.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
402: I-8 EB Ramp & SR-94 (Ribbonwood Rd)

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 2 | 0 | 35 | 0 | 0 | 0 | 0 | 44 | 11 | 0 | 13 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 0 | 38 | 0 | 0 | 0 | 0 | 48 | 12 | 0 | 14 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 68 | 74 | 14 | 106 | 68 | 54 | 14 | | | 60 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 68 | 74 | 14 | 106 | 68 | 54 | 14 | | | 60 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 96 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 925 | 816 | 1066 | 842 | 823 | 1013 | 1604 | | | 1544 | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 2 | 38 | 60 | 14 |
| Volume Left | 2 | 0 | 0 | 0 |
| Volume Right | 0 | 38 | 12 | 0 |
| cSH | 925 | 1066 | 1700 | 1544 |
| Volume to Capacity | 0.00 | 0.04 | 0.04 | 0.00 |
| Queue Length 95th (ft) | 0 | 3 | 0 | 0 |
| Control Delay (s) | 8.9 | 8.5 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s) | 8.5 | | 0.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.0 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
403: Old Hwy 80 & SR-94 (Ribbonwood Rd)

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 11 | 20 | 3 | 1 | 28 | 26 | 6 | 6 | 3 | 7 | 4 | 25 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 12 | 22 | 3 | 1 | 30 | 28 | 7 | 7 | 3 | 8 | 4 | 27 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 59 | | | 25 | | | 123 | 108 | 23 | 99 | 96 | 45 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 59 | | | 25 | | | 123 | 108 | 23 | 99 | 96 | 45 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 100 | | | 99 | 99 | 100 | 99 | 99 | 97 |
| cM capacity (veh/h) | 1545 | | | 1589 | | | 820 | 775 | 1053 | 869 | 788 | 1025 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 12 | 25 | 60 | 16 | 39 |
| Volume Left | 12 | 0 | 1 | 7 | 8 |
| Volume Right | 0 | 3 | 28 | 3 | 27 |
| cSH | 1545 | 1700 | 1589 | 838 | 960 |
| Volume to Capacity | 0.01 | 0.01 | 0.00 | 0.02 | 0.04 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 1 | 3 |
| Control Delay (s) | 7.3 | 0.0 | 0.1 | 9.4 | 8.9 |
| Lane LOS | A | | A | A | A |
| Approach Delay (s) | 2.4 | | 0.1 | 9.4 | 8.9 |
| Approach LOS | | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.9 | | | |
| Intersection Capacity Utilization | 17.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
404: McCain Valley Rd & Yard #9

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 0 | | 0 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 0 | | 0 | 0 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1623 | | 1023 | 1085 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 0 | 0 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 0.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
405: Yard #8 & McCain Valley Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 4 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 4 | 1 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 5 | 1 | 1 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 5 | 1 | 1 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 1016 | 1083 | 1622 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 4 | 1 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1622 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
406: Tower Access Rd & McCain Valley Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 3 | 0 | 0 | 6 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 3 | 0 | 0 | 7 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 10 | 3 | | | 3 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 10 | 3 | | | 3 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 1010 | 1081 | | | 1619 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 3 | 7 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1619 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
407: Old Hwy 80 & McCain Valley Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 2 | 33 | 0 | 0 | 48 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 36 | 0 | 0 | 52 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 53 | | | 36 | | | 97 | 93 | 36 | 93 | 93 | 53 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 53 | | | 36 | | | 97 | 93 | 36 | 93 | 93 | 53 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1552 | | | 1575 | | | 880 | 795 | 1037 | 890 | 796 | 1015 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 38 | 53 | 0 | 4 |
| Volume Left | 2 | 0 | 0 | 0 |
| Volume Right | 0 | 1 | 0 | 4 |
| cSH | 1552 | 1700 | 1700 | 1015 |
| Volume to Capacity | 0.00 | 0.03 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.4 | 0.0 | 0.0 | 8.6 |
| Lane LOS | A | | A | A |
| Approach Delay (s) | 0.4 | 0.0 | 8.6 | |
| Approach LOS | | | A | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.6 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
408: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 15 | 27 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 16 | 29 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 29 | | | | 46 | 29 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 29 | | | | 46 | 29 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1584 | | | | 964 | 1045 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 16 | 29 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1584 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.02 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
409: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 15 | 27 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 16 | 29 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 29 | | | | 46 | 29 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 29 | | | | 46 | 29 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1584 | | | | 964 | 1045 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 16 | 29 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1584 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.02 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
410: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 15 | 27 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 16 | 29 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 29 | | | | 46 | 29 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 29 | | | | 46 | 29 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1584 | | | | 964 | 1045 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 16 | 29 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1584 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.02 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
411: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 13 | 31 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 14 | 34 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 34 | | | | 48 | 34 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 34 | | | | 48 | 34 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1578 | | | | 962 | 1040 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 14 | 34 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1578 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.02 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
412: Old Hwy 80 & Yard #6

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 9 | 0 | 0 | 6 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 10 | 0 | 0 | 7 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 10 | | 16 | 10 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 10 | | 16 | 10 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1610 | | 1002 | 1072 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 10 | 7 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1610 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
413: I-8 WB Ramp & Jacumba

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 19 | 1 | 20 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 21 | 1 | 22 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 43 | 0 | 43 | 43 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 43 | 0 | 43 | 43 | 0 | |
| tC, single (s) | 6.5 | 6.2 | 7.1 | 6.5 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 4.0 | 3.3 | 3.5 | 4.0 | 2.2 | |
| p0 queue free % | 100 | 100 | 98 | 100 | 99 | |
| cM capacity (veh/h) | 837 | 1085 | 949 | 837 | 1623 | |

| Direction, Lane # | WB 1 | NB 1 |
|---|---|---|
| Volume Total | 22 | 22 |
| Volume Left | 21 | 22 |
| Volume Right | 0 | 0 |
| cSH | 943 | 1623 |
| Volume to Capacity | 0.02 | 0.01 |
| Queue Length 95th (ft) | 2 | 1 |
| Control Delay (s) | 8.9 | 7.2 |
| Lane LOS | A | A |
| Approach Delay (s) | 8.9 | 7.2 |
| Approach LOS | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 8.1 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
414: I-8 EB Ramp & Jacumba

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 1 | 28 | 0 | 0 | 0 | 0 | 19 | 26 | 0 | 15 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 1 | 30 | 0 | 0 | 0 | 0 | 21 | 28 | 0 | 16 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | | None | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 51 | 65 | 16 | 82 | 51 | 35 | 16 | | | 49 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 51 | 65 | 16 | 82 | 51 | 35 | 16 | | | 49 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 97 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 948 | 825 | 1063 | 879 | 840 | 1038 | 1601 | | | 1558 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 32 | 49 | 16 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 30 | 28 | 0 |
| cSH | 1052 | 1700 | 1558 |
| Volume to Capacity | 0.03 | 0.03 | 0.00 |
| Queue Length 95th (ft) | 2 | 0 | 0 |
| Control Delay (s) | 8.5 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.5 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.8 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
415: Carrizo Gorge Rd & Jacumba

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 14 | 5 | 1 | 0 | 4 | 18 | 0 | 13 | 1 | 10 | 21 | 11 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 15 | 5 | 1 | 0 | 4 | 20 | 0 | 14 | 1 | 11 | 23 | 12 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 87 | 66 | 29 | 69 | 71 | 15 | 35 | | | 15 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 87 | 66 | 29 | 69 | 71 | 15 | 35 | | | 15 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 98 | 99 | 100 | 100 | 99 | 98 | 100 | | | 99 | | |
| cM capacity (veh/h) | 874 | 819 | 1046 | 913 | 814 | 1065 | 1577 | | | 1603 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 22 | 24 | 15 | 46 |
| Volume Left | 15 | 0 | 0 | 11 |
| Volume Right | 1 | 20 | 1 | 12 |
| cSH | 867 | 1008 | 1577 | 1603 |
| Volume to Capacity | 0.03 | 0.02 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 2 | 2 | 0 | 1 |
| Control Delay (s) | 9.3 | 8.7 | 0.0 | 1.8 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 9.3 | 8.7 | 0.0 | 1.8 |
| Approach LOS | A | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.6 | | | |
| Intersection Capacity Utilization | 23.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
416: Yard #7 & Carrizo Gorge Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 9 | 8 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 10 | 9 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 18 | 9 | 9 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 18 | 9 | 9 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 999 | 1073 | 1611 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 10 | 9 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1611 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
417: Tower Access & Carrizo Gorge Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 9 | 0 | 0 | 8 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 10 | 0 | 0 | 9 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 18 | 10 | | | 10 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 18 | 10 | | | 10 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 999 | 1072 | | | 1610 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 10 | 9 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1610 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
418: Tower Access & Carrizo Gorge Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 9 | 8 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 10 | 9 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 18 | 9 | 9 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 18 | 9 | 9 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 999 | 1073 | 1611 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 10 | 9 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1611 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
419: Carrizo Creek Rd & Carrizo Gorge Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 9 | 0 | 0 | 8 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 10 | 0 | 0 | 9 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 18 | 10 | | | 10 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 18 | 10 | | | 10 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 999 | 1072 | | | 1610 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 10 | 9 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1610 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
420: Old Hwy 80 & Carrizo Gorge Rd

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 9 | 12 | 2 | 0 | 5 | 10 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 10 | 13 | 2 | 0 | 5 | 11 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2 | | | | 35 | 2 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2 | | | | 35 | 2 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 99 | 99 |
| cM capacity (veh/h) | 1620 | | | | 972 | 1082 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 23 | 2 | 16 |
| Volume Left | 10 | 0 | 5 |
| Volume Right | 0 | 0 | 11 |
| cSH | 1620 | 1700 | 1043 |
| Volume to Capacity | 0.01 | 0.00 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 3.1 | 0.0 | 8.5 |
| Lane LOS | A | | A |
| Approach Delay (s) | 3.1 | 0.0 | 8.5 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 5.1 | |
| Intersection Capacity Utilization | | 17.8% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
501: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 7 | 3 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 8 | 3 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 3 | | | | 11 | 3 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 3 | | | | 11 | 3 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1619 | | | | 1009 | 1081 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 8 | 3 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1619 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
502: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 7 | 3 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 8 | 3 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 3 | | | | 11 | 3 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 3 | | | | 11 | 3 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1619 | | | | 1009 | 1081 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 8 | 3 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1619 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 13.3% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

HCM Unsignalized Intersection Capacity Analysis
503: Old Hwy 80 & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 7 | 0 | 0 | 3 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 0 | 0 | 3 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 8 | | 11 | 8 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 8 | | 11 | 8 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1613 | | 1009 | 1075 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 8 | 3 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1613 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
504: Old Hwy 80 & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 7 | 0 | 0 | 3 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 0 | 0 | 3 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 8 | | 11 | 8 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 8 | | 11 | 8 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1613 | | 1009 | 1075 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 8 | 3 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1613 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
505: Yard #5 & Old Hwy 80

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 5 | 0 | 0 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 5 | 0 | 0 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 8 | 5 | | | 5 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 8 | 5 | | | 5 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 1013 | 1078 | | | 1616 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 5 | 2 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1616 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
506: In-Ko-Pah Park Rd & I-8 EB On Ramp

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 1 | 11 | 0 | 5 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 12 | 0 | 5 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 5 | 0 | 0 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 5 | 0 | 0 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 99 | 100 | | | |
| cM capacity (veh/h) | 1016 | 1085 | 1623 | | | |

| Direction, Lane # | EB 1 | NB 1 |
|---|---|---|
| Volume Total | 13 | 5 |
| Volume Left | 1 | 0 |
| Volume Right | 12 | 0 |
| cSH | 1079 | 1623 |
| Volume to Capacity | 0.01 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 |
| Control Delay (s) | 8.4 | 0.0 |
| Lane LOS | A | |
| Approach Delay (s) | 8.4 | 0.0 |
| Approach LOS | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.9 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
507: In-Ko-Pah Park Rd & I-8 EB Off Ramp

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 11 | 0 | 0 | 0 | 4 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 12 | 0 | 0 | 0 | 4 | 1 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 12 | | 12 | 12 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 12 | | 12 | 12 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1607 | | 1008 | 1069 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 12 | 0 | 5 |
| Volume Left | 0 | 0 | 4 |
| Volume Right | 0 | 0 | 1 |
| cSH | 1700 | 1700 | 1019 |
| Volume to Capacity | 0.01 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 8.6 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 8.6 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.7 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
508: I-8 WB Ramp & In-Ko-Pah Park Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 8 | 0 | 0 | 2 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 9 | 0 | 0 | 2 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 0 | 0 | | | 2 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 0 | 0 | | | 2 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 99 | 100 | | | 100 | |
| cM capacity (veh/h) | 1023 | 1085 | | | 1620 | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 9 | 0 | 0 | 2 | 0 |
| Volume Left | 9 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 2 | 0 |
| cSH | 1023 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 8.5 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | A | | | |
| Approach Delay (s) | 8.5 | | 0.0 | | 0.0 |
| Approach LOS | A | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.8 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
509: I-8 EB Ramp & Mountain Springs Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | | | | None | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 4 | 5 | 1 | 5 | 4 | 1 | 1 | | | 2 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 4 | 5 | 1 | 5 | 4 | 1 | 1 | | | 2 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 1016 | 889 | 1083 | 1014 | 891 | 1083 | 1622 | | | 1620 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 2 | 2 | 2 |
| Volume Left | 1 | 0 | 1 |
| Volume Right | 1 | 2 | 0 |
| cSH | 1049 | 1700 | 1620 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.4 | 0.0 | 3.6 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.4 | 0.0 | 3.6 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.0 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
510: Tower Access & Mountain Springs Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 6 | 0 | 0 | 4 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 7 | 0 | 0 | 4 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 11 | 7 | | | 7 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 11 | 7 | | | 7 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 1009 | 1076 | | | 1614 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 7 | 4 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1614 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
511: I-8 WB Ramp & Mountain Springs Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 2 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 2 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 17 | 17 | 0 | 17 | 17 | 0 | 0 | | | 0 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 17 | 17 | 0 | 17 | 17 | 0 | 0 | | | 0 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 99 | | | 100 | | |
| cM capacity (veh/h) | 993 | 872 | 1085 | 993 | 872 | 1085 | 1623 | | | 1623 | | |

| Direction, Lane # | WB 1 | NB 1 |
|---|---|---|
| Volume Total | 2 | 9 |
| Volume Left | 2 | 9 |
| Volume Right | 0 | 0 |
| cSH | 993 | 1623 |
| Volume to Capacity | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 |
| Control Delay (s) | 8.6 | 7.2 |
| Lane LOS | A | A |
| Approach Delay (s) | 8.6 | 7.2 |
| Approach LOS | A | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.5 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
512: Hwy S2 & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 13 | 0 | 0 | 2 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 14 | 0 | 0 | 2 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 14 | | 16 | 14 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 14 | | 16 | 14 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1604 | | 1002 | 1066 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 14 | 2 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1604 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
513: Hwy S2 & Yard #4

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 13 | 2 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 14 | 2 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2 | | | | 16 | 2 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2 | | | | 16 | 2 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1620 | | | | 1002 | 1082 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 14 | 2 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1620 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
514: Quarry Rd & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 2 | 2 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 2 | 2 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2 | | | | 4 | 2 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2 | | | | 4 | 2 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1620 | | | | 1018 | 1082 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 2 | 2 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1620 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
515: Quarry Rd & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 2 | 0 | 0 | 2 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 0 | 0 | 2 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 2 | | 4 | 2 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 2 | | 4 | 2 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1620 | | 1018 | 1082 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 2 | 2 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1620 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 0.0 | | |
| Intersection Capacity Utilization | | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
516: Quarry Rd & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 2 | 2 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 2 | 2 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 2 | | | | 4 | 2 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2 | | | | 4 | 2 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1620 | | | | 1018 | 1082 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 2 | 2 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1620 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 0.0 | | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
517: Quarry Rd & Shell Canyon Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 1 | 1 | 0 | 3 | 4 | 1 | 1 | 0 | 3 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 1 | 1 | 0 | 3 | 4 | 1 | 1 | 0 | 3 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 8 | | | 2 | | | 7 | 9 | 2 | 8 | 8 | 5 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 8 | | | 2 | | | 7 | 9 | 2 | 8 | 8 | 5 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1613 | | | 1620 | | | 1013 | 886 | 1083 | 1011 | 887 | 1078 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 2 | 8 | 2 | 3 |
| Volume Left | 0 | 0 | 1 | 3 |
| Volume Right | 1 | 4 | 0 | 0 |
| cSH | 1613 | 1620 | 945 | 1011 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 8.8 | 8.6 |
| Lane LOS | | | A | A |
| Approach Delay (s) | 0.0 | 0.0 | 8.8 | 8.6 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 3.1 | | |
| Intersection Capacity Utilization | | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
518: Hwy S2 & Shell Canyon Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 0 | 8 | 0 | 6 | 9 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 9 | 0 | 7 | 10 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 9 | 16 | 2 | 1 |
| Volume Left (vph) | 0 | 7 | 1 | 0 |
| Volume Right (vph) | 0 | 0 | 0 | 0 |
| Hadj (s) | 0.03 | 0.11 | 0.13 | 0.03 |
| Departure Headway (s) | 4.0 | 4.0 | 4.1 | 4.0 |
| Degree Utilization, x | 0.01 | 0.02 | 0.00 | 0.00 |
| Capacity (veh/h) | 902 | 887 | 862 | 891 |
| Control Delay (s) | 7.0 | 7.1 | 7.1 | 7.0 |
| Approach Delay (s) | 7.0 | 7.1 | 7.1 | 7.0 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | | 7.1 | | |
| HCM Level of Service | | A | | |
| Intersection Capacity Utilization | | 15.8% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
519: I-8 WB Ramp & Imperial Hwy S2

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 2 | 2 | 14 | 3 | 13 | 0 | 0 | 20 | 8 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 2 | 2 | 15 | 3 | 14 | 0 | 0 | 22 | 9 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 63 | 47 | 26 | 47 | 51 | 14 | 30 | | | 14 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 63 | 47 | 26 | 47 | 51 | 14 | 30 | | | 14 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 99 | 100 | | | 100 | | |
| cM capacity (veh/h) | 915 | 843 | 1050 | 953 | 839 | 1066 | 1582 | | | 1604 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 4 | 15 | 17 | 30 |
| Volume Left | 2 | 0 | 3 | 0 |
| Volume Right | 0 | 15 | 0 | 9 |
| cSH | 892 | 1066 | 1582 | 1700 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 | 0.02 |
| Queue Length 95th (ft) | 0 | 1 | 0 | 0 |
| Control Delay (s) | 9.1 | 8.4 | 1.4 | 0.0 |
| Lane LOS | A | A | A | |
| Approach Delay (s) | 8.6 | | 1.4 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.8 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
520: I-8 EB Ramp & Imperial Hwy S2

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 13 | 6 | 10 | 15 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 3 | 0 | 4 | 0 | 0 | 0 | 0 | 14 | 7 | 11 | 16 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 55 | 59 | 16 | 60 | 55 | 17 | 16 | | | 21 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 55 | 59 | 16 | 60 | 55 | 17 | 16 | | | 21 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 99 | | |
| cM capacity (veh/h) | 937 | 827 | 1063 | 927 | 830 | 1061 | 1601 | | | 1595 | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 3 | 4 | 21 | 27 |
| Volume Left | 3 | 0 | 0 | 11 |
| Volume Right | 0 | 4 | 7 | 0 |
| cSH | 937 | 1063 | 1700 | 1595 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 1 |
| Control Delay (s) | 8.9 | 8.4 | 0.0 | 2.9 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 8.6 | | 0.0 | 2.9 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.6 | | |
| Intersection Capacity Utilization | 18.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
521: Co HWY S80 & Co Hwy S2

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 1 | 2 | 7 | 0 | 2 | 1 | 15 | 4 | 4 | 25 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 1 | 2 | 8 | 0 | 2 | 1 | 16 | 4 | 4 | 27 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 59 | 59 | 27 | 59 | 57 | 18 | 27 | | | 21 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 59 | 59 | 27 | 59 | 57 | 18 | 27 | | | 21 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 99 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 933 | 829 | 1048 | 931 | 832 | 1060 | 1587 | | | 1595 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 3 | 10 | 22 | 32 |
| Volume Left | 0 | 8 | 1 | 4 |
| Volume Right | 2 | 2 | 4 | 0 |
| cSH | 964 | 957 | 1587 | 1595 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 1 | 0 | 0 |
| Control Delay (s) | 8.7 | 8.8 | 0.4 | 1.0 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 8.7 | 8.8 | 0.4 | 1.0 |
| Approach LOS | A | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.3 | | |
| Intersection Capacity Utilization | 16.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
601: Co HWY S80 & Yard #3

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 14 | 5 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 15 | 5 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 5 | | | | 21 | 5 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 5 | | | | 21 | 5 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1616 | | | | 996 | 1078 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 15 | 5 | 0 | 0 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 1616 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | |
| Approach LOS | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
602: Co HWY S80 & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 14 | 0 | 0 | 5 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 15 | 0 | 0 | 5 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 15 | | 21 | 15 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 15 | | 21 | 15 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1603 | | 996 | 1064 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 |
|---|---|---|---|---|
| Volume Total | 15 | 5 | 0 | 0 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1603 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | |
| Approach LOS | | | A | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
603: I-8 WB Ramp & Dunaway Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 4 | 1 | 35 | 2 | 14 | 0 | 0 | 1 | 3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 4 | 1 | 38 | 2 | 15 | 0 | 0 | 1 | 3 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 61 | 22 | 3 | 22 | 24 | 15 | 4 | | | 15 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 61 | 22 | 3 | 22 | 24 | 15 | 4 | | | 15 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 96 | 100 | | | 100 | | |
| cM capacity (veh/h) | 899 | 870 | 1081 | 989 | 868 | 1064 | 1617 | | | 1603 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 5 | 38 | 17 | 4 |
| Volume Left | 4 | 0 | 2 | 0 |
| Volume Right | 0 | 38 | 0 | 3 |
| cSH | 962 | 1064 | 1617 | 1700 |
| Volume to Capacity | 0.01 | 0.04 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 3 | 0 | 0 |
| Control Delay (s) | 8.8 | 8.5 | 0.9 | 0.0 |
| Lane LOS | A | A | A | |
| Approach Delay (s) | 8.5 | | 0.9 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.9 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
604: I-8 EB Ramp & Dunaway Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 3 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 14 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 5 | 3 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 17 | 17 | 3 | 19 | 17 | 3 | 3 | | | 3 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 17 | 17 | 3 | 19 | 17 | 3 | 3 | | | 3 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 995 | 874 | 1081 | 990 | 874 | 1081 | 1619 | | | 1619 | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 15 | 1 | 3 | 9 |
| Volume Left | 14 | 0 | 0 | 5 |
| Volume Right | 0 | 1 | 0 | 0 |
| cSH | 985 | 1081 | 1700 | 1619 |
| Volume to Capacity | 0.02 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 |
| Control Delay (s) | 8.7 | 8.3 | 0.0 | 4.5 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 8.7 | | 0.0 | 4.5 |
| Approach LOS | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.4 | | | |
| Intersection Capacity Utilization | 14.6% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
605: Unnamed Rd & Dunaway Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 7 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 9 | 9 | 7 | 9 | 9 | 2 | 7 | | | 2 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 9 | 9 | 7 | 9 | 9 | 2 | 7 | | | 2 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 1010 | 886 | 1076 | 1010 | 886 | 1082 | 1614 | | | 1620 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 0 | 0 | 2 | 7 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1614 | 1620 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
606: Yuha Cutoff & Yard #1

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 23 | 34 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 25 | 37 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 37 | | | | 62 | 37 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 37 | | | | 62 | 37 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1574 | | | | 944 | 1035 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 25 | 37 | 0 | 0 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 1574 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.02 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | |
| Approach LOS | | | A | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 0.0 | | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
607: Co HWY S80 & Dunaway Rd

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 59 | 3 | 2 | 223 | 42 | 7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 64 | 3 | 2 | 242 | 46 | 8 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 67 | | 312 | 66 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 67 | | 312 | 66 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 93 | 99 |
| cM capacity (veh/h) | | | 1534 | | 679 | 998 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 67 | 245 | 53 |
| Volume Left | 0 | 2 | 46 |
| Volume Right | 3 | 0 | 8 |
| cSH | 1700 | 1534 | 712 |
| Volume to Capacity | 0.04 | 0.00 | 0.07 |
| Queue Length 95th (ft) | 0 | 0 | 6 |
| Control Delay (s) | 0.0 | 0.1 | 10.5 |
| Lane LOS | | A | B |
| Approach Delay (s) | 0.0 | 0.1 | 10.5 |
| Approach LOS | | | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 1.6 | | |
| Intersection Capacity Utilization | | 23.3% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



HCM Signalized Intersection Capacity Analysis
701: Cannon Rd & Avenida Encina

| 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 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | | 0.97 | 1.00 | 1.00 |
| Frt | 1.00 | 0.97 | | 1.00 | 0.95 | | 1.00 | 0.87 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3419 | | 3433 | 3366 | | 1770 | 3065 | | 3433 | 1863 | 1583 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3419 | | 3433 | 3366 | | 1770 | 3065 | | 3433 | 1863 | 1583 |
| Volume (vph) | 18 | 419 | 122 | 332 | 160 | 77 | 13 | 9 | 76 | 88 | 15 | 7 |
| 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) | 20 | 455 | 133 | 361 | 174 | 84 | 14 | 10 | 83 | 96 | 16 | 8 |
| RTOR Reduction (vph) | 0 | 31 | 0 | 0 | 62 | 0 | 0 | 60 | 0 | 0 | 0 | 6 |
| Lane Group Flow (vph) | 20 | 557 | 0 | 361 | 196 | 0 | 14 | 33 | 0 | 96 | 16 | 2 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | 6 |
| Actuated Green, G (s) | 12.0 | 23.0 | | 13.0 | 24.0 | | 17.0 | 25.0 | | 13.0 | 21.0 | 21.0 |
| Effective Green, g (s) | 12.0 | 23.0 | | 13.0 | 24.0 | | 17.0 | 25.0 | | 13.0 | 21.0 | 21.0 |
| Actuated g/C Ratio | 0.13 | 0.26 | | 0.14 | 0.27 | | 0.19 | 0.28 | | 0.14 | 0.23 | 0.23 |
| Clearance Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Lane Grp Cap (vph) | 236 | 874 | | 496 | 898 | | 334 | 851 | | 496 | 435 | 369 |
| v/s Ratio Prot | 0.01 | c0.16 | | c0.11 | 0.06 | | 0.01 | c0.01 | | c0.03 | 0.01 | |
| v/s Ratio Perm | | | | | | | | | | | | 0.00 |
| v/c Ratio | 0.08 | 0.64 | | 0.73 | 0.22 | | 0.04 | 0.04 | | 0.19 | 0.04 | 0.01 |
| Uniform Delay, d1 | 34.2 | 29.8 | | 36.8 | 25.7 | | 29.8 | 23.7 | | 33.9 | 26.7 | 26.5 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.7 | 3.5 | | 9.0 | 0.6 | | 0.2 | 0.1 | | 0.9 | 0.2 | 0.0 |
| Delay (s) | 34.9 | 33.3 | | 45.8 | 26.3 | | 30.1 | 23.8 | | 34.8 | 26.8 | 26.5 |
| Level of Service | C | C | | D | C | | C | C | | C | C | C |
| Approach Delay (s) | | 33.4 | | | 37.7 | | | 24.6 | | | 33.1 | |
| Approach LOS | | C | | | D | | | C | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | | 34.6 | HCM Level of Service | | C |
| HCM Volume to Capacity ratio | | 0.37 | | | |
| Actuated Cycle Length (s) | | 90.0 | Sum of lost time (s) | | 16.0 |
| Intersection Capacity Utilization | | 44.1% | ICU Level of Service | | A |
| Analysis Period (min) | | 15 | | | |

c Critical Lane Group



HCM Unsignalized Intersection Capacity Analysis
801: Dairy Mart Rd & Monument Rd
4/2/2010

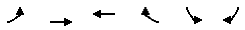
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 10 | 0 | 11 | 16 | 4 | 4 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 11 | 0 | 12 | 17 | 4 | 4 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 21 | | 71 | 31 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 21 | | 71 | 31 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 99 | | 100 | 100 |
| cM capacity (veh/h) | | | 1582 | | 912 | 1026 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 11 | 28 | 8 |
| Volume Left | 0 | 12 | 4 |
| Volume Right | 0 | 0 | 4 |
| cSH | 1700 | 1582 | 966 |
| Volume to Capacity | 0.01 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 0 | 1 | 1 |
| Control Delay (s) | 0.0 | 3.0 | 8.8 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 3.0 | 8.8 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 3.4 | | |
| Intersection Capacity Utilization | | 21.0% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
802: Monument Rd & Water Access Drwy

4/2/2010



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 11 | 8 | 0 | 0 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0 | 12 | 8 | 0 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 18 | | | | 40 | 28 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 18 | | | | 40 | 28 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1585 | | | | 955 | 1029 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 12 | 8 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1585 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Signalized Intersection Capacity Analysis
803: Meanley Dr & Scripps Ranch Blvd

4/2/2010



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 1.00 | | 0.95 | | 1.00 | 0.95 |
| Frpb, ped/bikes | | | | 1.00 | | 0.98 | 1.00 | | 0.99 | | 1.00 | 1.00 |
| Flpb, ped/bikes | | | | 0.99 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 |
| Frt | | | | 1.00 | | 0.85 | 1.00 | | 0.97 | | 1.00 | 1.00 |
| Flt Protected | | | | 0.95 | | 1.00 | 0.95 | | 1.00 | | 0.95 | 1.00 |
| Satd. Flow (prot) | | | | 1750 | | 1547 | 1770 | | 3408 | | 1770 | 3539 |
| Flt Permitted | | | | 0.95 | | 1.00 | 0.95 | | 1.00 | | 0.95 | 1.00 |
| Satd. Flow (perm) | | | | 1750 | | 1547 | 1770 | | 3408 | | 1770 | 3539 |
| Volume (vph) | 0 | 0 | 0 | 160 | 0 | 104 | 24 | 0 | 358 | 88 | 246 | 583 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 0 | 0 | 168 | 0 | 109 | 25 | 0 | 377 | 93 | 259 | 614 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 28 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 168 | 0 | 18 | 25 | 0 | 442 | 0 | 259 | 614 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | 10 | | 10 | 10 | |
| Turn Type | | | | custom | | custom | Prot | | | | Prot | |
| Protected Phases | | | | | | | 5 | | 2 | | 1 | 6 |
| Permitted Phases | | | | 8 | | 8 | | | | | | |
| Actuated Green, G (s) | | | | 9.2 | | 9.2 | 0.9 | | 26.0 | | 10.5 | 35.6 |
| Effective Green, g (s) | | | | 9.7 | | 9.7 | 1.4 | | 26.5 | | 11.0 | 36.1 |
| Actuated g/C Ratio | | | | 0.16 | | 0.16 | 0.02 | | 0.45 | | 0.19 | 0.61 |
| Clearance Time (s) | | | | 4.5 | | 4.5 | 4.5 | | 4.5 | | 4.5 | 4.5 |
| Vehicle Extension (s) | | | | 3.0 | | 3.0 | 3.0 | | 3.0 | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | | | 287 | | 253 | 42 | | 1526 | | 329 | 2158 |
| v/s Ratio Prot | | | | | | | 0.01 | | 0.13 | | c0.15 | c0.17 |
| v/s Ratio Perm | | | | c0.10 | | 0.01 | | | | | | |
| v/c Ratio | | | | 0.59 | | 0.07 | 0.60 | | 0.29 | | 0.79 | 0.28 |
| Uniform Delay, d1 | | | | 22.9 | | 20.9 | 28.6 | | 10.4 | | 23.0 | 5.5 |
| Progression Factor | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 |
| Incremental Delay, d2 | | | | 3.0 | | 0.1 | 20.6 | | 0.5 | | 11.8 | 0.3 |
| Delay (s) | | | | 25.9 | | 21.1 | 49.2 | | 10.9 | | 34.7 | 5.8 |
| Level of Service | | | | C | | C | D | | B | | C | A |
| Approach Delay (s) | | 0.0 | | | 24.0 | | | | 12.8 | | | 14.4 |
| Approach LOS | | A | | | C | | | | B | | | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 15.5 | HCM Level of Service | | B |
| HCM Volume to Capacity ratio | 0.44 | | | |
| Actuated Cycle Length (s) | 59.2 | Sum of lost time (s) | | 8.0 |
| Intersection Capacity Utilization | 45.8% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis
804: Scripps Poway Pkwy & Scripps Creek Dr

4/2/2010



| 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 | 0.95 | | 1.00 | 0.95 | | 0.97 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.86 | | 1.00 | 0.87 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3513 | | 1770 | 3538 | | 3433 | 1564 | | 1770 | 1578 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3513 | | 1770 | 3538 | | 3433 | 1564 | | 1770 | 1578 | |
| Volume (vph) | 2 | 1297 | 51 | 22 | 1278 | 3 | 147 | 2 | 26 | 2 | 5 | 37 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 2 | 1365 | 54 | 23 | 1345 | 3 | 155 | 2 | 27 | 2 | 5 | 39 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 29 | 0 |
| Lane Group Flow (vph) | 2 | 1416 | 0 | 23 | 1348 | 0 | 155 | 10 | 0 | 2 | 15 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 0.9 | 32.5 | | 1.7 | 33.3 | | 3.7 | 22.7 | | 0.9 | 19.9 | |
| Effective Green, g (s) | 1.4 | 33.0 | | 2.2 | 33.8 | | 4.2 | 23.2 | | 1.4 | 20.4 | |
| Actuated g/C Ratio | 0.02 | 0.44 | | 0.03 | 0.45 | | 0.06 | 0.31 | | 0.02 | 0.27 | |
| Clearance Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 33 | 1529 | | 51 | 1578 | | 190 | 479 | | 33 | 425 | |
| v/s Ratio Prot | 0.00 | c0.40 | | c0.01 | 0.38 | | c0.05 | c0.01 | | 0.00 | c0.01 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.06 | 0.93 | | 0.45 | 0.85 | | 0.82 | 0.02 | | 0.06 | 0.04 | |
| Uniform Delay, d1 | 36.6 | 20.2 | | 36.2 | 18.8 | | 35.4 | 18.4 | | 36.6 | 20.4 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.8 | 9.9 | | 6.2 | 4.7 | | 22.9 | 0.1 | | 0.8 | 0.2 | |
| Delay (s) | 37.3 | 30.1 | | 42.4 | 23.5 | | 58.3 | 18.5 | | 37.3 | 20.6 | |
| Level of Service | D | C | | D | C | | E | B | | D | C | |
| Approach Delay (s) | | 30.1 | | | 23.9 | | | 52.0 | | | 21.3 | |
| Approach LOS | | C | | | C | | | D | | | C | |

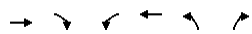
| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 28.5 | HCM Level of Service | | C |
| HCM Volume to Capacity ratio | 0.62 | | | |
| Actuated Cycle Length (s) | 75.8 | Sum of lost time (s) | | 20.0 |
| Intersection Capacity Utilization | 57.5% | ICU Level of Service | | B |
| Analysis Period (min) | 15 | | | |

c Critical Lane Group



HCM Unsignalized Intersection Capacity Analysis
805: Scripps Poway Pkwy & Water Access Drwy

4/2/2010



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 1246 | 0 | 0 | 1314 | 0 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 1312 | 0 | 0 | 1383 | 0 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 1322 | | 2023 | 676 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1322 | | 2023 | 676 |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 514 | | 49 | 389 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 874 | 437 | 692 | 692 | 0 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.51 | 0.26 | 0.41 | 0.41 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | | | A |
| Approach Delay (s) | 0.0 | | 0.0 | | 0.0 |
| Approach LOS | | | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 49.2% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| 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 | 0.95 | | 1.00 | 0.95 | 1.00 | |
| Frpb, ped/bikes | 1.00 | | 1.00 | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Frt | 0.99 | | 1.00 | 1.00 | 0.89 | |
| Flt Protected | 1.00 | | 0.95 | 1.00 | 0.99 | |
| Satd. Flow (prot) | 3515 | | 1770 | 3539 | 1625 | |
| Flt Permitted | 1.00 | | 0.95 | 1.00 | 0.99 | |
| Satd. Flow (perm) | 3515 | | 1770 | 3539 | 1625 | |
| Volume (vph) | 283 | 11 | 39 | 344 | 19 | 69 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 298 | 12 | 41 | 362 | 20 | 73 |
| RTOR Reduction (vph) | 5 | 0 | 0 | 0 | 51 | 0 |
| Lane Group Flow (vph) | 305 | 0 | 41 | 362 | 42 | 0 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | Prot | | | |
| Protected Phases | 4 | | 3 | 8 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 6.3 | | 1.0 | 11.8 | 8.4 | |
| Effective Green, g (s) | 6.8 | | 1.5 | 12.3 | 8.9 | |
| Actuated g/C Ratio | 0.23 | | 0.05 | 0.42 | 0.30 | |
| Clearance Time (s) | 4.5 | | 4.5 | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 819 | | 91 | 1491 | 495 | |
| v/s Ratio Prot | c0.09 | | 0.02 | c0.10 | c0.03 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.37 | | 0.45 | 0.24 | 0.09 | |
| Uniform Delay, d1 | 9.4 | | 13.4 | 5.4 | 7.2 | |
| Progression Factor | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.3 | | 3.5 | 0.1 | 0.1 | |
| Delay (s) | 9.7 | | 17.0 | 5.5 | 7.3 | |
| Level of Service | A | | B | A | A | |
| Approach Delay (s) | 9.7 | | | 6.7 | 7.3 | |
| Approach LOS | A | | | A | A | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 7.9 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.23 | | |
| Actuated Cycle Length (s) | 29.2 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 32.0% | 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) | 5 | 5 | 5 | 89 | 41 | 5 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 5 | 5 | 5 | 94 | 43 | 5 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 178 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 170 | 66 | 58 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 170 | 66 | 58 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 99 | 100 | | | |
| cM capacity (veh/h) | 804 | 982 | 1533 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 11 | 99 | 48 |
| Volume Left | 5 | 5 | 0 |
| Volume Right | 5 | 0 | 5 |
| cSH | 884 | 1533 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.03 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 9.1 | 0.4 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 9.1 | 0.4 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.9 | | |
| Intersection Capacity Utilization | 21.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |





| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 266 | 428 | 0 | 0 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0 | 280 | 451 | 0 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | 183 | | | |
| pX, platoon unblocked | 0.94 | | | | 0.94 | 0.94 |
| vC, conflicting volume | 461 | | | | 611 | 245 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 368 | | | | 527 | 139 |
| tC, single (s) | 4.1 | | | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1111 | | | | 446 | 819 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 0 | 140 | 140 | 300 | 150 | 0 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.08 | 0.08 | 0.18 | 0.09 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | | | | A |
| Approach Delay (s) | 0.0 | | | 0.0 | | 0.0 |
| Approach LOS | | | | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 25.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |





| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 436 | 411 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 459 | 433 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 150 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 606 | 164 | 443 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 606 | 164 | 443 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 422 | 837 | 1105 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|
| Volume Total | 0 | 153 | 153 | 153 | 173 | 173 | 87 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.09 | 0.09 | 0.09 | 0.10 | 0.10 | 0.05 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | | | | | |
| Approach Delay (s) | 0.0 | 0.0 | | | 0.0 | | |
| Approach LOS | A | | | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 22.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 1863 | 1550 | 1770 | 3539 | 1550 | 1770 | 3539 | 1528 | 1770 | 3539 | 1550 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 1863 | 1550 | 1770 | 3539 | 1550 | 1770 | 3539 | 1528 | 1770 | 3539 | 1550 |
| Volume (vph) | 24 | 147 | 106 | 61 | 280 | 94 | 74 | 258 | 60 | 59 | 344 | 48 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 25 | 155 | 112 | 64 | 295 | 99 | 78 | 272 | 63 | 62 | 362 | 51 |
| RTOR Reduction (vph) | 0 | 0 | 89 | 0 | 0 | 75 | 0 | 0 | 42 | 0 | 0 | 34 |
| Lane Group Flow (vph) | 25 | 155 | 23 | 64 | 295 | 24 | 78 | 272 | 21 | 62 | 362 | 17 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 0.7 | 9.3 | 9.3 | 2.5 | 11.1 | 11.1 | 2.5 | 15.6 | 15.6 | 2.5 | 15.6 | 15.6 |
| Effective Green, g (s) | 1.2 | 9.8 | 9.8 | 3.0 | 11.6 | 11.6 | 3.0 | 16.1 | 16.1 | 3.0 | 16.1 | 16.1 |
| Actuated g/C Ratio | 0.03 | 0.20 | 0.20 | 0.06 | 0.24 | 0.24 | 0.06 | 0.34 | 0.34 | 0.06 | 0.34 | 0.34 |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 44 | 381 | 317 | 111 | 857 | 375 | 111 | 1190 | 514 | 111 | 1190 | 521 |
| v/s Ratio Prot | 0.01 | 0.08 | | c0.04 | c0.08 | | c0.04 | 0.08 | | 0.04 | c0.10 | |
| v/s Ratio Perm | | | 0.01 | | | 0.02 | | | 0.01 | | | 0.01 |
| v/c Ratio | 0.57 | 0.41 | 0.07 | 0.58 | 0.34 | 0.06 | 0.70 | 0.23 | 0.04 | 0.56 | 0.30 | 0.03 |
| Uniform Delay, d1 | 23.1 | 16.5 | 15.4 | 21.8 | 15.0 | 14.0 | 22.0 | 11.4 | 10.7 | 21.8 | 11.8 | 10.7 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 15.7 | 0.7 | 0.1 | 7.1 | 0.2 | 0.1 | 18.2 | 0.1 | 0.0 | 6.0 | 0.1 | 0.0 |
| Delay (s) | 38.8 | 17.2 | 15.5 | 28.9 | 15.2 | 14.0 | 40.2 | 11.5 | 10.7 | 27.8 | 11.9 | 10.7 |
| Level of Service | D | B | B | C | B | B | D | B | B | C | B | B |
| Approach Delay (s) | | 18.4 | | | 16.9 | | | 16.8 | | | 13.8 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 16.3 | HCM Level of Service | B | |
| HCM Volume to Capacity ratio | 0.35 | | | |
| Actuated Cycle Length (s) | 47.9 | Sum of lost time (s) | 12.0 | |
| Intersection Capacity Utilization | 41.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

c Critical Lane Group





| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 879 | 0 | 0 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0 | 0 | 925 | 0 | 0 | 0 |
| Pedestrians | 10 | | 10 | | | 10 |
| Lane Width (ft) | 12.0 | | 12.0 | | | 0.0 |
| Walking Speed (ft/s) | 4.0 | | 4.0 | | | 4.0 |
| Percent Blockage | 1 | | 1 | | | 0 |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | 501 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 945 | 483 | | | 935 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 945 | 483 | | | 935 | |
| tC, single (s) | 6.8 | 6.9 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 256 | 525 | | | 722 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 |
|---|---|---|---|
| Volume Total | 0 | 617 | 308 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.36 | 0.18 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 37.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |





| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | 0.88 | 1.00 | 0.95 | | 0.97 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1863 | 1550 | 1770 | 3539 | 2690 | 1770 | 3494 | | 3433 | 3539 | 1550 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1863 | 1550 | 1770 | 3539 | 2690 | 1770 | 3494 | | 3433 | 3539 | 1550 |
| Volume (vph) | 112 | 75 | 67 | 102 | 446 | 616 | 71 | 151 | 12 | 109 | 213 | 83 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 118 | 79 | 71 | 107 | 469 | 648 | 75 | 159 | 13 | 115 | 224 | 87 |
| RTOR Reduction (vph) | 0 | 0 | 51 | 0 | 0 | 465 | 0 | 10 | 0 | 0 | 0 | 67 |
| Lane Group Flow (vph) | 118 | 79 | 20 | 107 | 469 | 183 | 75 | 162 | 0 | 115 | 224 | 20 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | | | | 6 |
| Actuated Green, G (s) | 3.5 | 13.0 | 13.0 | 3.5 | 13.0 | 13.0 | 2.6 | 9.7 | | 3.5 | 10.6 | 10.6 |
| Effective Green, g (s) | 4.0 | 13.5 | 13.5 | 4.0 | 13.5 | 13.5 | 3.1 | 10.2 | | 4.0 | 11.1 | 11.1 |
| Actuated g/C Ratio | 0.08 | 0.28 | 0.28 | 0.08 | 0.28 | 0.28 | 0.06 | 0.21 | | 0.08 | 0.23 | 0.23 |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 288 | 527 | 439 | 148 | 1002 | 761 | 115 | 747 | | 288 | 824 | 361 |
| v/s Ratio Prot | 0.03 | 0.04 | | c0.06 | c0.13 | | c0.04 | 0.05 | | 0.03 | c0.06 | |
| v/s Ratio Perm | | | 0.01 | | | 0.07 | | | | | | 0.01 |
| v/c Ratio | 0.41 | 0.15 | 0.05 | 0.72 | 0.47 | 0.24 | 0.65 | 0.22 | | 0.40 | 0.27 | 0.06 |
| Uniform Delay, d1 | 20.7 | 12.8 | 12.4 | 21.3 | 14.1 | 13.2 | 21.8 | 15.5 | | 20.7 | 15.0 | 14.2 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 1.0 | 0.1 | 0.0 | 16.0 | 0.3 | 0.2 | 12.5 | 0.1 | | 0.9 | 0.2 | 0.1 |
| Delay (s) | 21.7 | 12.9 | 12.5 | 37.3 | 14.5 | 13.3 | 34.3 | 15.6 | | 21.6 | 15.2 | 14.3 |
| Level of Service | C | B | B | D | B | B | C | B | | C | B | B |
| Approach Delay (s) | | 16.7 | | | 15.9 | | | 21.3 | | | 16.7 | |
| Approach LOS | | B | | | B | | | C | | | B | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 16.7 | HCM Level of Service | B | |
| HCM Volume to Capacity ratio | 0.40 | | | |
| Actuated Cycle Length (s) | 47.7 | Sum of lost time (s) | 12.0 | |
| Intersection Capacity Utilization | 43.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

c Critical Lane Group





| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 18 | 0 | 0 | 18 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 20 | 0 | 0 | 20 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 39 | 20 | | | 20 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 39 | 20 | | | 20 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 973 | 1058 | | | 1597 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 20 | 20 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1597 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
814: Oak Dr & Lake Morena Dr

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Stop | | | Stop |
| Volume (vph) | 6 | 25 | 10 | 6 | 30 | 11 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 27 | 11 | 7 | 33 | 12 |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total (vph) | 34 | 17 | 45 |
| Volume Left (vph) | 7 | 0 | 33 |
| Volume Right (vph) | 27 | 7 | 0 |
| Hadj (s) | -0.41 | -0.19 | 0.18 |
| Departure Headway (s) | 3.6 | 3.8 | 4.2 |
| Degree Utilization, x | 0.03 | 0.02 | 0.05 |
| Capacity (veh/h) | 971 | 919 | 853 |
| Control Delay (s) | 6.7 | 6.9 | 7.4 |
| Approach Delay (s) | 6.7 | 6.9 | 7.4 |
| Approach LOS | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.1 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 18.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
815: Co HWY S80 & IID Water Source Access Driveway

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 66 | 0 | 0 | 225 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 72 | 0 | 0 | 245 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 72 | | 316 | 72 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 72 | | 316 | 72 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1528 | | 677 | 991 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 72 | 245 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1528 | 1700 |
| Volume to Capacity | 0.04 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 15.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
816: Water Access Drwy & New River Boulevard

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 4 | 11 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 4 | 12 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 16 | 12 | 12 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 16 | 12 | 12 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 1002 | 1069 | 1607 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 4 | 12 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1607 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
817: Co HWY S80 & New River Boulevard

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 1 | 62 | 211 | 6 | 3 | 3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 67 | 229 | 7 | 3 | 3 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 236 | | | | 302 | 233 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 236 | | | | 302 | 233 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1331 | | | | 689 | 807 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 68 | 236 | 7 |
| Volume Left | 1 | 0 | 3 |
| Volume Right | 0 | 7 | 3 |
| cSH | 1331 | 1700 | 743 |
| Volume to Capacity | 0.00 | 0.14 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.1 | 0.0 | 9.9 |
| Lane LOS | A | | A |
| Approach Delay (s) | 0.1 | 0.0 | 9.9 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.2 | | |
| Intersection Capacity Utilization | 21.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
101: Sycamore Canyon Rd & Pomerado Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 668 | 0 | 0 | 752 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 726 | 0 | 0 | 817 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | 827 |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1543 | 363 | | | 726 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1543 | 363 | | | 726 | |
| tC, single (s) | 6.8 | 6.9 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 106 | 634 | | | 873 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 0 | 484 | 242 | 0 | 817 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.28 | 0.14 | 0.00 | 0.48 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | | | |
| Approach Delay (s) | 0.0 | 0.0 | | 0.0 | |
| Approach LOS | A | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 42.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Signalized Intersection Capacity Analysis
102: Spring Canyon Rd & Pomerado Rd

| 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 | 4.0 | |
| Lane Util. Factor | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.93 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3519 | | 3433 | 3498 | | 1770 | 1863 | 1583 | 1770 | 1737 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3519 | | 3433 | 3498 | | 1770 | 1863 | 1583 | 1770 | 1737 | |
| Volume (vph) | 79 | 419 | 17 | 676 | 350 | 29 | 26 | 88 | 559 | 25 | 57 | 47 |
| 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) | 86 | 455 | 18 | 735 | 380 | 32 | 28 | 96 | 608 | 27 | 62 | 51 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 491 | 0 | 38 | 0 |
| Lane Group Flow (vph) | 86 | 470 | 0 | 735 | 406 | 0 | 28 | 96 | 117 | 27 | 75 | 0 |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | | | | | | | | | 8 | | | |
| Actuated Green, G (s) | 4.3 | 15.1 | | 17.2 | 28.0 | | 1.4 | 11.1 | 11.1 | 1.1 | 10.8 | |
| Effective Green, g (s) | 4.3 | 15.1 | | 17.2 | 28.0 | | 1.4 | 11.1 | 11.1 | 1.1 | 10.8 | |
| Actuated g/C Ratio | 0.07 | 0.25 | | 0.28 | 0.46 | | 0.02 | 0.18 | 0.18 | 0.02 | 0.18 | |
| Clearance Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 126 | 878 | | 976 | 1619 | | 41 | 342 | 290 | 32 | 310 | |
| v/s Ratio Prot | 0.05 | c0.13 | | c0.21 | 0.12 | | c0.02 | 0.05 | | 0.02 | 0.04 | |
| v/s Ratio Perm | | | | | | | | | c0.07 | | | |
| v/c Ratio | 0.68 | 0.54 | | 0.75 | 0.25 | | 0.68 | 0.28 | 0.40 | 0.84 | 0.24 | |
| Uniform Delay, d1 | 27.4 | 19.7 | | 19.7 | 9.9 | | 29.3 | 21.3 | 21.8 | 29.6 | 21.3 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 14.2 | 0.6 | | 3.3 | 0.1 | | 37.9 | 0.5 | 0.9 | 95.7 | 0.4 | |
| Delay (s) | 41.6 | 20.3 | | 23.0 | 10.0 | | 67.3 | 21.7 | 22.7 | 125.3 | 21.7 | |
| Level of Service | D | C | | C | A | | E | C | C | F | C | |
| Approach Delay (s) | | 23.6 | | | 18.3 | | | 24.3 | | | 41.7 | |
| Approach LOS | | C | | | B | | | C | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 22.4 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.55 | | |
| Actuated Cycle Length (s) | 60.5 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 60.1% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



HCM Signalized Intersection Capacity Analysis
103: Spring Canyon Rd & Stone Bridge Pkwy

| 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 | 4.0 |
| Lane Util. Factor | 0.95 | 1.00 | 1.00 | 0.95 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3539 | 1583 | 1770 | 3539 | 3433 | 1583 |
| Flt Permitted | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 3539 | 1583 | 1770 | 3539 | 3433 | 1583 |
| Volume (vph) | 809 | 180 | 95 | 994 | 88 | 81 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 879 | 196 | 103 | 1080 | 96 | 88 |
| RTOR Reduction (vph) | 0 | 82 | 0 | 0 | 0 | 78 |
| Lane Group Flow (vph) | 879 | 114 | 103 | 1080 | 96 | 10 |
| Turn Type | | Perm | Prot | | | Perm |
| Protected Phases | 2 | | 1 | 6 | 3 | |
| Permitted Phases | | 2 | | | | 3 |
| Actuated Green, G (s) | 36.6 | 36.6 | 7.1 | 47.7 | 7.5 | 7.5 |
| Effective Green, g (s) | 36.6 | 36.6 | 7.1 | 47.7 | 7.5 | 7.5 |
| Actuated g/C Ratio | 0.58 | 0.58 | 0.11 | 0.75 | 0.12 | 0.12 |
| 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) | 2049 | 917 | 199 | 2671 | 407 | 188 |
| v/s Ratio Prot | 0.25 | | c0.06 | c0.31 | c0.03 | |
| v/s Ratio Perm | | 0.07 | | | | 0.01 |
| v/c Ratio | 0.43 | 0.12 | 0.52 | 0.40 | 0.24 | 0.06 |
| Uniform Delay, d1 | 7.4 | 6.0 | 26.4 | 2.7 | 25.3 | 24.7 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.1 | 0.1 | 2.3 | 0.1 | 0.3 | 0.1 |
| Delay (s) | 7.6 | 6.1 | 28.7 | 2.8 | 25.6 | 24.8 |
| Level of Service | A | A | C | A | C | C |
| Approach Delay (s) | 7.3 | | | 5.1 | 25.2 | |
| Approach LOS | A | | | A | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 7.6 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.39 | | |
| Actuated Cycle Length (s) | 63.2 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 41.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



HCM Signalized Intersection Capacity Analysis
104: Scripps Poway Pkwy & Spring Canyon Rd

| 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 | 4.0 | |
| Lane Util. Factor | 0.97 | 0.91 | | 0.97 | 0.91 | | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 3433 | 5021 | | 3433 | 5005 | | 3433 | 3539 | 1583 | 3433 | 3358 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | 3433 | 5021 | | 3433 | 5005 | | 3433 | 3539 | 1583 | 3433 | 3358 | |
| Volume (vph) | 181 | 895 | 83 | 686 | 1092 | 128 | 94 | 278 | 538 | 83 | 337 | 174 |
| 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) | 197 | 973 | 90 | 746 | 1187 | 139 | 102 | 302 | 585 | 90 | 366 | 189 |
| RTOR Reduction (vph) | 0 | 12 | 0 | 0 | 15 | 0 | 0 | 0 | 364 | 0 | 79 | 0 |
| Lane Group Flow (vph) | 197 | 1051 | 0 | 746 | 1311 | 0 | 102 | 302 | 221 | 90 | 476 | 0 |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | | | | | | | | | 8 | | | |
| Actuated Green, G (s) | 6.5 | 21.7 | | 20.2 | 35.4 | | 4.3 | 17.6 | 17.6 | 2.9 | 16.2 | |
| Effective Green, g (s) | 6.5 | 21.7 | | 20.2 | 35.4 | | 4.3 | 17.6 | 17.6 | 2.9 | 16.2 | |
| Actuated g/C Ratio | 0.08 | 0.28 | | 0.26 | 0.45 | | 0.05 | 0.22 | 0.22 | 0.04 | 0.21 | |
| Clearance Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 285 | 1390 | | 885 | 2260 | | 188 | 794 | 355 | 127 | 694 | |
| v/s Ratio Prot | 0.06 | c0.21 | | c0.22 | 0.26 | | c0.03 | 0.09 | | 0.03 | c0.14 | |
| v/s Ratio Perm | | | | | | | | | 0.14 | | | |
| v/c Ratio | 0.69 | 0.76 | | 0.84 | 0.58 | | 0.54 | 0.38 | 0.62 | 0.71 | 0.69 | |
| Uniform Delay, d1 | 35.0 | 25.9 | | 27.6 | 16.0 | | 36.1 | 25.8 | 27.4 | 37.3 | 28.8 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 7.1 | 2.4 | | 7.4 | 0.4 | | 3.2 | 0.3 | 3.4 | 16.5 | 2.8 | |
| Delay (s) | 42.0 | 28.3 | | 35.0 | 16.4 | | 39.3 | 26.1 | 30.8 | 53.9 | 31.6 | |
| Level of Service | D | C | | C | B | | D | C | C | D | C | |
| Approach Delay (s) | | 30.5 | | | 23.1 | | | 30.2 | | | 34.7 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 27.9 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.75 | | |
| Actuated Cycle Length (s) | 78.4 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 70.3% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

HCM Unsignalized Intersection Capacity Analysis
105: Danielson St & Yard #21

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 230 | 0 | 0 | 48 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 250 | 0 | 0 | 52 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 250 | | 276 | 125 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 250 | | 276 | 125 |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1313 | | 691 | 902 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | NB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 167 | 83 | 0 | 26 | 26 | 0 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.10 | 0.05 | 0.00 | 0.02 | 0.02 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | | | | A |
| Approach Delay (s) | 0.0 | | 0.0 | | | 0.0 |
| Approach LOS | | | | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 9.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Signalized Intersection Capacity Analysis
106: Scripps Poway Pkwy & Danielson St

| 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 | 0.91 | | 1.00 | 0.91 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.86 | | 1.00 | 0.85 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 5082 | | 1770 | 5058 | | 1770 | 1598 | | 1770 | 1592 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.70 | 1.00 | | 0.58 | 1.00 | |
| Satd. Flow (perm) | 1770 | 5082 | | 1770 | 5058 | | 1297 | 1598 | | 1074 | 1592 | |
| Volume (vph) | 9 | 946 | 4 | 7 | 297 | 11 | 21 | 12 | 216 | 312 | 3 | 84 |
| 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) | 10 | 1028 | 4 | 8 | 323 | 12 | 23 | 13 | 235 | 339 | 3 | 91 |
| RTOR Reduction (vph) | 0 | 1 | 0 | 0 | 4 | 0 | 0 | 94 | 0 | 0 | 55 | 0 |
| Lane Group Flow (vph) | 10 | 1031 | 0 | 8 | 331 | 0 | 23 | 154 | 0 | 339 | 39 | 0 |
| Turn Type | Prot | | | Prot | | | Perm | | | Perm | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | | | | | | | 8 | | | 4 | | |
| Actuated Green, G (s) | 0.5 | 18.4 | | 0.6 | 18.5 | | 20.3 | 20.3 | | 20.3 | 20.3 | |
| Effective Green, g (s) | 0.5 | 18.4 | | 0.6 | 18.5 | | 20.3 | 20.3 | | 20.3 | 20.3 | |
| Actuated g/C Ratio | 0.01 | 0.36 | | 0.01 | 0.36 | | 0.40 | 0.40 | | 0.40 | 0.40 | |
| 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) | 17 | 1823 | | 21 | 1824 | | 513 | 632 | | 425 | 630 | |
| v/s Ratio Prot | c0.01 | c0.20 | | 0.00 | 0.07 | | | 0.10 | | | 0.02 | |
| v/s Ratio Perm | | | | | | | 0.02 | | | c0.32 | | |
| v/c Ratio | 0.59 | 0.57 | | 0.38 | 0.18 | | 0.04 | 0.24 | | 0.80 | 0.06 | |
| Uniform Delay, d1 | 25.3 | 13.2 | | 25.2 | 11.2 | | 9.5 | 10.4 | | 13.7 | 9.6 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 42.8 | 0.4 | | 11.2 | 0.0 | | 0.0 | 0.2 | | 10.0 | 0.0 | |
| Delay (s) | 68.1 | 13.6 | | 36.3 | 11.3 | | 9.6 | 10.6 | | 23.7 | 9.6 | |
| Level of Service | E | B | | D | B | | A | B | | C | A | |
| Approach Delay (s) | | 14.2 | | | 11.9 | | | 10.5 | | | 20.7 | |
| Approach LOS | | B | | | B | | | B | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 14.7 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.68 | | |
| Actuated Cycle Length (s) | 51.3 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 59.6% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



HCM Unsignalized Intersection Capacity Analysis
107: Garden Rd & Sycamore Canyon Rd

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 89 | 25 | 1 | 51 | 23 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 97 | 27 | 1 | 55 | 25 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 124 | | 168 | 110 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 124 | | 168 | 110 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 97 | 100 |
| cM capacity (veh/h) | | | 1463 | | 822 | 943 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 124 | 57 | 25 |
| Volume Left | 0 | 1 | 25 |
| Volume Right | 27 | 0 | 0 |
| cSH | 1700 | 1463 | 822 |
| Volume to Capacity | 0.07 | 0.00 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 2 |
| Control Delay (s) | 0.0 | 0.1 | 9.5 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 0.1 | 9.5 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.2 | | |
| Intersection Capacity Utilization | 16.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
108: Tower Access & Sycamore Canyon Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 9 | 0 | 0 | 8 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 10 | 0 | 0 | 9 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 18 | 10 | | | 10 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 18 | 10 | | | 10 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 999 | 1072 | | | 1610 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 10 | 9 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1610 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

## HCM Signalized Intersection Capacity Analysis
### 109: Scripps Poway Pkwy & CA 67

| 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 | 4.0 | 4.0 |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | | 0.97 | 0.95 | | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1681 | 1687 | 1583 | 1770 | 1770 | | 3433 | 3536 | | 1770 | 3539 | 1583 |
| Flt Permitted | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1681 | 1687 | 1583 | 1770 | 1770 | | 3433 | 3536 | | 1770 | 3539 | 1583 |
| Volume (vph) | 845 | 11 | 984 | 1 | 4 | 2 | 249 | 561 | 4 | 3 | 555 | 128 |
| 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) | 918 | 12 | 1070 | 1 | 4 | 2 | 271 | 610 | 4 | 3 | 603 | 139 |
| RTOR Reduction (vph) | 0 | 0 | 254 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 36 |
| Lane Group Flow (vph) | 459 | 471 | 816 | 1 | 4 | 0 | 271 | 614 | 0 | 3 | 603 | 103 |
| Turn Type | Split | | Perm | Split | | | Prot | | | Prot | | pm+ov |
| Protected Phases | 2 | 2 | | 6 | 6 | | 3 | 8 | | 7 | 4 | 2 |
| Permitted Phases | | | 2 | | | | | | | | | 4 |
| Actuated Green, G (s) | 74.1 | 74.1 | 74.1 | 6.1 | 6.1 | | 12.8 | 39.6 | | 0.8 | 27.6 | 101.7 |
| Effective Green, g (s) | 74.1 | 74.1 | 74.1 | 6.1 | 6.1 | | 12.8 | 39.6 | | 0.8 | 27.6 | 101.7 |
| Actuated g/C Ratio | 0.54 | 0.54 | 0.54 | 0.04 | 0.04 | | 0.09 | 0.29 | | 0.01 | 0.20 | 0.74 |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 912 | 915 | 859 | 79 | 79 | | 322 | 1025 | | 10 | 715 | 1225 |
| v/s Ratio Prot | 0.27 | 0.28 | | 0.00 | c0.00 | | c0.08 | 0.17 | | 0.00 | c0.17 | 0.05 |
| v/s Ratio Perm | | | c0.52 | | | | | | | | | 0.02 |
| v/c Ratio | 0.50 | 0.51 | 0.95 | 0.01 | 0.05 | | 0.84 | 0.60 | | 0.30 | 0.84 | 0.08 |
| Uniform Delay, d1 | 19.7 | 19.8 | 29.5 | 62.4 | 62.5 | | 60.9 | 41.7 | | 67.6 | 52.4 | 4.8 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.4 | 0.5 | 19.6 | 0.1 | 0.3 | | 17.7 | 0.9 | | 16.1 | 8.9 | 0.0 |
| Delay (s) | 20.1 | 20.3 | 49.1 | 62.4 | 62.8 | | 78.6 | 42.6 | | 83.8 | 61.4 | 4.8 |
| Level of Service | C | C | D | E | E | | E | D | | F | E | A |
| Approach Delay (s) | | 35.7 | | | 62.7 | | | 53.6 | | | 50.9 | |
| Approach LOS | | D | | | E | | | D | | | D | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 43.2 | HCM Level of Service | D | |
| HCM Volume to Capacity ratio | 0.87 | | | |
| Actuated Cycle Length (s) | 136.6 | Sum of lost time (s) | 16.0 | |
| Intersection Capacity Utilization | 89.6% | ICU Level of Service | E | |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |



## HCM Unsignalized Intersection Capacity Analysis
### 110: Sycamore Park Dr & CA 67

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 715 | 1256 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 777 | 1365 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 851 | |
| pX, platoon unblocked | 0.80 | 0.80 | 0.80 | | | |
| vC, conflicting volume | 1754 | 1365 | 1365 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1946 | 1458 | 1458 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 45 | 94 | 366 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|
| Volume Total | 0 | 259 | 518 | 1365 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 1700 | 366 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.30 | 0.80 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | | |
| Approach Delay (s) | 0.0 | 0.0 | | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 69.4% | ICU Level of Service | C | |
| Analysis Period (min) | 15 | | | |



## HCM Unsignalized Intersection Capacity Analysis
### 111: Tower Access & CA 67

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 715 | 1256 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 777 | 1365 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1754 | 1365 | 1365 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1754 | 1365 | 1365 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 76 | 137 | 499 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|
| Volume Total | 0 | 259 | 518 | 1365 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 1700 | 499 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.30 | 0.80 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | | |
| Approach Delay (s) | 0.0 | 0.0 | | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 69.4% | ICU Level of Service | C | |
| Analysis Period (min) | 15 | | | |



## HCM Unsignalized Intersection Capacity Analysis
### 112: Tower Access & CA 67

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 715 | 1256 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 777 | 1365 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1754 | 683 | 1365 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1754 | 683 | 1365 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 76 | 392 | 499 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 0 | 389 | 389 | 910 | 455 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.23 | 0.23 | 0.54 | 0.27 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | | | |
| Approach Delay (s) | 0.0 | 0.0 | | 0.0 | |
| Approach LOS | A | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 38.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

## HCM Unsignalized Intersection Capacity Analysis
## 113: Vigilante Rd & CA 67

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 16 | 56 | 647 | 5 | 114 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 17 | 61 | 703 | 5 | 124 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 951 | 352 | | | 709 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 951 | 352 | | | 709 | |
| tC, single (s) | 6.8 | 6.9 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 92 | 91 | | | 86 | |
| cM capacity (veh/h) | 222 | 645 | | | 886 | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 17 | 61 | 352 | 352 | 5 | 124 | 0 | 0 |
| Volume Left | 17 | 0 | 0 | 0 | 0 | 124 | 0 | 0 |
| Volume Right | 0 | 61 | 0 | 0 | 5 | 0 | 0 | 0 |
| cSH | 222 | 645 | 1700 | 1700 | 1700 | 886 | 1700 | 1700 |
| Volume to Capacity | 0.08 | 0.09 | 0.21 | 0.21 | 0.00 | 0.14 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 6 | 8 | 0 | 0 | 0 | 12 | 0 | 0 |
| Control Delay (s) | 22.6 | 11.2 | 0.0 | 0.0 | 0.0 | 9.7 | 0.0 | 0.0 |
| Lane LOS | C | B | | | | A | | |
| Approach Delay (s) | 13.7 | | 0.0 | | | 9.7 | | |
| Approach LOS | B | | | | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.5 | | | |
| Intersection Capacity Utilization | 37.5% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



## HCM Signalized Intersection Capacity Analysis
## 114: Willow Rd & CA 67

| 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 | |
| Lane Util. Factor | | | | | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | | | 0.98 | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | | | 0.96 | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | | | 1747 | | | 1863 | 1583 | 1770 | 1863 | |
| Flt Permitted | | | | | 0.96 | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | | | 1747 | | | 1863 | 1583 | 1770 | 1863 | |
| Volume (vph) | 0 | 0 | 0 | 318 | 0 | 66 | 0 | 826 | 494 | 51 | 1211 | 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 | 346 | 0 | 72 | 0 | 898 | 537 | 55 | 1316 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 191 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 412 | 0 | 0 | 898 | 346 | 55 | 1316 | 0 |
| Turn Type | | | | Split | | | | | Perm | Prot | | |
| Protected Phases | | | | 1 | 1 | | | 8 | | 7 | 4 | |
| Permitted Phases | | | | | | | | | 8 | | | |
| Actuated Green, G (s) | | | | | 26.0 | | | 77.5 | 77.5 | 4.8 | 86.3 | |
| Effective Green, g (s) | | | | | 26.0 | | | 77.5 | 77.5 | 4.8 | 86.3 | |
| Actuated g/C Ratio | | | | | 0.22 | | | 0.64 | 0.64 | 0.04 | 0.72 | |
| Clearance Time (s) | | | | | 4.0 | | | 4.0 | 4.0 | 4.0 | 4.0 | |
| Vehicle Extension (s) | | | | | 3.0 | | | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | | | | | 378 | | | 1200 | 1020 | 71 | 1336 | |
| v/s Ratio Prot | | | | | c0.24 | | | 0.48 | | 0.03 | c0.71 | |
| v/s Ratio Perm | | | | | | | | | 0.22 | | | |
| v/c Ratio | | | | | 1.09 | | | 0.75 | 0.34 | 0.77 | 0.99 | |
| Uniform Delay, d1 | | | | | 47.1 | | | 14.7 | 9.7 | 57.2 | 16.4 | |
| Progression Factor | | | | | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | | | 72.4 | | | 2.6 | 0.2 | 39.9 | 20.9 | |
| Delay (s) | | | | | 119.5 | | | 17.3 | 9.9 | 97.1 | 37.3 | |
| Level of Service | | | | | F | | | B | A | F | D | |
| Approach Delay (s) | | 0.0 | | | 119.5 | | | 14.5 | | | 39.7 | |
| Approach LOS | | A | | | F | | | B | | | D | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 38.9 | HCM Level of Service | | D |
| HCM Volume to Capacity ratio | 1.01 | | | |
| Actuated Cycle Length (s) | 120.3 | Sum of lost time (s) | | 8.0 |
| Intersection Capacity Utilization | 92.0% | ICU Level of Service | | F |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |



## HCM Signalized Intersection Capacity Analysis
## 115: Mapleview St & CA 67

| 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 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.98 | 1.00 | 0.95 | 0.97 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1827 | 1583 | 1681 | 1708 | 1583 | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 |
| Flt Permitted | | 0.98 | 1.00 | 0.95 | 0.97 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1827 | 1583 | 1681 | 1708 | 1583 | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 |
| Volume (vph) | 73 | 115 | 15 | 544 | 89 | 132 | 27 | 840 | 665 | 242 | 914 | 114 |
| 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) | 79 | 125 | 16 | 591 | 97 | 143 | 29 | 913 | 723 | 263 | 993 | 124 |
| RTOR Reduction (vph) | 0 | 0 | 14 | 0 | 0 | 110 | 0 | 0 | 460 | 0 | 0 | 70 |
| Lane Group Flow (vph) | 0 | 204 | 2 | 335 | 353 | 33 | 29 | 913 | 263 | 263 | 993 | 54 |
| Turn Type | Split | | Perm | Split | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 5 | 5 | | 1 | 1 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | | | 5 | | | 1 | | | 8 | | | 4 |
| Actuated Green, G (s) | | 11.6 | 11.6 | 20.5 | 20.5 | 20.5 | 2.3 | 25.7 | 25.7 | 15.2 | 38.6 | 38.6 |
| Effective Green, g (s) | | 11.6 | 11.6 | 20.5 | 20.5 | 20.5 | 2.3 | 25.7 | 25.7 | 15.2 | 38.6 | 38.6 |
| Actuated g/C Ratio | | 0.13 | 0.13 | 0.23 | 0.23 | 0.23 | 0.03 | 0.29 | 0.29 | 0.17 | 0.43 | 0.43 |
| Clearance Time (s) | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 238 | 206 | 387 | 393 | 365 | 46 | 1022 | 457 | 302 | 1535 | 687 |
| v/s Ratio Prot | | c0.11 | | 0.20 | c0.21 | | 0.02 | c0.26 | | c0.15 | 0.28 | |
| v/s Ratio Perm | | | 0.00 | | | 0.02 | | | 0.17 | | | 0.03 |
| v/c Ratio | | 0.86 | 0.01 | 0.87 | 0.90 | 0.09 | 0.63 | 0.89 | 0.58 | 0.87 | 0.65 | 0.08 |
| Uniform Delay, d1 | | 37.9 | 33.7 | 32.9 | 33.2 | 26.9 | 42.9 | 30.3 | 27.0 | 35.9 | 19.8 | 14.8 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 24.9 | 0.0 | 17.9 | 22.4 | 0.1 | 24.9 | 10.1 | 1.8 | 22.8 | 0.9 | 0.0 |
| Delay (s) | | 62.8 | 33.7 | 50.9 | 55.6 | 27.0 | 67.8 | 40.4 | 28.7 | 58.8 | 20.8 | 14.8 |
| Level of Service | | E | C | D | E | C | E | D | C | E | C | B |
| Approach Delay (s) | | 60.6 | | | 48.8 | | | 35.8 | | | 27.5 | |
| Approach LOS | | E | | | D | | | D | | | C | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 37.0 | HCM Level of Service | | D |
| HCM Volume to Capacity ratio | 0.88 | | | |
| Actuated Cycle Length (s) | 89.0 | Sum of lost time (s) | | 16.0 |
| Intersection Capacity Utilization | 74.7% | ICU Level of Service | | D |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |



## HCM Signalized Intersection Capacity Analysis
## 116: Mapleview St & Maine Ave

| 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 | 0.95 | 1.00 | | 0.95 | 1.00 | | 1.00 | 1.00 | | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | | 1.00 | 0.85 | | 1.00 | 0.85 | | 0.88 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.95 | 1.00 | | 0.99 | |
| Satd. Flow (prot) | 1770 | 3539 | 1583 | | 3528 | 1583 | | 1775 | 1583 | | 1630 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.95 | 1.00 | | 0.99 | |
| Satd. Flow (perm) | 1770 | 3539 | 1583 | | 3528 | 1583 | | 1775 | 1583 | | 1630 | |
| Volume (vph) | 1 | 781 | 222 | 41 | 583 | 3 | 156 | 2 | 85 | 1 | 0 | 7 |
| 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 | 849 | 241 | 45 | 634 | 3 | 170 | 2 | 92 | 1 | 0 | 8 |
| RTOR Reduction (vph) | 0 | 0 | 161 | 0 | 0 | 2 | 0 | 0 | 79 | 0 | 8 | 0 |
| Lane Group Flow (vph) | 1 | 849 | 80 | 0 | 679 | 1 | 0 | 172 | 13 | 0 | 1 | 0 |
| Turn Type | Split | | Perm | Split | | Perm | Split | | Perm | Split | | |
| Protected Phases | 5 | 5 | | 1 | 1 | | 8 | 8 | | 4 | 4 | |
| Permitted Phases | | | 5 | | | 1 | | | 8 | | | |
| Actuated Green, G (s) | 21.3 | 21.3 | 21.3 | | 16.8 | 16.8 | | 8.8 | 8.8 | | 1.0 | |
| Effective Green, g (s) | 21.3 | 21.3 | 21.3 | | 16.8 | 16.8 | | 8.8 | 8.8 | | 1.0 | |
| Actuated g/C Ratio | 0.33 | 0.33 | 0.33 | | 0.26 | 0.26 | | 0.14 | 0.14 | | 0.02 | |
| 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) | 590 | 1180 | 528 | | 928 | 416 | | 244 | 218 | | 26 | |
| v/s Ratio Prot | 0.00 | c0.24 | | | c0.19 | | | c0.10 | | | c0.00 | |
| v/s Ratio Perm | | | 0.05 | | | 0.00 | | | 0.01 | | | |
| v/c Ratio | 0.00 | 0.72 | 0.15 | | 0.73 | 0.00 | | 0.70 | 0.06 | | 0.04 | |
| Uniform Delay, d1 | 14.2 | 18.7 | 15.0 | | 21.5 | 17.4 | | 26.3 | 23.9 | | 31.0 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | |
| Incremental Delay, d2 | 0.0 | 2.1 | 0.1 | | 3.0 | 0.0 | | 8.9 | 0.1 | | 0.7 | |
| Delay (s) | 14.2 | 20.8 | 15.1 | | 24.5 | 17.4 | | 35.2 | 24.1 | | 31.7 | |
| Level of Service | B | C | B | | C | B | | D | C | | C | |
| Approach Delay (s) | | 19.5 | | | 24.5 | | | 31.3 | | | 31.7 | |
| Approach LOS | | B | | | C | | | C | | | C | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 22.8 | HCM Level of Service | | C |
| HCM Volume to Capacity ratio | 0.71 | | | |
| Actuated Cycle Length (s) | 63.9 | Sum of lost time (s) | | 16.0 |
| Intersection Capacity Utilization | 64.3% | ICU Level of Service | | C |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |

HCM Unsignalized Intersection Capacity Analysis
117: Moreno Ave & Vigilante Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 3 | 0 | 0 | 24 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 3 | 0 | 0 | 26 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 29 | 3 | | | 3 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 29 | 3 | | | 3 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 985 | 1081 | | | 1619 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 3 | 26 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1619 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
118: Tower Access & Wild Canyon Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 664 | 544 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 722 | 591 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1313 | 591 | 591 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1313 | 591 | 591 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 175 | 507 | 984 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 722 | 591 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 984 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.35 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 38.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
119: Willow Rd & Wild Canyon Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 349 | 24 | 117 | 40 | 24 | 4 | 24 | 395 | 28 | 5 | 384 | 132 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 379 | 26 | 127 | 43 | 26 | 4 | 26 | 429 | 30 | 5 | 417 | 143 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 533 | 74 | 455 | 30 | 566 |
| Volume Left (vph) | 379 | 43 | 26 | 0 | 5 |
| Volume Right (vph) | 127 | 4 | 0 | 30 | 143 |
| Hadj (s) | 0.03 | 0.12 | 0.06 | -0.67 | -0.12 |
| Departure Headway (s) | 7.5 | 9.6 | 8.1 | 7.3 | 7.5 |
| Degree Utilization, x | 1.11 | 0.20 | 1.02 | 0.06 | 1.17 |
| Capacity (veh/h) | 493 | 369 | 455 | 484 | 488 |
| Control Delay (s) | 101.7 | 15.0 | 75.2 | 9.6 | 123.5 |
| Approach Delay (s) | 101.7 | 15.0 | 71.1 | | 123.5 |
| Approach LOS | F | C | F | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 96.3 | | |
| HCM Level of Service | F | | |
| Intersection Capacity Utilization | 77.3% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |



HCM Signalized Intersection Capacity Analysis
120: Mapleview St & Ashwood St

| 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 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 1.00 | | | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | | 0.97 | | | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.99 | | | 0.97 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | | 1789 | | | 1811 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.94 | | | 0.53 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | | 1683 | | | 982 | 1583 |
| Volume (vph) | 389 | 498 | 47 | 50 | 269 | 159 | 18 | 117 | 47 | 220 | 166 | 325 |
| 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) | 423 | 541 | 51 | 54 | 292 | 173 | 20 | 127 | 51 | 239 | 180 | 353 |
| RTOR Reduction (vph) | 0 | 0 | 29 | 0 | 0 | 130 | 0 | 16 | 0 | 0 | 0 | 231 |
| Lane Group Flow (vph) | 423 | 541 | 22 | 54 | 292 | 43 | 0 | 182 | 0 | 0 | 419 | 122 |
| Turn Type | Prot | | Perm | Prot | | pm+ov | pm+pt | | | pm+pt | | Perm |
| Protected Phases | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Permitted Phases | | | 2 | | | 6 | 8 | | | 4 | | 4 |
| Actuated Green, G (s) | 20.6 | 30.1 | 30.1 | 3.6 | 13.1 | 17.2 | | 16.1 | | | 24.2 | 24.2 |
| Effective Green, g (s) | 20.6 | 30.1 | 30.1 | 3.6 | 13.1 | 17.2 | | 16.1 | | | 24.2 | 24.2 |
| Actuated g/C Ratio | 0.29 | 0.43 | 0.43 | 0.05 | 0.19 | 0.25 | | 0.23 | | | 0.35 | 0.35 |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | | | 4.0 | 4.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 522 | 1524 | 682 | 91 | 663 | 480 | | 388 | | | 389 | 548 |
| v/s Ratio Prot | c0.24 | 0.15 | | 0.03 | c0.08 | 0.01 | | | | | c0.06 | |
| v/s Ratio Perm | | | 0.01 | | | 0.02 | | 0.11 | | | c0.31 | 0.08 |
| v/c Ratio | 0.81 | 0.35 | 0.03 | 0.59 | 0.44 | 0.09 | | 0.47 | | | 1.08 | 0.22 |
| Uniform Delay, d1 | 22.8 | 13.4 | 11.5 | 32.4 | 25.2 | 20.3 | | 23.2 | | | 22.9 | 16.2 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | 9.3 | 0.1 | 0.0 | 10.0 | 0.5 | 0.1 | | 0.9 | | | 67.8 | 0.2 |
| Delay (s) | 32.1 | 13.5 | 11.5 | 42.4 | 25.6 | 20.4 | | 24.1 | | | 90.6 | 16.4 |
| Level of Service | C | B | B | D | C | C | | C | | | F | B |
| Approach Delay (s) | | 21.2 | | | 25.6 | | | 24.1 | | | 56.7 | |
| Approach LOS | | C | | | C | | | C | | | E | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 33.3 | HCM Level of Service | | C | |
| HCM Volume to Capacity ratio | 0.83 | | | | |
| Actuated Cycle Length (s) | 69.9 | Sum of lost time (s) | | 12.0 | |
| Intersection Capacity Utilization | 73.2% | ICU Level of Service | | D | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

## HCM Unsignalized Intersection Capacity Analysis
## 121: Willow Rd & Tower Access

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 21 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 23 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 14 | | | 23 | | | 37 | 37 | 23 | 37 | 37 | 14 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 14 | | | 23 | | | 37 | 37 | 23 | 37 | 37 | 14 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1604 | | | 1592 | | | 968 | 855 | 1054 | 968 | 855 | 1066 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 23 | 14 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1604 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



## HCM Unsignalized Intersection Capacity Analysis
## 122: El Monte Rd & Yard #20

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 73 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 79 | 0 | 0 | 64 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 64 | | | 79 | | | 143 | 143 | 79 | 143 | 143 | 64 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 64 | | | 79 | | | 143 | 143 | 79 | 143 | 143 | 64 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1538 | | | 1519 | | | 826 | 748 | 981 | 826 | 748 | 1000 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 0 | 79 | 64 | 0 | 0 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1519 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.05 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | | A | A |
| Approach Delay (s) | 0.0 | | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 7.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



```
Existing PM                 Fri Apr 9, 2010 13:53:04                  Page 3-1
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                    Level Of Service Computation Report
             2000 HCM 4-Way Stop Method (Future Volume Alternative)
******************************************************************************
Intersection #123 El Monte Rd & Lake Jennings Park Rd
******************************************************************************
Cycle (sec):          100                 Critical Vol./Cap.(X):         0.553
Loss Time (sec):        0                 Average Delay (sec/veh):        13.3
Optimal Cycle:          0                 Level Of Service:                  B
******************************************************************************
Street Name:          El Monte Road               Lake Jennings Park Road
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Ignore           Ignore           Include          Include
Min. Green:     5    5    5     5    5    5     5    5    5     5    5    5
Lanes:       0  1  0  0  1    0  1  0  0  1    1  0  1  1  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:    34   30  147    49   30   29    19  465   28   119  294   32
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse: 34   30  147    49   30   29    19  465   28   119  294   32
Added Vol:    0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:  0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut: 34   30  147    49   30   29    19  465   28   119  294   32
User Adj:    1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.00  0.95 0.95 0.00  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:  36   32    0    52   32    0    20  489   29   125  309   34
Reduct Vol:   0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol: 36   32    0    52   32    0    20  489   29   125  309   34
PCE Adj:     1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume: 36   32    0    52   32    0    20  489   29   125  309   34
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.53 0.47 1.00  0.62 0.38 1.00  1.00 1.89 0.11  1.00 0.90 0.10
Final Sat.:  243  215  520   285  174  525   525 1087   66   560  559   61
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.15 0.15 0.00  0.18 0.18 0.00  0.04 0.45 0.45  0.22 0.55 0.55
Crit Moves:       ****        ****              ****              ****
Delay/Veh:   11.2 11.2  0.0  11.5 11.5  0.0   9.6 13.6 13.5  10.7 14.9 14.9
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  11.2 11.2  0.0  11.5 11.5  0.0   9.6 13.6 13.5  10.7 14.9 14.9
LOS by Move:    B    B    *     B    B    *     A    B    B     B    B    B
ApproachDel:       11.2             11.5             13.4             13.8
Delay Adj:         1.00             1.00             1.00             1.00
ApprAdjDel:        11.2             11.5             13.4             13.8
LOS by Appr:          B                B                B                B
AllWayAvgQ:  0.1  0.1  0.0   0.2  0.2  0.0   0.0  0.8  0.8   0.3  1.1  1.1
******************************************************************************
Note: Queue reported is the number of cars per lane.
******************************************************************************

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```

## HCM Unsignalized Intersection Capacity Analysis
## 124: El Monte Rd & Tower Access

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 62 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 67 | 0 | 0 | 42 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 42 | | | 67 | | | 110 | 110 | 67 | 110 | 110 | 42 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 42 | | | 67 | | | 110 | 110 | 67 | 110 | 110 | 42 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1567 | | | 1534 | | | 869 | 780 | 996 | 869 | 780 | 1028 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 67 | 42 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1567 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.02 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
125: El Monte Rd & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 11 | 8 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 12 | 9 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 9 | | | | 21 | 9 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 9 | | | | 21 | 9 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1611 | | | | 996 | 1073 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 12 | 9 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1611 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
126: El Monte Rd & Yard #19

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 11 | 8 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 12 | 9 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 9 | | | | 21 | 9 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 9 | | | | 21 | 9 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1611 | | | | 996 | 1073 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 12 | 9 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1611 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
127: El Monte Rd & Forrest Route 13S10

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 11 | 8 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 12 | 9 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 9 | | | | 21 | 9 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 9 | | | | 21 | 9 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1611 | | | | 996 | 1073 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 12 | 9 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1611 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
201: I-8 WB Ramps & Viewside Ln

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 15 | 0 | 47 | 156 | 142 | 0 | 0 | 169 | 87 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 16 | 0 | 51 | 170 | 154 | 0 | 0 | 184 | 95 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 728 | 677 | 184 | 677 | 772 | 154 | 278 | | | 154 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 728 | 677 | 184 | 677 | 772 | 154 | 278 | | | 154 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 95 | 100 | 94 | 87 | | | 100 | | |
| cM capacity (veh/h) | 287 | 325 | 859 | 329 | 287 | 892 | 1284 | | | 1426 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 16 | 51 | 170 | 154 | 184 | 95 |
| Volume Left | 16 | 0 | 170 | 0 | 0 | 0 |
| Volume Right | 0 | 51 | 0 | 0 | 0 | 95 |
| cSH | 329 | 892 | 1284 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.05 | 0.06 | 0.13 | 0.09 | 0.11 | 0.06 |
| Queue Length 95th (ft) | 4 | 5 | 11 | 0 | 0 | 0 |
| Control Delay (s) | 16.5 | 9.3 | 8.2 | 0.0 | 0.0 | 0.0 |
| Lane LOS | C | A | A | | | |
| Approach Delay (s) | 11.0 | | 4.3 | | 0.0 | |
| Approach LOS | B | | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 3.2 | |
| Intersection Capacity Utilization | | 30.9% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

HCM Unsignalized Intersection Capacity Analysis
202: Alpine Blvd & Viewside Ln

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 91 | 361 | 1 | 3 | 0 | 206 | 0 | 6 | 4 | 175 | 3 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 99 | 392 | 1 | 3 | 0 | 224 | 0 | 7 | 4 | 190 | 3 | 0 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 99 | 393 | 3 | 224 | 7 | 4 | 193 |
| Volume Left (vph) | 99 | 0 | 3 | 0 | 0 | 0 | 190 |
| Volume Right (vph) | 0 | 1 | 0 | 224 | 0 | 4 | 0 |
| Hadj (s) | 0.53 | 0.03 | 0.53 | -0.67 | 0.03 | -0.67 | 0.23 |
| Departure Headway (s) | 6.0 | 5.5 | 6.3 | 5.1 | 6.7 | 6.0 | 6.4 |
| Degree Utilization, x | 0.16 | 0.60 | 0.01 | 0.32 | 0.01 | 0.01 | 0.34 |
| Capacity (veh/h) | 581 | 645 | 543 | 674 | 467 | 522 | 525 |
| Control Delay (s) | 8.9 | 15.0 | 8.1 | 9.3 | 8.6 | 7.8 | 12.7 |
| Approach Delay (s) | 13.8 | | 9.2 | | 8.3 | | 12.7 |
| Approach LOS | B | | A | | A | | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 12.4 | | | |
| HCM Level of Service | B | | | |
| Intersection Capacity Utilization | 42.2% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
203: Alpine Blvd & I-8 EB Ramp

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 47 | 514 | 193 | 11 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 51 | 559 | 210 | 12 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 222 | | | | 871 | 210 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 222 | | | | 871 | 210 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 96 | | | | 100 | 100 |
| cM capacity (veh/h) | 1347 | | | | 309 | 830 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 |
|---|---|---|---|---|
| Volume Total | 51 | 559 | 210 | 12 |
| Volume Left | 51 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 12 |
| cSH | 1347 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.04 | 0.33 | 0.12 | 0.01 |
| Queue Length 95th (ft) | 3 | 0 | 0 | 0 |
| Control Delay (s) | 7.8 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | | |
| Approach Delay (s) | 0.7 | | 0.0 | |
| Approach LOS | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.5 | | |
| Intersection Capacity Utilization | 30.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
204: Alpine Blvd & Arnold Way

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 150 | 360 | 37 | 54 | 151 | 32 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 163 | 391 | 40 | 59 | 164 | 35 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 554 | | 498 | 359 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 554 | | 498 | 359 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 96 | | 68 | 95 |
| cM capacity (veh/h) | | | 1016 | | 511 | 686 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 554 | 99 | 199 |
| Volume Left | 0 | 40 | 164 |
| Volume Right | 391 | 0 | 35 |
| cSH | 1700 | 1016 | 535 |
| Volume to Capacity | 0.33 | 0.04 | 0.37 |
| Queue Length 95th (ft) | 0 | 3 | 43 |
| Control Delay (s) | 0.0 | 3.7 | 15.7 |
| Lane LOS | | A | C |
| Approach Delay (s) | 0.0 | 3.7 | 15.7 |
| Approach LOS | | | C |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.1 | | | |
| Intersection Capacity Utilization | 52.8% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
205: Tower Access & Peutz Valley Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 35 | 19 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 38 | 21 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 59 | 21 | 21 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 59 | 21 | 21 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 948 | 1057 | 1595 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 38 | 21 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1595 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
206: Alpine Blvd & Peutz Valley Rd

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 29 | 165 | 88 | 6 | 5 | 14 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 32 | 179 | 96 | 7 | 5 | 15 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 102 | | | | 341 | 99 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 102 | | | | 341 | 99 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 98 | | | | 99 | 98 |
| cM capacity (veh/h) | 1490 | | | | 641 | 957 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 211 | 102 | 5 | 15 |
| Volume Left | 32 | 0 | 5 | 0 |
| Volume Right | 0 | 7 | 0 | 15 |
| cSH | 1490 | 1700 | 641 | 957 |
| Volume to Capacity | 0.02 | 0.06 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 2 | 0 | 1 | 1 |
| Control Delay (s) | 1.3 | 0.0 | 10.7 | 8.8 |
| Lane LOS | A | | B | A |
| Approach Delay (s) | 1.3 | 0.0 | 9.3 | |
| Approach LOS | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.4 | | |
| Intersection Capacity Utilization | 27.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
207: Tavern Rd & Taberna Vista Wy

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 3 | 15 | 17 | 3 | 6 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 3 | 16 | 18 | 3 | 7 | 1 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 22 | | | | 43 | 20 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 22 | | | | 43 | 20 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 99 | 100 |
| cM capacity (veh/h) | 1594 | | | | 966 | 1058 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 20 | 22 | 8 |
| Volume Left | 3 | 0 | 7 |
| Volume Right | 0 | 3 | 1 |
| cSH | 1594 | 1700 | 978 |
| Volume to Capacity | 0.00 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 1.2 | 0.0 | 8.7 |
| Lane LOS | A | | A |
| Approach Delay (s) | 1.2 | 0.0 | 8.7 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.8 | | |
| Intersection Capacity Utilization | 13.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
208: Tavern Rd & Yard #18A

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 46 | 0 | 0 | 41 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 50 | 0 | 0 | 45 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 50 | | 95 | 50 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 50 | | 95 | 50 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1557 | | 905 | 1018 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 50 | 45 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1557 | 1700 |
| Volume to Capacity | 0.03 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
209: Tavern Rd & Yard #18B E Drwy

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 1 | 31 | 25 | 4 | 9 | 3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 34 | 27 | 4 | 10 | 3 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 32 | | | | 65 | 29 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 32 | | | | 65 | 29 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 99 | 100 |
| cM capacity (veh/h) | 1581 | | | | 940 | 1045 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 35 | 32 | 13 |
| Volume Left | 1 | 0 | 10 |
| Volume Right | 0 | 4 | 3 |
| cSH | 1581 | 1700 | 964 |
| Volume to Capacity | 0.00 | 0.02 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.2 | 0.0 | 8.8 |
| Lane LOS | A | | A |
| Approach Delay (s) | 0.2 | 0.0 | 8.8 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.5 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

## HCM Unsignalized Intersection Capacity Analysis
## 210: Tavern Rd & Victoria Park Terrace

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 10 | 43 | 37 | 258 | 103 | 6 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 11 | 47 | 40 | 280 | 112 | 7 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 476 | 115 | 118 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 476 | 115 | 118 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 98 | 95 | 97 | | | |
| cM capacity (veh/h) | 533 | 937 | 1470 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 58 | 321 | 118 |
| Volume Left | 11 | 40 | 0 |
| Volume Right | 47 | 0 | 7 |
| cSH | 820 | 1470 | 1700 |
| Volume to Capacity | 0.07 | 0.03 | 0.07 |
| Queue Length 95th (ft) | 6 | 2 | 0 |
| Control Delay (s) | 9.7 | 1.2 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 9.7 | 1.2 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.9 | | | |
| Intersection Capacity Utilization | 32.3% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



## HCM Signalized Intersection Capacity Analysis
## 211: I-8 WB Ramp & Tavern Rd

| 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 |
| Lane Util. Factor | | | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Frt | | | | | 0.94 | | 1.00 | 1.00 | | | 1.00 | 0.85 |
| Flt Protected | | | | | 0.97 | | 0.95 | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (prot) | | | | | 1709 | | 1770 | 1863 | | | 1863 | 1583 |
| Flt Permitted | | | | | 0.97 | | 0.95 | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (perm) | | | | | 1709 | | 1770 | 1863 | | | 1863 | 1583 |
| Volume (vph) | 0 | 0 | 0 | 66 | 2 | 49 | 368 | 264 | 0 | 0 | 111 | 112 |
| 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 | 72 | 2 | 53 | 400 | 287 | 0 | 0 | 121 | 122 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 94 | 0 | 400 | 287 | 0 | 0 | 121 | 16 |
| Turn Type | | | | Split | | | Prot | | | | | Perm |
| Protected Phases | | | | 1 | 1 | | 3 | 8 | | | 4 | |
| Permitted Phases | | | | | | | | | | | | 4 |
| Actuated Green, G (s) | | | | | 4.1 | | 13.0 | 21.3 | | | 4.3 | 4.3 |
| Effective Green, g (s) | | | | | 4.1 | | 13.0 | 21.3 | | | 4.3 | 4.3 |
| Actuated g/C Ratio | | | | | 0.12 | | 0.39 | 0.64 | | | 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) | | | | | 210 | | 689 | 1188 | | | 240 | 204 |
| v/s Ratio Prot | | | | | c0.05 | | c0.23 | 0.15 | | | c0.06 | |
| v/s Ratio Perm | | | | | | | | | | | | 0.01 |
| v/c Ratio | | | | | 0.45 | | 0.58 | 0.24 | | | 0.50 | 0.08 |
| Uniform Delay, d1 | | | | | 13.6 | | 8.0 | 2.6 | | | 13.6 | 12.8 |
| Progression Factor | | | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | | | | | 1.5 | | 1.3 | 0.1 | | | 1.7 | 0.2 |
| Delay (s) | | | | | 15.1 | | 9.3 | 2.7 | | | 15.2 | 13.0 |
| Level of Service | | | | | B | | A | A | | | B | B |
| Approach Delay (s) | | 0.0 | | | 15.1 | | | 6.5 | | | 14.1 | |
| Approach LOS | | A | | | B | | | A | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 9.3 | HCM Level of Service | | A | |
| HCM Volume to Capacity ratio | 0.54 | | | | |
| Actuated Cycle Length (s) | 33.4 | Sum of lost time (s) | | 12.0 | |
| Intersection Capacity Utilization | 58.6% | ICU Level of Service | | B | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |



## HCM Signalized Intersection Capacity Analysis
## 212: I-8 EB Ramp & Tavern Rd

| 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 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 1.00 | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | 0.95 | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 1775 | 1583 | | | | | 1863 | 1583 | 1770 | 1863 | |
| Flt Permitted | | 0.95 | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | 1775 | 1583 | | | | | 1863 | 1583 | 1770 | 1863 | |
| Volume (vph) | 177 | 3 | 717 | 0 | 0 | 0 | 0 | 453 | 90 | 19 | 144 | 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) | 192 | 3 | 779 | 0 | 0 | 0 | 0 | 492 | 98 | 21 | 157 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 480 | 0 | 0 | 0 | 0 | 0 | 61 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 195 | 299 | 0 | 0 | 0 | 0 | 492 | 37 | 21 | 157 | 0 |
| Turn Type | Split | | Perm | | | | | | Perm | Prot | | |
| Protected Phases | 5 | 5 | | | | | | 8 | | 7 | 4 | |
| Permitted Phases | | | 5 | | | | | | 8 | | | |
| Actuated Green, G (s) | | 14.6 | 14.6 | | | | | 16.8 | 16.8 | 0.7 | 21.5 | |
| Effective Green, g (s) | | 14.6 | 14.6 | | | | | 16.8 | 16.8 | 0.7 | 21.5 | |
| Actuated g/C Ratio | | 0.33 | 0.33 | | | | | 0.38 | 0.38 | 0.02 | 0.49 | |
| 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) | | 588 | 524 | | | | | 710 | 603 | 28 | 908 | |
| v/s Ratio Prot | | 0.11 | | | | | | c0.26 | | c0.01 | 0.08 | |
| v/s Ratio Perm | | | c0.19 | | | | | | 0.02 | | | |
| v/c Ratio | | 0.33 | 0.57 | | | | | 0.69 | 0.06 | 0.75 | 0.17 | |
| Uniform Delay, d1 | | 11.1 | 12.2 | | | | | 11.5 | 8.7 | 21.6 | 6.3 | |
| Progression Factor | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 0.3 | 1.5 | | | | | 2.9 | 0.0 | 71.8 | 0.1 | |
| Delay (s) | | 11.4 | 13.7 | | | | | 14.4 | 8.7 | 93.4 | 6.4 | |
| Level of Service | | B | B | | | | | B | A | F | A | |
| Approach Delay (s) | | 13.2 | | | 0.0 | | | 13.5 | | | 16.7 | |
| Approach LOS | | B | | | A | | | B | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 13.7 | HCM Level of Service | | B | |
| HCM Volume to Capacity ratio | 0.64 | | | | |
| Actuated Cycle Length (s) | 44.1 | Sum of lost time (s) | | 12.0 | |
| Intersection Capacity Utilization | 58.6% | ICU Level of Service | | B | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |



## HCM Signalized Intersection Capacity Analysis
## 213: Alpine Blvd & Tavern Rd

| 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 | | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 3455 | | 1770 | 3539 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 3455 | | 1770 | 3539 | 1583 |
| Volume (vph) | 82 | 97 | 82 | 71 | 52 | 192 | 36 | 268 | 51 | 324 | 403 | 56 |
| 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) | 89 | 105 | 89 | 77 | 57 | 209 | 39 | 291 | 55 | 352 | 438 | 61 |
| RTOR Reduction (vph) | 0 | 0 | 75 | 0 | 0 | 179 | 0 | 16 | 0 | 0 | 0 | 32 |
| Lane Group Flow (vph) | 89 | 105 | 14 | 77 | 57 | 30 | 39 | 330 | 0 | 352 | 438 | 29 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | | | Prot | Perm |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | | 7 | 4 | |
| Permitted Phases | | | 2 | | | 6 | | | | | | 4 |
| Actuated Green, G (s) | 4.8 | 9.5 | 9.5 | 4.1 | 8.8 | 8.8 | 1.8 | 14.5 | | | 16.5 | 29.2 | 29.2 |
| Effective Green, g (s) | 4.8 | 9.5 | 9.5 | 4.1 | 8.8 | 8.8 | 1.8 | 14.5 | | | 16.5 | 29.2 | 29.2 |
| Actuated g/C Ratio | 0.08 | 0.16 | 0.16 | 0.07 | 0.15 | 0.15 | 0.03 | 0.24 | | | 0.27 | 0.48 | 0.48 |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | | 4.0 | 4.0 | 4.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 140 | 292 | 248 | 120 | 271 | 230 | 53 | 827 | | | 482 | 1705 | 763 |
| v/s Ratio Prot | c0.05 | c0.06 | | 0.04 | 0.03 | | 0.02 | c0.10 | | | c0.20 | 0.12 | |
| v/s Ratio Perm | | | 0.01 | | | 0.02 | | | | | | | 0.02 |
| v/c Ratio | 0.64 | 0.36 | 0.06 | 0.64 | 0.21 | 0.13 | 0.74 | 0.40 | | | 0.73 | 0.26 | 0.04 |
| Uniform Delay, d1 | 27.1 | 22.8 | 21.7 | 27.5 | 22.8 | 22.6 | 29.2 | 19.4 | | | 20.0 | 9.3 | 8.3 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 9.1 | 0.8 | 0.1 | 11.2 | 0.4 | 0.3 | 41.0 | 0.3 | | | 5.6 | 0.1 | 0.0 |
| Delay (s) | 36.2 | 23.6 | 21.8 | 38.7 | 23.2 | 22.8 | 70.1 | 19.7 | | | 25.7 | 9.4 | 8.3 |
| Level of Service | D | C | C | D | C | C | E | B | | | C | A | A |
| Approach Delay (s) | | 27.0 | | | 26.5 | | | 24.8 | | | | 16.0 | |
| Approach LOS | | C | | | C | | | C | | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 21.4 | HCM Level of Service | | C | |
| HCM Volume to Capacity ratio | 0.50 | | | | |
| Actuated Cycle Length (s) | 60.6 | Sum of lost time (s) | | 12.0 | |
| Intersection Capacity Utilization | 48.2% | ICU Level of Service | | A | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

HCM Unsignalized Intersection Capacity Analysis
214: Alpine Blvd & W Victoria Dr

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 49 | 382 | 19 | 171 | 242 | 38 | 36 | 46 | 219 | 25 | 21 | 18 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 53 | 415 | 21 | 186 | 263 | 41 | 39 | 50 | 238 | 27 | 23 | 20 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 489 | 490 | 327 | 70 |
| Volume Left (vph) | 53 | 186 | 39 | 27 |
| Volume Right (vph) | 21 | 41 | 238 | 20 |
| Hadj (s) | 0.03 | 0.06 | -0.38 | -0.06 |
| Departure Headway (s) | 6.5 | 6.5 | 6.8 | 8.2 |
| Degree Utilization, x | 0.88 | 0.88 | 0.62 | 0.16 |
| Capacity (veh/h) | 545 | 543 | 502 | 393 |
| Control Delay (s) | 39.8 | 40.6 | 20.0 | 12.7 |
| Approach Delay (s) | 39.8 | 40.6 | 20.0 | 12.7 |
| Approach LOS | E | E | C | B |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 34.0 | | |
| HCM Level of Service | D | | |
| Intersection Capacity Utilization | 77.2% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
215: Alpine Blvd & E Victoria Dr

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 42 | 185 | 215 | 28 | 154 | 22 | 118 | 16 | 28 | 10 | 5 | 20 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 46 | 201 | 234 | 30 | 167 | 24 | 128 | 17 | 30 | 11 | 5 | 22 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 191 | | | 435 | | | 545 | 545 | 201 | 560 | 754 | 167 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 191 | | | 435 | | | 545 | 545 | 201 | 560 | 754 | 167 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 97 | | | 97 | | | 69 | 96 | 96 | 97 | 98 | 98 |
| cM capacity (veh/h) | 1382 | | | 1125 | | | 413 | 420 | 840 | 391 | 318 | 877 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 46 | 201 | 234 | 30 | 167 | 24 | 128 | 48 | 16 | 22 |
| Volume Left | 46 | 0 | 0 | 30 | 0 | 0 | 128 | 0 | 11 | 0 |
| Volume Right | 0 | 0 | 234 | 0 | 0 | 24 | 0 | 30 | 0 | 22 |
| cSH | 1382 | 1700 | 1700 | 1125 | 1700 | 1700 | 413 | 616 | 363 | 877 |
| Volume to Capacity | 0.03 | 0.12 | 0.14 | 0.03 | 0.10 | 0.01 | 0.31 | 0.08 | 0.04 | 0.02 |
| Queue Length 95th (ft) | 3 | 0 | 0 | 2 | 0 | 0 | 33 | 6 | 4 | 2 |
| Control Delay (s) | 7.7 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 17.6 | 11.3 | 15.4 | 9.2 |
| Lane LOS | A | | | A | | | C | B | C | A |
| Approach Delay (s) | 0.7 | | | 1.1 | | | 15.9 | | 11.8 | |
| Approach LOS | | | | | | | C | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.2 | | |
| Intersection Capacity Utilization | 36.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
216: I-8 WB Ramp & Willows Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 10 | 0 | 31 | 5 | 36 | 0 | 0 | 64 | 104 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 11 | 0 | 34 | 5 | 39 | 0 | 0 | 70 | 113 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 210 | 176 | 126 | 176 | 233 | 39 | 183 | | | 39 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 210 | 176 | 126 | 176 | 233 | 39 | 183 | | | 39 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 99 | 100 | 97 | 100 | | | 100 | | |
| cM capacity (veh/h) | 721 | 715 | 924 | 784 | 665 | 1032 | 1392 | | | 1571 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 11 | 34 | 45 | 183 |
| Volume Left | 11 | 0 | 5 | 0 |
| Volume Right | 0 | 34 | 0 | 113 |
| cSH | 784 | 1032 | 1392 | 1700 |
| Volume to Capacity | 0.01 | 0.03 | 0.00 | 0.11 |
| Queue Length 95th (ft) | 1 | 3 | 0 | 0 |
| Control Delay (s) | 9.7 | 8.6 | 1.0 | 0.0 |
| Lane LOS | A | A | A | |
| Approach Delay (s) | 8.9 | | 1.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.6 | | |
| Intersection Capacity Utilization | 19.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
217: I-8 EB Ramp & Willows Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 42 | 0 | 10 | 0 | 0 | 0 | 0 | 12 | 10 | 59 | 21 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 46 | 0 | 11 | 0 | 0 | 0 | 0 | 13 | 11 | 64 | 23 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 170 | 175 | 23 | 180 | 170 | 18 | 23 | | | 24 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 170 | 175 | 23 | 180 | 170 | 18 | 23 | | | 24 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 94 | 100 | 99 | 100 | 100 | 100 | 100 | | | 96 | | |
| cM capacity (veh/h) | 770 | 689 | 1054 | 749 | 694 | 1060 | 1592 | | | 1591 | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 46 | 11 | 24 | 87 |
| Volume Left | 46 | 0 | 0 | 64 |
| Volume Right | 0 | 11 | 11 | 0 |
| cSH | 770 | 1054 | 1700 | 1591 |
| Volume to Capacity | 0.06 | 0.01 | 0.01 | 0.04 |
| Queue Length 95th (ft) | 5 | 1 | 0 | 3 |
| Control Delay (s) | 10.0 | 8.5 | 0.0 | 5.5 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 9.7 | | 0.0 | 5.5 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.1 | | |
| Intersection Capacity Utilization | 21.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
218: Alpine Blvd & Willows Rd

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Yield | Stop | | Yield | |
| Volume (vph) | 224 | 37 | 34 | 13 | 24 | 187 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 243 | 40 | 37 | 14 | 26 | 203 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total (vph) | 284 | 51 | 26 | 203 |
| Volume Left (vph) | 243 | 0 | 26 | 0 |
| Volume Right (vph) | 0 | 14 | 0 | 203 |
| Hadj (s) | 0.21 | -0.13 | 0.53 | -0.67 |
| Departure Headway (s) | 4.7 | 4.7 | 5.9 | 4.7 |
| Degree Utilization, x | 0.37 | 0.07 | 0.04 | 0.26 |
| Capacity (veh/h) | 728 | 715 | 584 | 730 |
| Control Delay (s) | 10.5 | 8.0 | 7.9 | 8.1 |
| Approach Delay (s) | 10.5 | 8.0 | 8.1 | |
| Approach LOS | B | A | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 9.3 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 31.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
219: Alpine Blvd & Star Valley Rd

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 40 | 0 | 0 | 54 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 43 | 0 | 0 | 59 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 43 | | 102 | 43 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 43 | | 102 | 43 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1565 | | 896 | 1027 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 43 | 59 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1565 | 1700 |
| Volume to Capacity | 0.03 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
220: I-8 WB Ramp & Japatul Valley Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 7 | 0 | 7 | 27 | 229 | 0 | 0 | 21 | 161 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 8 | 0 | 8 | 29 | 249 | 0 | 0 | 23 | 175 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 426 | 418 | 110 | 418 | 505 | 249 | 198 | | | 249 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 426 | 418 | 110 | 418 | 505 | 249 | 198 | | | 249 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 99 | 100 | 99 | 98 | | | 100 | | |
| cM capacity (veh/h) | 525 | 515 | 943 | 536 | 459 | 790 | 1375 | | | 1317 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 8 | 8 | 278 | 198 |
| Volume Left | 8 | 0 | 29 | 0 |
| Volume Right | 0 | 8 | 0 | 175 |
| cSH | 536 | 790 | 1375 | 1700 |
| Volume to Capacity | 0.01 | 0.01 | 0.02 | 0.12 |
| Queue Length 95th (ft) | 1 | 1 | 2 | 0 |
| Control Delay (s) | 11.8 | 9.6 | 1.0 | 0.0 |
| Lane LOS | B | A | A | |
| Approach Delay (s) | 10.7 | | 1.0 | 0.0 |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.9 | | |
| Intersection Capacity Utilization | 37.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
221: I-8 EB Ramp & Japatul Valley Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 207 | 3 | 18 | 0 | 0 | 0 | 0 | 58 | 0 | 4 | 24 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 225 | 3 | 20 | 0 | 0 | 0 | 0 | 63 | 0 | 4 | 26 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 98 | 98 | 26 | 119 | 98 | 63 | 26 | | | 63 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 98 | 98 | 26 | 119 | 98 | 63 | 26 | | | 63 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 74 | 100 | 98 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 882 | 790 | 1050 | 836 | 790 | 1002 | 1588 | | | 1540 | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 228 | 20 | 63 | 30 |
| Volume Left | 225 | 0 | 0 | 4 |
| Volume Right | 0 | 20 | 0 | 0 |
| cSH | 881 | 1050 | 1700 | 1540 |
| Volume to Capacity | 0.26 | 0.02 | 0.04 | 0.00 |
| Queue Length 95th (ft) | 26 | 1 | 0 | 0 |
| Control Delay (s) | 10.5 | 8.5 | 0.0 | 1.1 |
| Lane LOS | B | A | | A |
| Approach Delay (s) | 10.4 | | 0.0 | 1.1 |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.6 | | |
| Intersection Capacity Utilization | 22.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
222: Bell Bluff Trail & Japatul Valley Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 37 | 60 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 40 | 65 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 105 | 65 | 65 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 105 | 65 | 65 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 892 | 999 | 1537 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 40 | 65 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1537 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.04 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
223: Japatul Rd & Hidden Glen Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 39 | 0 | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 42 | 0 | 0 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 27 | | | 42 | | | 70 | 70 | 42 | 70 | 70 | 27 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 27 | | | 42 | | | 70 | 70 | 42 | 70 | 70 | 27 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1587 | | | 1567 | | | 922 | 821 | 1028 | 922 | 821 | 1048 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 42 | 27 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1567 | 1700 |
| Volume to Capacity | 0.02 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
224: Japatul Rd & High Glen Rd

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 39 | 0 | 0 | 25 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 42 | 0 | 0 | 27 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 42 | | 70 | 42 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 42 | | 70 | 42 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1567 | | 935 | 1028 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 42 | 27 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1567 | 1700 |
| Volume to Capacity | 0.02 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
225: Japatul Rd & Lyons Valley Rd

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 19 | 10 | 12 | 20 | 7 | 12 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 21 | 11 | 13 | 22 | 8 | 13 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 32 | | 74 | 26 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 32 | | 74 | 26 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 99 | | 99 | 99 |
| cM capacity (veh/h) | | | 1581 | | 922 | 1050 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 32 | 35 | 21 |
| Volume Left | 0 | 13 | 8 |
| Volume Right | 11 | 0 | 13 |
| cSH | 1700 | 1581 | 999 |
| Volume to Capacity | 0.02 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 0 | 1 | 2 |
| Control Delay (s) | 0.0 | 2.8 | 8.7 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 2.8 | 8.7 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.2 | | |
| Intersection Capacity Utilization | 18.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
226: Tower Access & Lyons Valley Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 15 | 13 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 16 | 14 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 30 | 14 | 14 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 30 | 14 | 14 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 984 | 1066 | 1604 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 16 | 14 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1604 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
227: Yard #16 & Lyons Valley Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 15 | 0 | 0 | 13 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 16 | 0 | 0 | 14 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 30 | 16 | | | 16 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 30 | 16 | | | 16 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 984 | 1063 | | | 1601 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 16 | 14 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1601 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
228: Lyons Valley Rd & Yard #15

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 15 | 0 | 0 | 12 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 16 | 0 | 0 | 13 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 16 | | 29 | 16 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 16 | | 29 | 16 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1601 | | 985 | 1063 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 16 | 13 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1601 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
229: Lyons Valley Rd & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 15 | 0 | 0 | 12 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 16 | 0 | 0 | 13 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 16 | | 29 | 16 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 16 | | 29 | 16 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1601 | | 985 | 1063 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 16 | 13 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1601 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
230: Lyons Valley Rd & Honey Springs Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 8 | 3 | 18 | 6 | 2 | 6 | 9 | 16 | 19 | 5 | 8 | 3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 9 | 3 | 20 | 7 | 2 | 7 | 10 | 17 | 21 | 5 | 9 | 3 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 9 | | | 23 | | | 57 | 52 | 13 | 78 | 59 | 5 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 9 | | | 23 | | | 57 | 52 | 13 | 78 | 59 | 5 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 100 | | | 99 | 98 | 98 | 99 | 99 | 100 |
| cM capacity (veh/h) | 1611 | | | 1592 | | | 923 | 831 | 1067 | 872 | 824 | 1078 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 32 | 15 | 48 | 17 |
| Volume Left | 9 | 7 | 10 | 5 |
| Volume Right | 20 | 7 | 21 | 3 |
| cSH | 1611 | 1592 | 940 | 878 |
| Volume to Capacity | 0.01 | 0.00 | 0.05 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 4 | 2 |
| Control Delay (s) | 2.0 | 3.1 | 9.0 | 9.2 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 2.0 | 3.1 | 9.0 | 9.2 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.3 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
231: Deerhorn Valley Rd & Honey Springs Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 26 | 24 | 19 | 30 | 15 | 17 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 28 | 26 | 21 | 33 | 16 | 18 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 88 | 37 | | | 53 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 88 | 37 | | | 53 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 97 | 97 | | | 99 | |
| cM capacity (veh/h) | 903 | 1035 | | | 1552 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 54 | 53 | 35 |
| Volume Left | 28 | 0 | 16 |
| Volume Right | 26 | 33 | 0 |
| cSH | 962 | 1700 | 1552 |
| Volume to Capacity | 0.06 | 0.03 | 0.01 |
| Queue Length 95th (ft) | 4 | 0 | 1 |
| Control Delay (s) | 9.0 | 0.0 | 3.5 |
| Lane LOS | A | | A |
| Approach Delay (s) | 9.0 | 0.0 | 3.5 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.3 | | | |
| Intersection Capacity Utilization | 18.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
232: Deerhorn Valley Rd & Cinnamon Dr

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 11 | 3 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 12 | 3 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 3 | | | | 15 | 3 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 3 | | | | 15 | 3 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1619 | | | | 1003 | 1081 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 12 | 3 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1619 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
233: Manzanita Way & Deerhorn Valley Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 11 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 12 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 15 | 12 | 12 | 12 | 12 | 0 | 12 | | | 0 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 15 | 12 | 12 | 12 | 12 | 0 | 12 | | | 0 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 997 | 883 | 1069 | 1005 | 883 | 1085 | 1607 | | | 1623 | | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 3 | 0 | 12 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 3 | 0 | 0 |
| cSH | 1085 | 1700 | 1623 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.3 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.3 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.8 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
234: Manzanita Way & Yard #14

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 3 | | | 0 | | | 3 | 3 | 0 | 3 | 3 | 3 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 3 | | | 0 | | | 3 | 3 | 0 | 3 | 3 | 3 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1619 | | | 1623 | | | 1018 | 892 | 1085 | 1018 | 892 | 1081 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 3 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
301: SR-94 (Campo Rd) & SR-188 (Tecate Rd)

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 46 | 292 | 44 | 22 | 121 | 39 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 50 | 317 | 48 | 24 | 132 | 42 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 367 | | 328 | 209 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 367 | | 328 | 209 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 96 | | 79 | 95 |
| cM capacity (veh/h) | | | 1191 | | 639 | 832 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 367 | 72 | 174 |
| Volume Left | 0 | 48 | 132 |
| Volume Right | 317 | 0 | 42 |
| cSH | 1700 | 1191 | 678 |
| Volume to Capacity | 0.22 | 0.04 | 0.26 |
| Queue Length 95th (ft) | 0 | 3 | 25 |
| Control Delay (s) | 0.0 | 5.5 | 12.1 |
| Lane LOS | | A | B |
| Approach Delay (s) | 0.0 | 5.5 | 12.1 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.1 | | |
| Intersection Capacity Utilization | 43.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
302: Round Potrero Rd & Yard #13

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 0 | | | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | | | 0 | | | 0 | 0 | 0 | 0 | 0 | 0 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1623 | | | 1623 | | | 1023 | 896 | 1085 | 1023 | 896 | 1085 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 0 | 0 | 0 | 0 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 0.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
303: Round Potrero Rd & Potero Valley Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 7 | 13 | 46 | 31 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 8 | 14 | 50 | 34 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 112 | 34 | 34 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 112 | 34 | 34 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 99 | 99 | | | |
| cM capacity (veh/h) | 877 | 1040 | 1578 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 8 | 64 | 34 |
| Volume Left | 0 | 14 | 0 |
| Volume Right | 8 | 0 | 0 |
| cSH | 1040 | 1578 | 1700 |
| Volume to Capacity | 0.01 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 1 | 1 | 0 |
| Control Delay (s) | 8.5 | 1.7 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.5 | 1.7 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.6 | | |
| Intersection Capacity Utilization | 19.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
304: SR-94 (Campo Rd) & Potrero Valley Rd



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 50 | 40 | 33 | 27 | 16 | 32 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 54 | 43 | 36 | 29 | 17 | 35 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 65 | | | | 203 | 51 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 65 | | | | 203 | 51 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 96 | | | | 98 | 97 |
| cM capacity (veh/h) | 1537 | | | | 758 | 1018 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 98 | 65 | 52 |
| Volume Left | 54 | 0 | 17 |
| Volume Right | 0 | 29 | 35 |
| cSH | 1537 | 1700 | 913 |
| Volume to Capacity | 0.04 | 0.04 | 0.06 |
| Queue Length 95th (ft) | 3 | 0 | 5 |
| Control Delay (s) | 4.2 | 0.0 | 9.2 |
| Lane LOS | A | | A |
| Approach Delay (s) | 4.2 | 0.0 | 9.2 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.2 | | |
| Intersection Capacity Utilization | 21.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
305: Potrero Valley Rd & Harris Ranch Rd



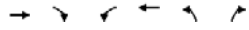
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 0 | | | | 0 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 0 | | | | 0 | 0 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1623 | | | | 1023 | 1085 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 0 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 0.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
306: Hauser Creek Rd & Yard #12



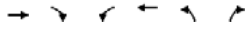
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 2 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 2 | | 2 | 2 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 2 | | 2 | 2 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1620 | | 1020 | 1082 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 2 | 0 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
309: Lake Morena Dr & Hauser Creek Rd



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 16 | 0 | 2 | 24 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 17 | 0 | 2 | 26 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 17 | | 48 | 17 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 17 | | 48 | 17 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1600 | | 960 | 1061 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 17 | 28 | 0 |
| Volume Left | 0 | 2 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1600 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.6 | 0.0 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 0.6 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.4 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
310: Tower Access & Lake Morena Dr

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 20 | 0 | 0 | 18 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 22 | 0 | 0 | 20 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 41 | 22 | | | 22 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 41 | 22 | | | 22 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 970 | 1055 | | | 1594 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 22 | 20 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1594 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 0.0 | | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
311: Buckman Springs Rd & I-8 WB Ramps

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 41 | 1 | 1 | 0 | 0 | 0 | 42 | 2 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 45 | 1 | 1 | 0 | 0 | 0 | 46 | 2 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 0 | | | 2 | | | 91 | 91 | 2 | 92 | 91 | 0 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | | | 2 | | | 91 | 91 | 2 | 92 | 91 | 0 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 97 | | | 100 | | | 95 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1623 | | | 1620 | | | 875 | 777 | 1083 | 872 | 777 | 1085 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 |
|---|---|---|---|---|
| Volume Total | 47 | 0 | 48 | 0 |
| Volume Left | 45 | 0 | 46 | 0 |
| Volume Right | 1 | 0 | 0 | 0 |
| cSH | 1623 | 1700 | 870 | 1700 |
| Volume to Capacity | 0.03 | 0.00 | 0.05 | 0.00 |
| Queue Length 95th (ft) | 2 | 0 | 4 | 0 |
| Control Delay (s) | 7.0 | 0.0 | 9.4 | 0.0 |
| Lane LOS | A | | A | A |
| Approach Delay (s) | 7.0 | 0.0 | 9.4 | |
| Approach LOS | | | A | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 8.2 | | |
| Intersection Capacity Utilization | | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
312: Buckman Springs Rd & I-8 EB Ramps

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 18 | 4 | 15 | 28 | 0 | 0 | 0 | 0 | 15 | 0 | 145 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 20 | 4 | 16 | 30 | 0 | 0 | 0 | 0 | 16 | 0 | 158 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 30 | | | 24 | | | 242 | 85 | 22 | 85 | 87 | 30 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 30 | | | 24 | | | 242 | 85 | 22 | 85 | 87 | 30 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 100 | 100 | 100 | 98 | 100 | 85 |
| cM capacity (veh/h) | 1582 | | | 1591 | | | 599 | 797 | 1055 | 895 | 795 | 1044 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 24 | 47 | 16 | 158 |
| Volume Left | 0 | 16 | 16 | 0 |
| Volume Right | 4 | 0 | 0 | 158 |
| cSH | 1700 | 1591 | 895 | 1044 |
| Volume to Capacity | 0.01 | 0.01 | 0.02 | 0.15 |
| Queue Length 95th (ft) | 0 | 1 | 1 | 13 |
| Control Delay (s) | 0.0 | 2.6 | 9.1 | 9.1 |
| Lane LOS | | A | A | A |
| Approach Delay (s) | 0.0 | 2.6 | 9.1 | |
| Approach LOS | | | A | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 6.9 | | |
| Intersection Capacity Utilization | | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
313: Buckman Springs Rd & Old Hwy 80

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 9 | 21 | 2 | 1 | 158 | 17 | 4 | 31 | 1 | 0 | 4 | 4 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 10 | 23 | 2 | 1 | 172 | 18 | 4 | 34 | 1 | 0 | 4 | 4 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 35 | 191 | 39 | 9 |
| Volume Left (vph) | 10 | 1 | 4 | 0 |
| Volume Right (vph) | 2 | 18 | 1 | 4 |
| Hadj (s) | 0.05 | -0.02 | 0.04 | -0.27 |
| Departure Headway (s) | 4.2 | 4.0 | 4.4 | 4.2 |
| Degree Utilization, x | 0.04 | 0.21 | 0.05 | 0.01 |
| Capacity (veh/h) | 826 | 881 | 765 | 813 |
| Control Delay (s) | 7.4 | 8.1 | 7.7 | 7.2 |
| Approach Delay (s) | 7.4 | 8.1 | 7.7 | 7.2 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | | 7.9 | | |
| HCM Level of Service | | A | | |
| Intersection Capacity Utilization | | 21.2% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
314: Oak Dr & Buckman Springs Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 21 | 4 | 6 | 33 | 119 | 66 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 23 | 4 | 7 | 36 | 129 | 72 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 214 | 165 | 201 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 214 | 165 | 201 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 97 | 100 | 100 | | | |
| cM capacity (veh/h) | 770 | 879 | 1371 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 27 | 42 | 201 |
| Volume Left | 23 | 7 | 0 |
| Volume Right | 4 | 0 | 72 |
| cSH | 786 | 1371 | 1700 |
| Volume to Capacity | 0.03 | 0.00 | 0.12 |
| Queue Length 95th (ft) | 3 | 0 | 0 |
| Control Delay (s) | 9.7 | 1.2 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 9.7 | 1.2 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.2 | | |
| Intersection Capacity Utilization | 20.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
315: Tower Access & Buckman Springs Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 61 | 0 | 0 | 111 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 66 | 0 | 0 | 121 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 187 | 66 | | | 66 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 187 | 66 | | | 66 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 802 | 997 | | | 1535 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 66 | 121 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1535 |
| Volume to Capacity | 0.00 | 0.04 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 15.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
316: Tower Access & Buckman Springs Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 61 | 111 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 66 | 121 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 187 | 121 | 121 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 187 | 121 | 121 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 802 | 931 | 1467 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 66 | 121 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1467 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.07 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 15.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
317: Lake Morena Dr & Buckman Springs Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 2 | 13 | 37 | 38 | 100 | 5 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 14 | 40 | 41 | 109 | 5 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 233 | 111 | 114 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 233 | 111 | 114 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 98 | 97 | | | |
| cM capacity (veh/h) | 734 | 942 | 1475 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 16 | 82 | 114 |
| Volume Left | 2 | 40 | 0 |
| Volume Right | 14 | 0 | 5 |
| cSH | 908 | 1475 | 1700 |
| Volume to Capacity | 0.02 | 0.03 | 0.07 |
| Queue Length 95th (ft) | 1 | 2 | 0 |
| Control Delay (s) | 9.0 | 3.8 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 9.0 | 3.8 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.2 | | |
| Intersection Capacity Utilization | 20.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
318: Yard #11 & Old Hwy 80

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 21 | 21 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 23 | 23 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 46 | 23 | 23 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 46 | 23 | 23 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 964 | 1054 | 1592 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 23 | 23 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1592 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
319: I-8 WB Ramps & Kitchen Creek Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 4 | 2 | 1 | 6 | 0 | 0 | 0 | 3 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 4 | 2 | 1 | 7 | 0 | 0 | 0 | 3 | 2 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 20 | 17 | 4 | 17 | 18 | 0 | 5 | | | 0 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 20 | 17 | 4 | 17 | 18 | 0 | 5 | | | 0 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 988 | 873 | 1079 | 994 | 872 | 1085 | 1616 | | | 1623 | | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 8 | 7 | 5 |
| Volume Left | 4 | 7 | 0 |
| Volume Right | 1 | 0 | 2 |
| cSH | 967 | 1616 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 8.8 | 7.2 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.8 | 7.2 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.8 | | |
| Intersection Capacity Utilization | 15.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
320: I-8 EB Ramps & Kitchen Creek Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 1 | 0 | 20 | 0 | 0 | 0 | 0 | 6 | 4 | 4 | 5 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 0 | 22 | 0 | 0 | 0 | 0 | 7 | 4 | 4 | 5 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 23 | 25 | 5 | 45 | 23 | 9 | 5 | | | 11 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 23 | 25 | 5 | 45 | 23 | 9 | 5 | | | 11 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 98 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 987 | 866 | 1078 | 936 | 868 | 1073 | 1616 | | | 1608 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 23 | 11 | 10 |
| Volume Left | 1 | 0 | 4 |
| Volume Right | 22 | 4 | 0 |
| cSH | 1073 | 1700 | 1608 |
| Volume to Capacity | 0.02 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 2 | 0 | 0 |
| Control Delay (s) | 8.4 | 0.0 | 3.2 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.4 | 0.0 | 3.2 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.2 | | |
| Intersection Capacity Utilization | 13.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
321: Old Hwy 80 & Kitchen Creek Rd

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 8 | 40 | 10 | 22 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 9 | 43 | 11 | 24 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 54 | | | | 58 | 49 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 54 | | | | 58 | 49 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 97 | 100 |
| cM capacity (veh/h) | 1551 | | | | 950 | 1020 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 0 | 9 | 54 | 26 |
| Volume Left | 0 | 0 | 0 | 24 |
| Volume Right | 0 | 0 | 11 | 2 |
| cSH | 1700 | 1700 | 1700 | 955 |
| Volume to Capacity | 0.00 | 0.01 | 0.03 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 2 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 8.9 |
| Lane LOS | | | | A |
| Approach Delay (s) | 0.0 | | 0.0 | 8.9 |
| Approach LOS | | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.6 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
322: Old Hwy 80 & Cameron Truck Trail

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 26 | 0 | 0 | 17 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 28 | 0 | 0 | 18 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 28 | | 47 | 28 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 28 | | 47 | 28 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1585 | | 963 | 1047 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 28 | 18 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1585 | 1700 |
| Volume to Capacity | 0.02 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
323: Tower Access & La Posta Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 13 | 14 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 14 | 15 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 29 | 15 | 15 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 29 | 15 | 15 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 985 | 1064 | 1603 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 14 | 15 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1603 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
324: Tower Access & La Posta Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 13 | 14 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 14 | 15 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 29 | 15 | 15 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 29 | 15 | 15 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 985 | 1064 | 1603 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 14 | 15 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1603 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
325: Old Hwy 80 & La Posta Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 16 | 13 | 5 | 9 | 0 | 5 | 1 | 7 | 1 | 0 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 17 | 14 | 5 | 10 | 0 | 5 | 1 | 8 | 1 | 0 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 10 | | | 32 | | | 46 | 45 | 24 | 53 | 52 | 10 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 10 | | | 32 | | | 46 | 45 | 24 | 53 | 52 | 10 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 99 | 100 | 99 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1610 | | | 1581 | | | 952 | 844 | 1052 | 935 | 836 | 1072 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 32 | 15 | 14 | 2 |
| Volume Left | 0 | 5 | 5 | 1 |
| Volume Right | 14 | 0 | 8 | 1 |
| cSH | 1610 | 1581 | 993 | 999 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 0 |
| Control Delay (s) | 0.0 | 2.6 | 8.7 | 8.6 |
| Lane LOS | | A | A | A |
| Approach Delay (s) | 0.0 | 2.6 | 8.7 | 8.6 |
| Approach LOS | | | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 2.9 | |
| Intersection Capacity Utilization | | 14.9% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

HCM Unsignalized Intersection Capacity Analysis
326: Yard #10 & Thing Valley Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 0 | 0 | | | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 0 | 0 | | | 0 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 1023 | 1085 | | | 1623 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 0 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 0.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
327: SR-94 (Campo Rd) & Buckman Springs Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 30 | 36 | 10 | 15 | 19 | 27 | 10 | 15 | 19 | 59 | 17 | 32 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 33 | 39 | 11 | 16 | 21 | 29 | 11 | 16 | 21 | 64 | 18 | 35 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 50 | | | 50 | | | 222 | 192 | 45 | 201 | 183 | 35 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 50 | | | 50 | | | 222 | 192 | 45 | 201 | 183 | 35 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 99 | | | 98 | 98 | 98 | 91 | 97 | 97 |
| cM capacity (veh/h) | 1557 | | | 1557 | | | 678 | 681 | 1025 | 711 | 689 | 1037 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 33 | 50 | 66 | 48 | 117 |
| Volume Left | 33 | 0 | 16 | 11 | 64 |
| Volume Right | 0 | 11 | 29 | 21 | 35 |
| cSH | 1557 | 1700 | 1557 | 796 | 780 |
| Volume to Capacity | 0.02 | 0.03 | 0.01 | 0.06 | 0.15 |
| Queue Length 95th (ft) | 2 | 0 | 1 | 5 | 13 |
| Control Delay (s) | 7.4 | 0.0 | 1.9 | 9.8 | 10.4 |
| Lane LOS | A | | A | A | B |
| Approach Delay (s) | 2.9 | | 1.9 | 9.8 | 10.4 |
| Approach LOS | | | | A | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.6 | | |
| Intersection Capacity Utilization | 29.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
401: I-8 WB Ramp & SR-94 (Ribbonwood Rd)

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 23 | 0 | 3 | 25 | 6 | 0 | 0 | 6 | 5 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 25 | 0 | 3 | 27 | 7 | 0 | 0 | 7 | 5 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 73 | 70 | 9 | 70 | 73 | 7 | 12 | | | 7 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 73 | 70 | 9 | 70 | 73 | 7 | 12 | | | 7 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 97 | 100 | 100 | 98 | | | 100 | | |
| cM capacity (veh/h) | 903 | 807 | 1072 | 910 | 804 | 1076 | 1607 | | | 1614 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 25 | 3 | 34 | 12 |
| Volume Left | 25 | 0 | 27 | 0 |
| Volume Right | 0 | 3 | 0 | 5 |
| cSH | 910 | 1076 | 1607 | 1700 |
| Volume to Capacity | 0.03 | 0.00 | 0.02 | 0.01 |
| Queue Length 95th (ft) | 2 | 0 | 1 | 0 |
| Control Delay (s) | 9.1 | 8.4 | 5.9 | 0.0 |
| Lane LOS | A | A | A | |
| Approach Delay (s) | 9.0 | | 5.9 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.1 | | |
| Intersection Capacity Utilization | 18.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
402: I-8 EB Ramp & SR-94 (Ribbonwood Rd)

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 3 | 0 | 34 | 0 | 0 | 0 | 0 | 29 | 15 | 0 | 32 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 3 | 0 | 37 | 0 | 0 | 0 | 0 | 32 | 16 | 0 | 35 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 74 | 83 | 35 | 111 | 74 | 40 | 35 | | | 48 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 74 | 83 | 35 | 111 | 74 | 40 | 35 | | | 48 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 96 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 916 | 808 | 1038 | 836 | 816 | 1032 | 1577 | | | 1559 | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 3 | 37 | 48 | 35 |
| Volume Left | 3 | 0 | 0 | 0 |
| Volume Right | 0 | 37 | 16 | 0 |
| cSH | 916 | 1038 | 1700 | 1559 |
| Volume to Capacity | 0.00 | 0.04 | 0.03 | 0.00 |
| Queue Length 95th (ft) | 0 | 3 | 0 | 0 |
| Control Delay (s) | 8.9 | 8.6 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s) | 8.6 | | 0.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.8 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
403: Old Hwy 80 & SR-94 (Ribbonwood Rd)

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 24 | 38 | 8 | 0 | 29 | 17 | 1 | 10 | 1 | 24 | 12 | 24 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 26 | 41 | 9 | 0 | 32 | 18 | 1 | 11 | 1 | 26 | 13 | 26 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 50 | | | 50 | | | 171 | 148 | 46 | 141 | 143 | 41 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 50 | | | 50 | | | 171 | 148 | 46 | 141 | 143 | 41 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 100 | | | 100 | 99 | 100 | 97 | 98 | 97 |
| cM capacity (veh/h) | 1557 | | | 1557 | | | 752 | 731 | 1024 | 808 | 736 | 1030 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 26 | 50 | 50 | 13 | 65 |
| Volume Left | 26 | 0 | 0 | 1 | 26 |
| Volume Right | 0 | 9 | 18 | 1 | 26 |
| cSH | 1557 | 1700 | 1557 | 751 | 866 |
| Volume to Capacity | 0.02 | 0.03 | 0.00 | 0.02 | 0.08 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 1 | 6 |
| Control Delay (s) | 7.4 | 0.0 | 0.0 | 9.9 | 9.5 |
| Lane LOS | A | | | A | A |
| Approach Delay (s) | 2.5 | | 0.0 | 9.9 | 9.5 |
| Approach LOS | | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.6 | | | |
| Intersection Capacity Utilization | 24.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
404: McCain Valley Rd & Yard #9

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 2 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 2 | | 2 | 2 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 2 | | 2 | 2 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1620 | | 1020 | 1082 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 2 | 0 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
405: Yard #8 & McCain Valley Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 3 | 2 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 3 | 2 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 5 | 2 | 2 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 5 | 2 | 2 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 1016 | 1082 | 1620 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 3 | 2 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1620 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
406: Tower Access Rd & McCain Valley Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 2 | 0 | 0 | 4 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 2 | 0 | 0 | 4 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 7 | 2 | | | 2 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 7 | 2 | | | 2 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 1015 | 1082 | | | 1620 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 2 | 4 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1620 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
407: Old Hwy 80 & McCain Valley Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 2 | 55 | 0 | 0 | 36 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 60 | 0 | 0 | 39 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 39 | | | 60 | | | 105 | 103 | 60 | 103 | 103 | 39 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 39 | | | 60 | | | 105 | 103 | 60 | 103 | 103 | 39 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1571 | | | 1544 | | | 871 | 786 | 1006 | 876 | 786 | 1032 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 62 | 39 | 0 | 2 |
| Volume Left | 2 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 2 |
| cSH | 1571 | 1700 | 1700 | 1032 |
| Volume to Capacity | 0.00 | 0.02 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.3 | 0.0 | 0.0 | 8.5 |
| Lane LOS | A | | A | A |
| Approach Delay (s) | 0.3 | 0.0 | 8.5 | |
| Approach LOS | | | A | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.3 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
408: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 36 | 23 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 39 | 25 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 25 | | | | 64 | 25 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 25 | | | | 64 | 25 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1589 | | | | 942 | 1051 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 39 | 25 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1589 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
409: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 36 | 23 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 39 | 25 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 25 | | | | 64 | 25 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 25 | | | | 64 | 25 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1589 | | | | 942 | 1051 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 39 | 25 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1589 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
410: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 36 | 23 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 39 | 25 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 25 | | | | 64 | 25 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 25 | | | | 64 | 25 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1589 | | | | 942 | 1051 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 39 | 25 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1589 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
411: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 38 | 27 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 41 | 29 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 29 | | | | 71 | 29 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 29 | | | | 71 | 29 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1584 | | | | 934 | 1045 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 41 | 29 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1584 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.02 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
412: Old Hwy 80 & Yard #6

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 9 | 0 | 0 | 6 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 10 | 0 | 0 | 7 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 10 | | 16 | 10 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 10 | | 16 | 10 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1610 | | 1002 | 1072 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 10 | 7 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1610 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
413: I-8 WB Ramp & Jacumba

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 24 | 0 | 36 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 26 | 0 | 39 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 78 | 0 | 78 | 78 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 78 | 0 | 78 | 78 | 0 | |
| tC, single (s) | 6.5 | 6.2 | 7.1 | 6.5 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 4.0 | 3.3 | 3.5 | 4.0 | 2.2 | |
| p0 queue free % | 100 | 100 | 97 | 100 | 98 | |
| cM capacity (veh/h) | 792 | 1085 | 894 | 792 | 1623 | |

| Direction, Lane # | WB 1 | NB 1 |
|---|---|---|
| Volume Total | 26 | 39 |
| Volume Left | 26 | 39 |
| Volume Right | 0 | 0 |
| cSH | 894 | 1623 |
| Volume to Capacity | 0.03 | 0.02 |
| Queue Length 95th (ft) | 2 | 2 |
| Control Delay (s) | 9.1 | 7.3 |
| Lane LOS | A | A |
| Approach Delay (s) | 9.1 | 7.3 |
| Approach LOS | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 8.0 | | |
| Intersection Capacity Utilization | 13.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
414: I-8 EB Ramp & Jacumba

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 2 | 0 | 39 | 0 | 0 | 0 | 0 | 34 | 32 | 0 | 24 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 0 | 42 | 0 | 0 | 0 | 0 | 37 | 35 | 0 | 26 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | | None | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 80 | 98 | 26 | 123 | 80 | 54 | 26 | | | 72 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 80 | 98 | 26 | 123 | 80 | 54 | 26 | | | 72 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 96 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 908 | 792 | 1050 | 817 | 810 | 1013 | 1588 | | | 1528 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 45 | 72 | 26 |
| Volume Left | 2 | 0 | 0 |
| Volume Right | 42 | 35 | 0 |
| cSH | 1042 | 1700 | 1528 |
| Volume to Capacity | 0.04 | 0.04 | 0.00 |
| Queue Length 95th (ft) | 3 | 0 | 0 |
| Control Delay (s) | 8.6 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.6 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.7 | | |
| Intersection Capacity Utilization | 13.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
415: Carrizo Gorge Rd & Jacumba

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 9 | 0 | 0 | 1 | 3 | 25 | 0 | 13 | 4 | 16 | 23 | 12 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 10 | 0 | 0 | 1 | 3 | 27 | 0 | 14 | 4 | 17 | 25 | 13 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 111 | 85 | 32 | 83 | 89 | 16 | 38 | | | 18 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 111 | 85 | 32 | 83 | 89 | 16 | 38 | | | 18 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 100 | 100 | 100 | 100 | 97 | 100 | | | 99 | | |
| cM capacity (veh/h) | 835 | 797 | 1042 | 897 | 792 | 1063 | 1572 | | | 1598 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 10 | 32 | 18 | 55 |
| Volume Left | 10 | 1 | 0 | 17 |
| Volume Right | 0 | 27 | 4 | 13 |
| cSH | 835 | 1020 | 1572 | 1598 |
| Volume to Capacity | 0.01 | 0.03 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 1 | 2 | 0 | 1 |
| Control Delay (s) | 9.4 | 8.6 | 0.0 | 2.3 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 9.4 | 8.6 | 0.0 | 2.3 |
| Approach LOS | A | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.3 | | | |
| Intersection Capacity Utilization | 21.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
416: Yard #7 & Carrizo Gorge Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 12 | 9 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 13 | 10 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 23 | 10 | 10 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 23 | 10 | 10 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 993 | 1072 | 1610 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 13 | 10 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1610 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
417: Tower Access & Carrizo Gorge Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 12 | 0 | 0 | 9 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 13 | 0 | 0 | 10 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 23 | 13 | | | 13 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 23 | 13 | | | 13 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 993 | 1067 | | | 1605 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 13 | 10 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1605 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
418: Tower Access & Carrizo Gorge Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 12 | 9 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 13 | 10 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 23 | 10 | 10 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 23 | 10 | 10 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 993 | 1072 | 1610 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 13 | 10 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1610 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
419: Carrizo Creek Rd & Carrizo Gorge Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 12 | 0 | 0 | 9 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 13 | 0 | 0 | 10 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 23 | 13 | | | 13 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 23 | 13 | | | 13 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 993 | 1067 | | | 1605 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 13 | 10 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1605 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
420: Old Hwy 80 & Carrizo Gorge Rd

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 7 | 12 | 7 | 4 | 5 | 11 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 13 | 8 | 4 | 5 | 12 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 12 | | | | 38 | 10 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 12 | | | | 38 | 10 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 99 | 99 |
| cM capacity (veh/h) | 1607 | | | | 969 | 1072 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 21 | 12 | 17 |
| Volume Left | 8 | 0 | 5 |
| Volume Right | 0 | 4 | 12 |
| cSH | 1607 | 1700 | 1037 |
| Volume to Capacity | 0.00 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 2.7 | 0.0 | 8.5 |
| Lane LOS | A | | A |
| Approach Delay (s) | 2.7 | 0.0 | 8.5 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 4.1 | |
| Intersection Capacity Utilization | | 16.8% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
501: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 11 | 8 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 12 | 9 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 9 | | | | 21 | 9 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 9 | | | | 21 | 9 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1611 | | | | 996 | 1073 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 12 | 9 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1611 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
502: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 11 | 8 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 12 | 9 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 9 | | | | 21 | 9 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 9 | | | | 21 | 9 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1611 | | | | 996 | 1073 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 12 | 9 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1611 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 13.3% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

HCM Unsignalized Intersection Capacity Analysis
503: Old Hwy 80 & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 11 | 0 | 0 | 8 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 12 | 0 | 0 | 9 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 12 | | 21 | 12 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 12 | | 21 | 12 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1607 | | 996 | 1069 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 12 | 9 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1607 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
504: Old Hwy 80 & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 11 | 0 | 0 | 8 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 12 | 0 | 0 | 9 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 12 | | 21 | 12 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 12 | | 21 | 12 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1607 | | 996 | 1069 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 12 | 9 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1607 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
505: Yard #5 & Old Hwy 80

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 4 | 0 | 0 | 6 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 4 | 0 | 0 | 7 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 11 | 4 | | | 4 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 11 | 4 | | | 4 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 1009 | 1079 | | | 1617 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 4 | 7 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1617 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
506: In-Ko-Pah Park Rd & I-8 EB On Ramp

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 2 | 8 | 1 | 6 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 9 | 1 | 7 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 9 | 0 | 0 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 9 | 0 | 0 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 99 | 100 | | | |
| cM capacity (veh/h) | 1011 | 1085 | 1623 | | | |

| Direction, Lane # | EB 1 | NB 1 |
|---|---|---|
| Volume Total | 11 | 8 |
| Volume Left | 2 | 1 |
| Volume Right | 9 | 0 |
| cSH | 1069 | 1623 |
| Volume to Capacity | 0.01 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 |
| Control Delay (s) | 8.4 | 1.0 |
| Lane LOS | A | A |
| Approach Delay (s) | 8.4 | 1.0 |
| Approach LOS | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.4 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
507: In-Ko-Pah Park Rd & I-8 EB Off Ramp

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 10 | 0 | 0 | 1 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 11 | 0 | 0 | 1 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 11 | | 12 | 11 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 11 | | 12 | 11 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1608 | | 1008 | 1070 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 11 | 1 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
508: I-8 WB Ramp & In-Ko-Pah Park Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 4 | 3 | 1 | 4 | 4 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 3 | 1 | 4 | 4 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 12 | 1 | | | 5 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 12 | 1 | | | 5 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 1005 | 1083 | | | 1616 | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 4 | 3 | 1 | 4 | 7 |
| Volume Left | 4 | 0 | 0 | 0 | 4 |
| Volume Right | 0 | 3 | 0 | 4 | 0 |
| cSH | 1005 | 1083 | 1700 | 1700 | 1616 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 8.6 | 8.3 | 0.0 | 0.0 | 4.8 |
| Lane LOS | A | A | | | A |
| Approach Delay (s) | 8.5 | | 0.0 | | 4.8 |
| Approach LOS | A | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 4.9 | |
| Intersection Capacity Utilization | | 13.6% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
509: I-8 EB Ramp & Mountain Springs Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 4 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 4 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | | None | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 9 | 10 | 4 | 11 | 9 | 3 | 4 | | | 3 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 9 | 10 | 4 | 11 | 9 | 3 | 4 | | | 3 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 1009 | 884 | 1079 | 1004 | 885 | 1081 | 1617 | | | 1619 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 3 | 3 | 5 |
| Volume Left | 1 | 0 | 1 |
| Volume Right | 2 | 1 | 0 |
| cSH | 1055 | 1700 | 1619 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.4 | 0.0 | 1.4 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.4 | 0.0 | 1.4 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 3.0 | |
| Intersection Capacity Utilization | | 13.3% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
510: Tower Access & Mountain Springs Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 0 | 0 | | | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 0 | 0 | | | 0 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 1023 | 1085 | | | 1623 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 0 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 0.0% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

HCM Unsignalized Intersection Capacity Analysis
511: I-8 WB Ramp & Mountain Springs Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 4 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 5 | 4 | 0 | 4 | 4 | 0 | 0 | | | 0 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 5 | 4 | 0 | 4 | 4 | 0 | 0 | | | 0 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 1012 | 890 | 1085 | 1016 | 890 | 1085 | 1623 | | | 1623 | | |

| Direction, Lane # | WB 1 | NB 1 |
|---|---|---|
| Volume Total | 7 | 2 |
| Volume Left | 4 | 2 |
| Volume Right | 0 | 0 |
| cSH | 970 | 1623 |
| Volume to Capacity | 0.01 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 |
| Control Delay (s) | 8.7 | 7.2 |
| Lane LOS | A | A |
| Approach Delay (s) | 8.7 | 7.2 |
| Approach LOS | A | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 8.4 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
512: Hwy S2 & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 11 | 0 | 0 | 5 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 12 | 0 | 0 | 5 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 12 | | 17 | 12 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 12 | | 17 | 12 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1607 | | 1001 | 1069 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 12 | 5 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1607 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
513: Hwy S2 & Yard #4

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 11 | 5 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 12 | 5 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 5 | | | | 17 | 5 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 5 | | | | 17 | 5 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1616 | | | | 1001 | 1078 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 12 | 5 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1616 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
514: Quarry Rd & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 0 | | | | 0 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 0 | | | | 0 | 0 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1623 | | | | 1023 | 1085 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 0 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
515: Quarry Rd & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 0 | | 0 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 0 | | 0 | 0 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1623 | | 1023 | 1085 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 0 | 0 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 0.0 | | |
| Intersection Capacity Utilization | | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
516: Quarry Rd & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 0 | | | | 0 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 0 | | | | 0 | 0 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1623 | | | | 1023 | 1085 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 0 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 0.0 | | |
| Intersection Capacity Utilization | | 0.0% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
517: Quarry Rd & Shell Canyon Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 0 | | | 0 | | | 1 | 0 | 0 | 0 | 0 | 0 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | | | 0 | | | 1 | 0 | 0 | 0 | 0 | 0 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1623 | | | 1623 | | | 1022 | 896 | 1085 | 1023 | 896 | 1085 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 0 | 0 | 0 | 1 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 896 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 9.0 |
| Lane LOS | | | A | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | 9.0 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 9.0 | | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
518: Hwy S2 & Shell Canyon Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 0 | 8 | 1 | 2 | 13 | 2 | 1 | 0 | 2 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 9 | 1 | 2 | 14 | 2 | 1 | 0 | 2 | 1 | 1 | 0 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 10 | 18 | 3 | 2 |
| Volume Left (vph) | 0 | 2 | 1 | 1 |
| Volume Right (vph) | 1 | 2 | 2 | 0 |
| Hadj (s) | -0.03 | -0.01 | -0.30 | 0.13 |
| Departure Headway (s) | 3.9 | 3.9 | 3.7 | 4.1 |
| Degree Utilization, x | 0.01 | 0.02 | 0.00 | 0.00 |
| Capacity (veh/h) | 915 | 914 | 972 | 868 |
| Control Delay (s) | 6.9 | 7.0 | 6.7 | 7.1 |
| Approach Delay (s) | 6.9 | 7.0 | 6.7 | 7.1 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | | 6.9 | | |
| HCM Level of Service | | A | | |
| Intersection Capacity Utilization | | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |

## HCM Unsignalized Intersection Capacity Analysis
519: I-8 WB Ramp & Imperial Hwy S2

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 10 | 1 | 9 | 7 | 14 | 0 | 0 | 25 | 5 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 11 | 1 | 10 | 8 | 15 | 0 | 0 | 27 | 5 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 71 | 60 | 30 | 60 | 63 | 15 | 33 | | | 15 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 71 | 60 | 30 | 60 | 63 | 15 | 33 | | | 15 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 99 | 100 | 99 | 100 | | | 100 | | |
| cM capacity (veh/h) | 908 | 827 | 1045 | 932 | 824 | 1064 | 1579 | | | 1603 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 12 | 10 | 23 | 33 |
| Volume Left | 11 | 0 | 8 | 0 |
| Volume Right | 0 | 10 | 0 | 5 |
| cSH | 921 | 1064 | 1579 | 1700 |
| Volume to Capacity | 0.01 | 0.01 | 0.00 | 0.02 |
| Queue Length 95th (ft) | 1 | 1 | 0 | 0 |
| Control Delay (s) | 9.0 | 8.4 | 2.5 | 0.0 |
| Lane LOS | A | A | A | |
| Approach Delay (s) | 8.7 | | 2.5 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.2 | | |
| Intersection Capacity Utilization | 16.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



## HCM Unsignalized Intersection Capacity Analysis
520: I-8 EB Ramp & Imperial Hwy S2

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 13 | 5 | 5 | 29 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 5 | 5 | 32 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 59 | 62 | 32 | 60 | 59 | 17 | 32 | | | 20 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 59 | 62 | 32 | 60 | 59 | 17 | 32 | | | 20 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 934 | 826 | 1042 | 932 | 829 | 1062 | 1581 | | | 1597 | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 4 | 1 | 20 | 37 |
| Volume Left | 4 | 0 | 0 | 5 |
| Volume Right | 0 | 1 | 5 | 0 |
| cSH | 934 | 1042 | 1700 | 1597 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 8.9 | 8.5 | 0.0 | 1.1 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 8.8 | | 0.0 | 1.1 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.4 | | |
| Intersection Capacity Utilization | 15.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



## HCM Unsignalized Intersection Capacity Analysis
521: Co HWY S80 & Co Hwy S2

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 1 | 6 | 8 | 0 | 6 | 1 | 33 | 5 | 4 | 28 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 1 | 7 | 9 | 0 | 7 | 1 | 36 | 5 | 4 | 30 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 86 | 83 | 30 | 87 | 80 | 39 | 30 | | | 41 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 86 | 83 | 30 | 87 | 80 | 39 | 30 | | | 41 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 99 | 99 | 100 | 99 | 100 | | | 100 | | |
| cM capacity (veh/h) | 891 | 805 | 1044 | 890 | 808 | 1033 | 1582 | | | 1568 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 8 | 15 | 42 | 35 |
| Volume Left | 0 | 9 | 1 | 4 |
| Volume Right | 7 | 7 | 5 | 0 |
| cSH | 1001 | 946 | 1582 | 1568 |
| Volume to Capacity | 0.01 | 0.02 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 1 | 1 | 0 | 0 |
| Control Delay (s) | 8.6 | 8.9 | 0.2 | 0.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 8.6 | 8.9 | 0.2 | 0.9 |
| Approach LOS | A | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.4 | | |
| Intersection Capacity Utilization | 17.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



## HCM Unsignalized Intersection Capacity Analysis
601: Co HWY S80 & Yard #3

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 6 | 6 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 7 | 7 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 7 | | | | 13 | 7 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 7 | | | | 13 | 7 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1614 | | | | 1006 | 1076 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 7 | 7 | 0 | 0 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 1614 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | |
| Approach LOS | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
602: Co HWY S80 & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 6 | 0 | 0 | 6 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 0 | 0 | 7 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 7 | | 13 | 7 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 7 | | 13 | 7 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1614 | | 1006 | 1076 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 |
|---|---|---|---|---|
| Volume Total | 7 | 7 | 0 | 0 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1614 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | |
| Approach LOS | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
603: I-8 WB Ramp & Dunaway Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 0 | 30 | 11 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 3 | 0 | 0 | 33 | 12 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 45 | 42 | 39 | 42 | 48 | 3 | 45 | | | 3 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 45 | 42 | 39 | 42 | 48 | 3 | 45 | | | 3 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 954 | 850 | 1033 | 961 | 844 | 1081 | 1564 | | | 1619 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 2 | 3 | 3 | 45 |
| Volume Left | 2 | 0 | 0 | 0 |
| Volume Right | 0 | 3 | 0 | 12 |
| cSH | 961 | 1081 | 1564 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 8.8 | 8.3 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s) | 8.5 | | 0.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.9 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
604: I-8 EB Ramp & Dunaway Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 3 | 31 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 3 | 34 | 1 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 72 | 74 | 1 | 73 | 72 | 4 | 1 | | | 5 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 72 | 74 | 1 | 73 | 72 | 4 | 1 | | | 5 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 98 | | |
| cM capacity (veh/h) | 904 | 799 | 1083 | 902 | 801 | 1080 | 1622 | | | 1616 | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 3 | 1 | 5 | 35 |
| Volume Left | 3 | 0 | 0 | 34 |
| Volume Right | 0 | 1 | 3 | 0 |
| cSH | 904 | 1083 | 1700 | 1616 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 2 |
| Control Delay (s) | 9.0 | 8.3 | 0.0 | 7.1 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 8.8 | | 0.0 | 7.1 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.4 | | |
| Intersection Capacity Utilization | 18.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
605: Unnamed Rd & Dunaway Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 2 | 2 | 1 | 2 | 2 | 1 | 1 | | | 1 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 2 | 2 | 1 | 2 | 2 | 1 | 1 | | | 1 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 1020 | 894 | 1083 | 1020 | 894 | 1083 | 1622 | | | 1622 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 0 | 0 | 1 | 1 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1622 | 1622 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
606: Yuha Cutoff & Yard #1

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 58 | 39 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 63 | 42 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 42 | | | | 105 | 42 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 42 | | | | 105 | 42 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1567 | | | | 892 | 1028 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 63 | 42 | 0 | 0 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 1567 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.02 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | |
| Approach LOS | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
607: Co HWY S80 & Dunaway Rd

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 185 | 36 | 6 | 28 | 5 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 201 | 39 | 7 | 30 | 5 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 240 | | 264 | 221 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 240 | | 264 | 221 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 99 | 100 |
| cM capacity (veh/h) | | | 1326 | | 721 | 819 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 240 | 37 | 8 |
| Volume Left | 0 | 7 | 5 |
| Volume Right | 39 | 0 | 2 |
| cSH | 1700 | 1326 | 747 |
| Volume to Capacity | 0.14 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.0 | 1.4 | 9.9 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 1.4 | 9.9 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.4 | | |
| Intersection Capacity Utilization | 21.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Signalized Intersection Capacity Analysis
701: Cannon Rd & Avenida Encina

| 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 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | | 0.97 | 1.00 | 1.00 |
| Frt | 1.00 | 0.98 | | 1.00 | 0.95 | | 1.00 | 0.86 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3463 | | 3433 | 3369 | | 1770 | 3061 | | 3433 | 1863 | 1583 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3463 | | 3433 | 3369 | | 1770 | 3061 | | 3433 | 1863 | 1583 |
| Volume (vph) | 25 | 191 | 32 | 107 | 244 | 115 | 80 | 30 | 276 | 92 | 10 | 25 |
| 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) | 27 | 208 | 35 | 116 | 265 | 125 | 87 | 33 | 300 | 100 | 11 | 27 |
| RTOR Reduction (vph) | 0 | 15 | 0 | 0 | 62 | 0 | 0 | 217 | 0 | 0 | 0 | 21 |
| Lane Group Flow (vph) | 27 | 228 | 0 | 116 | 328 | 0 | 87 | 116 | 0 | 100 | 11 | 6 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | 6 |
| Actuated Green, G (s) | 12.0 | 23.0 | | 13.0 | 24.0 | | 17.0 | 25.0 | | 13.0 | 21.0 | 21.0 |
| Effective Green, g (s) | 12.0 | 23.0 | | 13.0 | 24.0 | | 17.0 | 25.0 | | 13.0 | 21.0 | 21.0 |
| Actuated g/C Ratio | 0.13 | 0.26 | | 0.14 | 0.27 | | 0.19 | 0.28 | | 0.14 | 0.23 | 0.23 |
| Clearance Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Lane Grp Cap (vph) | 236 | 885 | | 496 | 898 | | 334 | 850 | | 496 | 435 | 369 |
| v/s Ratio Prot | 0.02 | 0.07 | | c0.03 | c0.10 | | c0.05 | c0.04 | | 0.03 | 0.01 | |
| v/s Ratio Perm | | | | | | | | | | | | 0.00 |
| v/c Ratio | 0.11 | 0.26 | | 0.23 | 0.36 | | 0.26 | 0.14 | | 0.20 | 0.03 | 0.02 |
| Uniform Delay, d1 | 34.3 | 26.7 | | 34.1 | 26.8 | | 31.1 | 24.4 | | 33.9 | 26.6 | 26.6 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 1.0 | 0.7 | | 1.1 | 1.1 | | 1.9 | 0.3 | | 0.9 | 0.1 | 0.1 |
| Delay (s) | 35.3 | 27.4 | | 35.2 | 28.0 | | 33.0 | 24.7 | | 34.8 | 26.7 | 26.6 |
| Level of Service | D | C | | D | C | | C | C | | C | C | C |
| Approach Delay (s) | | 28.2 | | | 29.6 | | | 26.5 | | | 32.6 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 28.6 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.24 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 40.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



HCM Unsignalized Intersection Capacity Analysis
801: Dairy Mart Rd & Monument Rd
4/2/2010

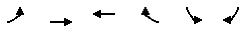
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 19 | 2 | 0 | 29 | 3 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 20 | 2 | 0 | 31 | 3 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 32 | | 72 | 41 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 32 | | 72 | 41 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1567 | | 917 | 1013 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 22 | 31 | 3 |
| Volume Left | 0 | 0 | 3 |
| Volume Right | 2 | 0 | 0 |
| cSH | 1700 | 1567 | 917 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 8.9 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 8.9 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.5 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
802: Monument Rd & Water Access Drwy

4/2/2010



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 2 | 3 | 0 | 0 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0 | 2 | 3 | 0 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 13 | | | | 25 | 23 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 13 | | | | 25 | 23 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1592 | | | | 974 | 1036 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 2 | 3 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1592 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 19.0% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Signalized Intersection Capacity Analysis
803: Meanley Dr & Scripps Ranch Blvd

4/2/2010



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| Lane Util. Factor | | | | 1.00 | | 1.00 | | | 0.95 | | 1.00 | 0.95 |
| Frpb, ped/bikes | | | | 1.00 | | 0.98 | | | 1.00 | | 1.00 | 1.00 |
| Flpb, ped/bikes | | | | 0.99 | | 1.00 | | | 1.00 | | 1.00 | 1.00 |
| Frt | | | | 1.00 | | 0.85 | | | 1.00 | | 1.00 | 1.00 |
| Flt Protected | | | | 0.95 | | 1.00 | | | 1.00 | | 0.95 | 1.00 |
| Satd. Flow (prot) | | | | 1748 | | 1545 | | | 3537 | | 1770 | 3539 |
| Flt Permitted | | | | 0.95 | | 1.00 | | | 1.00 | | 0.95 | 1.00 |
| Satd. Flow (perm) | | | | 1748 | | 1545 | | | 3537 | | 1770 | 3539 |
| Volume (vph) | 0 | 0 | 0 | 68 | 0 | 85 | 0 | 0 | 803 | 3 | 23 | 364 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 0 | 0 | 72 | 0 | 89 | 0 | 0 | 845 | 3 | 24 | 383 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 77 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 72 | 0 | 12 | 0 | 0 | 848 | 0 | 24 | 383 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | 10 | | 10 | 10 | |
| Turn Type | | | | custom | | custom | Prot | | | | Prot | |
| Protected Phases | | | | | | | 5 | | 2 | | 1 | 6 |
| Permitted Phases | | | | 8 | | 8 | | | | | | |
| Actuated Green, G (s) | | | | 8.3 | | 8.3 | | | 41.8 | | 1.4 | 47.7 |
| Effective Green, g (s) | | | | 8.8 | | 8.8 | | | 42.3 | | 1.9 | 48.2 |
| Actuated g/C Ratio | | | | 0.14 | | 0.14 | | | 0.65 | | 0.03 | 0.74 |
| Clearance Time (s) | | | | 4.5 | | 4.5 | | | 4.5 | | 4.5 | 4.5 |
| Vehicle Extension (s) | | | | 3.0 | | 3.0 | | | 3.0 | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | | | 237 | | 209 | | | 2302 | | 52 | 2624 |
| v/s Ratio Prot | | | | | | | | | c0.24 | | c0.01 | 0.11 |
| v/s Ratio Perm | | | | c0.04 | | 0.01 | | | | | | |
| v/c Ratio | | | | 0.30 | | 0.06 | | | 0.37 | | 0.46 | 0.15 |
| Uniform Delay, d1 | | | | 25.3 | | 24.5 | | | 5.2 | | 31.0 | 2.4 |
| Progression Factor | | | | 1.00 | | 1.00 | | | 1.00 | | 1.00 | 1.00 |
| Incremental Delay, d2 | | | | 0.7 | | 0.1 | | | 0.5 | | 6.4 | 0.1 |
| Delay (s) | | | | 26.1 | | 24.6 | | | 5.7 | | 37.4 | 2.6 |
| Level of Service | | | | C | | C | | | A | | D | A |
| Approach Delay (s) | | 0.0 | | | 25.3 | | | | 5.7 | | | 4.6 |
| Approach LOS | | A | | | C | | | | A | | | A |

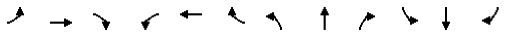
| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 7.6 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.36 | | |
| Actuated Cycle Length (s) | 65.0 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 37.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



HCM Signalized Intersection Capacity Analysis
804: Scripps Poway Pkwy & Scripps Creek Dr

4/2/2010



| 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 | 0.95 | | 1.00 | 0.95 | | 0.97 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 1.00 | | 1.00 | 0.87 | | 1.00 | 0.89 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3453 | | 1770 | 3535 | | 3433 | 1578 | | 1770 | 1627 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3453 | | 1770 | 3535 | | 3433 | 1578 | | 1770 | 1627 | |
| Volume (vph) | 37 | 1391 | 197 | 65 | 1129 | 8 | 90 | 6 | 41 | 12 | 5 | 12 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 39 | 1464 | 207 | 68 | 1188 | 8 | 95 | 6 | 43 | 13 | 5 | 13 |
| RTOR Reduction (vph) | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 10 | 0 |
| Lane Group Flow (vph) | 39 | 1658 | 0 | 68 | 1196 | 0 | 95 | 17 | 0 | 13 | 8 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 3.1 | 43.0 | | 3.7 | 43.6 | | 3.7 | 22.5 | | 0.9 | 19.7 | |
| Effective Green, g (s) | 3.6 | 43.5 | | 4.2 | 44.1 | | 4.2 | 23.0 | | 1.4 | 20.2 | |
| Actuated g/C Ratio | 0.04 | 0.49 | | 0.05 | 0.50 | | 0.05 | 0.26 | | 0.02 | 0.23 | |
| Clearance Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 72 | 1705 | | 84 | 1770 | | 164 | 412 | | 28 | 373 | |
| v/s Ratio Prot | 0.02 | c0.48 | | c0.04 | 0.34 | | c0.03 | c0.01 | | 0.01 | 0.00 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.54 | 0.97 | | 0.81 | 0.68 | | 0.58 | 0.04 | | 0.46 | 0.02 | |
| Uniform Delay, d1 | 41.4 | 21.7 | | 41.6 | 16.6 | | 41.1 | 24.3 | | 43.0 | 26.3 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 8.1 | 15.7 | | 41.7 | 1.0 | | 4.9 | 0.2 | | 11.7 | 0.1 | |
| Delay (s) | 49.5 | 37.4 | | 83.2 | 17.6 | | 46.0 | 24.5 | | 54.7 | 26.4 | |
| Level of Service | D | D | | F | B | | D | C | | D | C | |
| Approach Delay (s) | | 37.7 | | | 21.2 | | | 38.7 | | | 38.3 | |
| Approach LOS | | D | | | C | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 31.1 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.67 | | |
| Actuated Cycle Length (s) | 88.1 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 72.4% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



HCM Unsignalized Intersection Capacity Analysis
805: Scripps Poway Pkwy & Water Access Drwy

4/2/2010



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 1336 | 0 | 0 | 1388 | 0 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 1406 | 0 | 0 | 1461 | 0 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 1416 | | 2157 | 723 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1416 | | 2157 | 723 |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 473 | | 40 | 362 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 938 | 469 | 731 | 731 | 0 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.55 | 0.28 | 0.43 | 0.43 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | | | A |
| Approach Delay (s) | 0.0 | | 0.0 | | 0.0 |
| Approach LOS | | | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 51.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

| 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 | 0.95 | | 1.00 | 0.95 | 1.00 | |
| Frpb, ped/bikes | 1.00 | | 1.00 | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Frt | 0.99 | | 1.00 | 1.00 | 0.90 | |
| Flt Protected | 1.00 | | 0.95 | 1.00 | 0.99 | |
| Satd. Flow (prot) | 3494 | | 1770 | 3539 | 1627 | |
| Flt Permitted | 1.00 | | 0.95 | 1.00 | 0.99 | |
| Satd. Flow (perm) | 3494 | | 1770 | 3539 | 1627 | |
| Volume (vph) | 598 | 46 | 86 | 445 | 23 | 74 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 629 | 48 | 91 | 468 | 24 | 78 |
| RTOR Reduction (vph) | 9 | 0 | 0 | 0 | 62 | 0 |
| Lane Group Flow (vph) | 668 | 0 | 91 | 468 | 40 | 0 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | Prot | | | |
| Protected Phases | 4 | | 3 | 8 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 12.7 | | 4.0 | 21.2 | 7.2 | |
| Effective Green, g (s) | 13.2 | | 4.5 | 21.7 | 7.7 | |
| Actuated g/C Ratio | 0.35 | | 0.12 | 0.58 | 0.21 | |
| Clearance Time (s) | 4.5 | | 4.5 | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 1233 | | 213 | 2053 | 335 | |
| v/s Ratio Prot | c0.19 | | c0.05 | 0.13 | c0.02 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.54 | | 0.43 | 0.23 | 0.12 | |
| Uniform Delay, d1 | 9.7 | | 15.3 | 3.8 | 12.1 | |
| Progression Factor | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.5 | | 1.4 | 0.1 | 0.2 | |
| Delay (s) | 10.2 | | 16.6 | 3.9 | 12.3 | |
| Level of Service | B | | B | A | B | |
| Approach Delay (s) | 10.2 | | | 5.9 | 12.3 | |
| Approach LOS | B | | | A | B | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 8.6 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.39 | | |
| Actuated Cycle Length (s) | 37.4 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 41.4% | 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) | 5 | 5 | 5 | 90 | 144 | 5 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 5 | 5 | 5 | 95 | 152 | 5 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 178 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 279 | 174 | 167 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 279 | 174 | 167 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 99 | 100 | | | |
| cM capacity (veh/h) | 696 | 855 | 1399 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 11 | 100 | 157 |
| Volume Left | 5 | 5 | 0 |
| Volume Right | 5 | 0 | 5 |
| cSH | 767 | 1399 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.09 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 9.8 | 0.4 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 9.8 | 0.4 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.5 | | |
| Intersection Capacity Utilization | 22.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |





| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 567 | 460 | 0 | 0 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0 | 597 | 484 | 0 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | 183 | | | |
| pX, platoon unblocked | 0.96 | | | | 0.96 | 0.96 |
| vC, conflicting volume | 494 | | | | 803 | 262 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 426 | | | | 748 | 183 |
| tC, single (s) | 4.1 | | | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1072 | | | | 327 | 779 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 0 | 298 | 298 | 323 | 161 | 0 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.18 | 0.18 | 0.19 | 0.09 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | | | | A |
| Approach Delay (s) | 0.0 | | | 0.0 | | 0.0 |
| Approach LOS | | | | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 28.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |





| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 862 | 678 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 907 | 714 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 150 | | |
| pX, platoon unblocked | 0.87 | | | | | |
| vC, conflicting volume | 1036 | 258 | 724 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 741 | 258 | 724 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 301 | 729 | 867 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|
| Volume Total | 0 | 302 | 302 | 302 | 285 | 285 | 143 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.18 | 0.18 | 0.18 | 0.17 | 0.17 | 0.08 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | | | | | |
| Approach Delay (s) | 0.0 | 0.0 | | | 0.0 | | |
| Approach LOS | A | | | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 29.5% | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 1863 | 1549 | 1770 | 3539 | 1549 | 1770 | 3539 | 1526 | 1770 | 3539 | 1549 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 1863 | 1549 | 1770 | 3539 | 1549 | 1770 | 3539 | 1526 | 1770 | 3539 | 1549 |
| Volume (vph) | 45 | 347 | 170 | 76 | 237 | 166 | 149 | 651 | 106 | 146 | 466 | 66 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 47 | 365 | 179 | 80 | 249 | 175 | 157 | 685 | 112 | 154 | 491 | 69 |
| RTOR Reduction (vph) | 0 | 0 | 132 | 0 | 0 | 129 | 0 | 0 | 82 | 0 | 0 | 50 |
| Lane Group Flow (vph) | 47 | 365 | 47 | 80 | 249 | 46 | 157 | 685 | 30 | 154 | 491 | 19 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 2.6 | 13.5 | 13.5 | 2.6 | 13.5 | 13.5 | 5.2 | 13.9 | 13.9 | 5.2 | 13.9 | 13.9 |
| Effective Green, g (s) | 3.1 | 14.0 | 14.0 | 3.1 | 14.0 | 14.0 | 5.7 | 14.4 | 14.4 | 5.7 | 14.4 | 14.4 |
| Actuated g/C Ratio | 0.06 | 0.26 | 0.26 | 0.06 | 0.26 | 0.26 | 0.11 | 0.27 | 0.27 | 0.11 | 0.27 | 0.27 |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 103 | 490 | 408 | 103 | 931 | 408 | 190 | 958 | 413 | 190 | 958 | 419 |
| v/s Ratio Prot | 0.03 | c0.20 | | c0.05 | 0.07 | | c0.09 | c0.19 | | 0.09 | 0.14 | |
| v/s Ratio Perm | | | 0.03 | | | 0.03 | | | 0.02 | | | 0.01 |
| v/c Ratio | 0.46 | 0.74 | 0.12 | 0.78 | 0.27 | 0.11 | 0.83 | 0.72 | 0.07 | 0.81 | 0.51 | 0.04 |
| Uniform Delay, d1 | 24.2 | 18.0 | 14.9 | 24.7 | 15.5 | 14.9 | 23.3 | 17.5 | 14.4 | 23.2 | 16.4 | 14.3 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 3.2 | 6.1 | 0.1 | 29.9 | 0.2 | 0.1 | 24.4 | 2.6 | 0.1 | 22.3 | 0.5 | 0.0 |
| Delay (s) | 27.4 | 24.0 | 15.0 | 54.6 | 15.7 | 15.0 | 47.7 | 20.1 | 14.5 | 45.6 | 16.9 | 14.4 |
| Level of Service | C | C | B | D | B | B | D | C | B | D | B | B |
| Approach Delay (s) | | 21.6 | | | 21.6 | | | 24.0 | | | 22.8 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 22.7 | HCM Level of Service | C | | |
| HCM Volume to Capacity ratio | 0.75 | | | | |
| Actuated Cycle Length (s) | 53.2 | Sum of lost time (s) | 16.0 | | |
| Intersection Capacity Utilization | 61.9% | ICU Level of Service | B | | |
| Analysis Period (min) | 15 | | | | |

c Critical Lane Group







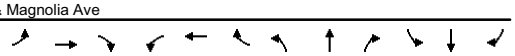
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 1517 | 0 | 0 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0 | 0 | 1597 | 0 | 0 | 0 |
| Pedestrians | 10 | | 10 | | | 10 |
| Lane Width (ft) | 12.0 | | 12.0 | | | 0.0 |
| Walking Speed (ft/s) | 4.0 | | 4.0 | | | 4.0 |
| Percent Blockage | 1 | | 1 | | | 0 |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | 501 | | | |
| pX, platoon unblocked | 0.92 | 0.92 | | | 0.92 | |
| vC, conflicting volume | 1617 | 818 | | | 1607 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1586 | 722 | | | 1575 | |
| tC, single (s) | 6.8 | 6.9 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 90 | 338 | | | 380 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 |
|---|---|---|---|
| Volume Total | 0 | 1065 | 532 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.63 | 0.31 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | |
| Approach LOS | A | | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| Average Delay | 0.0 | | | | |
| Intersection Capacity Utilization | 54.8% | ICU Level of Service | A | | |
| Analysis Period (min) | 15 | | | | |







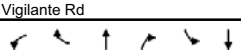
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | 0.88 | 1.00 | 0.95 | | 0.97 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1863 | 1546 | 1770 | 3539 | 2679 | 1770 | 3460 | | 3433 | 3539 | 1546 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1863 | 1546 | 1770 | 3539 | 2679 | 1770 | 3460 | | 3433 | 3539 | 1546 |
| Volume (vph) | 267 | 351 | 115 | 50 | 347 | 877 | 58 | 363 | 54 | 293 | 172 | 33 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 281 | 369 | 121 | 53 | 365 | 923 | 61 | 382 | 57 | 308 | 181 | 35 |
| RTOR Reduction (vph) | 0 | 0 | 81 | 0 | 0 | 427 | 0 | 19 | 0 | 0 | 0 | 25 |
| Lane Group Flow (vph) | 281 | 369 | 40 | 53 | 365 | 496 | 61 | 420 | 0 | 308 | 181 | 10 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | | | | 6 |
| Actuated Green, G (s) | 6.6 | 20.0 | 20.0 | 2.8 | 16.2 | 16.2 | 3.4 | 14.0 | | 6.6 | 17.2 | 17.2 |
| Effective Green, g (s) | 7.1 | 20.5 | 20.5 | 3.3 | 16.7 | 16.7 | 3.9 | 14.5 | | 7.1 | 17.7 | 17.7 |
| Actuated g/C Ratio | 0.12 | 0.33 | 0.33 | 0.05 | 0.27 | 0.27 | 0.06 | 0.24 | | 0.12 | 0.29 | 0.29 |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 397 | 622 | 516 | 95 | 963 | 729 | 112 | 817 | | 397 | 1020 | 446 |
| v/s Ratio Prot | c0.08 | c0.20 | | 0.03 | 0.10 | | 0.03 | c0.12 | | c0.09 | c0.05 | |
| v/s Ratio Perm | | | 0.03 | | | 0.19 | | | | | | 0.01 |
| v/c Ratio | 0.71 | 0.59 | 0.08 | 0.56 | 0.38 | 0.68 | 0.54 | 0.51 | | 0.78 | 0.18 | 0.02 |
| Uniform Delay, d1 | 26.2 | 17.0 | 14.0 | 28.3 | 18.1 | 20.0 | 27.9 | 20.4 | | 26.4 | 16.4 | 15.7 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 5.7 | 1.5 | 0.1 | 6.9 | 0.3 | 2.6 | 5.3 | 0.5 | | 9.2 | 0.1 | 0.0 |
| Delay (s) | 31.8 | 18.5 | 14.1 | 35.3 | 18.4 | 22.6 | 33.2 | 20.9 | | 35.6 | 16.5 | 15.7 |
| Level of Service | C | B | B | D | B | C | C | C | | D | B | B |
| Approach Delay (s) | | 22.7 | | | 22.0 | | | 22.4 | | | 27.6 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 23.2 | HCM Level of Service | C | | |
| HCM Volume to Capacity ratio | 0.66 | | | | |
| Actuated Cycle Length (s) | 61.4 | Sum of lost time (s) | 20.0 | | |
| Intersection Capacity Utilization | 61.6% | ICU Level of Service | B | | |
| Analysis Period (min) | 15 | | | | |

c Critical Lane Group







| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 3 | 0 | 0 | 24 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 3 | 0 | 0 | 26 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 29 | 3 | | | 3 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 29 | 3 | | | 3 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 985 | 1081 | | | 1619 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 3 | 26 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1619 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| Average Delay | 0.0 | | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | | |
| Analysis Period (min) | 15 | | | | |

HCM Unsignalized Intersection Capacity Analysis
814: Oak Dr & Lake Morena Dr

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Stop | | | Stop |
| Volume (vph) | 20 | 39 | 17 | 22 | 30 | 20 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 22 | 42 | 18 | 24 | 33 | 22 |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total (vph) | 64 | 42 | 54 |
| Volume Left (vph) | 22 | 0 | 33 |
| Volume Right (vph) | 42 | 24 | 0 |
| Hadj (s) | -0.29 | -0.30 | 0.15 |
| Departure Headway (s) | 3.8 | 3.8 | 4.2 |
| Degree Utilization, x | 0.07 | 0.04 | 0.06 |
| Capacity (veh/h) | 917 | 922 | 834 |
| Control Delay (s) | 7.1 | 7.0 | 7.5 |
| Approach Delay (s) | 7.1 | 7.0 | 7.5 |
| Approach LOS | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | | 7.2 | |
| HCM Level of Service | | A | |
| Intersection Capacity Utilization | 19.6% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
815: Co HWY S80 & IID Water Source Access Driveway

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 187 | 0 | 0 | 34 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 203 | 0 | 0 | 37 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 203 | | 240 | 203 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 203 | | 240 | 203 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1368 | | 748 | 837 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 203 | 37 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1368 | 1700 |
| Volume to Capacity | 0.12 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | 13.2% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
816: Water Access Drwy & New River Boulevard

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 7 | 3 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 8 | 3 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 11 | 3 | 3 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 11 | 3 | 3 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 1009 | 1081 | 1619 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 8 | 3 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1619 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
817: Co HWY S80 & New River Boulevard

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 1 | 191 | 32 | 2 | 4 | 3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 208 | 35 | 2 | 4 | 3 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 37 | | | | 246 | 36 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 37 | | | | 246 | 36 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 99 | 100 |
| cM capacity (veh/h) | 1574 | | | | 742 | 1037 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 209 | 37 | 8 |
| Volume Left | 1 | 0 | 4 |
| Volume Right | 0 | 2 | 3 |
| cSH | 1574 | 1700 | 845 |
| Volume to Capacity | 0.00 | 0.02 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.0 | 0.0 | 9.3 |
| Lane LOS | A | | A |
| Approach Delay (s) | 0.0 | 0.0 | 9.3 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.3 | |
| Intersection Capacity Utilization | 20.8% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | |

# APPENDIX F

# EXISTING + PROJECT INTERSECTION ANALYSIS WORKSHEETS

## HCM Unsignalized Intersection Capacity Analysis
## 101: Sycamore Canyon Rd & Pomerado Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 1 | 18 | 597 | 6 | 54 | 547 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 20 | 649 | 7 | 59 | 595 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | 827 |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1364 | 328 | | | 655 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1364 | 328 | | | 655 | |
| tC, single (s) | 6.8 | 6.9 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 99 | 97 | | | 94 | |
| cM capacity (veh/h) | 130 | 668 | | | 928 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 21 | 433 | 223 | 59 | 595 |
| Volume Left | 1 | 0 | 0 | 59 | 0 |
| Volume Right | 20 | 0 | 7 | 0 | 0 |
| cSH | 548 | 1700 | 1700 | 928 | 1700 |
| Volume to Capacity | 0.04 | 0.25 | 0.13 | 0.06 | 0.35 |
| Queue Length 95th (ft) | 3 | 0 | 0 | 5 | 0 |
| Control Delay (s) | 11.8 | 0.0 | 0.0 | 9.1 | 0.0 |
| Lane LOS | B | | | A | |
| Approach Delay (s) | 11.8 | 0.0 | | 0.8 | |
| Approach LOS | B | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.6 | | |
| Intersection Capacity Utilization | 38.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



## HCM Signalized Intersection Capacity Analysis
## 102: Spring Canyon Rd & Pomerado Rd

| 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 | 4.0 | |
| Lane Util. Factor | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.92 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3510 | | 3433 | 3524 | | 1770 | 1863 | 1583 | 1770 | 1717 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3510 | | 3433 | 3524 | | 1770 | 1863 | 1583 | 1770 | 1717 | |
| Volume (vph) | 15 | 250 | 15 | 516 | 368 | 11 | 30 | 31 | 545 | 16 | 66 | 73 |
| 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) | 16 | 272 | 16 | 561 | 400 | 12 | 33 | 34 | 592 | 17 | 72 | 79 |
| RTOR Reduction (vph) | 0 | 4 | 0 | 0 | 2 | 0 | 0 | 0 | 471 | 0 | 53 | 0 |
| Lane Group Flow (vph) | 16 | 284 | 0 | 561 | 410 | 0 | 33 | 34 | 121 | 17 | 98 | 0 |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | | | | | | | | | 8 | | | |
| Actuated Green, G (s) | 0.5 | 13.7 | | 13.3 | 26.5 | | 1.4 | 11.2 | 11.2 | 0.5 | 10.3 | |
| Effective Green, g (s) | 0.5 | 13.7 | | 13.3 | 26.5 | | 1.4 | 11.2 | 11.2 | 0.5 | 10.3 | |
| Actuated g/C Ratio | 0.01 | 0.25 | | 0.24 | 0.48 | | 0.03 | 0.20 | 0.20 | 0.01 | 0.19 | |
| Clearance Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 16 | 879 | | 835 | 1707 | | 45 | 381 | 324 | 16 | 323 | |
| v/s Ratio Prot | 0.01 | c0.08 | | c0.16 | 0.12 | | c0.02 | 0.02 | | 0.01 | 0.06 | |
| v/s Ratio Perm | | | | | | | | | c0.08 | | | |
| v/c Ratio | 1.00 | 0.32 | | 0.67 | 0.24 | | 0.73 | 0.09 | 0.37 | 1.06 | 0.30 | |
| Uniform Delay, d1 | 27.1 | 16.7 | | 18.7 | 8.2 | | 26.5 | 17.6 | 18.7 | 27.1 | 19.1 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 225.0 | 0.2 | | 2.1 | 0.1 | | 46.2 | 0.1 | 0.7 | 246.4 | 0.5 | |
| Delay (s) | 252.1 | 16.9 | | 20.9 | 8.3 | | 72.7 | 17.7 | 19.5 | 273.5 | 19.6 | |
| Level of Service | F | B | | C | A | | E | B | B | F | B | |
| Approach Delay (s) | | 29.3 | | | 15.5 | | | 22.0 | | | 45.3 | |
| Approach LOS | | C | | | B | | | C | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 21.9 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.43 | | |
| Actuated Cycle Length (s) | 54.7 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 54.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



## HCM Signalized Intersection Capacity Analysis
## 103: Spring Canyon Rd & Stone Bridge Pkwy

| 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 | 4.0 |
| Lane Util. Factor | 0.95 | 1.00 | 1.00 | 0.95 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3539 | 1583 | 1770 | 3539 | 3433 | 1583 |
| Flt Permitted | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 3539 | 1583 | 1770 | 3539 | 3433 | 1583 |
| Volume (vph) | 751 | 105 | 136 | 582 | 267 | 141 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 816 | 114 | 148 | 633 | 290 | 153 |
| RTOR Reduction (vph) | 0 | 65 | 0 | 0 | 0 | 124 |
| Lane Group Flow (vph) | 816 | 49 | 148 | 633 | 290 | 29 |
| Turn Type | | Perm | Prot | | | Perm |
| Protected Phases | 2 | | 1 | 6 | 3 | |
| Permitted Phases | | 2 | | | | 3 |
| Actuated Green, G (s) | 22.3 | 22.3 | 8.2 | 34.5 | 9.8 | 9.8 |
| Effective Green, g (s) | 22.3 | 22.3 | 8.2 | 34.5 | 9.8 | 9.8 |
| Actuated g/C Ratio | 0.43 | 0.43 | 0.16 | 0.66 | 0.19 | 0.19 |
| 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) | 1509 | 675 | 278 | 2335 | 643 | 297 |
| v/s Ratio Prot | c0.23 | | c0.08 | 0.18 | c0.08 | |
| v/s Ratio Perm | | 0.03 | | | | 0.02 |
| v/c Ratio | 0.54 | 0.07 | 0.53 | 0.27 | 0.45 | 0.10 |
| Uniform Delay, d1 | 11.2 | 8.9 | 20.3 | 3.7 | 18.9 | 17.6 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.4 | 0.0 | 2.0 | 0.1 | 0.5 | 0.1 |
| Delay (s) | 11.6 | 8.9 | 22.2 | 3.8 | 19.4 | 17.7 |
| Level of Service | B | A | C | A | B | B |
| Approach Delay (s) | 11.3 | | | 7.3 | 18.8 | |
| Approach LOS | B | | | A | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 11.4 | HCM Level of Service | B |
| HCM Volume to Capacity ratio | 0.52 | | |
| Actuated Cycle Length (s) | 52.3 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 45.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



## HCM Signalized Intersection Capacity Analysis
## 104: Scripps Poway Pkwy & Spring Canyon Rd

| 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 | 4.0 | |
| Lane Util. Factor | 0.97 | 0.91 | | 0.97 | 0.91 | | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.93 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 3433 | 5048 | | 3433 | 5047 | | 3433 | 3539 | 1583 | 3433 | 3285 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | 3433 | 5048 | | 3433 | 5047 | | 3433 | 3539 | 1583 | 3433 | 3285 | |
| Volume (vph) | 114 | 1107 | 56 | 427 | 842 | 45 | 93 | 258 | 579 | 116 | 190 | 175 |
| 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) | 124 | 1203 | 61 | 464 | 915 | 49 | 101 | 280 | 629 | 126 | 207 | 190 |
| RTOR Reduction (vph) | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 191 | 0 | 132 | 0 |
| Lane Group Flow (vph) | 124 | 1258 | 0 | 464 | 958 | 0 | 101 | 280 | 438 | 126 | 265 | 0 |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | | | | | | | | | 8 | | | |
| Actuated Green, G (s) | 5.3 | 25.6 | | 13.4 | 33.7 | | 4.5 | 26.4 | 26.4 | 4.1 | 26.0 | |
| Effective Green, g (s) | 5.3 | 25.6 | | 13.4 | 33.7 | | 4.5 | 26.4 | 26.4 | 4.1 | 26.0 | |
| Actuated g/C Ratio | 0.06 | 0.30 | | 0.16 | 0.39 | | 0.05 | 0.31 | 0.31 | 0.05 | 0.30 | |
| Clearance Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 213 | 1511 | | 538 | 1989 | | 181 | 1093 | 489 | 165 | 999 | |
| v/s Ratio Prot | 0.04 | c0.25 | | c0.14 | 0.19 | | 0.03 | 0.08 | | c0.04 | 0.08 | |
| v/s Ratio Perm | | | | | | | | | c0.28 | | | |
| v/c Ratio | 0.58 | 0.83 | | 0.86 | 0.48 | | 0.56 | 0.26 | 0.89 | 0.76 | 0.27 | |
| Uniform Delay, d1 | 39.0 | 27.9 | | 35.2 | 19.4 | | 39.5 | 22.2 | 28.2 | 40.2 | 22.5 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 4.0 | 4.1 | | 13.4 | 0.2 | | 3.7 | 0.1 | 18.5 | 18.7 | 0.1 | |
| Delay (s) | 43.0 | 32.0 | | 48.5 | 19.6 | | 43.2 | 22.3 | 46.8 | 58.9 | 22.7 | |
| Level of Service | D | C | | D | B | | D | C | D | E | C | |
| Approach Delay (s) | | 33.0 | | | 29.0 | | | 39.6 | | | 31.4 | |
| Approach LOS | | C | | | C | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 33.0 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.81 | | |
| Actuated Cycle Length (s) | 85.5 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 71.8% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

HCM Unsignalized Intersection Capacity Analysis
105: Danielson St & Yard #21

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 41 | 0 | 40 | 132 | 0 | 72 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 45 | 0 | 43 | 143 | 0 | 78 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 45 | | 203 | 22 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 45 | | 203 | 22 |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 97 | | 100 | 93 |
| cM capacity (veh/h) | | | 1562 | | 745 | 1049 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | NB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 30 | 15 | 43 | 72 | 72 | 78 |
| Volume Left | 0 | 0 | 43 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 78 |
| cSH | 1700 | 1700 | 1562 | 1700 | 1700 | 1049 |
| Volume to Capacity | 0.02 | 0.01 | 0.03 | 0.04 | 0.04 | 0.07 |
| Queue Length 95th (ft) | 0 | 0 | 2 | 0 | 0 | 6 |
| Control Delay (s) | 0.0 | 0.0 | 7.4 | 0.0 | 0.0 | 8.7 |
| Lane LOS | | | A | | | A |
| Approach Delay (s) | 0.0 | | 1.7 | | | 8.7 |
| Approach LOS | | | | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.2 | | |
| Intersection Capacity Utilization | 20.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Signalized Intersection Capacity Analysis
106: Scripps Poway Pkwy & Danielson St

| 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 | 0.91 | | 1.00 | 0.91 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 0.97 | | 1.00 | 0.86 | | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 4989 | | 1770 | 4929 | | 1770 | 1602 | | 1770 | 1775 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.77 | 1.00 | | 0.77 | 1.00 | |
| Satd. Flow (perm) | 1770 | 4989 | | 1770 | 4929 | | 1433 | 1602 | | 1433 | 1775 | |
| Volume (vph) | 85 | 256 | 37 | 124 | 1128 | 290 | 29 | 4 | 52 | 13 | 10 | 5 |
| 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) | 92 | 278 | 40 | 135 | 1226 | 315 | 32 | 4 | 57 | 14 | 11 | 5 |
| RTOR Reduction (vph) | 0 | 13 | 0 | 0 | 32 | 0 | 0 | 53 | 0 | 0 | 5 | 0 |
| Lane Group Flow (vph) | 92 | 305 | 0 | 135 | 1509 | 0 | 32 | 8 | 0 | 14 | 11 | 0 |
| Turn Type | Prot | | | Prot | | | Perm | | | Perm | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | | | | | | | 8 | | | 4 | | |
| Actuated Green, G (s) | 6.5 | 42.6 | | 7.6 | 43.7 | | 5.2 | 5.2 | | 5.2 | 5.2 | |
| Effective Green, g (s) | 6.5 | 42.6 | | 7.6 | 43.7 | | 5.2 | 5.2 | | 5.2 | 5.2 | |
| Actuated g/C Ratio | 0.10 | 0.63 | | 0.11 | 0.65 | | 0.08 | 0.08 | | 0.08 | 0.08 | |
| 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) | 171 | 3153 | | 200 | 3196 | | 111 | 124 | | 111 | 137 | |
| v/s Ratio Prot | 0.05 | 0.06 | | c0.08 | c0.31 | | | 0.01 | | | 0.01 | |
| v/s Ratio Perm | | | | | | | c0.02 | | | 0.01 | | |
| v/c Ratio | 0.54 | 0.10 | | 0.68 | 0.47 | | 0.29 | 0.07 | | 0.13 | 0.08 | |
| Uniform Delay, d1 | 29.0 | 4.9 | | 28.7 | 6.0 | | 29.4 | 28.9 | | 29.0 | 28.9 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 3.2 | 0.0 | | 8.7 | 0.1 | | 1.4 | 0.2 | | 0.5 | 0.3 | |
| Delay (s) | 32.3 | 4.9 | | 37.4 | 6.1 | | 30.8 | 29.1 | | 29.5 | 29.1 | |
| Level of Service | C | A | | D | A | | C | C | | C | C | |
| Approach Delay (s) | | 11.0 | | | 8.6 | | | 29.7 | | | 29.3 | |
| Approach LOS | | B | | | A | | | C | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 10.2 | HCM Level of Service | B | | |
| HCM Volume to Capacity ratio | 0.46 | | | | |
| Actuated Cycle Length (s) | 67.4 | Sum of lost time (s) | 8.0 | | |
| Intersection Capacity Utilization | 51.2% | ICU Level of Service | A | | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |



HCM Unsignalized Intersection Capacity Analysis
107: Garden Rd & Sycamore Canyon Rd

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 42 | 19 | 14 | 91 | 23 | 15 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 46 | 21 | 15 | 99 | 25 | 16 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 66 | | 185 | 56 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 66 | | 185 | 56 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 99 | | 97 | 98 |
| cM capacity (veh/h) | | | 1535 | | 796 | 1011 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 66 | 114 | 41 |
| Volume Left | 0 | 15 | 25 |
| Volume Right | 21 | 0 | 16 |
| cSH | 1700 | 1535 | 869 |
| Volume to Capacity | 0.04 | 0.01 | 0.05 |
| Queue Length 95th (ft) | 0 | 1 | 4 |
| Control Delay (s) | 0.0 | 1.0 | 9.4 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 1.0 | 9.4 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.3 | | |
| Intersection Capacity Utilization | 22.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
108: Tower Access & Sycamore Canyon Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 14 | 5 | 0 | 18 | 4 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 15 | 5 | 0 | 20 | 4 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 49 | 5 | | | 5 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 49 | 5 | | | 5 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 99 | | | 99 | |
| cM capacity (veh/h) | 949 | 1078 | | | 1616 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 15 | 5 | 24 |
| Volume Left | 0 | 0 | 20 |
| Volume Right | 15 | 0 | 0 |
| cSH | 1078 | 1700 | 1616 |
| Volume to Capacity | 0.01 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 1 | 0 | 1 |
| Control Delay (s) | 8.4 | 0.0 | 6.0 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.4 | 0.0 | 6.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.1 | | |
| Intersection Capacity Utilization | 17.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Signalized Intersection Capacity Analysis
109: Scripps Poway Pkwy & CA 67

| 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 | 4.0 | 4.0 |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | | 0.97 | 0.95 | | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1681 | 1688 | 1583 | 1770 | 1837 | | 3433 | 3534 | | 1770 | 3539 | 1583 |
| Flt Permitted | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1681 | 1688 | 1583 | 1770 | 1837 | | 3433 | 3534 | | 1770 | 3539 | 1583 |
| Volume (vph) | 93 | 2 | 236 | 5 | 9 | 1 | 1114 | 393 | 4 | 2 | 490 | 1006 |
| 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) | 101 | 2 | 257 | 5 | 10 | 1 | 1211 | 427 | 4 | 2 | 533 | 1093 |
| RTOR Reduction (vph) | 0 | 0 | 165 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 141 |
| Lane Group Flow (vph) | 51 | 52 | 92 | 5 | 10 | 0 | 1211 | 430 | 0 | 2 | 533 | 952 |
| Turn Type | Split | | Perm | Split | | | Prot | | | Prot | | pm+ov |
| Protected Phases | 2 | 2 | | 6 | 6 | | 3 | 8 | | 7 | 4 | 2 |
| Permitted Phases | | | 2 | | | | | | | | | 4 |
| Actuated Green, G (s) | 48.0 | 48.0 | 48.0 | 6.3 | 6.3 | | 41.0 | 62.4 | | 0.8 | 22.2 | 70.2 |
| Effective Green, g (s) | 48.0 | 48.0 | 48.0 | 6.3 | 6.3 | | 41.0 | 62.4 | | 0.8 | 22.2 | 70.2 |
| Actuated g/C Ratio | 0.36 | 0.36 | 0.36 | 0.05 | 0.05 | | 0.31 | 0.47 | | 0.01 | 0.17 | 0.53 |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 604 | 607 | 569 | 84 | 87 | | 1054 | 1652 | | 11 | 589 | 880 |
| v/s Ratio Prot | 0.03 | 0.03 | | 0.00 | c0.01 | | c0.35 | 0.12 | | 0.00 | 0.15 | c0.39 |
| v/s Ratio Perm | | | 0.06 | | | | | | | | | 0.21 |
| v/c Ratio | 0.08 | 0.09 | 0.16 | 0.06 | 0.12 | | 1.15 | 0.26 | | 0.18 | 0.90 | 1.08 |
| Uniform Delay, d1 | 28.2 | 28.2 | 29.1 | 60.8 | 60.9 | | 46.2 | 21.6 | | 66.0 | 54.6 | 31.6 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.1 | 0.1 | 0.1 | 0.3 | 0.6 | | 78.3 | 0.1 | | 7.8 | 17.4 | 55.0 |
| Delay (s) | 28.3 | 28.3 | 29.2 | 61.1 | 61.5 | | 124.6 | 21.6 | | 73.9 | 72.0 | 86.7 |
| Level of Service | C | C | C | E | E | | F | C | | E | E | F |
| Approach Delay (s) | | 29.0 | | | 61.4 | | | 97.5 | | | 81.8 | |
| Approach LOS | | C | | | E | | | F | | | F | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 83.6 | HCM Level of Service | F | |
| HCM Volume to Capacity ratio | 1.05 | | | |
| Actuated Cycle Length (s) | 133.5 | Sum of lost time (s) | 12.0 | |
| Intersection Capacity Utilization | 107.4% | ICU Level of Service | G | |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |



HCM Unsignalized Intersection Capacity Analysis
110: Sycamore Park Dr & CA 67

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 14 | 14 | 1260 | 714 | 8 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 15 | 15 | 1370 | 776 | 9 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 851 | |
| pX, platoon unblocked | 0.80 | 0.80 | 0.80 | | | |
| vC, conflicting volume | 1496 | 780 | 785 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1616 | 727 | 732 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 95 | 98 | | | |
| cM capacity (veh/h) | 74 | 295 | 698 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|
| Volume Total | 15 | 472 | 913 | 785 |
| Volume Left | 0 | 15 | 0 | 0 |
| Volume Right | 15 | 0 | 0 | 9 |
| cSH | 295 | 698 | 1700 | 1700 |
| Volume to Capacity | 0.05 | 0.02 | 0.54 | 0.46 |
| Queue Length 95th (ft) | 4 | 2 | 0 | 0 |
| Control Delay (s) | 17.9 | 0.6 | 0.0 | 0.0 |
| Lane LOS | C | A | | |
| Approach Delay (s) | 17.9 | 0.2 | | 0.0 |
| Approach LOS | C | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.3 | | |
| Intersection Capacity Utilization | 54.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
111: Tower Access & CA 67

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 1274 | 726 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 1385 | 789 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1483 | 790 | 791 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1483 | 790 | 791 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 116 | 333 | 825 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|
| Volume Total | 0 | 462 | 923 | 791 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 2 |
| cSH | 1700 | 825 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.54 | 0.47 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | | |
| Approach Delay (s) | 0.0 | 0.0 | | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 41.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
112: Tower Access & CA 67

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 1274 | 722 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 1385 | 785 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1478 | 393 | 787 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1478 | 393 | 787 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 117 | 606 | 828 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 0 | 692 | 692 | 523 | 264 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 2 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.41 | 0.41 | 0.31 | 0.16 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | | | |
| Approach Delay (s) | 0.0 | 0.0 | | 0.0 | |
| Approach LOS | A | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 38.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

## HCM Unsignalized Intersection Capacity Analysis
## 113: Vigilante Rd & CA 67

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 6 | 79 | 1215 | 21 | 61 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 86 | 1321 | 23 | 66 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1453 | 660 | | | 1343 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1453 | 660 | | | 1343 | |
| tC, single (s) | 6.8 | 6.9 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 94 | 79 | | | 87 | |
| cM capacity (veh/h) | 105 | 405 | | | 509 | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 7 | 86 | 660 | 660 | 23 | 66 | 0 | 0 |
| Volume Left | 7 | 0 | 0 | 0 | 0 | 66 | 0 | 0 |
| Volume Right | 0 | 86 | 0 | 0 | 23 | 0 | 0 | 0 |
| cSH | 105 | 405 | 1700 | 1700 | 1700 | 509 | 1700 | 1700 |
| Volume to Capacity | 0.06 | 0.21 | 0.39 | 0.39 | 0.01 | 0.13 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 5 | 20 | 0 | 0 | 0 | 11 | 0 | 0 |
| Control Delay (s) | 41.4 | 16.3 | 0.0 | 0.0 | 0.0 | 13.1 | 0.0 | 0.0 |
| Lane LOS | E | C | | | | B | | |
| Approach Delay (s) | 18.0 | | 0.0 | | | 13.1 | | |
| Approach LOS | C | | | | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.7 | | | |
| Intersection Capacity Utilization | 50.3% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



## HCM Signalized Intersection Capacity Analysis
## 114: Willow Rd & CA 67

| 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 | |
| Lane Util. Factor | | | | | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | | | 0.98 | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | | | 0.96 | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | | | 1754 | | | 1863 | 1583 | 1770 | 1863 | |
| Flt Permitted | | | | | 0.96 | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | | | 1754 | | | 1863 | 1583 | 1770 | 1863 | |
| Volume (vph) | 0 | 0 | 0 | 299 | 0 | 43 | 0 | 1346 | 245 | 34 | 815 | 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 | 325 | 0 | 47 | 0 | 1463 | 266 | 37 | 886 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 47 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 369 | 0 | 0 | 1463 | 219 | 37 | 886 | 0 |
| Turn Type | | | | Split | | | | | Perm | Prot | | |
| Protected Phases | | | | 1 | 1 | | | 8 | | 7 | 4 | |
| Permitted Phases | | | | | | | | | 8 | | | |
| Actuated Green, G (s) | | | | | 29.0 | | | 105.1 | 105.1 | 3.2 | 112.3 | |
| Effective Green, g (s) | | | | | 29.0 | | | 105.1 | 105.1 | 3.2 | 112.3 | |
| Actuated g/C Ratio | | | | | 0.19 | | | 0.70 | 0.70 | 0.02 | 0.75 | |
| 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) | | | | | 341 | | | 1311 | 1114 | 38 | 1401 | |
| v/s Ratio Prot | | | | | c0.21 | | | c0.79 | | c0.02 | 0.48 | |
| v/s Ratio Perm | | | | | | | | | 0.14 | | | |
| v/c Ratio | | | | | 1.08 | | | 1.12 | 0.20 | 0.97 | 0.63 | |
| Uniform Delay, d1 | | | | | 60.2 | | | 22.1 | 7.6 | 73.0 | 8.7 | |
| Progression Factor | | | | | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | | | 72.2 | | | 63.1 | 0.1 | 134.8 | 0.9 | |
| Delay (s) | | | | | 132.4 | | | 85.2 | 7.7 | 207.8 | 9.7 | |
| Level of Service | | | | | F | | | F | A | F | A | |
| Approach Delay (s) | | 0.0 | | | 132.4 | | | 73.3 | | | 17.6 | |
| Approach LOS | | A | | | F | | | E | | | B | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 63.6 | HCM Level of Service | | E |
| HCM Volume to Capacity ratio | 1.11 | | | |
| Actuated Cycle Length (s) | 149.3 | Sum of lost time (s) | | 12.0 |
| Intersection Capacity Utilization | 96.7% | ICU Level of Service | | F |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |



## HCM Signalized Intersection Capacity Analysis
## 115: Mapleview St & CA 67

| 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 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.97 | 1.00 | 0.95 | 0.96 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1805 | 1583 | 1681 | 1707 | 1583 | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 |
| Flt Permitted | | 0.97 | 1.00 | 0.95 | 0.96 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1805 | 1583 | 1681 | 1707 | 1583 | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 |
| Volume (vph) | 116 | 66 | 20 | 666 | 104 | 212 | 18 | 801 | 438 | 155 | 631 | 72 |
| 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) | 126 | 72 | 22 | 724 | 113 | 230 | 20 | 871 | 476 | 168 | 686 | 78 |
| RTOR Reduction (vph) | 0 | 0 | 19 | 0 | 0 | 169 | 0 | 0 | 334 | 0 | 0 | 47 |
| Lane Group Flow (vph) | 0 | 198 | 3 | 408 | 429 | 61 | 20 | 871 | 142 | 168 | 686 | 31 |
| Turn Type | Split | | Perm | Split | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 5 | 5 | | 1 | 1 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | | | 5 | | | 1 | | | 8 | | | 4 |
| Actuated Green, G (s) | | 12.1 | 12.1 | 23.5 | 23.5 | 23.5 | 1.9 | 26.4 | 26.4 | 10.4 | 34.9 | 34.9 |
| Effective Green, g (s) | | 12.1 | 12.1 | 23.5 | 23.5 | 23.5 | 1.9 | 26.4 | 26.4 | 10.4 | 34.9 | 34.9 |
| Actuated g/C Ratio | | 0.14 | 0.14 | 0.27 | 0.27 | 0.27 | 0.02 | 0.30 | 0.30 | 0.12 | 0.39 | 0.39 |
| Clearance Time (s) | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 247 | 217 | 447 | 454 | 421 | 38 | 1057 | 473 | 208 | 1397 | 625 |
| v/s Ratio Prot | | c0.11 | | 0.24 | c0.25 | | 0.01 | c0.25 | | c0.09 | 0.19 | |
| v/s Ratio Perm | | | 0.00 | | | 0.04 | | | 0.09 | | | 0.02 |
| v/c Ratio | | 0.80 | 0.01 | 0.91 | 0.94 | 0.15 | 0.53 | 0.82 | 0.30 | 0.81 | 0.49 | 0.05 |
| Uniform Delay, d1 | | 37.0 | 33.0 | 31.5 | 31.8 | 24.8 | 42.8 | 28.8 | 23.9 | 38.0 | 20.1 | 16.5 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 16.8 | 0.0 | 22.8 | 28.6 | 0.2 | 12.5 | 5.3 | 0.4 | 20.1 | 0.3 | 0.0 |
| Delay (s) | | 53.8 | 33.0 | 54.3 | 60.4 | 24.9 | 55.3 | 34.2 | 24.2 | 58.1 | 20.4 | 16.5 |
| Level of Service | | D | C | D | E | C | E | C | C | E | C | B |
| Approach Delay (s) | | 51.8 | | | 50.4 | | | 31.0 | | | 26.8 | |
| Approach LOS | | D | | | D | | | C | | | C | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 37.0 | HCM Level of Service | | D |
| HCM Volume to Capacity ratio | 0.86 | | | |
| Actuated Cycle Length (s) | 88.4 | Sum of lost time (s) | | 16.0 |
| Intersection Capacity Utilization | 68.6% | ICU Level of Service | | C |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |



## HCM Signalized Intersection Capacity Analysis
## 116: Mapleview St & Maine Ave

| 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 | 1.00 | | 0.95 | | | 1.00 | 1.00 | | 1.00 | |
| Frt | | 1.00 | 0.85 | | 1.00 | | | 1.00 | 0.85 | | 0.86 | |
| Flt Protected | | 1.00 | 1.00 | | 1.00 | | | 0.95 | 1.00 | | 1.00 | |
| Satd. Flow (prot) | | 3539 | 1583 | | 3530 | | | 1774 | 1583 | | 1611 | |
| Flt Permitted | | 1.00 | 1.00 | | 1.00 | | | 0.95 | 1.00 | | 1.00 | |
| Satd. Flow (perm) | | 3539 | 1583 | | 3530 | | | 1774 | 1583 | | 1611 | |
| Volume (vph) | 0 | 523 | 160 | 46 | 791 | 0 | 182 | 1 | 70 | 0 | 0 | 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) | 0 | 568 | 174 | 50 | 860 | 0 | 198 | 1 | 76 | 0 | 0 | 1 |
| RTOR Reduction (vph) | 0 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 65 | 0 | 1 | 0 |
| Lane Group Flow (vph) | 0 | 568 | 41 | 0 | 910 | 0 | 0 | 199 | 11 | 0 | 0 | 0 |
| Turn Type | Split | | Perm | Split | | Perm | Split | | Perm | Split | | |
| Protected Phases | 5 | 5 | | 1 | 1 | | 8 | 8 | | 4 | 4 | |
| Permitted Phases | | | 5 | | | 1 | | | 8 | | | |
| Actuated Green, G (s) | | 14.8 | 14.8 | | 21.5 | | | 9.2 | 9.2 | | 0.8 | |
| Effective Green, g (s) | | 14.8 | 14.8 | | 21.5 | | | 9.2 | 9.2 | | 0.8 | |
| Actuated g/C Ratio | | 0.24 | 0.24 | | 0.35 | | | 0.15 | 0.15 | | 0.01 | |
| 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 | 376 | | 1218 | | | 262 | 234 | | 21 | |
| v/s Ratio Prot | | c0.16 | | | c0.26 | | | c0.11 | | | c0.00 | |
| v/s Ratio Perm | | | 0.03 | | | | | | 0.01 | | | |
| v/c Ratio | | 0.68 | 0.11 | | 0.75 | | | 0.76 | 0.05 | | 0.00 | |
| Uniform Delay, d1 | | 21.6 | 18.6 | | 18.0 | | | 25.5 | 22.8 | | 30.4 | |
| Progression Factor | | 1.00 | 1.00 | | 1.00 | | | 1.00 | 1.00 | | 1.00 | |
| Incremental Delay, d2 | | 2.2 | 0.1 | | 2.5 | | | 11.9 | 0.1 | | 0.0 | |
| Delay (s) | | 23.7 | 18.7 | | 20.5 | | | 37.4 | 22.9 | | 30.4 | |
| Level of Service | | C | B | | C | | | D | C | | C | |
| Approach Delay (s) | | 22.6 | | | 20.5 | | | 33.4 | | | 30.4 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 23.2 | HCM Level of Service | | C |
| HCM Volume to Capacity ratio | 0.71 | | | |
| Actuated Cycle Length (s) | 62.3 | Sum of lost time (s) | | 16.0 |
| Intersection Capacity Utilization | 64.5% | ICU Level of Service | | C |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |

HCM Unsignalized Intersection Capacity Analysis
117: Moreno Ave & Vigilante Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 2 | 12 | 18 | 2 | 22 | 18 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 13 | 20 | 2 | 24 | 20 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 88 | 21 | | | 22 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 88 | 21 | | | 22 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 99 | | | 98 | |
| cM capacity (veh/h) | 899 | 1057 | | | 1594 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 15 | 22 | 43 |
| Volume Left | 2 | 0 | 24 |
| Volume Right | 13 | 2 | 0 |
| cSH | 1031 | 1700 | 1594 |
| Volume to Capacity | 0.01 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 1 | 0 | 1 |
| Control Delay (s) | 8.5 | 0.0 | 4.1 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.5 | 0.0 | 4.1 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.8 | | |
| Intersection Capacity Utilization | 18.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
118: Tower Access & Wild Canyon Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 6 | 345 | 551 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 7 | 375 | 599 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 987 | 599 | 599 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 987 | 599 | 599 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 99 | | | |
| cM capacity (veh/h) | 273 | 502 | 978 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 382 | 599 |
| Volume Left | 0 | 7 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 978 | 1700 |
| Volume to Capacity | 0.00 | 0.01 | 0.35 |
| Queue Length 95th (ft) | 0 | 1 | 0 |
| Control Delay (s) | 0.0 | 0.2 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 0.0 | 0.2 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 32.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
119: Willow Rd & Wild Canyon Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 94 | 7 | 115 | 16 | 8 | 2 | 87 | 239 | 16 | 3 | 404 | 145 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 102 | 8 | 125 | 17 | 9 | 2 | 95 | 260 | 17 | 3 | 439 | 158 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 235 | 28 | 354 | 17 | 600 |
| Volume Left (vph) | 102 | 17 | 95 | 0 | 3 |
| Volume Right (vph) | 125 | 2 | 0 | 17 | 158 |
| Hadj (s) | -0.20 | 0.11 | 0.17 | -0.67 | -0.12 |
| Departure Headway (s) | 6.4 | 7.4 | 6.4 | 5.5 | 5.4 |
| Degree Utilization, x | 0.42 | 0.06 | 0.63 | 0.03 | 0.91 |
| Capacity (veh/h) | 537 | 429 | 541 | 620 | 600 |
| Control Delay (s) | 13.8 | 10.9 | 18.3 | 7.5 | 39.2 |
| Approach Delay (s) | 13.8 | 10.9 | 17.8 | | 39.2 |
| Approach LOS | B | B | C | | E |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 27.3 | | |
| HCM Level of Service | D | | |
| Intersection Capacity Utilization | 71.3% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |



HCM Signalized Intersection Capacity Analysis
120: Mapleview St & Ashwood St

| 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 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 1.00 | | | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | | 0.99 | | | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.99 | | | 0.98 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | | 1822 | | | 1821 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.89 | | | 0.60 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | | 1635 | | | 1124 | 1583 |
| Volume (vph) | 283 | 297 | 43 | 45 | 513 | 230 | 32 | 125 | 17 | 128 | 150 | 349 |
| 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) | 308 | 323 | 47 | 49 | 558 | 250 | 35 | 136 | 18 | 139 | 163 | 379 |
| RTOR Reduction (vph) | 0 | 0 | 25 | 0 | 0 | 168 | 0 | 5 | 0 | 0 | 0 | 259 |
| Lane Group Flow (vph) | 308 | 323 | 22 | 49 | 558 | 82 | 0 | 184 | 0 | 0 | 302 | 120 |
| Turn Type | Prot | | Perm | Prot | | pm+ov | pm+pt | | | pm+pt | | Perm |
| Protected Phases | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Permitted Phases | | | 2 | | | 6 | 8 | | | 4 | | 4 |
| Actuated Green, G (s) | 15.9 | 30.7 | 30.7 | 3.0 | 17.8 | 21.9 | | 13.1 | | | 21.2 | 21.2 |
| Effective Green, g (s) | 15.9 | 30.7 | 30.7 | 3.0 | 17.8 | 21.9 | | 13.1 | | | 21.2 | 21.2 |
| Actuated g/C Ratio | 0.24 | 0.46 | 0.46 | 0.04 | 0.27 | 0.33 | | 0.20 | | | 0.32 | 0.32 |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | | | 4.0 | 4.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 421 | 1624 | 726 | 79 | 942 | 613 | | 320 | | | 399 | 502 |
| v/s Ratio Prot | c0.17 | 0.09 | | 0.03 | c0.16 | 0.01 | | | | | c0.05 | |
| v/s Ratio Perm | | | 0.01 | | | 0.04 | | 0.11 | | | c0.19 | 0.08 |
| v/c Ratio | 0.73 | 0.20 | 0.03 | 0.62 | 0.59 | 0.13 | | 0.58 | | | 0.76 | 0.24 |
| Uniform Delay, d1 | 23.5 | 10.8 | 9.9 | 31.4 | 21.4 | 15.8 | | 24.4 | | | 20.5 | 16.9 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | 6.4 | 0.1 | 0.0 | 14.2 | 1.0 | 0.1 | | 2.5 | | | 8.0 | 0.2 |
| Delay (s) | 30.0 | 10.8 | 9.9 | 45.5 | 22.4 | 15.9 | | 26.9 | | | 28.5 | 17.1 |
| Level of Service | C | B | A | D | C | B | | C | | | C | B |
| Approach Delay (s) | | 19.5 | | | 21.8 | | | 26.9 | | | 22.2 | |
| Approach LOS | | B | | | C | | | C | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 21.7 | HCM Level of Service | | C | |
| HCM Volume to Capacity ratio | 0.69 | | | | |
| Actuated Cycle Length (s) | 66.9 | Sum of lost time (s) | | 12.0 | |
| Intersection Capacity Utilization | 67.5% | ICU Level of Service | | C | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

HCM Unsignalized Intersection Capacity Analysis
121: Willow Rd & Tower Access

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 2 | 14 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 15 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 11 | | | 15 | | | 30 | 30 | 15 | 30 | 30 | 11 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 11 | | | 15 | | | 30 | 30 | 15 | 30 | 30 | 11 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1608 | | | 1603 | | | 977 | 861 | 1064 | 977 | 861 | 1070 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 17 | 11 | 0 |
| Volume Left | 2 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1608 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.9 | 0.0 | 0.0 |
| Lane LOS | A | | A |
| Approach Delay (s) | 0.9 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.6 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
122: El Monte Rd & Yard #20

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 57 | 49 | 0 | 0 | 89 | 3 | 0 | 0 | 0 | 9 | 0 | 69 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 62 | 53 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 10 | 0 | 75 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 100 | | | 53 | | | 351 | 277 | 53 | 276 | 276 | 98 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 100 | | | 53 | | | 351 | 277 | 53 | 276 | 276 | 98 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 96 | | | 100 | | | 100 | 100 | 100 | 99 | 100 | 92 |
| cM capacity (veh/h) | 1493 | | | 1552 | | | 539 | 604 | 1014 | 655 | 606 | 958 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 62 | 53 | 100 | 0 | 85 |
| Volume Left | 62 | 0 | 0 | 0 | 10 |
| Volume Right | 0 | 0 | 3 | 0 | 75 |
| cSH | 1493 | 1700 | 1552 | 1700 | 909 |
| Volume to Capacity | 0.04 | 0.03 | 0.00 | 0.00 | 0.09 |
| Queue Length 95th (ft) | 3 | 0 | 0 | 0 | 8 |
| Control Delay (s) | 7.5 | 0.0 | 0.0 | 0.0 | 9.4 |
| Lane LOS | A | | | A | A |
| Approach Delay (s) | 4.0 | | 0.0 | 0.0 | 9.4 |
| Approach LOS | | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.2 | | | |
| Intersection Capacity Utilization | 21.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



```
Ex with Proj AM             Fri Apr 9, 2010 13:53:31                  Page 3-1
-------------------------------------------------------------------------------
-------------------------------------------------------------------------------
                    Level Of Service Computation Report
              2000 HCM 4-Way Stop Method (Future Volume Alternative)
*******************************************************************************
Intersection #123 El Monte Rd & Lake Jennings Park Rd
*******************************************************************************
Cycle (sec):          100              Critical Vol./Cap.(X):          0.737
Loss Time (sec):        0              Average Delay (sec/veh):        15.7
Optimal Cycle:          0              Level Of Service:                  C
*******************************************************************************
Street Name:          El Monte Road              Lake Jennings Park Road
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Ignore           Ignore           Include          Include
Min. Green:     5    5    5     5    5    5     5    5    5     5    5    5
Lanes:        0  1  0  0  1    0  1  0  0  1    1  0  1  1  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      54   26   97    59   42   93    60  224   22   138  415   29
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:   54   26   97    59   42   93    60  224   22   138  415   29
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   54   26   97    59   42   93    60  224   22   138  415   29
User Adj:    1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.00  0.95 0.95 0.00  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:    57   27    0    62   44    0    63  236   23   145  437   31
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   57   27    0    62   44    0    63  236   23   145  437   31
PCE Adj:     1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   57   27    0    62   44    0    63  236   23   145  437   31
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.68 0.32 1.00  0.58 0.42 1.00  1.00 1.82 0.18  1.00 0.93 0.07
Final Sat.:   307  148  522   271  193  529   490  971   96   573  593   41
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.18 0.18 0.00  0.23 0.23 0.00  0.13 0.24 0.24  0.25 0.74 0.74
Crit Moves:  ****             ****             ****             ****
Delay/Veh:   11.6 11.6  0.0  11.9 11.9  0.0  10.8 11.2 11.1  10.9 21.9 21.9
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  11.6 11.6  0.0  11.9 11.9  0.0  10.8 11.2 11.1  10.9 21.9 21.9
LOS by Move:    B    B    *     B    B    *     B    B    B     B    C    C
ApproachDel:       11.6             11.9             11.1             19.3
Delay Adj:         1.00             1.00             1.00             1.00
ApprAdjDel:        11.6             11.9             11.1             19.3
LOS by Appr:          B                B                B                C
AllWayAvgQ:   0.2  0.2  0.0   0.3  0.3  0.0   0.1  0.3  0.3   0.3  2.4  2.4
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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HCM Unsignalized Intersection Capacity Analysis
124: El Monte Rd & Tower Access

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 6 | 84 | 0 | 0 | 106 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 91 | 0 | 0 | 115 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 115 | | | 91 | | | 220 | 220 | 91 | 220 | 220 | 115 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 115 | | | 91 | | | 220 | 220 | 91 | 220 | 220 | 115 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1474 | | | 1504 | | | 734 | 676 | 966 | 734 | 676 | 937 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 98 | 115 | 0 |
| Volume Left | 7 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1474 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.07 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.5 | 0.0 | 0.0 |
| Lane LOS | A | | A |
| Approach Delay (s) | 0.5 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.2 | | | |
| Intersection Capacity Utilization | 12.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
125: El Monte Rd & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 57 | 54 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 62 | 59 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 59 | | | | 121 | 59 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 59 | | | | 121 | 59 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1545 | | | | 875 | 1007 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 62 | 59 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1545 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.03 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
126: El Monte Rd & Yard #19

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 40 | 17 | 20 | 0 | 29 | 34 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 43 | 18 | 22 | 0 | 32 | 37 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 22 | | | | 127 | 22 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 22 | | | | 127 | 22 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 97 | | | | 96 | 96 |
| cM capacity (veh/h) | 1594 | | | | 844 | 1055 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 62 | 22 | 68 |
| Volume Left | 43 | 0 | 32 |
| Volume Right | 0 | 0 | 37 |
| cSH | 1594 | 1700 | 946 |
| Volume to Capacity | 0.03 | 0.01 | 0.07 |
| Queue Length 95th (ft) | 2 | 0 | 6 |
| Control Delay (s) | 5.2 | 0.0 | 9.1 |
| Lane LOS | A | | A |
| Approach Delay (s) | 5.2 | 0.0 | 9.1 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 6.2 | |
| Intersection Capacity Utilization | | 20.1% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
127: El Monte Rd & Forrest Route 13S10

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 18 | 32 | 10 | 0 | 0 | 14 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 20 | 35 | 11 | 0 | 0 | 15 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 11 | | | | 85 | 11 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 11 | | | | 85 | 11 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 100 | 99 |
| cM capacity (veh/h) | 1608 | | | | 906 | 1070 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 54 | 11 | 15 |
| Volume Left | 20 | 0 | 0 |
| Volume Right | 0 | 0 | 15 |
| cSH | 1608 | 1700 | 1070 |
| Volume to Capacity | 0.01 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 1 | 0 | 1 |
| Control Delay (s) | 2.7 | 0.0 | 8.4 |
| Lane LOS | A | | A |
| Approach Delay (s) | 2.7 | 0.0 | 8.4 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 3.4 | |
| Intersection Capacity Utilization | | 19.3% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
201: I-8 WB Ramps & Viewside Ln

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 10 | 0 | 61 | 303 | 333 | 0 | 0 | 119 | 248 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 11 | 0 | 66 | 329 | 362 | 0 | 0 | 129 | 270 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1216 | 1150 | 129 | 1150 | 1420 | 362 | 399 | | | 362 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1216 | 1150 | 129 | 1150 | 1420 | 362 | 399 | | | 362 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 92 | 100 | 90 | 72 | | | 100 | | |
| cM capacity (veh/h) | 111 | 142 | 920 | 137 | 98 | 683 | 1160 | | | 1197 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 11 | 66 | 329 | 362 | 129 | 270 |
| Volume Left | 11 | 0 | 329 | 0 | 0 | 0 |
| Volume Right | 0 | 66 | 0 | 0 | 0 | 270 |
| cSH | 137 | 683 | 1160 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.08 | 0.10 | 0.28 | 0.21 | 0.08 | 0.16 |
| Queue Length 95th (ft) | 6 | 8 | 29 | 0 | 0 | 0 |
| Control Delay (s) | 33.6 | 10.8 | 9.3 | 0.0 | 0.0 | 0.0 |
| Lane LOS | D | B | A | | | |
| Approach Delay (s) | 14.0 | | 4.4 | | 0.0 | |
| Approach LOS | B | | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 3.6 | |
| Intersection Capacity Utilization | | 45.5% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

HCM Unsignalized Intersection Capacity Analysis
202: Alpine Blvd & Viewside Ln

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 256 | 134 | 3 | 2 | 0 | 358 | 0 | 8 | 2 | 128 | 3 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 278 | 146 | 3 | 2 | 0 | 389 | 0 | 9 | 2 | 139 | 3 | 0 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 278 | 149 | 2 | 389 | 9 | 2 | 142 |
| Volume Left (vph) | 278 | 0 | 2 | 0 | 0 | 0 | 139 |
| Volume Right (vph) | 0 | 3 | 0 | 389 | 0 | 2 | 0 |
| Hadj (s) | 0.53 | 0.02 | 0.53 | -0.67 | 0.03 | -0.67 | 0.23 |
| Departure Headway (s) | 5.9 | 5.4 | 6.1 | 4.9 | 6.8 | 6.1 | 6.6 |
| Degree Utilization, x | 0.46 | 0.22 | 0.00 | 0.52 | 0.02 | 0.00 | 0.26 |
| Capacity (veh/h) | 587 | 644 | 570 | 722 | 457 | 511 | 505 |
| Control Delay (s) | 12.7 | 8.8 | 7.9 | 11.9 | 8.7 | 7.9 | 11.9 |
| Approach Delay (s) | 11.3 | | 11.9 | | 8.5 | | 11.9 |
| Approach LOS | B | | B | | A | | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 11.6 | | | |
| HCM Level of Service | B | | | |
| Intersection Capacity Utilization | 49.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
203: Alpine Blvd & I-8 EB Ramp

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 22 | 175 | 497 | 8 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 24 | 190 | 540 | 9 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 549 | | | | 778 | 540 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 549 | | | | 778 | 540 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 98 | | | | 100 | 100 |
| cM capacity (veh/h) | 1021 | | | | 356 | 542 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 |
|---|---|---|---|---|
| Volume Total | 24 | 190 | 540 | 9 |
| Volume Left | 24 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 9 |
| cSH | 1021 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.02 | 0.11 | 0.32 | 0.01 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 0 |
| Control Delay (s) | 8.6 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | | |
| Approach Delay (s) | 1.0 | | 0.0 | |
| Approach LOS | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.3 | | | |
| Intersection Capacity Utilization | 29.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
204: Alpine Blvd & Arnold Way

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 61 | 105 | 27 | 95 | 409 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 66 | 114 | 29 | 103 | 445 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 180 | | 285 | 123 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 180 | | 285 | 123 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 98 | | 36 | 100 |
| cM capacity (veh/h) | | | 1395 | | 690 | 927 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 180 | 133 | 445 |
| Volume Left | 0 | 29 | 445 |
| Volume Right | 114 | 0 | 0 |
| cSH | 1700 | 1395 | 690 |
| Volume to Capacity | 0.11 | 0.02 | 0.64 |
| Queue Length 95th (ft) | 0 | 2 | 118 |
| Control Delay (s) | 0.0 | 1.8 | 19.2 |
| Lane LOS | | A | C |
| Approach Delay (s) | 0.0 | 1.8 | 19.2 |
| Approach LOS | | | C |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 11.6 | | | |
| Intersection Capacity Utilization | 48.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
205: Tower Access & Peutz Valley Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 14 | 43 | 12 | 21 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 15 | 47 | 13 | 23 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 129 | 23 | 23 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 129 | 23 | 23 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 99 | 97 | | | |
| cM capacity (veh/h) | 840 | 1054 | 1592 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 15 | 60 | 23 |
| Volume Left | 0 | 47 | 0 |
| Volume Right | 15 | 0 | 0 |
| cSH | 1054 | 1592 | 1700 |
| Volume to Capacity | 0.01 | 0.03 | 0.01 |
| Queue Length 95th (ft) | 1 | 2 | 0 |
| Control Delay (s) | 8.5 | 5.8 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.5 | 5.8 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.8 | | | |
| Intersection Capacity Utilization | 19.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
206: Alpine Blvd & Peutz Valley Rd

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 21 | 81 | 118 | 34 | 4 | 30 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 23 | 88 | 128 | 37 | 4 | 33 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 165 | | | | 280 | 147 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 165 | | | | 280 | 147 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 98 | | | | 99 | 96 |
| cM capacity (veh/h) | 1413 | | | | 698 | 900 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 111 | 165 | 4 | 33 |
| Volume Left | 23 | 0 | 4 | 0 |
| Volume Right | 0 | 37 | 0 | 33 |
| cSH | 1413 | 1700 | 698 | 900 |
| Volume to Capacity | 0.02 | 0.10 | 0.01 | 0.04 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 3 |
| Control Delay (s) | 1.7 | 0.0 | 10.2 | 9.1 |
| Lane LOS | A | | B | A |
| Approach Delay (s) | 1.7 | 0.0 | 9.3 | |
| Approach LOS | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.7 | | |
| Intersection Capacity Utilization | 27.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
207: Tavern Rd & Taberna Vista Wy

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 2 | 5 | 3 | 90 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 2 | 5 | 3 | 98 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 9 | | | | 9 | 7 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 9 | | | | 9 | 7 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 90 | 100 |
| cM capacity (veh/h) | 1611 | | | | 1011 | 1075 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 2 | 9 | 98 |
| Volume Left | 0 | 0 | 98 |
| Volume Right | 0 | 3 | 0 |
| cSH | 1611 | 1700 | 1011 |
| Volume to Capacity | 0.00 | 0.01 | 0.10 |
| Queue Length 95th (ft) | 0 | 0 | 8 |
| Control Delay (s) | 0.0 | 0.0 | 8.9 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 8.9 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 8.0 | | |
| Intersection Capacity Utilization | 15.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
208: Tavern Rd & Yard #18A

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 92 | 0 | 0 | 7 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 100 | 0 | 0 | 8 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 100 | | 108 | 100 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 100 | | 108 | 100 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1493 | | 890 | 956 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 100 | 8 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1493 | 1700 |
| Volume to Capacity | 0.06 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 8.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
209: Tavern Rd & Yard #18B E Drwy

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 4 | 90 | 15 | 88 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 98 | 16 | 96 | 2 | 1 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 112 | | | | 171 | 64 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 112 | | | | 171 | 64 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1478 | | | | 817 | 1000 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 102 | 112 | 3 |
| Volume Left | 4 | 0 | 2 |
| Volume Right | 0 | 96 | 1 |
| cSH | 1478 | 1700 | 870 |
| Volume to Capacity | 0.00 | 0.07 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.3 | 0.0 | 9.2 |
| Lane LOS | A | | A |
| Approach Delay (s) | 0.3 | 0.0 | 9.2 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.3 | | |
| Intersection Capacity Utilization | 18.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
210: Tavern Rd & Victoria Park Terrace

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 2 | 93 | 108 | 67 | 243 | 17 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 101 | 117 | 73 | 264 | 18 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 581 | 273 | 283 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 581 | 273 | 283 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 87 | 91 | | | |
| cM capacity (veh/h) | 432 | 765 | 1280 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 103 | 190 | 283 |
| Volume Left | 2 | 117 | 0 |
| Volume Right | 101 | 0 | 18 |
| cSH | 753 | 1280 | 1700 |
| Volume to Capacity | 0.14 | 0.09 | 0.17 |
| Queue Length 95th (ft) | 12 | 8 | 0 |
| Control Delay (s) | 10.5 | 5.3 | 0.0 |
| Lane LOS | B | A | |
| Approach Delay (s) | 10.5 | 5.3 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.6 | | |
| Intersection Capacity Utilization | 39.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Signalized Intersection Capacity Analysis
211: I-8 WB Ramp & Tavern Rd

| 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 |
| Lane Util. Factor | | | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Frt | | | | | 0.92 | | 1.00 | 1.00 | | | 1.00 | 0.85 |
| Flt Protected | | | | | 0.98 | | 0.95 | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (prot) | | | | | 1680 | | 1770 | 1863 | | | 1863 | 1583 |
| Flt Permitted | | | | | 0.98 | | 0.95 | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (perm) | | | | | 1680 | | 1770 | 1863 | | | 1863 | 1583 |
| Volume (vph) | 0 | 0 | 0 | 46 | 0 | 66 | 776 | 202 | 0 | 0 | 144 | 333 |
| 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 | 50 | 0 | 72 | 843 | 220 | 0 | 0 | 157 | 362 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 59 | 0 | 0 | 0 | 0 | 0 | 0 | 241 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 63 | 0 | 843 | 220 | 0 | 0 | 157 | 121 |
| Turn Type | | | | Split | | | Prot | | | | | Perm |
| Protected Phases | | | | 1 | 1 | | 3 | 8 | | | 4 | |
| Permitted Phases | | | | | | | | | | | | 4 |
| Actuated Green, G (s) | | | | | 5.5 | | 35.7 | 52.3 | | | 12.6 | 12.6 |
| Effective Green, g (s) | | | | | 5.5 | | 35.7 | 52.3 | | | 12.6 | 12.6 |
| Actuated g/C Ratio | | | | | 0.08 | | 0.54 | 0.79 | | | 0.19 | 0.19 |
| 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) | | | | | 140 | | 960 | 1481 | | | 357 | 303 |
| v/s Ratio Prot | | | | | c0.04 | | c0.48 | 0.12 | | | c0.08 | |
| v/s Ratio Perm | | | | | | | | | | | | 0.08 |
| v/c Ratio | | | | | 0.45 | | 0.88 | 0.15 | | | 0.44 | 0.40 |
| Uniform Delay, d1 | | | | | 28.7 | | 13.1 | 1.6 | | | 23.5 | 23.3 |
| Progression Factor | | | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | | | | | 2.3 | | 9.2 | 0.0 | | | 0.9 | 0.9 |
| Delay (s) | | | | | 31.0 | | 22.3 | 1.6 | | | 24.4 | 24.2 |
| Level of Service | | | | | C | | C | A | | | C | C |
| Approach Delay (s) | | 0.0 | | | 31.0 | | | 18.0 | | | 24.2 | |
| Approach LOS | | A | | | C | | | B | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 20.8 | HCM Level of Service | | C | |
| HCM Volume to Capacity ratio | 0.73 | | | | |
| Actuated Cycle Length (s) | 65.8 | Sum of lost time (s) | | 12.0 | |
| Intersection Capacity Utilization | 80.2% | ICU Level of Service | | D | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |



HCM Signalized Intersection Capacity Analysis
212: I-8 EB Ramp & Tavern Rd

| 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 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 1.00 | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | 0.95 | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 1770 | 1583 | | | | | 1863 | 1583 | 1770 | 1863 | |
| Flt Permitted | | 0.95 | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | 1770 | 1583 | | | | | 1863 | 1583 | 1770 | 1863 | |
| Volume (vph) | 88 | 0 | 314 | 0 | 0 | 0 | 0 | 885 | 74 | 59 | 128 | 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) | 96 | 0 | 341 | 0 | 0 | 0 | 0 | 962 | 80 | 64 | 139 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 285 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 96 | 56 | 0 | 0 | 0 | 0 | 962 | 48 | 64 | 139 | 0 |
| Turn Type | Split | | Perm | | | | | | Perm | Prot | | |
| Protected Phases | 5 | 5 | | | | | | 8 | | 7 | 4 | |
| Permitted Phases | | | 5 | | | | | | 8 | | | |
| Actuated Green, G (s) | | 10.0 | 10.0 | | | | | 36.4 | 36.4 | 2.8 | 43.2 | |
| Effective Green, g (s) | | 10.0 | 10.0 | | | | | 36.4 | 36.4 | 2.8 | 43.2 | |
| Actuated g/C Ratio | | 0.16 | 0.16 | | | | | 0.59 | 0.59 | 0.05 | 0.71 | |
| 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) | | 289 | 259 | | | | | 1108 | 942 | 81 | 1315 | |
| v/s Ratio Prot | | c0.05 | | | | | | c0.52 | | c0.04 | 0.07 | |
| v/s Ratio Perm | | | 0.04 | | | | | | 0.03 | | | |
| v/c Ratio | | 0.33 | 0.22 | | | | | 0.87 | 0.05 | 0.79 | 0.11 | |
| Uniform Delay, d1 | | 22.6 | 22.2 | | | | | 10.4 | 5.2 | 28.9 | 2.9 | |
| Progression Factor | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 0.7 | 0.4 | | | | | 7.4 | 0.0 | 39.3 | 0.0 | |
| Delay (s) | | 23.3 | 22.6 | | | | | 17.8 | 5.2 | 68.2 | 2.9 | |
| Level of Service | | C | C | | | | | B | A | E | A | |
| Approach Delay (s) | | 22.8 | | | 0.0 | | | 16.8 | | | 23.5 | |
| Approach LOS | | C | | | A | | | B | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 19.2 | HCM Level of Service | | B | |
| HCM Volume to Capacity ratio | 0.75 | | | | |
| Actuated Cycle Length (s) | 61.2 | Sum of lost time (s) | | 12.0 | |
| Intersection Capacity Utilization | 80.2% | ICU Level of Service | | D | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |



HCM Signalized Intersection Capacity Analysis
213: Alpine Blvd & Tavern Rd

| 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 | | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 3468 | | 1770 | 3539 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 3468 | | 1770 | 3539 | 1583 |
| Volume (vph) | 25 | 60 | 29 | 69 | 98 | 302 | 44 | 416 | 64 | 173 | 215 | 82 |
| 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) | 27 | 65 | 32 | 75 | 107 | 328 | 48 | 452 | 70 | 188 | 234 | 89 |
| RTOR Reduction (vph) | 0 | 0 | 26 | 0 | 0 | 256 | 0 | 13 | 0 | 0 | 0 | 53 |
| Lane Group Flow (vph) | 27 | 65 | 6 | 75 | 107 | 72 | 48 | 509 | 0 | 188 | 234 | 36 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | | Prot | | Perm |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | | | 2 | | | 6 | | | | | | 4 |
| Actuated Green, G (s) | 2.1 | 9.7 | 9.7 | 4.4 | 12.0 | 12.0 | 2.4 | 15.8 | | 8.9 | 22.3 | 22.3 |
| Effective Green, g (s) | 2.1 | 9.7 | 9.7 | 4.4 | 12.0 | 12.0 | 2.4 | 15.8 | | 8.9 | 22.3 | 22.3 |
| Actuated g/C Ratio | 0.04 | 0.18 | 0.18 | 0.08 | 0.22 | 0.22 | 0.04 | 0.29 | | 0.16 | 0.41 | 0.41 |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 68 | 330 | 280 | 142 | 408 | 347 | 78 | 1000 | | 287 | 1440 | 644 |
| v/s Ratio Prot | 0.02 | 0.03 | | c0.04 | c0.06 | | 0.03 | c0.15 | | c0.11 | 0.07 | |
| v/s Ratio Perm | | | 0.00 | | | 0.05 | | | | | | 0.02 |
| v/c Ratio | 0.40 | 0.20 | 0.02 | 0.53 | 0.26 | 0.21 | 0.62 | 0.51 | | 0.66 | 0.16 | 0.06 |
| Uniform Delay, d1 | 25.7 | 19.2 | 18.6 | 24.2 | 17.7 | 17.5 | 25.7 | 16.3 | | 21.5 | 10.3 | 9.9 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 3.8 | 0.3 | 0.0 | 3.5 | 0.3 | 0.3 | 13.6 | 0.4 | | 5.3 | 0.1 | 0.0 |
| Delay (s) | 29.5 | 19.5 | 18.7 | 27.7 | 18.1 | 17.8 | 39.3 | 16.7 | | 26.8 | 10.4 | 9.9 |
| Level of Service | C | B | B | C | B | B | D | B | | C | B | A |
| Approach Delay (s) | | 21.5 | | | 19.3 | | | 18.6 | | | 16.3 | |
| Approach LOS | | C | | | B | | | B | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 18.3 | HCM Level of Service | | B | |
| HCM Volume to Capacity ratio | 0.44 | | | | |
| Actuated Cycle Length (s) | 54.8 | Sum of lost time (s) | | 12.0 | |
| Intersection Capacity Utilization | 45.6% | ICU Level of Service | | A | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

HCM Unsignalized Intersection Capacity Analysis
214: Alpine Blvd & W Victoria Dr

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 16 | 210 | 23 | 109 | 346 | 37 | 37 | 21 | 103 | 28 | 38 | 58 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 17 | 228 | 25 | 118 | 376 | 40 | 40 | 23 | 112 | 30 | 41 | 63 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 271 | 535 | 175 | 135 |
| Volume Left (vph) | 17 | 118 | 40 | 30 |
| Volume Right (vph) | 25 | 40 | 112 | 63 |
| Hadj (s) | -0.01 | 0.03 | -0.30 | -0.20 |
| Departure Headway (s) | 5.8 | 5.4 | 6.2 | 6.4 |
| Degree Utilization, x | 0.44 | 0.80 | 0.30 | 0.24 |
| Capacity (veh/h) | 575 | 650 | 520 | 500 |
| Control Delay (s) | 13.2 | 26.8 | 11.8 | 11.4 |
| Approach Delay (s) | 13.2 | 26.8 | 11.8 | 11.4 |
| Approach LOS | B | D | B | B |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 19.3 | | |
| HCM Level of Service | C | | |
| Intersection Capacity Utilization | 62.6% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
215: Alpine Blvd & E Victoria Dr

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 22 | 115 | 79 | 24 | 150 | 2 | 150 | 11 | 27 | 9 | 16 | 53 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 24 | 125 | 86 | 26 | 163 | 2 | 163 | 12 | 29 | 10 | 17 | 58 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 165 | | | 211 | | | 454 | 390 | 125 | 423 | 474 | 163 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 165 | | | 211 | | | 454 | 390 | 125 | 423 | 474 | 163 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 98 | | | 64 | 98 | 97 | 98 | 96 | 93 |
| cM capacity (veh/h) | 1413 | | | 1360 | | | 456 | 526 | 926 | 501 | 472 | 882 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 24 | 125 | 86 | 26 | 163 | 2 | 163 | 41 | 27 | 58 |
| Volume Left | 24 | 0 | 0 | 26 | 0 | 0 | 163 | 0 | 10 | 0 |
| Volume Right | 0 | 0 | 86 | 0 | 0 | 2 | 0 | 29 | 0 | 58 |
| cSH | 1413 | 1700 | 1700 | 1360 | 1700 | 1700 | 456 | 759 | 482 | 882 |
| Volume to Capacity | 0.02 | 0.07 | 0.05 | 0.02 | 0.10 | 0.00 | 0.36 | 0.05 | 0.06 | 0.07 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 1 | 0 | 0 | 40 | 4 | 4 | 5 |
| Control Delay (s) | 7.6 | 0.0 | 0.0 | 7.7 | 0.0 | 0.0 | 17.2 | 10.0 | 12.9 | 9.4 |
| Lane LOS | A | | | A | | | C | B | B | A |
| Approach Delay (s) | 0.8 | | | 1.0 | | | 15.8 | | 10.5 | |
| Approach LOS | | | | | | | C | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.3 | | |
| Intersection Capacity Utilization | 36.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
216: I-8 WB Ramp & Willows Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 5 | 0 | 36 | 27 | 101 | 0 | 0 | 10 | 20 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 5 | 0 | 39 | 29 | 110 | 0 | 0 | 11 | 22 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 229 | 190 | 22 | 190 | 201 | 110 | 33 | | | 110 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 229 | 190 | 22 | 190 | 201 | 110 | 33 | | | 110 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 99 | 100 | 96 | 98 | | | 100 | | |
| cM capacity (veh/h) | 686 | 692 | 1055 | 759 | 682 | 944 | 1579 | | | 1480 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 5 | 39 | 139 | 33 |
| Volume Left | 5 | 0 | 29 | 0 |
| Volume Right | 0 | 39 | 0 | 22 |
| cSH | 759 | 944 | 1579 | 1700 |
| Volume to Capacity | 0.01 | 0.04 | 0.02 | 0.02 |
| Queue Length 95th (ft) | 1 | 3 | 1 | 0 |
| Control Delay (s) | 9.8 | 9.0 | 1.7 | 0.0 |
| Lane LOS | A | A | A | |
| Approach Delay (s) | 9.1 | | 1.7 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.9 | | |
| Intersection Capacity Utilization | 23.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
217: I-8 EB Ramp & Willows Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 101 | 0 | 36 | 0 | 0 | 0 | 0 | 35 | 8 | 12 | 12 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 110 | 0 | 39 | 0 | 0 | 0 | 0 | 38 | 9 | 13 | 13 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 82 | 86 | 13 | 121 | 82 | 42 | 13 | | | 47 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 82 | 86 | 13 | 121 | 82 | 42 | 13 | | | 47 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 88 | 100 | 96 | 100 | 100 | 100 | 100 | | | 99 | | |
| cM capacity (veh/h) | 900 | 798 | 1067 | 818 | 802 | 1028 | 1605 | | | 1561 | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 110 | 39 | 47 | 26 |
| Volume Left | 110 | 0 | 0 | 13 |
| Volume Right | 0 | 39 | 9 | 0 |
| cSH | 900 | 1067 | 1700 | 1561 |
| Volume to Capacity | 0.12 | 0.04 | 0.03 | 0.01 |
| Queue Length 95th (ft) | 10 | 3 | 0 | 1 |
| Control Delay (s) | 9.6 | 8.5 | 0.0 | 3.7 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 9.3 | | 0.0 | 3.7 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.7 | | |
| Intersection Capacity Utilization | 20.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
218: Alpine Blvd & Willows Rd

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Yield | Stop | | Yield | |
| Volume (vph) | 124 | 18 | 19 | 50 | 42 | 110 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 135 | 20 | 21 | 54 | 46 | 120 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total (vph) | 154 | 75 | 46 | 120 |
| Volume Left (vph) | 135 | 0 | 46 | 0 |
| Volume Right (vph) | 0 | 54 | 0 | 120 |
| Hadj (s) | 0.21 | -0.40 | 0.53 | -0.67 |
| Departure Headway (s) | 4.6 | 4.1 | 5.6 | 4.4 |
| Degree Utilization, x | 0.20 | 0.08 | 0.07 | 0.14 |
| Capacity (veh/h) | 762 | 835 | 619 | 784 |
| Control Delay (s) | 8.7 | 7.4 | 7.8 | 6.9 |
| Approach Delay (s) | 8.7 | 7.4 | 7.1 | |
| Approach LOS | A | A | A | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | | 7.8 | | |
| HCM Level of Service | | A | | |
| Intersection Capacity Utilization | | 24.5% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
219: Alpine Blvd & Star Valley Rd

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 12 | 35 | 0 | 25 | 17 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 13 | 38 | 0 | 27 | 18 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 51 | | 59 | 32 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 51 | | 59 | 32 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 98 | 100 |
| cM capacity (veh/h) | | | 1555 | | 948 | 1042 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 51 | 27 | 18 |
| Volume Left | 0 | 0 | 18 |
| Volume Right | 38 | 0 | 0 |
| cSH | 1700 | 1555 | 948 |
| Volume to Capacity | 0.03 | 0.00 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.0 | 0.0 | 8.9 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 8.9 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 1.7 | | |
| Intersection Capacity Utilization | | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
220: I-8 WB Ramp & Japatul Valley Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 45 | 3 | 7 | 139 | 104 | 0 | 0 | 27 | 180 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 49 | 3 | 8 | 151 | 113 | 0 | 0 | 29 | 196 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 552 | 542 | 127 | 542 | 640 | 113 | 225 | | | 113 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 552 | 542 | 127 | 542 | 640 | 113 | 225 | | | 113 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 88 | 99 | 99 | 89 | | | 100 | | |
| cM capacity (veh/h) | 400 | 397 | 923 | 412 | 349 | 940 | 1344 | | | 1476 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 52 | 8 | 264 | 225 |
| Volume Left | 49 | 0 | 151 | 0 |
| Volume Right | 0 | 8 | 0 | 196 |
| cSH | 408 | 940 | 1344 | 1700 |
| Volume to Capacity | 0.13 | 0.01 | 0.11 | 0.13 |
| Queue Length 95th (ft) | 11 | 1 | 9 | 0 |
| Control Delay (s) | 15.1 | 8.9 | 5.0 | 0.0 |
| Lane LOS | C | A | A | |
| Approach Delay (s) | 14.3 | | 5.0 | 0.0 |
| Approach LOS | B | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 4.0 | | |
| Intersection Capacity Utilization | | 39.0% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
221: I-8 EB Ramp & Japatul Valley Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 80 | 2 | 116 | 0 | 0 | 0 | 0 | 127 | 22 | 12 | 40 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 87 | 2 | 126 | 0 | 0 | 0 | 0 | 138 | 24 | 13 | 43 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 220 | 232 | 43 | 347 | 220 | 150 | 43 | | | 162 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 220 | 232 | 43 | 347 | 220 | 150 | 43 | | | 162 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 88 | 100 | 88 | 100 | 100 | 100 | 100 | | | 99 | | |
| cM capacity (veh/h) | 731 | 662 | 1027 | 528 | 673 | 896 | 1565 | | | 1417 | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 89 | 126 | 162 | 57 |
| Volume Left | 87 | 0 | 0 | 13 |
| Volume Right | 0 | 126 | 24 | 0 |
| cSH | 729 | 1027 | 1700 | 1417 |
| Volume to Capacity | 0.12 | 0.12 | 0.10 | 0.01 |
| Queue Length 95th (ft) | 10 | 10 | 0 | 1 |
| Control Delay (s) | 10.6 | 9.0 | 0.0 | 1.8 |
| Lane LOS | B | A | | A |
| Approach Delay (s) | 9.7 | | 0.0 | 1.8 |
| Approach LOS | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 5.0 | | |
| Intersection Capacity Utilization | | 23.7% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
222: Bell Bluff Trail & Japatul Valley Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 56 | 24 | 2 | 58 | 34 | 97 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 61 | 26 | 2 | 63 | 37 | 105 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 157 | 90 | 142 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 157 | 90 | 142 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 93 | 97 | 100 | | | |
| cM capacity (veh/h) | 833 | 968 | 1440 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 87 | 65 | 142 |
| Volume Left | 61 | 2 | 0 |
| Volume Right | 26 | 0 | 105 |
| cSH | 869 | 1440 | 1700 |
| Volume to Capacity | 0.10 | 0.00 | 0.08 |
| Queue Length 95th (ft) | 8 | 0 | 0 |
| Control Delay (s) | 9.6 | 0.3 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 9.6 | 0.3 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.9 | | |
| Intersection Capacity Utilization | 19.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
223: Japatul Rd & Hidden Glen Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 15 | 0 | 11 | 51 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 16 | 0 | 12 | 55 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 55 | | | 16 | | | 96 | 96 | 16 | 103 | 96 | 55 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 55 | | | 16 | | | 96 | 96 | 16 | 103 | 96 | 55 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 100 | 100 | 99 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1549 | | | 1601 | | | 882 | 788 | 1063 | 866 | 788 | 1011 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 16 | 67 | 8 |
| Volume Left | 0 | 12 | 0 |
| Volume Right | 0 | 0 | 8 |
| cSH | 1700 | 1601 | 1063 |
| Volume to Capacity | 0.01 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 0 | 1 | 1 |
| Control Delay (s) | 0.0 | 1.3 | 8.4 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 1.3 | 8.4 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.7 | | |
| Intersection Capacity Utilization | 20.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
224: Japatul Rd & High Glen Rd

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 22 | 0 | 32 | 62 | 0 | 14 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 24 | 0 | 35 | 67 | 0 | 15 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 24 | | 161 | 24 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 24 | | 161 | 24 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 98 | | 100 | 99 |
| cM capacity (veh/h) | | | 1591 | | 812 | 1053 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 24 | 102 | 15 |
| Volume Left | 0 | 35 | 0 |
| Volume Right | 0 | 0 | 15 |
| cSH | 1700 | 1591 | 1053 |
| Volume to Capacity | 0.01 | 0.02 | 0.01 |
| Queue Length 95th (ft) | 0 | 2 | 1 |
| Control Delay (s) | 0.0 | 2.6 | 8.5 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 2.6 | 8.5 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.8 | | |
| Intersection Capacity Utilization | 21.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
225: Japatul Rd & Lyons Valley Rd

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 14 | 12 | 77 | 40 | 9 | 72 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 15 | 13 | 84 | 43 | 10 | 78 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 28 | | 233 | 22 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 28 | | 233 | 22 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 95 | | 99 | 93 |
| cM capacity (veh/h) | | | 1585 | | 716 | 1055 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 28 | 127 | 88 |
| Volume Left | 0 | 84 | 10 |
| Volume Right | 13 | 0 | 78 |
| cSH | 1700 | 1585 | 1003 |
| Volume to Capacity | 0.02 | 0.05 | 0.09 |
| Queue Length 95th (ft) | 0 | 4 | 7 |
| Control Delay (s) | 0.0 | 5.0 | 8.9 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 5.0 | 8.9 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.8 | | |
| Intersection Capacity Utilization | 24.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
226: Tower Access & Lyons Valley Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 19 | 0 | 26 | 69 | 61 | 19 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 21 | 0 | 28 | 75 | 66 | 21 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 208 | 77 | 87 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 208 | 77 | 87 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 97 | 100 | 98 | | | |
| cM capacity (veh/h) | 766 | 984 | 1509 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 21 | 103 | 87 |
| Volume Left | 21 | 28 | 0 |
| Volume Right | 0 | 0 | 21 |
| cSH | 766 | 1509 | 1700 |
| Volume to Capacity | 0.03 | 0.02 | 0.05 |
| Queue Length 95th (ft) | 2 | 1 | 0 |
| Control Delay (s) | 9.8 | 2.1 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 9.8 | 2.1 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.0 | | |
| Intersection Capacity Utilization | 21.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
227: Yard #16 & Lyons Valley Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 72 | 42 | 0 | 50 | 30 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 78 | 46 | 0 | 54 | 33 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 187 | 46 | | | 46 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 187 | 46 | | | 46 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 92 | | | 97 | |
| cM capacity (veh/h) | 774 | 1024 | | | 1562 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 78 | 46 | 87 |
| Volume Left | 0 | 0 | 54 |
| Volume Right | 78 | 0 | 0 |
| cSH | 1024 | 1700 | 1562 |
| Volume to Capacity | 0.08 | 0.03 | 0.03 |
| Queue Length 95th (ft) | 6 | 0 | 3 |
| Control Delay (s) | 8.8 | 0.0 | 4.7 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.8 | 0.0 | 4.7 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.2 | | |
| Intersection Capacity Utilization | 22.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
228: Lyons Valley Rd & Yard #15

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 55 | 0 | 40 | 40 | 36 | 34 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 60 | 0 | 43 | 43 | 39 | 37 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 60 | | 190 | 60 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 60 | | 190 | 60 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 97 | | 95 | 96 |
| cM capacity (veh/h) | | | 1544 | | 776 | 1006 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 60 | 87 | 76 |
| Volume Left | 0 | 43 | 39 |
| Volume Right | 0 | 0 | 37 |
| cSH | 1700 | 1544 | 873 |
| Volume to Capacity | 0.04 | 0.03 | 0.09 |
| Queue Length 95th (ft) | 0 | 2 | 7 |
| Control Delay (s) | 0.0 | 3.8 | 9.5 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 3.8 | 9.5 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.7 | | |
| Intersection Capacity Utilization | 21.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
229: Lyons Valley Rd & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 33 | 0 | 70 | 40 | 0 | 54 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 36 | 0 | 76 | 43 | 0 | 59 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 36 | | 232 | 36 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 36 | | 232 | 36 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 95 | | 100 | 94 |
| cM capacity (veh/h) | | | 1575 | | 720 | 1037 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 36 | 120 | 59 |
| Volume Left | 0 | 76 | 0 |
| Volume Right | 0 | 0 | 59 |
| cSH | 1700 | 1575 | 1037 |
| Volume to Capacity | 0.02 | 0.05 | 0.06 |
| Queue Length 95th (ft) | 0 | 4 | 4 |
| Control Delay (s) | 0.0 | 4.8 | 8.7 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 4.8 | 8.7 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.1 | | |
| Intersection Capacity Utilization | 22.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
230: Lyons Valley Rd & Honey Springs Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 11 | 3 | 12 | 84 | 1 | 0 | 12 | 9 | 48 | 1 | 33 | 5 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 12 | 3 | 13 | 91 | 1 | 0 | 13 | 10 | 52 | 1 | 36 | 5 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1 | | | 16 | | | 241 | 217 | 10 | 274 | 224 | 1 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1 | | | 16 | | | 241 | 217 | 10 | 274 | 224 | 1 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 94 | | | 98 | 98 | 95 | 100 | 94 | 99 |
| cM capacity (veh/h) | 1622 | | | 1601 | | | 646 | 637 | 1072 | 606 | 632 | 1083 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 28 | 92 | 75 | 42 |
| Volume Left | 12 | 91 | 13 | 1 |
| Volume Right | 13 | 0 | 52 | 5 |
| cSH | 1622 | 1601 | 890 | 667 |
| Volume to Capacity | 0.01 | 0.06 | 0.08 | 0.06 |
| Queue Length 95th (ft) | 1 | 5 | 7 | 5 |
| Control Delay (s) | 3.1 | 7.3 | 9.4 | 10.8 |
| Lane LOS | A | A | A | B |
| Approach Delay (s) | 3.1 | 7.3 | 9.4 | 10.8 |
| Approach LOS | | | A | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 8.1 | | | |
| Intersection Capacity Utilization | 26.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
231: Deerhorn Valley Rd & Honey Springs Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 35 | 51 | 29 | 18 | 68 | 27 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 38 | 55 | 32 | 20 | 74 | 29 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 218 | 41 | | | 51 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 218 | 41 | | | 51 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 95 | 95 | | | 95 | |
| cM capacity (veh/h) | 733 | 1030 | | | 1555 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 93 | 51 | 103 |
| Volume Left | 38 | 0 | 74 |
| Volume Right | 55 | 20 | 0 |
| cSH | 884 | 1700 | 1555 |
| Volume to Capacity | 0.11 | 0.03 | 0.05 |
| Queue Length 95th (ft) | 9 | 0 | 4 |
| Control Delay (s) | 9.6 | 0.0 | 5.4 |
| Lane LOS | A | | A |
| Approach Delay (s) | 9.6 | 0.0 | 5.4 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.9 | | | |
| Intersection Capacity Utilization | 23.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
232: Deerhorn Valley Rd & Cinnamon Dr

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 39 | 26 | 45 | 0 | 0 | 19 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 42 | 28 | 49 | 0 | 0 | 21 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 49 | | | | 162 | 49 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 49 | | | | 162 | 49 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 97 | | | | 100 | 98 |
| cM capacity (veh/h) | 1558 | | | | 806 | 1020 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 71 | 49 | 21 |
| Volume Left | 42 | 0 | 0 |
| Volume Right | 0 | 0 | 21 |
| cSH | 1558 | 1700 | 1020 |
| Volume to Capacity | 0.03 | 0.03 | 0.02 |
| Queue Length 95th (ft) | 2 | 0 | 2 |
| Control Delay (s) | 4.5 | 0.0 | 8.6 |
| Lane LOS | A | | A |
| Approach Delay (s) | 4.5 | 0.0 | 8.6 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.5 | | | |
| Intersection Capacity Utilization | 20.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
233: Manzanita Way & Deerhorn Valley Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 38 | 0 | 23 | 5 | 39 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 25 | 5 | 42 | 1 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 155 | 116 | 1 | 114 | 114 | 28 | 1 | | | 30 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 155 | 116 | 1 | 114 | 114 | 28 | 1 | | | 30 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 96 | 100 | | | 97 | | |
| cM capacity (veh/h) | 764 | 753 | 1083 | 846 | 756 | 1048 | 1622 | | | 1582 | | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 41 | 30 | 43 |
| Volume Left | 0 | 0 | 42 |
| Volume Right | 41 | 5 | 0 |
| cSH | 1048 | 1700 | 1582 |
| Volume to Capacity | 0.04 | 0.02 | 0.03 |
| Queue Length 95th (ft) | 3 | 0 | 2 |
| Control Delay (s) | 8.6 | 0.0 | 7.2 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.6 | 0.0 | 7.2 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.8 | | | |
| Intersection Capacity Utilization | 18.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
234: Manzanita Way & Yard #14

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 38 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 41 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 0 | | | 7 | | | 130 | 89 | 7 | 89 | 89 | 0 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | | | 7 | | | 130 | 89 | 7 | 89 | 89 | 0 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 97 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 96 |
| cM capacity (veh/h) | 1623 | | | 1614 | | | 794 | 781 | 1076 | 878 | 781 | 1085 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 48 | 0 | 41 |
| Volume Left | 41 | 0 | 0 |
| Volume Right | 0 | 0 | 41 |
| cSH | 1623 | 1700 | 1085 |
| Volume to Capacity | 0.03 | 0.00 | 0.04 |
| Queue Length 95th (ft) | 2 | 0 | 3 |
| Control Delay (s) | 6.3 | 0.0 | 8.4 |
| Lane LOS | A | | A |
| Approach Delay (s) | 6.3 | 0.0 | 8.4 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.3 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
301: SR-94 (Campo Rd) & SR-188 (Tecate Rd)

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 19 | 87 | 42 | 42 | 192 | 47 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 21 | 95 | 46 | 46 | 209 | 51 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 115 | | 205 | 68 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 115 | | 205 | 68 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 97 | | 73 | 95 |
| cM capacity (veh/h) | | | 1474 | | 759 | 995 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 115 | 91 | 260 |
| Volume Left | 0 | 46 | 209 |
| Volume Right | 95 | 0 | 51 |
| cSH | 1700 | 1474 | 796 |
| Volume to Capacity | 0.07 | 0.03 | 0.33 |
| Queue Length 95th (ft) | 0 | 2 | 36 |
| Control Delay (s) | 0.0 | 3.9 | 11.7 |
| Lane LOS | | A | B |
| Approach Delay (s) | 0.0 | 3.9 | 11.7 |
| Approach LOS | | | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.3 | | | |
| Intersection Capacity Utilization | 31.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
302: Round Potrero Rd & Yard #13

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 11 | 0 | 43 | 1 | 0 | 0 | 37 | 25 | 16 | 0 | 1 | 11 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 12 | 0 | 47 | 1 | 0 | 0 | 40 | 27 | 17 | 0 | 1 | 12 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 0 | | | 47 | | | 62 | 49 | 23 | 80 | 73 | 0 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | | | 47 | | | 62 | 49 | 23 | 80 | 73 | 0 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 100 | | | 96 | 97 | 98 | 100 | 100 | 99 |
| cM capacity (veh/h) | 1623 | | | 1561 | | | 916 | 835 | 1053 | 865 | 811 | 1085 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 59 | 1 | 85 | 13 |
| Volume Left | 12 | 1 | 40 | 0 |
| Volume Right | 47 | 0 | 17 | 12 |
| cSH | 1623 | 1561 | 912 | 1055 |
| Volume to Capacity | 0.01 | 0.00 | 0.09 | 0.01 |
| Queue Length 95th (ft) | 1 | 0 | 8 | 1 |
| Control Delay (s) | 1.5 | 7.3 | 9.4 | 8.5 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 1.5 | 7.3 | 9.4 | 8.5 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.3 | | | |
| Intersection Capacity Utilization | 21.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
303: Round Potrero Rd & Potero Valley Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 1 | 49 | 50 | 29 | 67 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 53 | 54 | 32 | 73 | 1 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 214 | 73 | 74 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 214 | 73 | 74 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 95 | 96 | | | |
| cM capacity (veh/h) | 747 | 988 | 1526 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 54 | 86 | 74 |
| Volume Left | 1 | 54 | 0 |
| Volume Right | 53 | 0 | 1 |
| cSH | 982 | 1526 | 1700 |
| Volume to Capacity | 0.06 | 0.04 | 0.04 |
| Queue Length 95th (ft) | 4 | 3 | 0 |
| Control Delay (s) | 8.9 | 4.8 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.9 | 4.8 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.2 | | | |
| Intersection Capacity Utilization | 21.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
304: SR-94 (Campo Rd) & Potrero Valley Rd

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 50 | 24 | 24 | 76 | 69 | 63 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 54 | 26 | 26 | 83 | 75 | 68 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 109 | | | | 202 | 67 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 109 | | | | 202 | 67 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 96 | | | | 90 | 93 |
| cM capacity (veh/h) | 1482 | | | | 758 | 996 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 80 | 109 | 143 |
| Volume Left | 54 | 0 | 75 |
| Volume Right | 0 | 83 | 68 |
| cSH | 1482 | 1700 | 855 |
| Volume to Capacity | 0.04 | 0.06 | 0.17 |
| Queue Length 95th (ft) | 3 | 0 | 15 |
| Control Delay (s) | 5.2 | 0.0 | 10.1 |
| Lane LOS | A | | B |
| Approach Delay (s) | 5.2 | 0.0 | 10.1 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.6 | | |
| Intersection Capacity Utilization | 25.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
305: Potrero Valley Rd & Harris Ranch Rd

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 12 | 0 | 0 | 0 | 0 | 12 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 13 | 0 | 0 | 0 | 0 | 13 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 0 | | | | 26 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 0 | | | | 26 | 0 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 100 | 99 |
| cM capacity (veh/h) | 1623 | | | | 981 | 1085 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 13 | 0 | 13 |
| Volume Left | 13 | 0 | 0 |
| Volume Right | 0 | 0 | 13 |
| cSH | 1623 | 1700 | 1085 |
| Volume to Capacity | 0.01 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 1 | 0 | 1 |
| Control Delay (s) | 7.2 | 0.0 | 8.4 |
| Lane LOS | A | | A |
| Approach Delay (s) | 7.2 | 0.0 | 8.4 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.8 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
306: Hauser Creek Rd & Yard #12

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 7 | 0 | 40 | 7 | 16 | 57 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 0 | 43 | 8 | 17 | 62 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 8 | | 102 | 8 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 8 | | 102 | 8 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 97 | | 98 | 94 |
| cM capacity (veh/h) | | | 1613 | | 872 | 1075 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 8 | 51 | 79 |
| Volume Left | 0 | 43 | 17 |
| Volume Right | 0 | 0 | 62 |
| cSH | 1700 | 1613 | 1023 |
| Volume to Capacity | 0.00 | 0.03 | 0.08 |
| Queue Length 95th (ft) | 0 | 2 | 6 |
| Control Delay (s) | 0.0 | 6.2 | 8.8 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 6.2 | 8.8 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.4 | | |
| Intersection Capacity Utilization | 20.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
309: Lake Morena Dr & Hauser Creek Rd

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 26 | 7 | 40 | 20 | 5 | 72 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 28 | 8 | 43 | 22 | 5 | 78 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 36 | | 141 | 32 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 36 | | 141 | 32 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 97 | | 99 | 92 |
| cM capacity (veh/h) | | | 1575 | | 829 | 1042 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 36 | 65 | 84 |
| Volume Left | 0 | 43 | 5 |
| Volume Right | 8 | 0 | 78 |
| cSH | 1700 | 1575 | 1025 |
| Volume to Capacity | 0.02 | 0.03 | 0.08 |
| Queue Length 95th (ft) | 0 | 2 | 7 |
| Control Delay (s) | 0.0 | 5.0 | 8.8 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 5.0 | 8.8 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.8 | | |
| Intersection Capacity Utilization | 21.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
310: Tower Access & Lake Morena Dr

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 2 | 5 | 55 | 2 | 11 | 98 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 5 | 60 | 2 | 12 | 107 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 191 | 61 | | | 62 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 191 | 61 | | | 62 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 99 | | | 99 | |
| cM capacity (veh/h) | 791 | 1004 | | | 1541 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 8 | 62 | 118 |
| Volume Left | 2 | 0 | 12 |
| Volume Right | 5 | 2 | 0 |
| cSH | 933 | 1700 | 1541 |
| Volume to Capacity | 0.01 | 0.04 | 0.01 |
| Queue Length 95th (ft) | 1 | 0 | 1 |
| Control Delay (s) | 8.9 | 0.0 | 0.8 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.9 | 0.0 | 0.8 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.9 | | | |
| Intersection Capacity Utilization | 22.4% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
311: Buckman Springs Rd & I-8 WB Ramps

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 117 | 0 | 0 | 0 | 1 | 0 | 44 | 1 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 127 | 0 | 0 | 0 | 1 | 0 | 48 | 1 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 1 | | | 0 | | | 255 | 255 | 0 | 256 | 255 | 1 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 1 | | | 0 | | | 255 | 255 | 0 | 256 | 255 | 1 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 92 | | | 100 | | | 93 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1622 | | | 1623 | | | 656 | 598 | 1085 | 654 | 598 | 1083 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 |
|---|---|---|---|---|
| Volume Total | 127 | 1 | 49 | 0 |
| Volume Left | 127 | 0 | 48 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 1622 | 1700 | 654 | 1700 |
| Volume to Capacity | 0.08 | 0.00 | 0.07 | 0.00 |
| Queue Length 95th (ft) | 6 | 0 | 6 | 0 |
| Control Delay (s) | 7.4 | 0.0 | 10.9 | 0.0 |
| Lane LOS | A | | B | A |
| Approach Delay (s) | 7.4 | 0.0 | 10.9 | |
| Approach LOS | | | B | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 8.3 | | | |
| Intersection Capacity Utilization | 23.1% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
312: Buckman Springs Rd & I-8 EB Ramps

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 95 | 19 | 12 | 26 | 0 | 0 | 0 | 0 | 19 | 0 | 152 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 103 | 21 | 13 | 28 | 0 | 0 | 0 | 0 | 21 | 0 | 165 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 28 | | | 124 | | | 333 | 168 | 114 | 168 | 178 | 28 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 28 | | | 124 | | | 333 | 168 | 114 | 168 | 178 | 28 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 100 | 100 | 100 | 97 | 100 | 84 |
| cM capacity (veh/h) | 1585 | | | 1463 | | | 519 | 718 | 939 | 791 | 709 | 1047 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 124 | 41 | 21 | 165 |
| Volume Left | 0 | 13 | 21 | 0 |
| Volume Right | 21 | 0 | 0 | 165 |
| cSH | 1700 | 1463 | 791 | 1047 |
| Volume to Capacity | 0.07 | 0.01 | 0.03 | 0.16 |
| Queue Length 95th (ft) | 0 | 1 | 2 | 14 |
| Control Delay (s) | 0.0 | 2.4 | 9.7 | 9.1 |
| Lane LOS | | A | A | A |
| Approach Delay (s) | 0.0 | 2.4 | 9.1 | |
| Approach LOS | | | A | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.1 | | | |
| Intersection Capacity Utilization | 19.4% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
313: Buckman Springs Rd & Old Hwy 80

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 14 | 102 | 12 | 8 | 159 | 10 | 16 | 16 | 8 | 9 | 4 | 4 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 15 | 111 | 13 | 9 | 173 | 11 | 17 | 17 | 9 | 10 | 4 | 4 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 139 | 192 | 43 | 18 |
| Volume Left (vph) | 15 | 9 | 17 | 10 |
| Volume Right (vph) | 13 | 11 | 9 | 4 |
| Hadj (s) | 0.00 | 0.01 | -0.01 | 0.00 |
| Departure Headway (s) | 4.2 | 4.2 | 4.6 | 4.7 |
| Degree Utilization, x | 0.16 | 0.22 | 0.06 | 0.02 |
| Capacity (veh/h) | 826 | 839 | 718 | 704 |
| Control Delay (s) | 8.1 | 8.4 | 7.9 | 7.8 |
| Approach Delay (s) | 8.1 | 8.4 | 7.9 | 7.8 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 8.2 | | | |
| HCM Level of Service | A | | | |
| Intersection Capacity Utilization | 21.5% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
314: Oak Dr & Buckman Springs Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 89 | 5 | 4 | 154 | 128 | 42 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 97 | 5 | 4 | 167 | 139 | 46 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 338 | 162 | 185 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 338 | 162 | 185 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 85 | 99 | 100 | | | |
| cM capacity (veh/h) | 656 | 883 | 1390 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 102 | 172 | 185 |
| Volume Left | 97 | 4 | 0 |
| Volume Right | 5 | 0 | 46 |
| cSH | 665 | 1390 | 1700 |
| Volume to Capacity | 0.15 | 0.00 | 0.11 |
| Queue Length 95th (ft) | 14 | 0 | 0 |
| Control Delay (s) | 11.4 | 0.2 | 0.0 |
| Lane LOS | B | A | |
| Approach Delay (s) | 11.4 | 0.2 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.6 | | |
| Intersection Capacity Utilization | 23.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
315: Tower Access & Buckman Springs Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 7 | 24 | 165 | 40 | 30 | 103 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 26 | 179 | 43 | 33 | 112 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 378 | 201 | | | 223 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 378 | 201 | | | 223 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 99 | 97 | | | 98 | |
| cM capacity (veh/h) | 608 | 840 | | | 1346 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 34 | 223 | 145 |
| Volume Left | 8 | 0 | 33 |
| Volume Right | 26 | 43 | 0 |
| cSH | 773 | 1700 | 1346 |
| Volume to Capacity | 0.04 | 0.13 | 0.02 |
| Queue Length 95th (ft) | 3 | 0 | 2 |
| Control Delay (s) | 9.9 | 0.0 | 1.9 |
| Lane LOS | A | | A |
| Approach Delay (s) | 9.9 | 0.0 | 1.9 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.5 | | |
| Intersection Capacity Utilization | 31.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
316: Tower Access & Buckman Springs Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 6 | 1 | 5 | 222 | 133 | 6 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 1 | 5 | 241 | 145 | 7 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 400 | 148 | 151 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 400 | 148 | 151 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 603 | 899 | 1430 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 8 | 247 | 151 |
| Volume Left | 7 | 5 | 0 |
| Volume Right | 1 | 0 | 7 |
| cSH | 633 | 1430 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.09 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 10.8 | 0.2 | 0.0 |
| Lane LOS | B | A | |
| Approach Delay (s) | 10.8 | 0.2 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.3 | | |
| Intersection Capacity Utilization | 25.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
317: Lake Morena Dr & Buckman Springs Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 68 | 57 | 30 | 99 | 107 | 36 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 74 | 62 | 33 | 108 | 116 | 39 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 309 | 136 | 155 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 309 | 136 | 155 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 89 | 93 | 98 | | | |
| cM capacity (veh/h) | 668 | 913 | 1425 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 136 | 140 | 155 |
| Volume Left | 74 | 33 | 0 |
| Volume Right | 62 | 0 | 39 |
| cSH | 761 | 1425 | 1700 |
| Volume to Capacity | 0.18 | 0.02 | 0.09 |
| Queue Length 95th (ft) | 16 | 2 | 0 |
| Control Delay (s) | 10.8 | 1.9 | 0.0 |
| Lane LOS | B | A | |
| Approach Delay (s) | 10.8 | 1.9 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.0 | | |
| Intersection Capacity Utilization | 32.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
318: Yard #11 & Old Hwy 80

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 30 | 42 | 5 | 21 | 20 | 35 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 33 | 46 | 5 | 23 | 22 | 38 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 74 | 41 | 60 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 74 | 41 | 60 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 96 | 96 | 100 | | | |
| cM capacity (veh/h) | 926 | 1030 | 1544 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 78 | 28 | 60 |
| Volume Left | 33 | 5 | 0 |
| Volume Right | 46 | 0 | 38 |
| cSH | 984 | 1544 | 1700 |
| Volume to Capacity | 0.08 | 0.00 | 0.04 |
| Queue Length 95th (ft) | 6 | 0 | 0 |
| Control Delay (s) | 9.0 | 1.4 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 9.0 | 1.4 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.5 | | |
| Intersection Capacity Utilization | 16.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
319: I-8 WB Ramps & Kitchen Creek Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 17 | 2 | 0 | 45 | 2 | 0 | 0 | 3 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 18 | 2 | 0 | 49 | 2 | 0 | 0 | 3 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 104 | 103 | 3 | 103 | 103 | 2 | 3 | | | 2 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 104 | 103 | 3 | 103 | 103 | 2 | 3 | | | 2 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 97 | | | 100 | | |
| cM capacity (veh/h) | 854 | 763 | 1081 | 857 | 763 | 1082 | 1619 | | | 1620 | | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 21 | 51 | 3 |
| Volume Left | 18 | 49 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 846 | 1619 | 1700 |
| Volume to Capacity | 0.02 | 0.03 | 0.00 |
| Queue Length 95th (ft) | 2 | 2 | 0 |
| Control Delay (s) | 9.4 | 7.0 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 9.4 | 7.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.3 | | |
| Intersection Capacity Utilization | 19.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
320: I-8 EB Ramps & Kitchen Creek Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 1 | 1 | 59 | 0 | 0 | 0 | 0 | 43 | 8 | 0 | 12 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 1 | 64 | 0 | 0 | 0 | 0 | 47 | 9 | 0 | 13 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 64 | 68 | 13 | 129 | 64 | 51 | 13 | | | 55 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 64 | 68 | 13 | 129 | 64 | 51 | 13 | | | 55 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 94 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 930 | 822 | 1067 | 793 | 827 | 1017 | 1605 | | | 1549 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 66 | 55 | 13 |
| Volume Left | 1 | 0 | 0 |
| Volume Right | 64 | 9 | 0 |
| cSH | 1059 | 1700 | 1549 |
| Volume to Capacity | 0.06 | 0.03 | 0.00 |
| Queue Length 95th (ft) | 5 | 0 | 0 |
| Control Delay (s) | 8.6 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.6 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.2 | | |
| Intersection Capacity Utilization | 13.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
321: Old Hwy 80 & Kitchen Creek Rd

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 2 | 56 | 28 | 50 | 66 | 4 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 61 | 30 | 54 | 72 | 4 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 85 | | | | 123 | 58 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 85 | | | | 123 | 58 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 92 | 100 |
| cM capacity (veh/h) | 1512 | | | | 871 | 1009 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 2 | 61 | 85 | 76 |
| Volume Left | 2 | 0 | 0 | 72 |
| Volume Right | 0 | 0 | 54 | 4 |
| cSH | 1512 | 1700 | 1700 | 878 |
| Volume to Capacity | 0.00 | 0.04 | 0.05 | 0.09 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 7 |
| Control Delay (s) | 7.4 | 0.0 | 0.0 | 9.5 |
| Lane LOS | A | | | A |
| Approach Delay (s) | 0.3 | | 0.0 | 9.5 |
| Approach LOS | | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.3 | | |
| Intersection Capacity Utilization | 15.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
322: Old Hwy 80 & Cameron Truck Trail

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 81 | 39 | 0 | 53 | 14 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 88 | 42 | 0 | 58 | 15 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 130 | | 167 | 109 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 130 | | 167 | 109 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 98 | 100 |
| cM capacity (veh/h) | | | 1455 | | 824 | 944 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 130 | 58 | 15 |
| Volume Left | 0 | 0 | 15 |
| Volume Right | 42 | 0 | 0 |
| cSH | 1700 | 1455 | 824 |
| Volume to Capacity | 0.08 | 0.00 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.0 | 0.0 | 9.5 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 9.5 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.7 | | |
| Intersection Capacity Utilization | 16.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
323: Tower Access & La Posta Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 14 | 0 | 0 | 14 | 15 | 26 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 15 | 0 | 0 | 15 | 16 | 28 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 46 | 30 | 45 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 46 | 30 | 45 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 98 | 100 | 100 | | | |
| cM capacity (veh/h) | 964 | 1044 | 1564 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 15 | 15 | 45 |
| Volume Left | 15 | 0 | 0 |
| Volume Right | 0 | 0 | 28 |
| cSH | 964 | 1564 | 1700 |
| Volume to Capacity | 0.02 | 0.00 | 0.03 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 8.8 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.8 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.8 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
324: Tower Access & La Posta Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 28 | 41 | 8 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 30 | 45 | 9 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 79 | 49 | 53 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 79 | 49 | 53 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 923 | 1020 | 1552 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 30 | 53 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 9 |
| cSH | 1700 | 1552 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
325: Old Hwy 80 & La Posta Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 43 | 16 | 46 | 3 | 16 | 1 | 31 | 1 | 6 | 0 | 1 | 38 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 47 | 17 | 50 | 3 | 17 | 1 | 34 | 1 | 7 | 0 | 1 | 41 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 18 | | | 67 | | | 202 | 161 | 42 | 167 | 185 | 18 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 18 | | | 67 | | | 202 | 161 | 42 | 167 | 185 | 18 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 97 | | | 100 | | | 95 | 100 | 99 | 100 | 100 | 96 |
| cM capacity (veh/h) | 1598 | | | 1534 | | | 708 | 709 | 1028 | 772 | 687 | 1061 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 114 | 22 | 41 | 42 |
| Volume Left | 47 | 3 | 34 | 0 |
| Volume Right | 50 | 1 | 7 | 41 |
| cSH | 1598 | 1534 | 745 | 1046 |
| Volume to Capacity | 0.03 | 0.00 | 0.06 | 0.04 |
| Queue Length 95th (ft) | 2 | 0 | 4 | 3 |
| Control Delay (s) | 3.1 | 1.1 | 10.1 | 8.6 |
| Lane LOS | A | A | B | A |
| Approach Delay (s) | 3.1 | 1.1 | 10.1 | 8.6 |
| Approach LOS | | | B | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.3 | | |
| Intersection Capacity Utilization | 28.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
326: Yard #10 & Thing Valley Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 34 | 36 | 15 | 40 | 0 | 15 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 37 | 39 | 16 | 43 | 0 | 16 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 54 | 38 | | | 60 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 54 | 38 | | | 60 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 96 | 96 | | | 100 | |
| cM capacity (veh/h) | 954 | 1034 | | | 1544 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 76 | 60 | 16 |
| Volume Left | 37 | 0 | 0 |
| Volume Right | 39 | 43 | 0 |
| cSH | 993 | 1700 | 1544 |
| Volume to Capacity | 0.08 | 0.04 | 0.00 |
| Queue Length 95th (ft) | 6 | 0 | 0 |
| Control Delay (s) | 8.9 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.9 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.5 | | |
| Intersection Capacity Utilization | 14.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
327: SR-94 (Campo Rd) & Buckman Springs Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 66 | 17 | 5 | 23 | 25 | 46 | 12 | 9 | 19 | 25 | 15 | 99 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 72 | 18 | 5 | 25 | 27 | 50 | 13 | 10 | 21 | 27 | 16 | 108 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 77 | | | 24 | | | 383 | 292 | 21 | 290 | 270 | 52 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 77 | | | 24 | | | 383 | 292 | 21 | 290 | 270 | 52 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 95 | | | 98 | | | 97 | 98 | 98 | 96 | 97 | 89 |
| cM capacity (veh/h) | 1521 | | | 1591 | | | 480 | 580 | 1056 | 611 | 597 | 1015 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 72 | 24 | 102 | 43 | 151 |
| Volume Left | 72 | 0 | 25 | 13 | 27 |
| Volume Right | 0 | 5 | 50 | 21 | 108 |
| cSH | 1521 | 1700 | 1591 | 684 | 850 |
| Volume to Capacity | 0.05 | 0.01 | 0.02 | 0.06 | 0.18 |
| Queue Length 95th (ft) | 4 | 0 | 1 | 5 | 16 |
| Control Delay (s) | 7.5 | 0.0 | 1.9 | 10.6 | 10.1 |
| Lane LOS | A | | A | B | B |
| Approach Delay (s) | 5.6 | | 1.9 | 10.6 | 10.1 |
| Approach LOS | | | | B | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.9 | | |
| Intersection Capacity Utilization | 28.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
401: I-8 WB Ramp & SR-94 (Ribbonwood Rd)

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 93 | 0 | 0 | 68 | 3 | 0 | 0 | 4 | 8 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 101 | 0 | 0 | 74 | 3 | 0 | 0 | 4 | 9 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 160 | 160 | 9 | 160 | 164 | 3 | 13 | | | 3 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 160 | 160 | 9 | 160 | 164 | 3 | 13 | | | 3 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 87 | 100 | 100 | 95 | | | 100 | | |
| cM capacity (veh/h) | 777 | 699 | 1073 | 777 | 695 | 1081 | 1605 | | | 1619 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 101 | 0 | 77 | 13 |
| Volume Left | 101 | 0 | 74 | 0 |
| Volume Right | 0 | 0 | 0 | 9 |
| cSH | 777 | 1700 | 1605 | 1700 |
| Volume to Capacity | 0.13 | 0.00 | 0.05 | 0.01 |
| Queue Length 95th (ft) | 11 | 0 | 4 | 0 |
| Control Delay (s) | 10.3 | 0.0 | 7.1 | 0.0 |
| Lane LOS | B | A | A | |
| Approach Delay (s) | 10.3 | | 7.1 | 0.0 |
| Approach LOS | B | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 8.3 | | |
| Intersection Capacity Utilization | 22.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
402: I-8 EB Ramp & SR-94 (Ribbonwood Rd)

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 2 | 0 | 84 | 0 | 0 | 0 | 0 | 63 | 53 | 0 | 91 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 0 | 91 | 0 | 0 | 0 | 0 | 68 | 58 | 0 | 99 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 196 | 225 | 99 | 288 | 196 | 97 | 99 | | | 126 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 196 | 225 | 99 | 288 | 196 | 97 | 99 | | | 126 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 90 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 763 | 674 | 957 | 601 | 699 | 959 | 1494 | | | 1460 | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 2 | 91 | 126 | 99 |
| Volume Left | 2 | 0 | 0 | 0 |
| Volume Right | 0 | 91 | 58 | 0 |
| cSH | 763 | 957 | 1700 | 1460 |
| Volume to Capacity | 0.00 | 0.10 | 0.07 | 0.00 |
| Queue Length 95th (ft) | 0 | 8 | 0 | 0 |
| Control Delay (s) | 9.7 | 9.2 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s) | 9.2 | | 0.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.7 | | |
| Intersection Capacity Utilization | 18.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
403: Old Hwy 80 & SR-94 (Ribbonwood Rd)

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 11 | 25 | 3 | 1 | 29 | 88 | 6 | 6 | 3 | 147 | 4 | 25 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 12 | 27 | 3 | 1 | 32 | 96 | 7 | 7 | 3 | 160 | 4 | 27 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 127 | | | 30 | | | 164 | 182 | 29 | 139 | 136 | 79 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 127 | | | 30 | | | 164 | 182 | 29 | 139 | 136 | 79 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 100 | | | 99 | 99 | 100 | 80 | 99 | 97 |
| cM capacity (veh/h) | 1459 | | | 1582 | | | 770 | 706 | 1046 | 817 | 748 | 981 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 12 | 30 | 128 | 16 | 191 |
| Volume Left | 12 | 0 | 1 | 7 | 160 |
| Volume Right | 0 | 3 | 96 | 3 | 27 |
| cSH | 1459 | 1700 | 1582 | 783 | 835 |
| Volume to Capacity | 0.01 | 0.02 | 0.00 | 0.02 | 0.23 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 2 | 22 |
| Control Delay (s) | 7.5 | 0.0 | 0.1 | 9.7 | 10.6 |
| Lane LOS | A | | A | A | B |
| Approach Delay (s) | 2.1 | | 0.1 | 9.7 | 10.6 |
| Approach LOS | | | | A | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.0 | | | |
| Intersection Capacity Utilization | 31.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
404: McCain Valley Rd & Yard #9

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 50 | 0 | 29 | 54 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 54 | 0 | 32 | 59 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 0 | | 109 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 0 | | 109 | 0 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 97 | | 96 | 95 |
| cM capacity (veh/h) | | | 1623 | | 859 | 1085 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 0 | 54 | 90 |
| Volume Left | 0 | 54 | 32 |
| Volume Right | 0 | 0 | 59 |
| cSH | 1700 | 1623 | 994 |
| Volume to Capacity | 0.00 | 0.03 | 0.09 |
| Queue Length 95th (ft) | 0 | 3 | 7 |
| Control Delay (s) | 0.0 | 7.3 | 9.0 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 7.3 | 9.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 8.3 | | | |
| Intersection Capacity Utilization | 14.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
405: Yard #8 & McCain Valley Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 20 | 88 | 123 | 11 | 8 | 17 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 22 | 96 | 134 | 12 | 9 | 18 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 297 | 18 | 27 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 297 | 18 | 27 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 97 | 91 | 92 | | | |
| cM capacity (veh/h) | 635 | 1061 | 1587 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 117 | 146 | 27 |
| Volume Left | 22 | 134 | 0 |
| Volume Right | 96 | 0 | 18 |
| cSH | 944 | 1587 | 1700 |
| Volume to Capacity | 0.12 | 0.08 | 0.02 |
| Queue Length 95th (ft) | 11 | 7 | 0 |
| Control Delay (s) | 9.4 | 6.9 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 9.4 | 6.9 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.3 | | | |
| Intersection Capacity Utilization | 27.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
406: Tower Access Rd & McCain Valley Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 18 | 7 | 122 | 23 | 33 | 61 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 20 | 8 | 133 | 25 | 36 | 66 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 283 | 145 | | | 158 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 283 | 145 | | | 158 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 97 | 99 | | | 97 | |
| cM capacity (veh/h) | 689 | 902 | | | 1422 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 27 | 158 | 102 |
| Volume Left | 20 | 0 | 36 |
| Volume Right | 8 | 25 | 0 |
| cSH | 738 | 1700 | 1422 |
| Volume to Capacity | 0.04 | 0.09 | 0.03 |
| Queue Length 95th (ft) | 3 | 0 | 2 |
| Control Delay (s) | 10.1 | 0.0 | 2.8 |
| Lane LOS | B | | A |
| Approach Delay (s) | 10.1 | 0.0 | 2.8 |
| Approach LOS | B | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.9 | | | |
| Intersection Capacity Utilization | 26.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
407: Old Hwy 80 & McCain Valley Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 144 | 33 | 0 | 0 | 48 | 4 | 0 | 0 | 0 | 25 | 0 | 65 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 157 | 36 | 0 | 0 | 52 | 4 | 0 | 0 | 0 | 27 | 0 | 71 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 57 | | | 36 | | | 474 | 405 | 36 | 403 | 403 | 54 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 57 | | | 36 | | | 474 | 405 | 36 | 403 | 403 | 54 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 90 | | | 100 | | | 100 | 100 | 100 | 95 | 100 | 93 |
| cM capacity (veh/h) | 1548 | | | 1575 | | | 430 | 480 | 1037 | 515 | 482 | 1013 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 192 | 57 | 27 | 71 |
| Volume Left | 157 | 0 | 27 | 0 |
| Volume Right | 0 | 4 | 0 | 71 |
| cSH | 1548 | 1700 | 515 | 1013 |
| Volume to Capacity | 0.10 | 0.03 | 0.05 | 0.07 |
| Queue Length 95th (ft) | 8 | 0 | 4 | 6 |
| Control Delay (s) | 6.3 | 0.0 | 12.4 | 8.8 |
| Lane LOS | A | | B | A |
| Approach Delay (s) | 6.3 | 0.0 | 9.8 | |
| Approach LOS | | | A | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.3 | | | |
| Intersection Capacity Utilization | 26.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
408: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 8 | 38 | 35 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 9 | 41 | 38 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 38 | | | | 97 | 38 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 38 | | | | 97 | 38 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 100 | 100 |
| cM capacity (veh/h) | 1572 | | | | 898 | 1034 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 50 | 38 | 0 |
| Volume Left | 9 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1572 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.02 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 1.3 | 0.0 | 0.0 |
| Lane LOS | A | | A |
| Approach Delay (s) | 1.3 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.7 | | | |
| Intersection Capacity Utilization | 12.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
409: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 6 | 32 | 35 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 35 | 38 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 38 | | | | 86 | 38 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 38 | | | | 86 | 38 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1572 | | | | 912 | 1034 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 41 | 38 | 0 |
| Volume Left | 7 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1572 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.02 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 1.2 | 0.0 | 0.0 |
| Lane LOS | A | | A |
| Approach Delay (s) | 1.2 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.6 | | | |
| Intersection Capacity Utilization | 10.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
410: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 8 | 24 | 35 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 9 | 26 | 38 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 38 | | | | 82 | 38 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 38 | | | | 82 | 38 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 100 | 100 |
| cM capacity (veh/h) | 1572 | | | | 915 | 1034 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 35 | 38 | 0 |
| Volume Left | 9 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1572 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.02 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 1.9 | 0.0 | 0.0 |
| Lane LOS | A | | A |
| Approach Delay (s) | 1.9 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.9 | | | |
| Intersection Capacity Utilization | 11.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
411: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 22 | 39 | 26 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 24 | 42 | 28 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 71 | | | | 80 | 57 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 71 | | | | 80 | 57 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1530 | | | | 922 | 1010 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 24 | 71 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 28 | 0 |
| cSH | 1530 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.04 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | | 7.0% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
412: Old Hwy 80 & Yard #6

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 13 | 5 | 35 | 10 | 30 | 30 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 14 | 5 | 38 | 11 | 33 | 33 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 20 | | 104 | 17 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 20 | | 104 | 17 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 98 | | 96 | 97 |
| cM capacity (veh/h) | | | 1597 | | 873 | 1062 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 20 | 49 | 65 |
| Volume Left | 0 | 38 | 33 |
| Volume Right | 5 | 0 | 33 |
| cSH | 1700 | 1597 | 958 |
| Volume to Capacity | 0.01 | 0.02 | 0.07 |
| Queue Length 95th (ft) | 0 | 2 | 5 |
| Control Delay (s) | 0.0 | 5.7 | 9.0 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 5.7 | 9.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 6.5 | |
| Intersection Capacity Utilization | | 19.3% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
413: I-8 WB Ramp & Jacumba

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 57 | 1 | 26 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 62 | 1 | 28 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 57 | 0 | 57 | 57 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 57 | 0 | 57 | 57 | 0 | |
| tC, single (s) | 6.5 | 6.2 | 7.1 | 6.5 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 4.0 | 3.3 | 3.5 | 4.0 | 2.2 | |
| p0 queue free % | 100 | 100 | 93 | 100 | 98 | |
| cM capacity (veh/h) | 820 | 1085 | 928 | 820 | 1623 | |

| Direction, Lane # | WB 1 | NB 1 |
|---|---|---|
| Volume Total | 63 | 28 |
| Volume Left | 62 | 28 |
| Volume Right | 0 | 0 |
| cSH | 926 | 1623 |
| Volume to Capacity | 0.07 | 0.02 |
| Queue Length 95th (ft) | 5 | 1 |
| Control Delay (s) | 9.2 | 7.3 |
| Lane LOS | A | A |
| Approach Delay (s) | 9.2 | 7.3 |
| Approach LOS | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 8.6 | |
| Intersection Capacity Utilization | | 15.3% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
414: I-8 EB Ramp & Jacumba

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 1 | 34 | 0 | 0 | 0 | 0 | 25 | 64 | 0 | 53 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 1 | 37 | 0 | 0 | 0 | 0 | 27 | 70 | 0 | 58 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 120 | 154 | 58 | 157 | 120 | 62 | 58 | | | 97 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 120 | 154 | 58 | 157 | 120 | 62 | 58 | | | 97 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 96 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 856 | 737 | 1009 | 779 | 771 | 1003 | 1547 | | | 1497 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 38 | 97 | 58 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 37 | 70 | 0 |
| cSH | 998 | 1700 | 1497 |
| Volume to Capacity | 0.04 | 0.06 | 0.00 |
| Queue Length 95th (ft) | 3 | 0 | 0 |
| Control Delay (s) | 8.8 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.8 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 1.7 | |
| Intersection Capacity Utilization | | 15.3% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

HCM Unsignalized Intersection Capacity Analysis
415: Carrizo Gorge Rd & Jacumba

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 14 | 5 | 1 | 0 | 4 | 62 | 0 | 13 | 1 | 54 | 21 | 11 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 15 | 5 | 1 | 0 | 4 | 67 | 0 | 14 | 1 | 59 | 23 | 12 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 230 | 161 | 29 | 165 | 167 | 15 | 35 | | | 15 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 230 | 161 | 29 | 165 | 167 | 15 | 35 | | | 15 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 98 | 99 | 100 | 100 | 99 | 94 | 100 | | | 96 | | |
| cM capacity (veh/h) | 657 | 704 | 1046 | 772 | 699 | 1065 | 1577 | | | 1603 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 22 | 72 | 15 | 93 |
| Volume Left | 15 | 0 | 0 | 59 |
| Volume Right | 1 | 67 | 1 | 12 |
| cSH | 681 | 1032 | 1577 | 1603 |
| Volume to Capacity | 0.03 | 0.07 | 0.00 | 0.04 |
| Queue Length 95th (ft) | 2 | 6 | 0 | 3 |
| Control Delay (s) | 10.5 | 8.7 | 0.0 | 4.7 |
| Lane LOS | B | A | | A |
| Approach Delay (s) | 10.5 | 8.7 | 0.0 | 4.7 |
| Approach LOS | B | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.4 | | | |
| Intersection Capacity Utilization | 25.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
416: Yard #7 & Carrizo Gorge Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 7 | 26 | 6 | 43 | 42 | 7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 28 | 7 | 47 | 46 | 8 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 109 | 49 | 53 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 109 | 49 | 53 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 97 | 100 | | | |
| cM capacity (veh/h) | 884 | 1019 | 1552 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 36 | 53 | 53 |
| Volume Left | 8 | 7 | 0 |
| Volume Right | 28 | 0 | 8 |
| cSH | 987 | 1552 | 1700 |
| Volume to Capacity | 0.04 | 0.00 | 0.03 |
| Queue Length 95th (ft) | 3 | 0 | 0 |
| Control Delay (s) | 8.8 | 0.9 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.8 | 0.9 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.6 | | | |
| Intersection Capacity Utilization | 17.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
417: Tower Access & Carrizo Gorge Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 1 | 13 | 39 | 1 | 17 | 54 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 14 | 42 | 1 | 18 | 59 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 139 | 43 | | | 43 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 139 | 43 | | | 43 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 99 | | | 99 | |
| cM capacity (veh/h) | 844 | 1027 | | | 1565 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 15 | 43 | 77 |
| Volume Left | 1 | 0 | 18 |
| Volume Right | 14 | 1 | 0 |
| cSH | 1012 | 1700 | 1565 |
| Volume to Capacity | 0.02 | 0.03 | 0.01 |
| Queue Length 95th (ft) | 1 | 0 | 1 |
| Control Delay (s) | 8.6 | 0.0 | 1.8 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.6 | 0.0 | 1.8 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.0 | | | |
| Intersection Capacity Utilization | 20.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
418: Tower Access & Carrizo Gorge Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 14 | 1 | 1 | 28 | 35 | 22 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 15 | 1 | 1 | 30 | 38 | 24 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 83 | 50 | 62 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 83 | 50 | 62 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 98 | 100 | 100 | | | |
| cM capacity (veh/h) | 919 | 1018 | 1541 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 16 | 32 | 62 |
| Volume Left | 15 | 1 | 0 |
| Volume Right | 1 | 0 | 24 |
| cSH | 925 | 1541 | 1700 |
| Volume to Capacity | 0.02 | 0.00 | 0.04 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 9.0 | 0.3 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 9.0 | 0.3 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.4 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
419: Carrizo Creek Rd & Carrizo Gorge Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 1 | 14 | 18 | 1 | 22 | 17 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 15 | 20 | 1 | 24 | 18 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 86 | 20 | | | 21 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 86 | 20 | | | 21 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 99 | | | 99 | |
| cM capacity (veh/h) | 901 | 1058 | | | 1595 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 16 | 21 | 42 |
| Volume Left | 1 | 0 | 24 |
| Volume Right | 15 | 1 | 0 |
| cSH | 1046 | 1700 | 1595 |
| Volume to Capacity | 0.02 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 1 | 0 | 1 |
| Control Delay (s) | 8.5 | 0.0 | 4.2 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.5 | 0.0 | 4.2 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.0 | | |
| Intersection Capacity Utilization | 18.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
420: Old Hwy 80 & Carrizo Gorge Rd

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 19 | 36 | 31 | 5 | 10 | 20 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 21 | 39 | 34 | 5 | 11 | 22 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 39 | | | | 117 | 36 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 39 | | | | 117 | 36 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 99 | 98 |
| cM capacity (veh/h) | 1571 | | | | 868 | 1036 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 60 | 39 | 33 |
| Volume Left | 21 | 0 | 11 |
| Volume Right | 0 | 5 | 22 |
| cSH | 1571 | 1700 | 973 |
| Volume to Capacity | 0.01 | 0.02 | 0.03 |
| Queue Length 95th (ft) | 1 | 0 | 3 |
| Control Delay (s) | 2.6 | 0.0 | 8.8 |
| Lane LOS | A | | A |
| Approach Delay (s) | 2.6 | 0.0 | 8.8 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.4 | | |
| Intersection Capacity Utilization | 19.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
501: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 2 | 34 | 35 | 7 | 5 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 37 | 38 | 8 | 5 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 46 | | | | 83 | 42 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 46 | | | | 83 | 42 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 99 | 100 |
| cM capacity (veh/h) | 1562 | | | | 917 | 1029 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 39 | 46 | 8 |
| Volume Left | 2 | 0 | 5 |
| Volume Right | 0 | 8 | 2 |
| cSH | 1562 | 1700 | 947 |
| Volume to Capacity | 0.00 | 0.03 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.4 | 0.0 | 8.8 |
| Lane LOS | A | | A |
| Approach Delay (s) | 0.4 | 0.0 | 8.8 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.9 | | |
| Intersection Capacity Utilization | 13.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
502: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 2 | 38 | 41 | 7 | 5 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 41 | 45 | 8 | 5 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 52 | | | | 94 | 48 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 52 | | | | 94 | 48 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 99 | 100 |
| cM capacity (veh/h) | 1554 | | | | 904 | 1020 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 43 | 52 | 8 |
| Volume Left | 2 | 0 | 5 |
| Volume Right | 0 | 8 | 2 |
| cSH | 1554 | 1700 | 935 |
| Volume to Capacity | 0.00 | 0.03 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.4 | 0.0 | 8.9 |
| Lane LOS | A | | A |
| Approach Delay (s) | 0.4 | 0.0 | 8.9 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.8 | | |
| Intersection Capacity Utilization | 13.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
503: Old Hwy 80 & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 37 | 2 | 7 | 43 | 2 | 5 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 40 | 2 | 8 | 47 | 2 | 5 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 42 | | 103 | 41 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 42 | | 103 | 41 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 99 |
| cM capacity (veh/h) | | | 1567 | | 891 | 1030 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 42 | 54 | 8 |
| Volume Left | 0 | 8 | 2 |
| Volume Right | 2 | 0 | 5 |
| cSH | 1700 | 1567 | 986 |
| Volume to Capacity | 0.02 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.0 | 1.1 | 8.7 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 1.1 | 8.7 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.2 | | |
| Intersection Capacity Utilization | 18.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
504: Old Hwy 80 & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 43 | 0 | 6 | 51 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 47 | 0 | 7 | 55 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 47 | | 115 | 47 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 47 | | 115 | 47 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1561 | | 877 | 1023 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 47 | 62 | 0 |
| Volume Left | 0 | 7 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1561 | 1700 |
| Volume to Capacity | 0.03 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.8 | 0.0 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 0.8 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.5 | | |
| Intersection Capacity Utilization | 11.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
505: Yard #5 & Old Hwy 80

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 12 | 38 | 13 | 0 | 40 | 10 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 13 | 41 | 14 | 0 | 43 | 11 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 112 | 14 | | | 14 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 112 | 14 | | | 14 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 98 | 96 | | | 97 | |
| cM capacity (veh/h) | 861 | 1066 | | | 1604 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 54 | 14 | 54 |
| Volume Left | 13 | 0 | 43 |
| Volume Right | 41 | 0 | 0 |
| cSH | 1008 | 1700 | 1604 |
| Volume to Capacity | 0.05 | 0.01 | 0.03 |
| Queue Length 95th (ft) | 4 | 0 | 2 |
| Control Delay (s) | 8.8 | 0.0 | 5.9 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.8 | 0.0 | 5.9 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.5 | | |
| Intersection Capacity Utilization | 19.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
506: In-Ko-Pah Park Rd & I-8 EB On Ramp

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 1 | 59 | 9 | 43 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 64 | 10 | 47 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 66 | 0 | 0 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 66 | 0 | 0 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 94 | 99 | | | |
| cM capacity (veh/h) | 933 | 1085 | 1623 | | | |

| Direction, Lane # | EB 1 | NB 1 |
|---|---|---|
| Volume Total | 65 | 57 |
| Volume Left | 1 | 10 |
| Volume Right | 64 | 0 |
| cSH | 1082 | 1623 |
| Volume to Capacity | 0.06 | 0.01 |
| Queue Length 95th (ft) | 5 | 0 |
| Control Delay (s) | 8.5 | 1.3 |
| Lane LOS | A | A |
| Approach Delay (s) | 8.5 | 1.3 |
| Approach LOS | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.2 | | |
| Intersection Capacity Utilization | 13.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
507: In-Ko-Pah Park Rd & I-8 EB Off Ramp

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 51 | 0 | 0 | 10 | 4 | 10 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 55 | 0 | 0 | 11 | 4 | 11 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 55 | | 66 | 55 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 55 | | 66 | 55 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 99 |
| cM capacity (veh/h) | | | 1549 | | 939 | 1011 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 55 | 11 | 15 |
| Volume Left | 0 | 0 | 4 |
| Volume Right | 0 | 0 | 11 |
| cSH | 1700 | 1700 | 990 |
| Volume to Capacity | 0.03 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.0 | 0.0 | 8.7 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 8.7 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.6 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
508: I-8 WB Ramp & In-Ko-Pah Park Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 50 | 0 | 0 | 12 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 54 | 0 | 0 | 13 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 0 | 0 | | | 13 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 0 | 0 | | | 13 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 95 | 100 | | | 100 | |
| cM capacity (veh/h) | 1023 | 1085 | | | 1605 | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 54 | 0 | 0 | 13 | 0 |
| Volume Left | 54 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 13 | 0 |
| cSH | 1023 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.05 | 0.00 | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 4 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 8.7 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | A | | | |
| Approach Delay (s) | 8.7 | | 0.0 | | 0.0 |
| Approach LOS | A | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
509: I-8 EB Ramp & Mountain Springs Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 5 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | | | None | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 4 | 5 | 1 | 5 | 4 | 1 | 1 | | | 2 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 4 | 5 | 1 | 5 | 4 | 1 | 1 | | | 2 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 99 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 1016 | 889 | 1083 | 1014 | 891 | 1083 | 1622 | | | 1620 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 7 | 2 | 2 |
| Volume Left | 5 | 0 | 1 |
| Volume Right | 1 | 2 | 0 |
| cSH | 1027 | 1700 | 1620 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.5 | 0.0 | 3.6 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.5 | 0.0 | 3.6 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.8 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
510: Tower Access & Mountain Springs Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 0 | 6 | 4 | 0 | 4 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 7 | 4 | 0 | 4 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 13 | 9 | | | 11 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 13 | 9 | | | 11 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 1006 | 1073 | | | 1608 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 11 | 4 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 4 | 0 |
| cSH | 1700 | 1700 | 1608 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
511: I-8 WB Ramp & Mountain Springs Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 2 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 2 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 17 | 17 | 0 | 17 | 17 | 0 | 0 | | | 0 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 17 | 17 | 0 | 17 | 17 | 0 | 0 | | | 0 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 99 | | | 100 | | |
| cM capacity (veh/h) | 993 | 872 | 1085 | 993 | 872 | 1085 | 1623 | | | 1623 | | |

| Direction, Lane # | WB 1 | NB 1 |
|---|---|---|
| Volume Total | 2 | 9 |
| Volume Left | 2 | 9 |
| Volume Right | 0 | 0 |
| cSH | 993 | 1623 |
| Volume to Capacity | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 |
| Control Delay (s) | 8.6 | 7.2 |
| Lane LOS | A | A |
| Approach Delay (s) | 8.6 | 7.2 |
| Approach LOS | A | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.5 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
512: Hwy S2 & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 13 | 0 | 33 | 2 | 0 | 17 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 14 | 0 | 36 | 2 | 0 | 18 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 14 | | 88 | 14 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 14 | | 88 | 14 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 98 | | 100 | 98 |
| cM capacity (veh/h) | | | 1604 | | 892 | 1066 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 14 | 38 | 18 |
| Volume Left | 0 | 36 | 0 |
| Volume Right | 0 | 0 | 18 |
| cSH | 1700 | 1604 | 1066 |
| Volume to Capacity | 0.01 | 0.02 | 0.02 |
| Queue Length 95th (ft) | 0 | 2 | 1 |
| Control Delay (s) | 0.0 | 6.9 | 8.4 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 6.9 | 8.4 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.9 | | | |
| Intersection Capacity Utilization | 18.6% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
513: Hwy S2 & Yard #4

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 30 | 21 | 14 | 14 | 14 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 33 | 23 | 15 | 15 | 15 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 38 | | | | 63 | 30 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 38 | | | | 63 | 30 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 98 | 99 |
| cM capacity (veh/h) | 1572 | | | | 943 | 1044 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 33 | 38 | 30 |
| Volume Left | 0 | 0 | 15 |
| Volume Right | 0 | 15 | 15 |
| cSH | 1572 | 1700 | 991 |
| Volume to Capacity | 0.00 | 0.02 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 2 |
| Control Delay (s) | 0.0 | 0.0 | 8.7 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 8.7 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.6 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
514: Quarry Rd & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 2 | 29 | 2 | 7 | 7 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 32 | 2 | 8 | 8 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 10 | | | | 42 | 6 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 10 | | | | 42 | 6 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 99 | 100 |
| cM capacity (veh/h) | 1610 | | | | 968 | 1077 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 34 | 10 | 8 |
| Volume Left | 2 | 0 | 8 |
| Volume Right | 0 | 8 | 0 |
| cSH | 1610 | 1700 | 968 |
| Volume to Capacity | 0.00 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.5 | 0.0 | 8.7 |
| Lane LOS | A | | A |
| Approach Delay (s) | 0.5 | 0.0 | 8.7 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.6 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
515: Quarry Rd & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 34 | 2 | 7 | 9 | 0 | 7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 37 | 2 | 8 | 10 | 0 | 8 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 39 | | 63 | 38 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 39 | | 63 | 38 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 99 |
| cM capacity (veh/h) | | | 1571 | | 938 | 1034 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 39 | 17 | 8 |
| Volume Left | 0 | 8 | 0 |
| Volume Right | 2 | 0 | 8 |
| cSH | 1700 | 1571 | 1034 |
| Volume to Capacity | 0.02 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.0 | 3.2 | 8.5 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 3.2 | 8.5 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.9 | | | |
| Intersection Capacity Utilization | 16.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
516: Quarry Rd & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 6 | 35 | 16 | 14 | 14 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 38 | 17 | 15 | 15 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 33 | | | | 76 | 25 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 33 | | | | 76 | 25 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 98 | 100 |
| cM capacity (veh/h) | 1579 | | | | 923 | 1051 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 45 | 33 | 15 |
| Volume Left | 7 | 0 | 15 |
| Volume Right | 0 | 15 | 0 |
| cSH | 1579 | 1700 | 923 |
| Volume to Capacity | 0.00 | 0.02 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 1.1 | 0.0 | 9.0 |
| Lane LOS | A | | A |
| Approach Delay (s) | 1.1 | 0.0 | 9.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.0 | | | |
| Intersection Capacity Utilization | 16.9% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
517: Quarry Rd & Shell Canyon Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 19 | 1 | 27 | 0 | 3 | 4 | 28 | 24 | 0 | 3 | 18 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 21 | 1 | 29 | 0 | 3 | 4 | 30 | 26 | 0 | 3 | 20 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 8 | | | 30 | | | 72 | 65 | 16 | 76 | 77 | 5 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 8 | | | 30 | | | 72 | 65 | 16 | 76 | 77 | 5 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 100 | | | 97 | 97 | 100 | 100 | 98 | 100 |
| cM capacity (veh/h) | 1613 | | | 1582 | | | 893 | 815 | 1064 | 883 | 803 | 1078 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 51 | 8 | 57 | 23 |
| Volume Left | 21 | 0 | 30 | 3 |
| Volume Right | 29 | 4 | 0 | 0 |
| cSH | 1613 | 1582 | 855 | 813 |
| Volume to Capacity | 0.01 | 0.00 | 0.07 | 0.03 |
| Queue Length 95th (ft) | 1 | 0 | 5 | 2 |
| Control Delay (s) | 3.0 | 0.0 | 9.5 | 9.6 |
| Lane LOS | A | | A | A |
| Approach Delay (s) | 3.0 | 0.0 | 9.5 | 9.6 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.6 | | | |
| Intersection Capacity Utilization | 24.0% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
518: Hwy S2 & Shell Canyon Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 0 | 27 | 0 | 6 | 30 | 31 | 1 | 1 | 0 | 27 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 29 | 0 | 7 | 33 | 34 | 1 | 1 | 0 | 29 | 1 | 0 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 29 | 73 | 2 | 30 |
| Volume Left (vph) | 0 | 7 | 1 | 29 |
| Volume Right (vph) | 0 | 34 | 0 | 0 |
| Hadj (s) | 0.03 | -0.23 | 0.13 | 0.23 |
| Departure Headway (s) | 4.1 | 3.8 | 4.3 | 4.3 |
| Degree Utilization, x | 0.03 | 0.08 | 0.00 | 0.04 |
| Capacity (veh/h) | 868 | 939 | 811 | 807 |
| Control Delay (s) | 7.2 | 7.1 | 7.3 | 7.5 |
| Approach Delay (s) | 7.2 | 7.1 | 7.3 | 7.5 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | | 7.2 | | |
| HCM Level of Service | | A | | |
| Intersection Capacity Utilization | | 18.8% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
519: I-8 WB Ramp & Imperial Hwy S2

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 2 | 2 | 49 | 3 | 21 | 0 | 0 | 50 | 15 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 2 | 2 | 53 | 3 | 23 | 0 | 0 | 54 | 16 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 146 | 92 | 62 | 92 | 100 | 23 | 71 | | | 23 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 146 | 92 | 62 | 92 | 100 | 23 | 71 | | | 23 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 95 | 100 | | | 100 | | |
| cM capacity (veh/h) | 778 | 797 | 1002 | 891 | 788 | 1054 | 1530 | | | 1592 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 4 | 53 | 26 | 71 |
| Volume Left | 2 | 0 | 3 | 0 |
| Volume Right | 0 | 53 | 0 | 16 |
| cSH | 836 | 1054 | 1530 | 1700 |
| Volume to Capacity | 0.01 | 0.05 | 0.00 | 0.04 |
| Queue Length 95th (ft) | 0 | 4 | 0 | 0 |
| Control Delay (s) | 9.3 | 8.6 | 0.9 | 0.0 |
| Lane LOS | A | A | A | |
| Approach Delay (s) | 8.7 | | 0.9 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.4 | | |
| Intersection Capacity Utilization | 13.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
520: I-8 EB Ramp & Imperial Hwy S2

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 17 | 0 | 4 | 0 | 0 | 0 | 0 | 13 | 6 | 46 | 15 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 18 | 0 | 4 | 0 | 0 | 0 | 0 | 14 | 7 | 50 | 16 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 134 | 137 | 16 | 138 | 134 | 17 | 16 | | | 21 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 134 | 137 | 16 | 138 | 134 | 17 | 16 | | | 21 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 98 | 100 | 100 | 100 | 100 | 100 | 100 | | | 97 | | |
| cM capacity (veh/h) | 818 | 730 | 1063 | 809 | 733 | 1061 | 1601 | | | 1595 | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 18 | 4 | 21 | 66 |
| Volume Left | 18 | 0 | 0 | 50 |
| Volume Right | 0 | 4 | 7 | 0 |
| cSH | 818 | 1063 | 1700 | 1595 |
| Volume to Capacity | 0.02 | 0.00 | 0.01 | 0.03 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 2 |
| Control Delay (s) | 9.5 | 8.4 | 0.0 | 5.6 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 9.3 | | 0.0 | 5.6 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.3 | | |
| Intersection Capacity Utilization | 20.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
521: Co HWY S80 & Co Hwy S2

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 1 | 2 | 10 | 0 | 10 | 1 | 54 | 8 | 12 | 58 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 1 | 2 | 11 | 0 | 11 | 1 | 59 | 9 | 13 | 63 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 165 | 159 | 63 | 157 | 154 | 63 | 63 | | | 67 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 165 | 159 | 63 | 157 | 154 | 63 | 63 | | | 67 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 99 | 100 | 99 | 100 | | | 99 | | |
| cM capacity (veh/h) | 785 | 727 | 1002 | 801 | 731 | 1002 | 1540 | | | 1534 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 3 | 22 | 68 | 76 |
| Volume Left | 0 | 11 | 1 | 13 |
| Volume Right | 2 | 11 | 9 | 0 |
| cSH | 889 | 890 | 1540 | 1534 |
| Volume to Capacity | 0.00 | 0.02 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 2 | 0 | 1 |
| Control Delay (s) | 9.1 | 9.1 | 0.1 | 1.3 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 9.1 | 9.1 | 0.1 | 1.3 |
| Approach LOS | A | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.0 | | |
| Intersection Capacity Utilization | 24.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
601: Co HWY S80 & Yard #3

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 7 | 17 | 8 | 48 | 71 | 6 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 8 | 18 | 9 | 52 | 77 | 7 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 61 | | | | 68 | 35 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 61 | | | | 68 | 35 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 92 | 99 |
| cM capacity (veh/h) | 1542 | | | | 932 | 1038 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 26 | 61 | 77 | 7 |
| Volume Left | 8 | 0 | 77 | 0 |
| Volume Right | 0 | 52 | 0 | 7 |
| cSH | 1542 | 1700 | 932 | 1038 |
| Volume to Capacity | 0.00 | 0.04 | 0.08 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 7 | 0 |
| Control Delay (s) | 2.2 | 0.0 | 9.2 | 8.5 |
| Lane LOS | A | | A | A |
| Approach Delay (s) | 2.2 | 0.0 | 9.2 | |
| Approach LOS | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.8 | | |
| Intersection Capacity Utilization | 17.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
602: Co HWY S80 & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 32 | 39 | 29 | 23 | 11 | 23 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 35 | 42 | 32 | 25 | 12 | 25 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 77 | | 144 | 56 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 77 | | 144 | 56 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 98 | | 99 | 98 |
| cM capacity (veh/h) | | | 1521 | | 831 | 1011 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 |
|---|---|---|---|---|
| Volume Total | 77 | 57 | 12 | 25 |
| Volume Left | 0 | 32 | 12 | 0 |
| Volume Right | 42 | 0 | 0 | 25 |
| cSH | 1700 | 1521 | 831 | 1011 |
| Volume to Capacity | 0.05 | 0.02 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 0 | 2 | 1 | 2 |
| Control Delay (s) | 0.0 | 4.2 | 9.4 | 8.7 |
| Lane LOS | | A | A | A |
| Approach Delay (s) | 0.0 | 4.2 | 8.9 | |
| Approach LOS | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.3 | | |
| Intersection Capacity Utilization | 19.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
603: I-8 WB Ramp & Dunaway Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 17 | 1 | 65 | 4 | 22 | 0 | 0 | 44 | 3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 18 | 1 | 71 | 4 | 24 | 0 | 0 | 48 | 3 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 153 | 82 | 49 | 82 | 84 | 24 | 51 | | | 24 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 153 | 82 | 49 | 82 | 84 | 24 | 51 | | | 24 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 98 | 100 | 93 | 100 | | | 100 | | |
| cM capacity (veh/h) | 757 | 806 | 1019 | 903 | 804 | 1053 | 1555 | | | 1591 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 20 | 71 | 28 | 51 |
| Volume Left | 18 | 0 | 4 | 0 |
| Volume Right | 0 | 71 | 0 | 3 |
| cSH | 897 | 1053 | 1555 | 1700 |
| Volume to Capacity | 0.02 | 0.07 | 0.00 | 0.03 |
| Queue Length 95th (ft) | 2 | 5 | 0 | 0 |
| Control Delay (s) | 9.1 | 8.7 | 1.1 | 0.0 |
| Lane LOS | A | A | A | |
| Approach Delay (s) | 8.8 | | 1.1 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.9 | | |
| Intersection Capacity Utilization | 14.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
604: I-8 EB Ramp & Dunaway Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 13 | 1 | 4 | 0 | 0 | 0 | 0 | 12 | 11 | 30 | 38 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 14 | 1 | 4 | 0 | 0 | 0 | 0 | 13 | 12 | 33 | 41 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 126 | 132 | 41 | 130 | 126 | 19 | 41 | | | 25 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 126 | 132 | 41 | 130 | 126 | 19 | 41 | | | 25 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 98 | 100 | 100 | 100 | 100 | 100 | 100 | | | 98 | | |
| cM capacity (veh/h) | 835 | 744 | 1030 | 824 | 749 | 1059 | 1568 | | | 1589 | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 15 | 4 | 25 | 74 |
| Volume Left | 14 | 0 | 0 | 33 |
| Volume Right | 0 | 4 | 12 | 0 |
| cSH | 828 | 1030 | 1700 | 1589 |
| Volume to Capacity | 0.02 | 0.00 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 2 |
| Control Delay (s) | 9.4 | 8.5 | 0.0 | 3.3 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 9.2 | | 0.0 | 3.3 |
| Approach LOS | A | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.6 | | |
| Intersection Capacity Utilization | 20.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
605: Unnamed Rd & Dunaway Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 44 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 0 | 0 | 48 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 85 | 85 | 48 | 85 | 85 | 37 | 48 | | | 37 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 85 | 85 | 48 | 85 | 85 | 37 | 48 | | | 37 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 902 | 805 | 1021 | 902 | 805 | 1035 | 1559 | | | 1574 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 0 | 0 | 37 | 48 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1559 | 1574 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 6.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

## HCM Unsignalized Intersection Capacity Analysis
606: Yuha Cutoff & Yard #1

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 23 | 23 | 34 | 51 | 28 | 6 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 25 | 25 | 37 | 55 | 30 | 7 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 92 | | | | 140 | 65 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 92 | | | | 140 | 65 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 98 | | | | 96 | 99 |
| cM capacity (veh/h) | 1502 | | | | 839 | 999 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 50 | 92 | 30 | 7 |
| Volume Left | 25 | 0 | 30 | 0 |
| Volume Right | 0 | 55 | 0 | 7 |
| cSH | 1502 | 1700 | 839 | 999 |
| Volume to Capacity | 0.02 | 0.05 | 0.04 | 0.01 |
| Queue Length 95th (ft) | 1 | 0 | 3 | 0 |
| Control Delay (s) | 3.8 | 0.0 | 9.5 | 8.6 |
| Lane LOS | A | | A | A |
| Approach Delay (s) | 3.8 | 0.0 | 9.3 | |
| Approach LOS | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.0 | | |
| Intersection Capacity Utilization | 19.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



## HCM Unsignalized Intersection Capacity Analysis
607: Co HWY S80 & Dunaway Rd

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 67 | 47 | 2 | 231 | 92 | 7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 73 | 51 | 2 | 251 | 100 | 8 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 124 | | 354 | 98 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 124 | | 354 | 98 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 84 | 99 |
| cM capacity (veh/h) | | | 1463 | | 643 | 958 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 124 | 253 | 108 |
| Volume Left | 0 | 2 | 100 |
| Volume Right | 51 | 0 | 8 |
| cSH | 1700 | 1463 | 658 |
| Volume to Capacity | 0.07 | 0.00 | 0.16 |
| Queue Length 95th (ft) | 0 | 0 | 15 |
| Control Delay (s) | 0.0 | 0.1 | 11.5 |
| Lane LOS | | A | B |
| Approach Delay (s) | 0.0 | 0.1 | 11.5 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.6 | | |
| Intersection Capacity Utilization | 25.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



## HCM Signalized Intersection Capacity Analysis
701: Cannon Rd & Avenida Encina

| 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 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | | 0.97 | 1.00 | 1.00 |
| Frt | 1.00 | 0.97 | | 1.00 | 0.94 | | 1.00 | 0.87 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3419 | | 3433 | 3315 | | 1770 | 3065 | | 3433 | 1863 | 1583 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3419 | | 3433 | 3315 | | 1770 | 3065 | | 3433 | 1863 | 1583 |
| Volume (vph) | 18 | 419 | 122 | 332 | 160 | 117 | 13 | 9 | 76 | 93 | 15 | 7 |
| 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) | 20 | 455 | 133 | 361 | 174 | 127 | 14 | 10 | 83 | 101 | 16 | 8 |
| RTOR Reduction (vph) | 0 | 31 | 0 | 0 | 93 | 0 | 0 | 60 | 0 | 0 | 0 | 6 |
| Lane Group Flow (vph) | 20 | 557 | 0 | 361 | 208 | 0 | 14 | 33 | 0 | 101 | 16 | 2 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | 6 |
| Actuated Green, G (s) | 12.0 | 23.0 | | 13.0 | 24.0 | | 17.0 | 25.0 | | 13.0 | 21.0 | 21.0 |
| Effective Green, g (s) | 12.0 | 23.0 | | 13.0 | 24.0 | | 17.0 | 25.0 | | 13.0 | 21.0 | 21.0 |
| Actuated g/C Ratio | 0.13 | 0.26 | | 0.14 | 0.27 | | 0.19 | 0.28 | | 0.14 | 0.23 | 0.23 |
| Clearance Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Lane Grp Cap (vph) | 236 | 874 | | 496 | 884 | | 334 | 851 | | 496 | 435 | 369 |
| v/s Ratio Prot | 0.01 | c0.16 | | c0.11 | 0.06 | | 0.01 | c0.01 | | c0.03 | 0.01 | |
| v/s Ratio Perm | | | | | | | | | | | | 0.00 |
| v/c Ratio | 0.08 | 0.64 | | 0.73 | 0.24 | | 0.04 | 0.04 | | 0.20 | 0.04 | 0.01 |
| Uniform Delay, d1 | 34.2 | 29.8 | | 36.8 | 25.8 | | 29.8 | 23.7 | | 33.9 | 26.7 | 26.5 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.7 | 3.5 | | 9.0 | 0.6 | | 0.2 | 0.1 | | 0.9 | 0.2 | 0.0 |
| Delay (s) | 34.9 | 33.3 | | 45.8 | 26.4 | | 30.1 | 23.8 | | 34.9 | 26.8 | 26.5 |
| Level of Service | C | C | | D | C | | C | C | | C | C | C |
| Approach Delay (s) | | 33.4 | | | 37.0 | | | 24.6 | | | 33.3 | |
| Approach LOS | | C | | | D | | | C | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 34.4 | HCM Level of Service | C | | |
| HCM Volume to Capacity ratio | 0.38 | | | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 16.0 | | |
| Intersection Capacity Utilization | 44.3% | ICU Level of Service | A | | |
| Analysis Period (min) | 15 | | | | |

c Critical Lane Group



## HCM Unsignalized Intersection Capacity Analysis
801: Dairy Mart Rd & Monument Rd

4/2/2010

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 10 | 0 | 25 | 16 | 4 | 18 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 11 | 0 | 26 | 17 | 4 | 19 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 21 | | 100 | 31 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 21 | | 100 | 31 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 98 | | 100 | 98 |
| cM capacity (veh/h) | | | 1582 | | 869 | 1026 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 11 | 43 | 23 |
| Volume Left | 0 | 26 | 4 |
| Volume Right | 0 | 0 | 19 |
| cSH | 1700 | 1582 | 994 |
| Volume to Capacity | 0.01 | 0.02 | 0.02 |
| Queue Length 95th (ft) | 0 | 1 | 2 |
| Control Delay (s) | 0.0 | 4.5 | 8.7 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 4.5 | 8.7 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.2 | | |
| Intersection Capacity Utilization | 21.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
802: Monument Rd & Water Access Drwy 4/2/2010

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 14 | 11 | 8 | 0 | 0 | 14 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 15 | 12 | 8 | 0 | 0 | 15 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 18 | | | | 69 | 28 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 18 | | | | 69 | 28 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 100 | 99 |
| cM capacity (veh/h) | 1585 | | | | 911 | 1029 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 26 | 8 | 15 |
| Volume Left | 15 | 0 | 0 |
| Volume Right | 0 | 0 | 15 |
| cSH | 1585 | 1700 | 1029 |
| Volume to Capacity | 0.01 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 1 | 0 | 1 |
| Control Delay (s) | 4.1 | 0.0 | 8.5 |
| Lane LOS | A | | A |
| Approach Delay (s) | 4.1 | 0.0 | 8.5 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.7 | | | |
| Intersection Capacity Utilization | 20.9% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Signalized Intersection Capacity Analysis
803: Meanley Dr & Scripps Ranch Blvd 4/2/2010

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 | 1.00 | | 0.95 | | 1.00 | 0.95 |
| Frpb, ped/bikes | | | | 1.00 | | 0.98 | 1.00 | | 0.99 | | 1.00 | 1.00 |
| Flpb, ped/bikes | | | | 0.99 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 |
| Frt | | | | 1.00 | | 0.85 | 1.00 | | 0.97 | | 1.00 | 1.00 |
| Flt Protected | | | | 0.95 | | 1.00 | 0.95 | | 1.00 | | 0.95 | 1.00 |
| Satd. Flow (prot) | | | | 1750 | | 1547 | 1770 | | 3393 | | 1770 | 3539 |
| Flt Permitted | | | | 0.95 | | 1.00 | 0.95 | | 1.00 | | 0.95 | 1.00 |
| Satd. Flow (perm) | | | | 1750 | | 1547 | 1770 | | 3393 | | 1770 | 3539 |
| Volume (vph) | 0 | 0 | 0 | 174 | 0 | 104 | 24 | 0 | 358 | 102 | 246 | 583 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 0 | 0 | 183 | 0 | 109 | 25 | 0 | 377 | 107 | 259 | 614 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 91 | 0 | 0 | 33 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 183 | 0 | 18 | 25 | 0 | 451 | 0 | 259 | 614 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | 10 | | 10 | 10 | |
| Turn Type | | | | custom | | custom | Prot | | | | Prot | |
| Protected Phases | | | | | | | 5 | | 2 | | 1 | 6 |
| Permitted Phases | | | | 8 | | 8 | | | | | | |
| Actuated Green, G (s) | | | | 9.5 | | 9.5 | 0.9 | | 25.6 | | 10.4 | 35.1 |
| Effective Green, g (s) | | | | 10.0 | | 10.0 | 1.4 | | 26.1 | | 10.9 | 35.6 |
| Actuated g/C Ratio | | | | 0.17 | | 0.17 | 0.02 | | 0.44 | | 0.18 | 0.60 |
| Clearance Time (s) | | | | 4.5 | | 4.5 | 4.5 | | 4.5 | | 4.5 | 4.5 |
| Vehicle Extension (s) | | | | 3.0 | | 3.0 | 3.0 | | 3.0 | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | | | 297 | | 262 | 42 | | 1501 | | 327 | 2135 |
| v/s Ratio Prot | | | | | | | 0.01 | | 0.13 | | c0.15 | c0.17 |
| v/s Ratio Perm | | | | c0.10 | | 0.01 | | | | | | |
| v/c Ratio | | | | 0.62 | | 0.07 | 0.60 | | 0.30 | | 0.79 | 0.29 |
| Uniform Delay, d1 | | | | 22.7 | | 20.6 | 28.5 | | 10.6 | | 23.0 | 5.6 |
| Progression Factor | | | | 1.00 | | 1.00 | 1.00 | | 1.00 | | 1.00 | 1.00 |
| Incremental Delay, d2 | | | | 3.8 | | 0.1 | 20.6 | | 0.5 | | 12.3 | 0.3 |
| Delay (s) | | | | 26.5 | | 20.7 | 49.1 | | 11.1 | | 35.3 | 6.0 |
| Level of Service | | | | C | | C | D | | B | | D | A |
| Approach Delay (s) | | 0.0 | | | 24.3 | | | | 13.0 | | | 14.7 |
| Approach LOS | | A | | | C | | | | B | | | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 15.8 | HCM Level of Service | | B |
| HCM Volume to Capacity ratio | 0.45 | | | |
| Actuated Cycle Length (s) | 59.0 | 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



HCM Signalized Intersection Capacity Analysis
804: Scripps Poway Pkwy & Scripps Creek Dr 4/2/2010

| 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 | 0.95 | | 1.00 | 0.95 | | 0.97 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.86 | | 1.00 | 0.87 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3513 | | 1770 | 3537 | | 3433 | 1564 | | 1770 | 1578 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3513 | | 1770 | 3537 | | 3433 | 1564 | | 1770 | 1578 | |
| Volume (vph) | 2 | 1309 | 51 | 22 | 1278 | 5 | 147 | 2 | 26 | 2 | 5 | 37 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 2 | 1378 | 54 | 23 | 1345 | 5 | 155 | 2 | 27 | 2 | 5 | 39 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 19 | 0 | 0 | 29 | 0 |
| Lane Group Flow (vph) | 2 | 1429 | 0 | 23 | 1349 | 0 | 155 | 10 | 0 | 2 | 15 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 0.9 | 32.8 | | 1.7 | 33.6 | | 3.7 | 22.6 | | 0.9 | 19.8 | |
| Effective Green, g (s) | 1.4 | 33.3 | | 2.2 | 34.1 | | 4.2 | 23.1 | | 1.4 | 20.3 | |
| Actuated g/C Ratio | 0.02 | 0.44 | | 0.03 | 0.45 | | 0.06 | 0.30 | | 0.02 | 0.27 | |
| Clearance Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 33 | 1539 | | 51 | 1587 | | 190 | 475 | | 33 | 421 | |
| v/s Ratio Prot | 0.00 | c0.41 | | c0.01 | 0.38 | | c0.05 | c0.01 | | 0.00 | c0.01 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.06 | 0.93 | | 0.45 | 0.85 | | 0.82 | 0.02 | | 0.06 | 0.04 | |
| Uniform Delay, d1 | 36.7 | 20.2 | | 36.3 | 18.7 | | 35.5 | 18.5 | | 36.7 | 20.6 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.8 | 10.1 | | 6.2 | 4.6 | | 22.9 | 0.1 | | 0.8 | 0.2 | |
| Delay (s) | 37.4 | 30.3 | | 42.5 | 23.3 | | 58.4 | 18.6 | | 37.4 | 20.8 | |
| Level of Service | D | C | | D | C | | E | B | | D | C | |
| Approach Delay (s) | | 30.3 | | | 23.6 | | | 52.1 | | | 21.5 | |
| Approach LOS | | C | | | C | | | D | | | C | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 28.4 | HCM Level of Service | | C |
| HCM Volume to Capacity ratio | 0.63 | | | |
| Actuated Cycle Length (s) | 76.0 | Sum of lost time (s) | | 20.0 |
| Intersection Capacity Utilization | 57.8% | ICU Level of Service | | B |
| Analysis Period (min) | 15 | | | |

c Critical Lane Group



HCM Unsignalized Intersection Capacity Analysis
805: Scripps Poway Pkwy & Water Access Drwy 4/2/2010

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 1246 | 14 | 0 | 1316 | 0 | 14 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 1312 | 15 | 0 | 1385 | 0 | 15 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 1336 | | 2032 | 683 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1336 | | 2032 | 683 |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 96 |
| cM capacity (veh/h) | | | 508 | | 49 | 385 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 874 | 452 | 693 | 693 | 15 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 15 | 0 | 0 | 15 |
| cSH | 1700 | 1700 | 1700 | 1700 | 385 |
| Volume to Capacity | 0.51 | 0.27 | 0.41 | 0.41 | 0.04 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 3 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 14.7 |
| Lane LOS | | | | | B |
| Approach Delay (s) | 0.0 | | 0.0 | | 14.7 |
| Approach LOS | | | | | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.1 | | | |
| Intersection Capacity Utilization | 49.2% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| 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 | 0.95 | | 1.00 | 0.95 | 1.00 | |
| Frpb, ped/bikes | 1.00 | | 1.00 | 1.00 | 0.99 | |
| Flpb, ped/bikes | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Frt | 0.99 | | 1.00 | 1.00 | 0.89 | |
| Flt Protected | 1.00 | | 0.95 | 1.00 | 0.99 | |
| Satd. Flow (prot) | 3515 | | 1770 | 3539 | 1619 | |
| Flt Permitted | 1.00 | | 0.95 | 1.00 | 0.99 | |
| Satd. Flow (perm) | 3515 | | 1770 | 3539 | 1619 | |
| Volume (vph) | 283 | 11 | 53 | 344 | 19 | 83 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 298 | 12 | 56 | 362 | 20 | 87 |
| RTOR Reduction (vph) | 5 | 0 | 0 | 0 | 61 | 0 |
| Lane Group Flow (vph) | 305 | 0 | 56 | 362 | 46 | 0 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | Prot | | | |
| Protected Phases | 4 | | 3 | 8 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 6.5 | | 2.2 | 13.2 | 9.0 | |
| Effective Green, g (s) | 7.0 | | 2.7 | 13.7 | 9.5 | |
| Actuated g/C Ratio | 0.22 | | 0.09 | 0.44 | 0.30 | |
| Clearance Time (s) | 4.5 | | 4.5 | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 789 | | 153 | 1554 | 493 | |
| v/s Ratio Prot | c0.09 | | c0.03 | 0.10 | c0.03 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.39 | | 0.37 | 0.23 | 0.09 | |
| Uniform Delay, d1 | 10.3 | | 13.4 | 5.5 | 7.8 | |
| Progression Factor | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.3 | | 1.5 | 0.1 | 0.1 | |
| Delay (s) | 10.6 | | 14.9 | 5.5 | 7.9 | |
| Level of Service | B | | B | A | A | |
| Approach Delay (s) | 10.6 | | | 6.8 | 7.9 | |
| Approach LOS | B | | | A | A | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 8.3 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.24 | | |
| Actuated Cycle Length (s) | 31.2 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 32.6% | 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) | 19 | 5 | 5 | 89 | 41 | 19 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 20 | 5 | 5 | 94 | 43 | 20 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 178 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 177 | 73 | 73 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 177 | 73 | 73 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 97 | 99 | 100 | | | |
| cM capacity (veh/h) | 796 | 972 | 1514 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 25 | 99 | 63 |
| Volume Left | 20 | 5 | 0 |
| Volume Right | 5 | 0 | 20 |
| cSH | 827 | 1514 | 1700 |
| Volume to Capacity | 0.03 | 0.00 | 0.04 |
| Queue Length 95th (ft) | 2 | 0 | 0 |
| Control Delay (s) | 9.5 | 0.4 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 9.5 | 0.4 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.5 | | |
| Intersection Capacity Utilization | 21.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |





| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 266 | 428 | 14 | 0 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0 | 280 | 451 | 15 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | 183 | | | |
| pX, platoon unblocked | 0.94 | | | | 0.94 | 0.94 |
| vC, conflicting volume | 475 | | | | 618 | 253 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 378 | | | | 529 | 141 |
| tC, single (s) | 4.1 | | | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1097 | | | | 443 | 815 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 0 | 140 | 140 | 300 | 165 | 0 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 15 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.08 | 0.08 | 0.18 | 0.10 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | | | | A |
| Approach Delay (s) | 0.0 | | | 0.0 | | 0.0 |
| Approach LOS | | | | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 25.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |





| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 14 | 0 | 436 | 411 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0 | 15 | 0 | 459 | 433 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 150 | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 606 | 164 | 443 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 606 | 164 | 443 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 98 | 100 | | | |
| cM capacity (veh/h) | 422 | 837 | 1105 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|
| Volume Total | 15 | 153 | 153 | 153 | 173 | 173 | 87 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| cSH | 837 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.02 | 0.09 | 0.09 | 0.09 | 0.10 | 0.10 | 0.05 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 9.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | | | | | |
| Approach Delay (s) | 9.4 | 0.0 | | | 0.0 | | |
| Approach LOS | A | | | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.2 | | |
| Intersection Capacity Utilization | 22.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

Water Source Traffic Analysis — Existing + Project AM Peak Hour
810: Prospect Ave & Cuyamaca St

| 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 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 1863 | 1550 | 1770 | 3539 | 1550 | 1770 | 3539 | 1529 | 1770 | 3539 | 1550 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 1863 | 1550 | 1770 | 3539 | 1550 | 1770 | 3539 | 1529 | 1770 | 3539 | 1550 |
| Volume (vph) | 24 | 147 | 106 | 61 | 292 | 94 | 76 | 258 | 60 | 71 | 346 | 48 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 25 | 155 | 112 | 64 | 307 | 99 | 80 | 272 | 63 | 75 | 364 | 51 |
| RTOR Reduction (vph) | 0 | 0 | 89 | 0 | 0 | 75 | 0 | 0 | 42 | 0 | 0 | 34 |
| Lane Group Flow (vph) | 25 | 155 | 23 | 64 | 307 | 24 | 80 | 272 | 21 | 75 | 364 | 17 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 0.7 | 9.4 | 9.4 | 2.4 | 11.1 | 11.1 | 2.4 | 15.4 | 15.4 | 2.4 | 15.4 | 15.4 |
| Effective Green, g (s) | 1.2 | 9.9 | 9.9 | 2.9 | 11.6 | 11.6 | 2.9 | 15.9 | 15.9 | 2.9 | 15.9 | 15.9 |
| Actuated g/C Ratio | 0.03 | 0.21 | 0.21 | 0.06 | 0.24 | 0.24 | 0.06 | 0.33 | 0.33 | 0.06 | 0.33 | 0.33 |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 45 | 387 | 322 | 108 | 862 | 378 | 108 | 1182 | 511 | 108 | 1182 | 518 |
| v/s Ratio Prot | 0.01 | 0.08 | | c0.04 | c0.09 | | c0.05 | 0.08 | | 0.04 | c0.10 | |
| v/s Ratio Perm | | | 0.02 | | | 0.02 | | | 0.01 | | | 0.01 |
| v/c Ratio | 0.56 | 0.40 | 0.07 | 0.59 | 0.36 | 0.06 | 0.74 | 0.23 | 0.04 | 0.69 | 0.31 | 0.03 |
| Uniform Delay, d1 | 22.9 | 16.3 | 15.2 | 21.8 | 14.9 | 13.8 | 22.0 | 11.4 | 10.7 | 21.9 | 11.8 | 10.7 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 14.0 | 0.7 | 0.1 | 8.4 | 0.3 | 0.1 | 23.6 | 0.1 | 0.0 | 17.6 | 0.1 | 0.0 |
| Delay (s) | 37.0 | 17.0 | 15.3 | 30.2 | 15.2 | 13.9 | 45.6 | 11.5 | 10.7 | 39.5 | 11.9 | 10.7 |
| Level of Service | D | B | B | C | B | B | D | B | B | D | B | B |
| Approach Delay (s) | | 18.0 | | | 16.9 | | | 18.0 | | | 16.0 | |
| Approach LOS | | B | | | B | | | B | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 17.1 | HCM Level of Service | | B | |
| HCM Volume to Capacity ratio | 0.36 | | | | |
| Actuated Cycle Length (s) | 47.6 | Sum of lost time (s) | | 12.0 | |
| Intersection Capacity Utilization | 41.9% | ICU Level of Service | | A | |
| Analysis Period (min) | 15 | | | | |

c Critical Lane Group



Water Source Traffic Analysis — Existing + Project AM Peak Hour
811: Water Access Drwy & Magnolia Ave

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 14 | 879 | 14 | 0 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0 | 15 | 925 | 15 | 0 | 0 |
| Pedestrians | 10 | | 10 | | | 10 |
| Lane Width (ft) | 12.0 | | 12.0 | | | 0.0 |
| Walking Speed (ft/s) | 4.0 | | 4.0 | | | 4.0 |
| Percent Blockage | 1 | | 1 | | | 0 |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | 501 | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 953 | 490 | | | 950 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 953 | 490 | | | 950 | |
| tC, single (s) | 6.8 | 6.9 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 97 | | | 100 | |
| cM capacity (veh/h) | 253 | 520 | | | 713 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 |
|---|---|---|---|
| Volume Total | 15 | 617 | 323 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 15 | 0 | 15 |
| cSH | 520 | 1700 | 1700 |
| Volume to Capacity | 0.03 | 0.36 | 0.19 |
| Queue Length 95th (ft) | 2 | 0 | 0 |
| Control Delay (s) | 12.1 | 0.0 | 0.0 |
| Lane LOS | B | | |
| Approach Delay (s) | 12.1 | 0.0 | |
| Approach LOS | B | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.2 | | | |
| Intersection Capacity Utilization | 37.6% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



Water Source Traffic Analysis — Existing + Project AM Peak Hour
812: Prospect Ave & Magnolia Ave

| 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 | | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | 0.88 | 1.00 | 0.95 | | 0.97 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.97 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.99 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1863 | 1550 | 1770 | 3539 | 2690 | 1770 | 3494 | | 3433 | 3539 | 1550 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1863 | 1550 | 1770 | 3539 | 2690 | 1770 | 3494 | | 3433 | 3539 | 1550 |
| Volume (vph) | 114 | 75 | 67 | 102 | 446 | 628 | 71 | 151 | 12 | 109 | 213 | 83 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 120 | 79 | 71 | 107 | 469 | 661 | 75 | 159 | 13 | 115 | 224 | 87 |
| RTOR Reduction (vph) | 0 | 0 | 51 | 0 | 0 | 474 | 0 | 10 | 0 | 0 | 0 | 67 |
| Lane Group Flow (vph) | 120 | 79 | 20 | 107 | 469 | 187 | 75 | 162 | 0 | 115 | 224 | 20 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | | | | 6 |
| Actuated Green, G (s) | 3.5 | 13.0 | 13.0 | 3.5 | 13.0 | 13.0 | 2.6 | 9.7 | | 3.5 | 10.6 | 10.6 |
| Effective Green, g (s) | 4.0 | 13.5 | 13.5 | 4.0 | 13.5 | 13.5 | 3.1 | 10.2 | | 4.0 | 11.1 | 11.1 |
| Actuated g/C Ratio | 0.08 | 0.28 | 0.28 | 0.08 | 0.28 | 0.28 | 0.06 | 0.21 | | 0.08 | 0.23 | 0.23 |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 288 | 527 | 439 | 148 | 1002 | 761 | 115 | 747 | | 288 | 824 | 361 |
| v/s Ratio Prot | 0.03 | 0.04 | | c0.06 | c0.13 | | c0.04 | 0.05 | | 0.03 | c0.06 | |
| v/s Ratio Perm | | | 0.01 | | | 0.07 | | | | | | 0.01 |
| v/c Ratio | 0.42 | 0.15 | 0.05 | 0.72 | 0.47 | 0.25 | 0.65 | 0.22 | | 0.40 | 0.27 | 0.06 |
| Uniform Delay, d1 | 20.7 | 12.8 | 12.4 | 21.3 | 14.1 | 13.2 | 21.8 | 15.5 | | 20.7 | 15.0 | 14.2 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 1.0 | 0.1 | 0.0 | 16.0 | 0.3 | 0.2 | 12.5 | 0.1 | | 0.9 | 0.2 | 0.1 |
| Delay (s) | 21.7 | 12.9 | 12.5 | 37.3 | 14.5 | 13.3 | 34.3 | 15.6 | | 21.6 | 15.2 | 14.3 |
| Level of Service | C | B | B | D | B | B | C | B | | C | B | B |
| Approach Delay (s) | | 16.7 | | | 15.8 | | | 21.3 | | | 16.7 | |
| Approach LOS | | B | | | B | | | C | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 16.7 | HCM Level of Service | | B | |
| HCM Volume to Capacity ratio | 0.40 | | | | |
| Actuated Cycle Length (s) | 47.7 | Sum of lost time (s) | | 12.0 | |
| Intersection Capacity Utilization | 44.3% | ICU Level of Service | | A | |
| Analysis Period (min) | 15 | | | | |

c Critical Lane Group



HCM Unsignalized Intersection Capacity Analysis
813: Water Access & Vigilante Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 16 | 0 | 20 | 16 | 0 | 20 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 17 | 0 | 22 | 17 | 0 | 22 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 52 | 30 | | | 39 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 52 | 30 | | | 39 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 98 | 100 | | | 100 | |
| cM capacity (veh/h) | 956 | 1044 | | | 1571 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 17 | 39 | 22 |
| Volume Left | 17 | 0 | 0 |
| Volume Right | 0 | 17 | 0 |
| cSH | 956 | 1700 | 1571 |
| Volume to Capacity | 0.02 | 0.02 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 8.8 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.8 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.0 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
814: Oak Dr & Lake Morena Dr



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Stop | | | Stop |
| Volume (vph) | 6 | 40 | 11 | 6 | 45 | 12 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 43 | 12 | 7 | 49 | 13 |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total (vph) | 50 | 18 | 62 |
| Volume Left (vph) | 7 | 0 | 49 |
| Volume Right (vph) | 43 | 7 | 0 |
| Hadj (s) | -0.46 | -0.18 | 0.19 |
| Departure Headway (s) | 3.6 | 3.9 | 4.2 |
| Degree Utilization, x | 0.05 | 0.02 | 0.07 |
| Capacity (veh/h) | 969 | 901 | 841 |
| Control Delay (s) | 6.8 | 7.0 | 7.5 |
| Approach Delay (s) | 6.8 | 7.0 | 7.5 |
| Approach LOS | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 7.2 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 19.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
815: Co HWY S80 & IID Water Source Access Driveway



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 66 | 8 | 0 | 225 | 8 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 72 | 9 | 0 | 245 | 9 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 80 | | 321 | 76 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 80 | | 321 | 76 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 99 | 100 |
| cM capacity (veh/h) | | | 1517 | | 673 | 985 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 80 | 245 | 9 |
| Volume Left | 0 | 0 | 9 |
| Volume Right | 9 | 0 | 0 |
| cSH | 1700 | 1517 | 673 |
| Volume to Capacity | 0.05 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.0 | 0.0 | 10.4 |
| Lane LOS | | | B |
| Approach Delay (s) | 0.0 | 0.0 | 10.4 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.3 | | |
| Intersection Capacity Utilization | 21.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
816: Water Access Drwy & New River Boulevard



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 0 | 0 | 0 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 0 | 0 | 0 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 1023 | 1085 | 1623 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 0 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 0.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
817: Co HWY S80 & New River Boulevard



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 9 | 62 | 211 | 6 | 3 | 11 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 10 | 67 | 229 | 7 | 3 | 12 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 236 | | | | 320 | 233 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 236 | | | | 320 | 233 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 100 | 99 |
| cM capacity (veh/h) | 1331 | | | | 669 | 807 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 77 | 236 | 15 |
| Volume Left | 10 | 0 | 3 |
| Volume Right | 0 | 7 | 12 |
| cSH | 1331 | 1700 | 772 |
| Volume to Capacity | 0.01 | 0.14 | 0.02 |
| Queue Length 95th (ft) | 1 | 0 | 2 |
| Control Delay (s) | 1.0 | 0.0 | 9.8 |
| Lane LOS | A | | A |
| Approach Delay (s) | 1.0 | 0.0 | 9.8 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.7 | | |
| Intersection Capacity Utilization | 21.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

## HCM Unsignalized Intersection Capacity Analysis
## 101: Sycamore Canyon Rd & Pomerado Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 6 | 42 | 672 | 1 | 6 | 772 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 7 | 46 | 730 | 1 | 7 | 839 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | 827 |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1583 | 366 | | | 732 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1583 | 366 | | | 732 | |
| tC, single (s) | 6.8 | 6.9 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 93 | 93 | | | 99 | |
| cM capacity (veh/h) | 99 | 631 | | | 869 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 52 | 487 | 245 | 7 | 839 |
| Volume Left | 7 | 0 | 0 | 7 | 0 |
| Volume Right | 46 | 0 | 1 | 0 | 0 |
| cSH | 377 | 1700 | 1700 | 869 | 1700 |
| Volume to Capacity | 0.14 | 0.29 | 0.14 | 0.01 | 0.49 |
| Queue Length 95th (ft) | 12 | 0 | 0 | 1 | 0 |
| Control Delay (s) | 16.1 | 0.0 | 0.0 | 9.2 | 0.0 |
| Lane LOS | C | | | A | |
| Approach Delay (s) | 16.1 | 0.0 | | 0.1 | |
| Approach LOS | C | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.6 | | |
| Intersection Capacity Utilization | 50.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



## HCM Signalized Intersection Capacity Analysis
## 102: Spring Canyon Rd & Pomerado Rd

| 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 | 4.0 | |
| Lane Util. Factor | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.99 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.93 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3519 | | 3433 | 3498 | | 1770 | 1863 | 1583 | 1770 | 1737 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3519 | | 3433 | 3498 | | 1770 | 1863 | 1583 | 1770 | 1737 | |
| Volume (vph) | 79 | 419 | 17 | 702 | 350 | 29 | 26 | 88 | 605 | 25 | 57 | 47 |
| 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) | 86 | 455 | 18 | 763 | 380 | 32 | 28 | 96 | 658 | 27 | 62 | 51 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | 484 | 0 | 37 | 0 |
| Lane Group Flow (vph) | 86 | 470 | 0 | 763 | 406 | 0 | 28 | 96 | 174 | 27 | 76 | 0 |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | | | | | | | | | 8 | | | |
| Actuated Green, G (s) | 4.4 | 15.6 | | 18.2 | 29.4 | | 1.4 | 12.3 | 12.3 | 1.1 | 12.0 | |
| Effective Green, g (s) | 4.4 | 15.6 | | 18.2 | 29.4 | | 1.4 | 12.3 | 12.3 | 1.1 | 12.0 | |
| Actuated g/C Ratio | 0.07 | 0.25 | | 0.29 | 0.47 | | 0.02 | 0.19 | 0.19 | 0.02 | 0.19 | |
| Clearance Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 123 | 869 | | 989 | 1627 | | 39 | 363 | 308 | 31 | 330 | |
| v/s Ratio Prot | 0.05 | c0.13 | | c0.22 | 0.12 | | c0.02 | 0.05 | | 0.02 | 0.04 | |
| v/s Ratio Perm | | | | | | | | | c0.11 | | | |
| v/c Ratio | 0.70 | 0.54 | | 0.77 | 0.25 | | 0.72 | 0.26 | 0.56 | 0.87 | 0.23 | |
| Uniform Delay, d1 | 28.8 | 20.7 | | 20.6 | 10.2 | | 30.7 | 21.6 | 23.0 | 31.0 | 21.7 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 15.9 | 0.7 | | 3.8 | 0.1 | | 47.4 | 0.4 | 2.4 | 108.3 | 0.4 | |
| Delay (s) | 44.7 | 21.4 | | 24.4 | 10.3 | | 78.1 | 22.0 | 25.4 | 139.3 | 22.0 | |
| Level of Service | D | C | | C | B | | E | C | C | F | C | |
| Approach Delay (s) | | 25.0 | | | 19.4 | | | 26.9 | | | 44.7 | |
| Approach LOS | | C | | | B | | | C | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 24.1 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.59 | | |
| Actuated Cycle Length (s) | 63.2 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 62.9% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



## HCM Signalized Intersection Capacity Analysis
## 103: Spring Canyon Rd & Stone Bridge Pkwy

| 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 | 4.0 |
| Lane Util. Factor | 0.95 | 1.00 | 1.00 | 0.95 | 0.97 | 1.00 |
| Frt | 1.00 | 0.85 | 1.00 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (prot) | 3539 | 1583 | 1770 | 3539 | 3433 | 1583 |
| Flt Permitted | 1.00 | 1.00 | 0.95 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 3539 | 1583 | 1770 | 3539 | 3433 | 1583 |
| Volume (vph) | 851 | 180 | 117 | 1018 | 88 | 137 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 925 | 196 | 127 | 1107 | 96 | 149 |
| RTOR Reduction (vph) | 0 | 85 | 0 | 0 | 0 | 130 |
| Lane Group Flow (vph) | 925 | 111 | 127 | 1107 | 96 | 19 |
| Turn Type | | Perm | Prot | | | Perm |
| Protected Phases | 2 | | 1 | 6 | 3 | |
| Permitted Phases | | 2 | | | | 3 |
| Actuated Green, G (s) | 34.8 | 34.8 | 7.2 | 46.0 | 7.7 | 7.7 |
| Effective Green, g (s) | 34.8 | 34.8 | 7.2 | 46.0 | 7.7 | 7.7 |
| Actuated g/C Ratio | 0.56 | 0.56 | 0.12 | 0.75 | 0.12 | 0.12 |
| 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) | 1996 | 893 | 207 | 2638 | 428 | 198 |
| v/s Ratio Prot | c0.26 | | c0.07 | 0.31 | c0.03 | |
| v/s Ratio Perm | | 0.07 | | | | 0.01 |
| v/c Ratio | 0.46 | 0.12 | 0.61 | 0.42 | 0.22 | 0.09 |
| Uniform Delay, d1 | 7.9 | 6.3 | 25.9 | 2.9 | 24.3 | 23.9 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.2 | 0.1 | 5.3 | 0.1 | 0.3 | 0.2 |
| Delay (s) | 8.1 | 6.4 | 31.2 | 3.0 | 24.6 | 24.1 |
| Level of Service | A | A | C | A | C | C |
| Approach Delay (s) | 7.8 | | | 5.9 | 24.3 | |
| Approach LOS | A | | | A | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 8.5 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.45 | | |
| Actuated Cycle Length (s) | 61.7 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 43.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



## HCM Signalized Intersection Capacity Analysis
## 104: Scripps Poway Pkwy & Spring Canyon Rd

| 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 | 4.0 | |
| Lane Util. Factor | 0.97 | 0.91 | | 0.97 | 0.91 | | 0.97 | 0.95 | 1.00 | 0.97 | 0.95 | |
| Frt | 1.00 | 0.99 | | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 | 1.00 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | 3433 | 5020 | | 3433 | 5006 | | 3433 | 3539 | 1583 | 3433 | 3358 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | 3433 | 5020 | | 3433 | 5006 | | 3433 | 3539 | 1583 | 3433 | 3358 | |
| Volume (vph) | 181 | 895 | 84 | 732 | 1108 | 128 | 100 | 278 | 630 | 83 | 337 | 174 |
| 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) | 197 | 973 | 91 | 796 | 1204 | 139 | 109 | 302 | 685 | 90 | 366 | 189 |
| RTOR Reduction (vph) | 0 | 12 | 0 | 0 | 14 | 0 | 0 | 0 | 355 | 0 | 77 | 0 |
| Lane Group Flow (vph) | 197 | 1052 | 0 | 796 | 1329 | 0 | 109 | 302 | 330 | 90 | 478 | 0 |
| Turn Type | Prot | | | Prot | | | Prot | | Perm | Prot | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | | | | | | | | | 8 | | | |
| Actuated Green, G (s) | 6.5 | 21.7 | | 21.1 | 36.3 | | 4.3 | 19.9 | 19.9 | 2.9 | 18.5 | |
| Effective Green, g (s) | 6.5 | 21.7 | | 21.1 | 36.3 | | 4.3 | 19.9 | 19.9 | 2.9 | 18.5 | |
| Actuated g/C Ratio | 0.08 | 0.27 | | 0.26 | 0.44 | | 0.05 | 0.24 | 0.24 | 0.04 | 0.23 | |
| Clearance Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 273 | 1335 | | 888 | 2227 | | 181 | 863 | 386 | 122 | 761 | |
| v/s Ratio Prot | 0.06 | c0.21 | | c0.23 | 0.27 | | c0.03 | 0.09 | | 0.03 | 0.14 | |
| v/s Ratio Perm | | | | | | | | | c0.21 | | | |
| v/c Ratio | 0.72 | 0.79 | | 0.90 | 0.60 | | 0.60 | 0.35 | 0.86 | 0.74 | 0.63 | |
| Uniform Delay, d1 | 36.7 | 27.8 | | 29.2 | 17.1 | | 37.8 | 25.5 | 29.5 | 39.0 | 28.5 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 9.1 | 3.2 | | 11.6 | 0.4 | | 5.5 | 0.2 | 16.7 | 20.6 | 1.6 | |
| Delay (s) | 45.7 | 31.0 | | 40.8 | 17.6 | | 43.4 | 25.7 | 46.2 | 59.5 | 30.1 | |
| Level of Service | D | C | | D | B | | D | C | D | E | C | |
| Approach Delay (s) | | 33.3 | | | 26.2 | | | 40.3 | | | 34.2 | |
| Approach LOS | | C | | | C | | | D | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 31.9 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.80 | | |
| Actuated Cycle Length (s) | 81.6 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 71.6% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

HCM Unsignalized Intersection Capacity Analysis
105: Danielson St & Yard #21

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 230 | 0 | 52 | 48 | 16 | 103 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 250 | 0 | 57 | 52 | 17 | 112 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 250 | | 389 | 125 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 250 | | 389 | 125 |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 96 | | 97 | 88 |
| cM capacity (veh/h) | | | 1313 | | 562 | 902 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | WB 3 | NB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 167 | 83 | 57 | 26 | 26 | 129 |
| Volume Left | 0 | 0 | 57 | 0 | 0 | 17 |
| Volume Right | 0 | 0 | 0 | 0 | 0 | 112 |
| cSH | 1700 | 1700 | 1313 | 1700 | 1700 | 834 |
| Volume to Capacity | 0.10 | 0.05 | 0.04 | 0.02 | 0.02 | 0.16 |
| Queue Length 95th (ft) | 0 | 0 | 3 | 0 | 0 | 14 |
| Control Delay (s) | 0.0 | 0.0 | 7.9 | 0.0 | 0.0 | 10.1 |
| Lane LOS | | | A | | | B |
| Approach Delay (s) | 0.0 | | 4.1 | | | 10.1 |
| Approach LOS | | | | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.6 | | |
| Intersection Capacity Utilization | 26.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Signalized Intersection Capacity Analysis
106: Scripps Poway Pkwy & Danielson St

| 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 | 0.91 | | 1.00 | 0.91 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 1.00 | | 1.00 | 0.99 | | 1.00 | 0.86 | | 1.00 | 0.85 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 5061 | | 1770 | 5059 | | 1770 | 1594 | | 1770 | 1592 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.70 | 1.00 | | 0.43 | 1.00 | |
| Satd. Flow (perm) | 1770 | 5061 | | 1770 | 5059 | | 1297 | 1594 | | 803 | 1592 | |
| Volume (vph) | 9 | 986 | 33 | 31 | 313 | 11 | 37 | 12 | 304 | 312 | 3 | 84 |
| 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) | 10 | 1072 | 36 | 34 | 340 | 12 | 40 | 13 | 330 | 339 | 3 | 91 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 99 | 0 | 0 | 58 | 0 |
| Lane Group Flow (vph) | 10 | 1105 | 0 | 34 | 349 | 0 | 40 | 244 | 0 | 339 | 36 | 0 |
| Turn Type | Prot | | | Prot | | | Perm | | | Perm | | |
| Protected Phases | 5 | 2 | | 1 | 6 | | | 8 | | | 4 | |
| Permitted Phases | | | | | | | 8 | | | 4 | | |
| Actuated Green, G (s) | 0.5 | 23.5 | | 1.3 | 24.3 | | 20.9 | 20.9 | | 20.9 | 20.9 | |
| Effective Green, g (s) | 0.5 | 23.5 | | 1.3 | 24.3 | | 20.9 | 20.9 | | 20.9 | 20.9 | |
| Actuated g/C Ratio | 0.01 | 0.41 | | 0.02 | 0.42 | | 0.36 | 0.36 | | 0.36 | 0.36 | |
| 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) | 15 | 2061 | | 40 | 2131 | | 470 | 577 | | 291 | 577 | |
| v/s Ratio Prot | 0.01 | c0.22 | | c0.02 | 0.07 | | | 0.15 | | | 0.02 | |
| v/s Ratio Perm | | | | | | | 0.03 | | | c0.42 | | |
| v/c Ratio | 0.67 | 0.54 | | 0.85 | 0.16 | | 0.09 | 0.42 | | 1.16 | 0.06 | |
| Uniform Delay, d1 | 28.5 | 13.0 | | 28.1 | 10.4 | | 12.1 | 13.9 | | 18.4 | 12.0 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 75.9 | 0.3 | | 84.3 | 0.0 | | 0.1 | 0.5 | | 105.1 | 0.0 | |
| Delay (s) | 104.4 | 13.2 | | 112.4 | 10.4 | | 12.2 | 14.4 | | 123.5 | 12.1 | |
| Level of Service | F | B | | F | B | | B | B | | F | B | |
| Approach Delay (s) | | 14.1 | | | 19.4 | | | 14.1 | | | 99.3 | |
| Approach LOS | | B | | | B | | | B | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM Average Control Delay | 30.9 | HCM Level of Service | C |
| HCM Volume to Capacity ratio | 0.83 | | |
| Actuated Cycle Length (s) | 57.7 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 72.5% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



HCM Unsignalized Intersection Capacity Analysis
107: Garden Rd & Sycamore Canyon Rd

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 89 | 25 | 3 | 51 | 27 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 97 | 27 | 3 | 55 | 29 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 124 | | 172 | 110 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 124 | | 172 | 110 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 96 | 100 |
| cM capacity (veh/h) | | | 1463 | | 816 | 943 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 124 | 59 | 32 |
| Volume Left | 0 | 3 | 29 |
| Volume Right | 27 | 0 | 2 |
| cSH | 1700 | 1463 | 824 |
| Volume to Capacity | 0.07 | 0.00 | 0.04 |
| Queue Length 95th (ft) | 0 | 0 | 3 |
| Control Delay (s) | 0.0 | 0.4 | 9.5 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 0.4 | 9.5 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.5 | | |
| Intersection Capacity Utilization | 16.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
108: Tower Access & Sycamore Canyon Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 6 | 9 | 0 | 2 | 8 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 7 | 10 | 0 | 2 | 9 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 23 | 10 | | | 10 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 23 | 10 | | | 10 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 99 | | | 100 | |
| cM capacity (veh/h) | 992 | 1072 | | | 1610 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 7 | 10 | 11 |
| Volume Left | 0 | 0 | 2 |
| Volume Right | 7 | 0 | 0 |
| cSH | 1072 | 1700 | 1610 |
| Volume to Capacity | 0.01 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.4 | 0.0 | 1.5 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.4 | 0.0 | 1.5 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.6 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Signalized Intersection Capacity Analysis
109: Scripps Poway Pkwy & CA 67

| 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 | 4.0 | 4.0 |
| Lane Util. Factor | 0.95 | 0.95 | 1.00 | 1.00 | 1.00 | | 0.97 | 0.95 | | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 0.95 | | 1.00 | 1.00 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1681 | 1687 | 1583 | 1770 | 1770 | | 3433 | 3536 | | 1770 | 3539 | 1583 |
| Flt Permitted | 0.95 | 0.95 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1681 | 1687 | 1583 | 1770 | 1770 | | 3433 | 3536 | | 1770 | 3539 | 1583 |
| Volume (vph) | 845 | 11 | 1112 | 1 | 4 | 2 | 293 | 562 | 4 | 3 | 556 | 128 |
| 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) | 918 | 12 | 1209 | 1 | 4 | 2 | 318 | 611 | 4 | 3 | 604 | 139 |
| RTOR Reduction (vph) | 0 | 0 | 241 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| Lane Group Flow (vph) | 459 | 471 | 968 | 1 | 4 | 0 | 318 | 615 | 0 | 3 | 604 | 105 |
| Turn Type | Split | | Perm | Split | | | Prot | | | Prot | | pm+ov |
| Protected Phases | 2 | 2 | | 6 | 6 | | 3 | 8 | | 7 | 4 | 2 |
| Permitted Phases | | | 2 | | | | | | | | | 4 |
| Actuated Green, G (s) | 81.0 | 81.0 | 81.0 | 6.0 | 6.0 | | 13.0 | 39.4 | | 0.8 | 27.2 | 108.2 |
| Effective Green, g (s) | 81.0 | 81.0 | 81.0 | 6.0 | 6.0 | | 13.0 | 39.4 | | 0.8 | 27.2 | 108.2 |
| Actuated g/C Ratio | 0.57 | 0.57 | 0.57 | 0.04 | 0.04 | | 0.09 | 0.28 | | 0.01 | 0.19 | 0.76 |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 951 | 954 | 895 | 74 | 74 | | 312 | 973 | | 10 | 672 | 1240 |
| v/s Ratio Prot | 0.27 | 0.28 | | 0.00 | c0.00 | | c0.09 | 0.17 | | 0.00 | c0.17 | 0.05 |
| v/s Ratio Perm | | | c0.61 | | | | | | | | | 0.02 |
| v/c Ratio | 0.48 | 0.49 | 1.08 | 0.01 | 0.06 | | 1.02 | 0.63 | | 0.30 | 0.90 | 0.08 |
| Uniform Delay, d1 | 18.6 | 18.7 | 31.1 | 65.8 | 65.9 | | 65.1 | 45.5 | | 70.9 | 56.7 | 4.6 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.4 | 0.4 | 54.6 | 0.1 | 0.3 | | 55.9 | 1.3 | | 16.1 | 14.8 | 0.0 |
| Delay (s) | 19.0 | 19.1 | 85.7 | 65.8 | 66.2 | | 121.0 | 46.9 | | 87.1 | 71.5 | 4.6 |
| Level of Service | B | B | F | E | E | | F | D | | F | E | A |
| Approach Delay (s) | | 56.7 | | | 66.1 | | | 72.2 | | | 59.1 | |
| Approach LOS | | E | | | E | | | E | | | E | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 61.0 | HCM Level of Service | E | |
| HCM Volume to Capacity ratio | 0.99 | | | |
| Actuated Cycle Length (s) | 143.2 | Sum of lost time (s) | 16.0 | |
| Intersection Capacity Utilization | 97.6% | ICU Level of Service | F | |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |



HCM Unsignalized Intersection Capacity Analysis
110: Sycamore Park Dr & CA 67

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 8 | 2 | 2 | 749 | 1382 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 9 | 2 | 2 | 814 | 1502 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 851 | |
| pX, platoon unblocked | 0.80 | 0.80 | 0.80 | | | |
| vC, conflicting volume | 1914 | 1502 | 1502 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 2145 | 1629 | 1629 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 74 | 97 | 99 | | | |
| cM capacity (veh/h) | 33 | 72 | 315 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|
| Volume Total | 11 | 274 | 543 | 1502 |
| Volume Left | 9 | 2 | 0 | 0 |
| Volume Right | 2 | 0 | 0 | 0 |
| cSH | 37 | 315 | 1700 | 1700 |
| Volume to Capacity | 0.29 | 0.01 | 0.32 | 0.88 |
| Queue Length 95th (ft) | 24 | 1 | 0 | 0 |
| Control Delay (s) | 138.8 | 0.3 | 0.0 | 0.0 |
| Lane LOS | F | A | | |
| Approach Delay (s) | 138.8 | 0.1 | | 0.0 |
| Approach LOS | F | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.7 | | | |
| Intersection Capacity Utilization | 82.7% | ICU Level of Service | E | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
111: Tower Access & CA 67

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 2 | 0 | 0 | 749 | 1384 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 0 | 0 | 814 | 1504 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1911 | 1504 | 1504 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1911 | 1504 | 1504 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 96 | 100 | 100 | | | |
| cM capacity (veh/h) | 60 | 110 | 441 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|
| Volume Total | 2 | 271 | 543 | 1504 |
| Volume Left | 2 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 60 | 441 | 1700 | 1700 |
| Volume to Capacity | 0.04 | 0.00 | 0.32 | 0.88 |
| Queue Length 95th (ft) | 3 | 0 | 0 | 0 |
| Control Delay (s) | 67.4 | 0.0 | 0.0 | 0.0 |
| Lane LOS | F | | | |
| Approach Delay (s) | 67.4 | 0.0 | | 0.0 |
| Approach LOS | F | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.1 | | | |
| Intersection Capacity Utilization | 82.8% | ICU Level of Service | E | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
112: Tower Access & CA 67

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 2 | 0 | 747 | 1384 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 2 | 0 | 812 | 1504 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1910 | 752 | 1504 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1910 | 752 | 1504 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 99 | 100 | | | |
| cM capacity (veh/h) | 60 | 353 | 441 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|
| Volume Total | 2 | 406 | 406 | 1003 | 501 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 2 | 0 | 0 | 0 | 0 |
| cSH | 353 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.01 | 0.24 | 0.24 | 0.59 | 0.29 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 15.3 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | C | | | | |
| Approach Delay (s) | 15.3 | 0.0 | | 0.0 | |
| Approach LOS | C | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 48.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

## HCM Unsignalized Intersection Capacity Analysis
## 113: Vigilante Rd & CA 67

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 26 | 56 | 678 | 5 | 114 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 28 | 61 | 737 | 5 | 124 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 985 | 368 | | | 742 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 985 | 368 | | | 742 | |
| tC, single (s) | 6.8 | 6.9 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 87 | 90 | | | 86 | |
| cM capacity (veh/h) | 210 | 629 | | | 861 | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|---|
| Volume Total | 28 | 61 | 368 | 368 | 5 | 124 | 0 | 0 |
| Volume Left | 28 | 0 | 0 | 0 | 0 | 124 | 0 | 0 |
| Volume Right | 0 | 61 | 0 | 0 | 5 | 0 | 0 | 0 |
| cSH | 210 | 629 | 1700 | 1700 | 1700 | 861 | 1700 | 1700 |
| Volume to Capacity | 0.13 | 0.10 | 0.22 | 0.22 | 0.00 | 0.14 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 11 | 8 | 0 | 0 | 0 | 13 | 0 | 0 |
| Control Delay (s) | 24.8 | 11.3 | 0.0 | 0.0 | 0.0 | 9.9 | 0.0 | 0.0 |
| Lane LOS | C | B | | | | A | | |
| Approach Delay (s) | 15.6 | | 0.0 | | | 9.9 | | |
| Approach LOS | C | | | | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.7 | | | |
| Intersection Capacity Utilization | 38.4% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



## HCM Signalized Intersection Capacity Analysis
## 114: Willow Rd & CA 67

| 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 | |
| Lane Util. Factor | | | | | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | | | | 0.98 | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | | | | 0.96 | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | | | | 1747 | | | 1863 | 1583 | 1770 | 1863 | |
| Flt Permitted | | | | | 0.96 | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | | | | 1747 | | | 1863 | 1583 | 1770 | 1863 | |
| Volume (vph) | 0 | 0 | 0 | 318 | 0 | 66 | 0 | 857 | 494 | 51 | 1350 | 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 | 346 | 0 | 72 | 0 | 932 | 537 | 55 | 1467 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 184 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 412 | 0 | 0 | 932 | 353 | 55 | 1467 | 0 |
| Turn Type | | | | Split | | | | | Perm | Prot | | |
| Protected Phases | | | | 1 | 1 | | | 8 | | 7 | 4 | |
| Permitted Phases | | | | | | | | | 8 | | | |
| Actuated Green, G (s) | | | | | 26.0 | | | 78.0 | 78.0 | 4.8 | 86.8 | |
| Effective Green, g (s) | | | | | 26.0 | | | 78.0 | 78.0 | 4.8 | 86.8 | |
| Actuated g/C Ratio | | | | | 0.22 | | | 0.65 | 0.65 | 0.04 | 0.72 | |
| 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 | | | 1203 | 1022 | 70 | 1339 | |
| v/s Ratio Prot | | | | | c0.24 | | | 0.50 | | 0.03 | c0.79 | |
| v/s Ratio Perm | | | | | | | | | 0.22 | | | |
| v/c Ratio | | | | | 1.10 | | | 0.77 | 0.35 | 0.79 | 1.10 | |
| Uniform Delay, d1 | | | | | 47.4 | | | 15.2 | 9.8 | 57.5 | 17.0 | |
| Progression Factor | | | | | 1.00 | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | | | | 74.4 | | | 3.2 | 0.2 | 42.6 | 55.1 | |
| Delay (s) | | | | | 121.8 | | | 18.4 | 10.0 | 100.1 | 72.1 | |
| Level of Service | | | | | F | | | B | A | F | E | |
| Approach Delay (s) | | 0.0 | | | 121.8 | | | 15.3 | | | 73.1 | |
| Approach LOS | | A | | | F | | | B | | | E | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 54.2 | HCM Level of Service | | D |
| HCM Volume to Capacity ratio | 1.10 | | | |
| Actuated Cycle Length (s) | 120.8 | Sum of lost time (s) | | 8.0 |
| Intersection Capacity Utilization | 99.4% | ICU Level of Service | | F |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |



## HCM Signalized Intersection Capacity Analysis
## 115: Mapleview St & CA 67

| 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 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | | 1.00 | 1.00 | 0.95 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frt | | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | | 0.98 | 1.00 | 0.95 | 0.96 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | | 1827 | 1583 | 1681 | 1705 | 1583 | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 |
| Flt Permitted | | 0.98 | 1.00 | 0.95 | 0.96 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | | 1827 | 1583 | 1681 | 1705 | 1583 | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 |
| Volume (vph) | 73 | 115 | 15 | 624 | 89 | 154 | 27 | 847 | 667 | 274 | 973 | 114 |
| 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) | 79 | 125 | 16 | 678 | 97 | 167 | 29 | 921 | 725 | 298 | 1058 | 124 |
| RTOR Reduction (vph) | 0 | 0 | 14 | 0 | 0 | 127 | 0 | 0 | 459 | 0 | 0 | 71 |
| Lane Group Flow (vph) | 0 | 204 | 2 | 377 | 398 | 40 | 29 | 921 | 266 | 298 | 1058 | 53 |
| Turn Type | Split | | Perm | Split | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 5 | 5 | | 1 | 1 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | | | 5 | | | 1 | | | 8 | | | 4 |
| Actuated Green, G (s) | | 11.8 | 11.8 | 22.0 | 22.0 | 22.0 | 2.4 | 25.6 | 25.6 | 16.0 | 39.2 | 39.2 |
| Effective Green, g (s) | | 11.8 | 11.8 | 22.0 | 22.0 | 22.0 | 2.4 | 25.6 | 25.6 | 16.0 | 39.2 | 39.2 |
| Actuated g/C Ratio | | 0.13 | 0.13 | 0.24 | 0.24 | 0.24 | 0.03 | 0.28 | 0.28 | 0.18 | 0.43 | 0.43 |
| Clearance Time (s) | | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Vehicle Extension (s) | | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | 236 | 204 | 405 | 410 | 381 | 46 | 991 | 443 | 310 | 1518 | 679 |
| v/s Ratio Prot | | c0.11 | | 0.22 | c0.23 | | 0.02 | c0.26 | | c0.17 | 0.30 | |
| v/s Ratio Perm | | | 0.00 | | | 0.03 | | | 0.17 | | | 0.03 |
| v/c Ratio | | 0.86 | 0.01 | 0.93 | 0.97 | 0.11 | 0.63 | 0.93 | 0.60 | 0.96 | 0.70 | 0.08 |
| Uniform Delay, d1 | | 39.0 | 34.7 | 34.0 | 34.4 | 27.0 | 44.1 | 32.0 | 28.5 | 37.4 | 21.3 | 15.4 |
| Progression Factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | | 26.4 | 0.0 | 28.0 | 36.6 | 0.1 | 24.9 | 14.4 | 2.3 | 40.6 | 1.4 | 0.0 |
| Delay (s) | | 65.4 | 34.7 | 61.9 | 71.0 | 27.2 | 68.9 | 46.4 | 30.8 | 77.9 | 22.7 | 15.5 |
| Level of Service | | E | C | E | E | C | E | D | C | E | C | B |
| Approach Delay (s) | | 63.1 | | | 59.6 | | | 40.0 | | | 33.2 | |
| Approach LOS | | E | | | E | | | D | | | C | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 43.1 | HCM Level of Service | | D |
| HCM Volume to Capacity ratio | 0.94 | | | |
| Actuated Cycle Length (s) | 91.4 | Sum of lost time (s) | | 16.0 |
| Intersection Capacity Utilization | 76.6% | ICU Level of Service | | D |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |



## HCM Signalized Intersection Capacity Analysis
## 116: Mapleview St & Maine Ave

| 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 | 0.95 | 1.00 | | 0.95 | 1.00 | | 1.00 | 1.00 | | 1.00 | |
| Frt | 1.00 | 1.00 | 0.85 | | 1.00 | 0.85 | | 1.00 | 0.85 | | 0.88 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.95 | 1.00 | | 0.99 | |
| Satd. Flow (prot) | 1770 | 3539 | 1583 | | 3530 | 1583 | | 1775 | 1583 | | 1630 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | | 1.00 | 1.00 | | 0.95 | 1.00 | | 0.99 | |
| Satd. Flow (perm) | 1770 | 3539 | 1583 | | 3530 | 1583 | | 1775 | 1583 | | 1630 | |
| Volume (vph) | 1 | 817 | 222 | 41 | 714 | 3 | 156 | 2 | 85 | 1 | 0 | 7 |
| 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 | 888 | 241 | 45 | 776 | 3 | 170 | 2 | 92 | 1 | 0 | 8 |
| RTOR Reduction (vph) | 0 | 0 | 163 | 0 | 0 | 2 | 0 | 0 | 79 | 0 | 8 | 0 |
| Lane Group Flow (vph) | 1 | 888 | 78 | 0 | 821 | 1 | 0 | 172 | 13 | 0 | 1 | 0 |
| Turn Type | Split | | Perm | Split | | Perm | Split | | Perm | Split | | |
| Protected Phases | 5 | 5 | | 1 | 1 | | 8 | 8 | | 4 | 4 | |
| Permitted Phases | | | 5 | | | 1 | | | 8 | | | |
| Actuated Green, G (s) | 22.5 | 22.5 | 22.5 | | 20.5 | 20.5 | | 9.5 | 9.5 | | 1.1 | |
| Effective Green, g (s) | 22.5 | 22.5 | 22.5 | | 20.5 | 20.5 | | 9.5 | 9.5 | | 1.1 | |
| Actuated g/C Ratio | 0.32 | 0.32 | 0.32 | | 0.29 | 0.29 | | 0.14 | 0.14 | | 0.02 | |
| 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) | 572 | 1144 | 512 | | 1040 | 466 | | 242 | 216 | | 26 | |
| v/s Ratio Prot | 0.00 | c0.25 | | | c0.23 | | | c0.10 | | | c0.00 | |
| v/s Ratio Perm | | | 0.05 | | | 0.00 | | | 0.01 | | | |
| v/c Ratio | 0.00 | 0.78 | 0.15 | | 0.79 | 0.00 | | 0.71 | 0.06 | | 0.04 | |
| Uniform Delay, d1 | 15.9 | 21.3 | 16.8 | | 22.6 | 17.3 | | 28.7 | 26.2 | | 33.7 | |
| Progression Factor | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | |
| Incremental Delay, d2 | 0.0 | 3.4 | 0.1 | | 4.1 | 0.0 | | 9.4 | 0.1 | | 0.7 | |
| Delay (s) | 15.9 | 24.6 | 16.9 | | 26.6 | 17.3 | | 38.2 | 26.3 | | 34.4 | |
| Level of Service | B | C | B | | C | B | | D | C | | C | |
| Approach Delay (s) | | 23.0 | | | 26.6 | | | 34.0 | | | 34.4 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 25.7 | HCM Level of Service | | C |
| HCM Volume to Capacity ratio | 0.75 | | | |
| Actuated Cycle Length (s) | 69.6 | Sum of lost time (s) | | 16.0 |
| Intersection Capacity Utilization | 68.9% | ICU Level of Service | | C |
| Analysis Period (min) | 15 | | | |
| c Critical Lane Group | | | | |

HCM Unsignalized Intersection Capacity Analysis
117: Moreno Ave & Vigilante Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 2 | 10 | 3 | 2 | 0 | 24 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 11 | 3 | 2 | 0 | 26 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 30 | 4 | | | 5 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 30 | 4 | | | 5 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 99 | | | 100 | |
| cM capacity (veh/h) | 984 | 1079 | | | 1616 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 13 | 5 | 26 |
| Volume Left | 2 | 0 | 0 |
| Volume Right | 11 | 2 | 0 |
| cSH | 1062 | 1700 | 1616 |
| Volume to Capacity | 0.01 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 8.4 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.4 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.5 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
118: Tower Access & Wild Canyon Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 6 | 0 | 664 | 544 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 7 | 0 | 722 | 591 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 1313 | 591 | 591 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1313 | 591 | 591 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 99 | 100 | | | |
| cM capacity (veh/h) | 175 | 507 | 984 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 7 | 722 | 591 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 7 | 0 | 0 |
| cSH | 507 | 984 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.35 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 12.2 | 0.0 | 0.0 |
| Lane LOS | B | | |
| Approach Delay (s) | 12.2 | 0.0 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 44.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
119: Willow Rd & Wild Canyon Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 349 | 24 | 135 | 42 | 24 | 4 | 42 | 395 | 28 | 5 | 390 | 132 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 379 | 26 | 147 | 46 | 26 | 4 | 46 | 429 | 30 | 5 | 424 | 143 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total (vph) | 552 | 76 | 475 | 30 | 573 |
| Volume Left (vph) | 379 | 46 | 46 | 0 | 5 |
| Volume Right (vph) | 147 | 4 | 0 | 30 | 143 |
| Hadj (s) | 0.01 | 0.12 | 0.08 | -0.67 | -0.11 |
| Departure Headway (s) | 7.5 | 9.6 | 8.1 | 7.3 | 7.5 |
| Degree Utilization, x | 1.15 | 0.20 | 1.07 | 0.06 | 1.19 |
| Capacity (veh/h) | 484 | 369 | 453 | 483 | 487 |
| Control Delay (s) | 115.5 | 15.1 | 89.2 | 9.6 | 129.5 |
| Approach Delay (s) | 115.5 | 15.1 | 84.4 | | 129.5 |
| Approach LOS | F | C | F | | F |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 106.5 | | |
| HCM Level of Service | F | | |
| Intersection Capacity Utilization | 90.8% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |



HCM Signalized Intersection Capacity Analysis
120: Mapleview St & Ashwood St

| 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 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 1.00 | | | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | | 0.97 | | | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.99 | | | 0.97 | 1.00 |
| Satd. Flow (prot) | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | | 1789 | | | 1809 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | | 0.93 | | | 0.52 | 1.00 |
| Satd. Flow (perm) | 1770 | 3539 | 1583 | 1770 | 3539 | 1583 | | 1681 | | | 973 | 1583 |
| Volume (vph) | 389 | 532 | 47 | 50 | 398 | 175 | 18 | 117 | 47 | 244 | 166 | 325 |
| 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) | 423 | 578 | 51 | 54 | 433 | 190 | 20 | 127 | 51 | 265 | 180 | 353 |
| RTOR Reduction (vph) | 0 | 0 | 28 | 0 | 0 | 140 | 0 | 16 | 0 | 0 | 0 | 230 |
| Lane Group Flow (vph) | 423 | 578 | 23 | 54 | 433 | 50 | 0 | 182 | 0 | 0 | 445 | 123 |
| Turn Type | Prot | | Perm | Prot | | pm+ov | pm+pt | | | pm+pt | | Perm |
| Protected Phases | 5 | 2 | | 1 | 6 | 7 | 3 | 8 | | 7 | 4 | |
| Permitted Phases | | | 2 | | | 6 | 8 | | | 4 | | 4 |
| Actuated Green, G (s) | 21.3 | 33.3 | 33.3 | 3.7 | 15.7 | 19.8 | | 18.0 | | | 26.1 | 26.1 |
| Effective Green, g (s) | 21.3 | 33.3 | 33.3 | 3.7 | 15.7 | 19.8 | | 18.0 | | | 26.1 | 26.1 |
| Actuated g/C Ratio | 0.28 | 0.44 | 0.44 | 0.05 | 0.21 | 0.26 | | 0.24 | | | 0.35 | 0.35 |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | | | 4.0 | 4.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 502 | 1569 | 702 | 87 | 740 | 502 | | 403 | | | 384 | 550 |
| v/s Ratio Prot | c0.24 | 0.16 | | 0.03 | c0.12 | 0.01 | | | | | c0.06 | |
| v/s Ratio Perm | | | 0.01 | | | 0.03 | | 0.11 | | | c0.34 | 0.08 |
| v/c Ratio | 0.84 | 0.37 | 0.03 | 0.62 | 0.59 | 0.10 | | 0.45 | | | 1.16 | 0.22 |
| Uniform Delay, d1 | 25.3 | 13.9 | 11.8 | 35.0 | 26.8 | 20.9 | | 24.3 | | | 24.5 | 17.3 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | 12.2 | 0.1 | 0.0 | 13.0 | 1.2 | 0.1 | | 0.8 | | | 96.8 | 0.2 |
| Delay (s) | 37.5 | 14.1 | 11.8 | 48.0 | 28.0 | 21.0 | | 25.1 | | | 121.3 | 17.5 |
| Level of Service | D | B | B | D | C | C | | C | | | F | B |
| Approach Delay (s) | | 23.4 | | | 27.6 | | | 25.1 | | | 75.4 | |
| Approach LOS | | C | | | C | | | C | | | E | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 39.8 | HCM Level of Service | | D | |
| HCM Volume to Capacity ratio | 0.90 | | | | |
| Actuated Cycle Length (s) | 75.1 | Sum of lost time (s) | | 12.0 | |
| Intersection Capacity Utilization | 78.1% | ICU Level of Service | | D | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

## HCM Unsignalized Intersection Capacity Analysis
## 121: Willow Rd & Tower Access

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 21 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 23 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 14 | | | 23 | | | 39 | 37 | 23 | 37 | 37 | 14 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 14 | | | 23 | | | 39 | 37 | 23 | 37 | 37 | 14 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1604 | | | 1592 | | | 963 | 855 | 1054 | 968 | 855 | 1066 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 23 | 14 | 2 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 2 |
| cSH | 1604 | 1700 | 1066 |
| Volume to Capacity | 0.00 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 8.4 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 8.4 |
| Approach LOS | | | A |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| Average Delay | 0.5 | | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | | A | |
| Analysis Period (min) | 15 | | | | |



## HCM Unsignalized Intersection Capacity Analysis
## 122: El Monte Rd & Yard #20

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 49 | 79 | 0 | 0 | 65 | 9 | 0 | 0 | 0 | 3 | 0 | 136 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 53 | 86 | 0 | 0 | 71 | 10 | 0 | 0 | 0 | 3 | 0 | 148 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 80 | | | 86 | | | 416 | 273 | 86 | 268 | 268 | 76 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 80 | | | 86 | | | 416 | 273 | 86 | 268 | 268 | 76 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 96 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 85 |
| cM capacity (veh/h) | 1517 | | | 1510 | | | 453 | 612 | 973 | 666 | 616 | 986 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 53 | 86 | 80 | 0 | 151 |
| Volume Left | 53 | 0 | 0 | 0 | 3 |
| Volume Right | 0 | 0 | 10 | 0 | 148 |
| cSH | 1517 | 1700 | 1510 | 1700 | 976 |
| Volume to Capacity | 0.04 | 0.05 | 0.00 | 0.00 | 0.15 |
| Queue Length 95th (ft) | 3 | 0 | 0 | 0 | 14 |
| Control Delay (s) | 7.5 | 0.0 | 0.0 | 0.0 | 9.4 |
| Lane LOS | A | | | A | A |
| Approach Delay (s) | 2.9 | | 0.0 | 0.0 | 9.4 |
| Approach LOS | | | | A | A |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| Average Delay | 4.9 | | | | |
| Intersection Capacity Utilization | 24.6% | ICU Level of Service | | A | |
| Analysis Period (min) | 15 | | | | |



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Ex with Proj PM            Fri Apr 9, 2010 13:54:00                  Page 3-1
------------------------------------------------------------------------------
------------------------------------------------------------------------------
                  Level Of Service Computation Report
           2000 HCM 4-Way Stop Method (Future Volume Alternative)
*******************************************************************************
Intersection #123 El Monte Rd & Lake Jennings Park Rd
*******************************************************************************
Cycle (sec):         100              Critical Vol./Cap.(X):         0.579
Loss Time (sec):     0                Average Delay (sec/veh):       13.9
Optimal Cycle:       0                Level Of Service:                 B
*******************************************************************************
Street Name:          El Monte Road              Lake Jennings Park Road
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:        Stop Sign        Stop Sign        Stop Sign        Stop Sign
Rights:           Ignore           Ignore           Include          Include
Min. Green:     5    5    5     5    5    5     5    5    5     5    5    5
Lanes:       0  1  0  0  1    0  1  0  0  1    1  0  1  1  0    1  0  0  1  0
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:     42   38  147    52   38  157    60  465   36   119  294   35
Growth Adj:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Initial Bse:  42   38  147    52   38  157    60  465   36   119  294   35
Added Vol:     0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:   0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:  42   38  147    52   38  157    60  465   36   119  294   35
User Adj:    1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     0.95 0.95 0.00  0.95 0.95 0.00  0.95 0.95 0.95  0.95 0.95 0.95
PHF Volume:   44   40    0    55   40    0    63  489   38   125  309   37
Reduct Vol:    0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:  44   40    0    55   40    0    63  489   38   125  309   37
PCE Adj:     1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 0.00  1.00 1.00 0.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:  44   40    0    55   40    0    63  489   38   125  309   37
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
Lanes:       0.53 0.47 1.00  0.58 0.42 1.00  1.00 1.86 0.14  1.00 0.89 0.11
Final Sat.:  236  214  507   260  190  511   513 1042   81   541  534   64
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.19 0.19 0.00  0.21 0.21 0.00  0.12 0.47 0.47  0.23 0.58 0.58
Crit Moves:       ****            ****            ****            ****
Delay/Veh:   11.7 11.7  0.0  12.0 12.0  0.0  10.5 14.2 14.0  11.0 16.0 16.0
Delay Adj:   1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
AdjDel/Veh:  11.7 11.7  0.0  12.0 12.0  0.0  10.5 14.2 14.0  11.0 16.0 16.0
LOS by Move:    B    B    *     B    B    *     B    B    B     B    C    C
ApproachDel:       11.7             12.0             13.8             14.7
Delay Adj:         1.00             1.00             1.00             1.00
ApprAdjDel:        11.7             12.0             13.8             14.7
LOS by Appr:          B                B                B                B
AllWayAvgQ:   0.2  0.2  0.0   0.2  0.2  0.0   0.1  0.8  0.8   0.3  1.2  1.2
*******************************************************************************
Note: Queue reported is the number of cars per lane.
*******************************************************************************


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## HCM Unsignalized Intersection Capacity Analysis
## 124: El Monte Rd & Tower Access

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 78 | 0 | 0 | 160 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 85 | 0 | 0 | 174 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 174 | | | 85 | | | 265 | 259 | 85 | 259 | 259 | 174 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 174 | | | 85 | | | 265 | 259 | 85 | 259 | 259 | 174 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 99 |
| cM capacity (veh/h) | 1403 | | | 1512 | | | 682 | 646 | 974 | 694 | 646 | 870 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 85 | 174 | 7 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 7 |
| cSH | 1403 | 1700 | 870 |
| Volume to Capacity | 0.00 | 0.10 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.0 | 0.0 | 9.2 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 9.2 |
| Approach LOS | | | A |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| Average Delay | 0.2 | | | | |
| Intersection Capacity Utilization | 18.4% | ICU Level of Service | | A | |
| Analysis Period (min) | 15 | | | | |

HCM Unsignalized Intersection Capacity Analysis
125: El Monte Rd & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 27 | 129 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 29 | 140 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 140 | | | | 170 | 140 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 140 | | | | 170 | 140 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1443 | | | | 821 | 908 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 29 | 140 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1443 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.08 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 10.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
126: El Monte Rd & Yard #19

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 14 | 13 | 10 | 29 | 0 | 119 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 15 | 14 | 11 | 32 | 0 | 129 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 42 | | | | 71 | 27 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 42 | | | | 71 | 27 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 100 | 88 |
| cM capacity (veh/h) | 1567 | | | | 924 | 1049 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 29 | 42 | 129 |
| Volume Left | 15 | 0 | 0 |
| Volume Right | 0 | 32 | 129 |
| cSH | 1567 | 1700 | 1049 |
| Volume to Capacity | 0.01 | 0.02 | 0.12 |
| Queue Length 95th (ft) | 1 | 0 | 11 |
| Control Delay (s) | 3.8 | 0.0 | 8.9 |
| Lane LOS | A | | A |
| Approach Delay (s) | 3.8 | 0.0 | 8.9 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.3 | | |
| Intersection Capacity Utilization | 22.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
127: El Monte Rd & Forrest Route 13S10

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 2 | 11 | 33 | 0 | 0 | 6 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 12 | 36 | 0 | 0 | 7 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 36 | | | | 52 | 36 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 36 | | | | 52 | 36 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 99 |
| cM capacity (veh/h) | 1575 | | | | 955 | 1037 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 14 | 36 | 7 |
| Volume Left | 2 | 0 | 0 |
| Volume Right | 0 | 0 | 7 |
| cSH | 1575 | 1700 | 1037 |
| Volume to Capacity | 0.00 | 0.02 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 1.1 | 0.0 | 8.5 |
| Lane LOS | A | | A |
| Approach Delay (s) | 1.1 | 0.0 | 8.5 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.3 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
201: I-8 WB Ramps & Viewside Ln

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 15 | 0 | 47 | 158 | 142 | 0 | 0 | 169 | 87 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 16 | 0 | 51 | 172 | 154 | 0 | 0 | 184 | 95 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 733 | 682 | 184 | 682 | 776 | 154 | 278 | | | 154 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 733 | 682 | 184 | 682 | 776 | 154 | 278 | | | 154 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 95 | 100 | 94 | 87 | | | 100 | | |
| cM capacity (veh/h) | 285 | 323 | 859 | 327 | 285 | 892 | 1284 | | | 1426 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|
| Volume Total | 16 | 51 | 172 | 154 | 184 | 95 |
| Volume Left | 16 | 0 | 172 | 0 | 0 | 0 |
| Volume Right | 0 | 51 | 0 | 0 | 0 | 95 |
| cSH | 327 | 892 | 1284 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.05 | 0.06 | 0.13 | 0.09 | 0.11 | 0.06 |
| Queue Length 95th (ft) | 4 | 5 | 12 | 0 | 0 | 0 |
| Control Delay (s) | 16.6 | 9.3 | 8.2 | 0.0 | 0.0 | 0.0 |
| Lane LOS | C | A | A | | | |
| Approach Delay (s) | 11.1 | | 4.3 | | 0.0 | |
| Approach LOS | B | | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.2 | | |
| Intersection Capacity Utilization | 31.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
202: Alpine Blvd & Viewside Ln

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 91 | 363 | 1 | 3 | 0 | 208 | 0 | 6 | 4 | 175 | 3 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 99 | 395 | 1 | 3 | 0 | 226 | 0 | 7 | 4 | 190 | 3 | 0 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|---|---|
| Volume Total (vph) | 99 | 396 | 3 | 226 | 7 | 4 | 193 |
| Volume Left (vph) | 99 | 0 | 3 | 0 | 0 | 0 | 190 |
| Volume Right (vph) | 0 | 1 | 0 | 226 | 0 | 4 | 0 |
| Hadj (s) | 0.53 | 0.03 | 0.53 | -0.67 | 0.03 | -0.67 | 0.23 |
| Departure Headway (s) | 6.0 | 5.5 | 6.3 | 5.1 | 6.7 | 6.0 | 6.4 |
| Degree Utilization, x | 0.16 | 0.60 | 0.01 | 0.32 | 0.01 | 0.01 | 0.35 |
| Capacity (veh/h) | 581 | 645 | 543 | 674 | 466 | 521 | 524 |
| Control Delay (s) | 8.9 | 15.2 | 8.1 | 9.3 | 8.6 | 7.8 | 12.8 |
| Approach Delay (s) | 13.9 | | 9.3 | | 8.3 | | 12.8 |
| Approach LOS | B | | A | | A | | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 12.5 | | | |
| HCM Level of Service | B | | | |
| Intersection Capacity Utilization | 42.4% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
203: Alpine Blvd & I-8 EB Ramp

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 47 | 516 | 195 | 11 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 51 | 561 | 212 | 12 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 224 | | | | 875 | 212 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 224 | | | | 875 | 212 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 96 | | | | 100 | 100 |
| cM capacity (veh/h) | 1345 | | | | 308 | 828 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 |
|---|---|---|---|---|
| Volume Total | 51 | 561 | 212 | 12 |
| Volume Left | 51 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 12 |
| cSH | 1345 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.04 | 0.33 | 0.12 | 0.01 |
| Queue Length 95th (ft) | 3 | 0 | 0 | 0 |
| Control Delay (s) | 7.8 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | | |
| Approach Delay (s) | 0.6 | | 0.0 | |
| Approach LOS | | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.5 | | | |
| Intersection Capacity Utilization | 30.5% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
204: Alpine Blvd & Arnold Way

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 152 | 360 | 37 | 56 | 151 | 32 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 165 | 391 | 40 | 61 | 164 | 35 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 557 | | 502 | 361 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 557 | | 502 | 361 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 96 | | 68 | 95 |
| cM capacity (veh/h) | | | 1014 | | 508 | 684 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 557 | 101 | 199 |
| Volume Left | 0 | 40 | 164 |
| Volume Right | 391 | 0 | 35 |
| cSH | 1700 | 1014 | 532 |
| Volume to Capacity | 0.33 | 0.04 | 0.37 |
| Queue Length 95th (ft) | 0 | 3 | 43 |
| Control Delay (s) | 0.0 | 3.7 | 15.8 |
| Lane LOS | | A | C |
| Approach Delay (s) | 0.0 | 3.7 | 15.8 |
| Approach LOS | | | C |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.1 | | | |
| Intersection Capacity Utilization | 52.9% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
205: Tower Access & Peutz Valley Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 31 | 2 | 35 | 19 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 34 | 2 | 38 | 21 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 63 | 21 | 21 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 63 | 21 | 21 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 97 | 100 | | | |
| cM capacity (veh/h) | 942 | 1057 | 1595 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 34 | 40 | 21 |
| Volume Left | 0 | 2 | 0 |
| Volume Right | 34 | 0 | 0 |
| cSH | 1057 | 1595 | 1700 |
| Volume to Capacity | 0.03 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 2 | 0 | 0 |
| Control Delay (s) | 8.5 | 0.4 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 8.5 | 0.4 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.2 | | | |
| Intersection Capacity Utilization | 13.5% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
206: Alpine Blvd & Peutz Valley Rd

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 31 | 165 | 88 | 6 | 34 | 16 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 34 | 179 | 96 | 7 | 37 | 17 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 102 | | | | 346 | 99 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 102 | | | | 346 | 99 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 98 | | | | 94 | 98 |
| cM capacity (veh/h) | 1490 | | | | 636 | 957 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 213 | 102 | 37 | 17 |
| Volume Left | 34 | 0 | 37 | 0 |
| Volume Right | 0 | 7 | 0 | 17 |
| cSH | 1490 | 1700 | 636 | 957 |
| Volume to Capacity | 0.02 | 0.06 | 0.06 | 0.02 |
| Queue Length 95th (ft) | 2 | 0 | 5 | 1 |
| Control Delay (s) | 1.3 | 0.0 | 11.0 | 8.8 |
| Lane LOS | A | | B | A |
| Approach Delay (s) | 1.3 | 0.0 | 10.3 | |
| Approach LOS | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.3 | | |
| Intersection Capacity Utilization | 27.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
207: Tavern Rd & Taberna Vista Wy

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 3 | 15 | 17 | 3 | 190 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 3 | 16 | 18 | 3 | 207 | 1 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 22 | | | | 43 | 20 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 22 | | | | 43 | 20 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 79 | 100 |
| cM capacity (veh/h) | 1594 | | | | 966 | 1058 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 20 | 22 | 208 |
| Volume Left | 3 | 0 | 207 |
| Volume Right | 0 | 3 | 1 |
| cSH | 1594 | 1700 | 966 |
| Volume to Capacity | 0.00 | 0.01 | 0.21 |
| Queue Length 95th (ft) | 0 | 0 | 20 |
| Control Delay (s) | 1.2 | 0.0 | 9.7 |
| Lane LOS | A | | A |
| Approach Delay (s) | 1.2 | 0.0 | 9.7 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 8.2 | | |
| Intersection Capacity Utilization | 20.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
208: Tavern Rd & Yard #18A

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 230 | 0 | 0 | 41 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 250 | 0 | 0 | 45 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 250 | | 295 | 250 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 250 | | 295 | 250 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1316 | | 696 | 789 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 250 | 45 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1316 | 1700 |
| Volume to Capacity | 0.15 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 15.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
209: Tavern Rd & Yard #18B E Drwy

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 1 | 215 | 25 | 86 | 9 | 3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 234 | 27 | 93 | 10 | 3 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 121 | | | | 310 | 74 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 121 | | | | 310 | 74 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 99 | 100 |
| cM capacity (veh/h) | 1467 | | | | 682 | 988 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 235 | 121 | 13 |
| Volume Left | 1 | 0 | 10 |
| Volume Right | 0 | 93 | 3 |
| cSH | 1467 | 1700 | 739 |
| Volume to Capacity | 0.00 | 0.07 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.0 | 0.0 | 10.0 |
| Lane LOS | A | | A |
| Approach Delay (s) | 0.0 | 0.0 | 10.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.4 | | |
| Intersection Capacity Utilization | 22.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

## HCM Unsignalized Intersection Capacity Analysis
## 210: Tavern Rd & Victoria Park Terrace

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 19 | 218 | 118 | 258 | 103 | 7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 21 | 237 | 128 | 280 | 112 | 8 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 653 | 116 | 120 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 653 | 116 | 120 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 95 | 75 | 91 | | | |
| cM capacity (veh/h) | 394 | 937 | 1468 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 258 | 409 | 120 |
| Volume Left | 21 | 128 | 0 |
| Volume Right | 237 | 0 | 8 |
| cSH | 844 | 1468 | 1700 |
| Volume to Capacity | 0.31 | 0.09 | 0.07 |
| Queue Length 95th (ft) | 32 | 7 | 0 |
| Control Delay (s) | 11.1 | 3.0 | 0.0 |
| Lane LOS | B | A | |
| Approach Delay (s) | 11.1 | 3.0 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.2 | | | |
| Intersection Capacity Utilization | 48.0% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



## HCM Signalized Intersection Capacity Analysis
## 211: I-8 WB Ramp & Tavern Rd

| 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 |
| Lane Util. Factor | | | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Frt | | | | | 0.93 | | 1.00 | 1.00 | | | 1.00 | 0.85 |
| Flt Protected | | | | | 0.98 | | 0.95 | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (prot) | | | | | 1689 | | 1770 | 1863 | | | 1863 | 1583 |
| Flt Permitted | | | | | 0.98 | | 0.95 | 1.00 | | | 1.00 | 1.00 |
| Satd. Flow (perm) | | | | | 1689 | | 1770 | 1863 | | | 1863 | 1583 |
| Volume (vph) | 0 | 0 | 0 | 92 | 2 | 109 | 368 | 306 | 0 | 0 | 169 | 189 |
| 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 | 100 | 2 | 118 | 400 | 333 | 0 | 0 | 184 | 205 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 0 | 0 | 164 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 0 | 170 | 0 | 400 | 333 | 0 | 0 | 184 | 41 |
| Turn Type | | | | Split | | | Prot | | | | | Perm |
| Protected Phases | | | | 1 | 1 | | 3 | 8 | | | 4 | |
| Permitted Phases | | | | | | | | | | | | 4 |
| Actuated Green, G (s) | | | | | 8.0 | | 12.8 | 24.9 | | | 8.1 | 8.1 |
| Effective Green, g (s) | | | | | 8.0 | | 12.8 | 24.9 | | | 8.1 | 8.1 |
| Actuated g/C Ratio | | | | | 0.20 | | 0.31 | 0.61 | | | 0.20 | 0.20 |
| 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) | | | | | 330 | | 554 | 1134 | | | 369 | 314 |
| v/s Ratio Prot | | | | | c0.10 | | c0.23 | 0.18 | | | c0.10 | |
| v/s Ratio Perm | | | | | | | | | | | | 0.03 |
| v/c Ratio | | | | | 0.52 | | 0.72 | 0.29 | | | 0.50 | 0.13 |
| Uniform Delay, d1 | | | | | 14.7 | | 12.5 | 3.8 | | | 14.6 | 13.5 |
| Progression Factor | | | | | 1.00 | | 1.00 | 1.00 | | | 1.00 | 1.00 |
| Incremental Delay, d2 | | | | | 1.4 | | 4.6 | 0.1 | | | 1.1 | 0.2 |
| Delay (s) | | | | | 16.1 | | 17.1 | 4.0 | | | 15.7 | 13.7 |
| Level of Service | | | | | B | | B | A | | | B | B |
| Approach Delay (s) | | 0.0 | | | 16.1 | | | 11.1 | | | 14.6 | |
| Approach LOS | | A | | | B | | | B | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 12.9 | HCM Level of Service | | B | |
| HCM Volume to Capacity ratio | 0.60 | | | | |
| Actuated Cycle Length (s) | 40.9 | Sum of lost time (s) | | 12.0 | |
| Intersection Capacity Utilization | 62.2% | ICU Level of Service | | B | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |



## HCM Signalized Intersection Capacity Analysis
## 212: I-8 EB Ramp & Tavern Rd

| 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 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Frt | | 1.00 | 0.85 | | | | | 1.00 | 0.85 | 1.00 | 1.00 | |
| Flt Protected | | 0.95 | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (prot) | | 1775 | 1583 | | | | | 1863 | 1583 | 1770 | 1863 | |
| Flt Permitted | | 0.95 | 1.00 | | | | | 1.00 | 1.00 | 0.95 | 1.00 | |
| Satd. Flow (perm) | | 1775 | 1583 | | | | | 1863 | 1583 | 1770 | 1863 | |
| Volume (vph) | 191 | 3 | 717 | 0 | 0 | 0 | 0 | 485 | 90 | 71 | 211 | 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) | 208 | 3 | 779 | 0 | 0 | 0 | 0 | 527 | 98 | 77 | 229 | 0 |
| RTOR Reduction (vph) | 0 | 0 | 393 | 0 | 0 | 0 | 0 | 0 | 60 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 211 | 386 | 0 | 0 | 0 | 0 | 527 | 38 | 77 | 229 | 0 |
| Turn Type | Split | | Perm | | | | | | Perm | Prot | | |
| Protected Phases | 5 | 5 | | | | | | 8 | | 7 | 4 | |
| Permitted Phases | | | 5 | | | | | | 8 | | | |
| Actuated Green, G (s) | | 18.7 | 18.7 | | | | | 21.8 | 21.8 | 3.2 | 29.0 | |
| Effective Green, g (s) | | 18.7 | 18.7 | | | | | 21.8 | 21.8 | 3.2 | 29.0 | |
| Actuated g/C Ratio | | 0.34 | 0.34 | | | | | 0.39 | 0.39 | 0.06 | 0.52 | |
| 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) | | 596 | 531 | | | | | 729 | 620 | 102 | 970 | |
| v/s Ratio Prot | | 0.12 | | | | | | c0.28 | | c0.04 | 0.12 | |
| v/s Ratio Perm | | | c0.24 | | | | | | 0.02 | | | |
| v/c Ratio | | 0.35 | 0.73 | | | | | 0.72 | 0.06 | 0.75 | 0.24 | |
| Uniform Delay, d1 | | 13.9 | 16.3 | | | | | 14.4 | 10.6 | 25.9 | 7.3 | |
| Progression Factor | | 1.00 | 1.00 | | | | | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 0.4 | 4.9 | | | | | 3.6 | 0.0 | 26.7 | 0.1 | |
| Delay (s) | | 14.3 | 21.2 | | | | | 17.9 | 10.6 | 52.6 | 7.4 | |
| Level of Service | | B | C | | | | | B | B | D | A | |
| Approach Delay (s) | | 19.7 | | | 0.0 | | | 16.8 | | | 18.8 | |
| Approach LOS | | B | | | A | | | B | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 18.6 | HCM Level of Service | | B | |
| HCM Volume to Capacity ratio | 0.73 | | | | |
| Actuated Cycle Length (s) | 55.7 | Sum of lost time (s) | | 12.0 | |
| Intersection Capacity Utilization | 62.2% | ICU Level of Service | | B | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |



## HCM Signalized Intersection Capacity Analysis
## 213: Alpine Blvd & Tavern Rd

| 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 | | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | | 1.00 | 0.95 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 3455 | | 1770 | 3539 | 1583 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 1863 | 1583 | 1770 | 1863 | 1583 | 1770 | 3455 | | 1770 | 3539 | 1583 |
| Volume (vph) | 111 | 97 | 82 | 71 | 52 | 193 | 36 | 270 | 51 | 331 | 463 | 56 |
| 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) | 121 | 105 | 89 | 77 | 57 | 210 | 39 | 293 | 55 | 360 | 503 | 61 |
| RTOR Reduction (vph) | 0 | 0 | 72 | 0 | 0 | 180 | 0 | 16 | 0 | 0 | 0 | 33 |
| Lane Group Flow (vph) | 121 | 105 | 17 | 77 | 57 | 30 | 39 | 332 | 0 | 360 | 503 | 28 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | | | Prot | Perm |
| Protected Phases | 5 | 2 | | 1 | 6 | | 3 | 8 | | 7 | 4 | |
| Permitted Phases | | | 2 | | | 6 | | | | | | 4 |
| Actuated Green, G (s) | 7.3 | 12.1 | 12.1 | 4.4 | 9.2 | 9.2 | 1.8 | 14.4 | | 17.3 | 29.9 | 29.9 |
| Effective Green, g (s) | 7.3 | 12.1 | 12.1 | 4.4 | 9.2 | 9.2 | 1.8 | 14.4 | | 17.3 | 29.9 | 29.9 |
| Actuated g/C Ratio | 0.11 | 0.19 | 0.19 | 0.07 | 0.14 | 0.14 | 0.03 | 0.22 | | 0.27 | 0.47 | 0.47 |
| Clearance Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 201 | 351 | 298 | 121 | 267 | 227 | 50 | 775 | | 477 | 1648 | 737 |
| v/s Ratio Prot | c0.07 | c0.06 | | 0.04 | 0.03 | | 0.02 | c0.10 | | c0.20 | 0.14 | |
| v/s Ratio Perm | | | 0.01 | | | 0.02 | | | | | | 0.02 |
| v/c Ratio | 0.60 | 0.30 | 0.06 | 0.64 | 0.21 | 0.13 | 0.78 | 0.43 | | 0.75 | 0.31 | 0.04 |
| Uniform Delay, d1 | 27.1 | 22.4 | 21.4 | 29.1 | 24.3 | 24.0 | 31.0 | 21.4 | | 21.5 | 10.7 | 9.3 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 5.0 | 0.5 | 0.1 | 10.5 | 0.4 | 0.3 | 53.9 | 0.4 | | 6.7 | 0.1 | 0.0 |
| Delay (s) | 32.1 | 22.9 | 21.4 | 39.6 | 24.7 | 24.3 | 84.9 | 21.7 | | 28.2 | 10.8 | 9.4 |
| Level of Service | C | C | C | D | C | C | F | C | | C | B | A |
| Approach Delay (s) | | 26.0 | | | 27.8 | | | 28.1 | | | 17.5 | |
| Approach LOS | | C | | | C | | | C | | | B | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 22.7 | HCM Level of Service | | C | |
| HCM Volume to Capacity ratio | 0.55 | | | | |
| Actuated Cycle Length (s) | 64.2 | Sum of lost time (s) | | 16.0 | |
| Intersection Capacity Utilization | 50.2% | ICU Level of Service | | A | |
| Analysis Period (min) | 15 | | | | |
| c Critical Lane Group | | | | | |

HCM Unsignalized Intersection Capacity Analysis
214: Alpine Blvd & W Victoria Dr

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 49 | 389 | 19 | 171 | 243 | 38 | 36 | 46 | 219 | 25 | 21 | 18 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 53 | 423 | 21 | 186 | 264 | 41 | 39 | 50 | 238 | 27 | 23 | 20 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 497 | 491 | 327 | 70 |
| Volume Left (vph) | 53 | 186 | 39 | 27 |
| Volume Right (vph) | 21 | 41 | 238 | 20 |
| Hadj (s) | 0.03 | 0.06 | -0.38 | -0.06 |
| Departure Headway (s) | 6.5 | 6.5 | 6.8 | 8.2 |
| Degree Utilization, x | 0.90 | 0.89 | 0.62 | 0.16 |
| Capacity (veh/h) | 545 | 541 | 501 | 393 |
| Control Delay (s) | 42.3 | 41.7 | 20.2 | 12.8 |
| Approach Delay (s) | 42.3 | 41.7 | 20.2 | 12.8 |
| Approach LOS | E | E | C | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | | | 35.4 | |
| HCM Level of Service | | | E | |
| Intersection Capacity Utilization | | | 77.6% | ICU Level of Service |
| Analysis Period (min) | | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
215: Alpine Blvd & E Victoria Dr

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 42 | 192 | 215 | 28 | 155 | 22 | 118 | 16 | 28 | 10 | 5 | 20 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 46 | 209 | 234 | 30 | 168 | 24 | 128 | 17 | 30 | 11 | 5 | 22 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 192 | | | 442 | | | 554 | 553 | 209 | 568 | 763 | 168 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 192 | | | 442 | | | 554 | 553 | 209 | 568 | 763 | 168 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 97 | | | 97 | | | 68 | 96 | 96 | 97 | 98 | 98 |
| cM capacity (veh/h) | 1381 | | | 1118 | | | 407 | 415 | 832 | 386 | 314 | 876 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | WB 3 | NB 1 | NB 2 | SB 1 | SB 2 |
|---|---|---|---|---|---|---|---|---|---|---|
| Volume Total | 46 | 209 | 234 | 30 | 168 | 24 | 128 | 48 | 16 | 22 |
| Volume Left | 46 | 0 | 0 | 30 | 0 | 0 | 128 | 0 | 11 | 0 |
| Volume Right | 0 | 0 | 234 | 0 | 0 | 24 | 0 | 30 | 0 | 22 |
| cSH | 1381 | 1700 | 1700 | 1118 | 1700 | 1700 | 407 | 609 | 359 | 876 |
| Volume to Capacity | 0.03 | 0.12 | 0.14 | 0.03 | 0.10 | 0.01 | 0.32 | 0.08 | 0.05 | 0.02 |
| Queue Length 95th (ft) | 3 | 0 | 0 | 2 | 0 | 0 | 33 | 6 | 4 | 2 |
| Control Delay (s) | 7.7 | 0.0 | 0.0 | 8.3 | 0.0 | 0.0 | 17.9 | 11.4 | 15.5 | 9.2 |
| Lane LOS | A | | | A | | | C | B | C | A |
| Approach Delay (s) | 0.7 | | | 1.1 | | | 16.1 | | 11.9 | |
| Approach LOS | | | | | | | C | | B | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 4.2 | | |
| Intersection Capacity Utilization | | 36.6% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
216: I-8 WB Ramp & Willows Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 73 | 0 | 31 | 25 | 36 | 0 | 0 | 64 | 104 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 79 | 0 | 34 | 27 | 39 | 0 | 0 | 70 | 113 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 253 | 220 | 126 | 220 | 276 | 39 | 183 | | | 39 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 253 | 220 | 126 | 220 | 276 | 39 | 183 | | | 39 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 89 | 100 | 97 | 98 | | | 100 | | |
| cM capacity (veh/h) | 667 | 666 | 924 | 726 | 619 | 1032 | 1392 | | | 1571 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 79 | 34 | 66 | 183 |
| Volume Left | 79 | 0 | 27 | 0 |
| Volume Right | 0 | 34 | 0 | 113 |
| cSH | 726 | 1032 | 1392 | 1700 |
| Volume to Capacity | 0.11 | 0.03 | 0.02 | 0.11 |
| Queue Length 95th (ft) | 9 | 3 | 1 | 0 |
| Control Delay (s) | 10.6 | 8.6 | 3.2 | 0.0 |
| Lane LOS | B | A | A | |
| Approach Delay (s) | 10.0 | | 3.2 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | | 3.7 | |
| Intersection Capacity Utilization | | | 27.1% | ICU Level of Service |
| Analysis Period (min) | | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
217: I-8 EB Ramp & Willows Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 42 | 0 | 20 | 0 | 0 | 0 | 0 | 32 | 10 | 59 | 84 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 46 | 0 | 22 | 0 | 0 | 0 | 0 | 35 | 11 | 64 | 91 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 260 | 265 | 91 | 282 | 260 | 40 | 91 | | | 46 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 260 | 265 | 91 | 282 | 260 | 40 | 91 | | | 46 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 93 | 100 | 98 | 100 | 100 | 100 | 100 | | | 96 | | |
| cM capacity (veh/h) | 671 | 614 | 966 | 635 | 618 | 1031 | 1504 | | | 1562 | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 46 | 22 | 46 | 155 |
| Volume Left | 46 | 0 | 0 | 64 |
| Volume Right | 0 | 22 | 11 | 0 |
| cSH | 671 | 966 | 1700 | 1562 |
| Volume to Capacity | 0.07 | 0.02 | 0.03 | 0.04 |
| Queue Length 95th (ft) | 5 | 2 | 0 | 3 |
| Control Delay (s) | 10.8 | 8.8 | 0.0 | 3.2 |
| Lane LOS | B | A | | A |
| Approach Delay (s) | 10.1 | | 0.0 | 3.2 |
| Approach LOS | B | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | | 4.4 | |
| Intersection Capacity Utilization | | | 24.4% | ICU Level of Service |
| Analysis Period (min) | | | 15 | |

HCM Unsignalized Intersection Capacity Analysis
218: Alpine Blvd & Willows Rd

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Yield | Stop | | Yield | |
| Volume (vph) | 224 | 37 | 34 | 32 | 27 | 187 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 243 | 40 | 37 | 35 | 29 | 203 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total (vph) | 284 | 72 | 29 | 203 |
| Volume Left (vph) | 243 | 0 | 29 | 0 |
| Volume Right (vph) | 0 | 35 | 0 | 203 |
| Hadj (s) | 0.21 | -0.26 | 0.53 | -0.67 |
| Departure Headway (s) | 4.8 | 4.6 | 5.9 | 4.7 |
| Degree Utilization, x | 0.38 | 0.09 | 0.05 | 0.27 |
| Capacity (veh/h) | 722 | 732 | 578 | 721 |
| Control Delay (s) | 10.6 | 8.0 | 8.0 | 8.2 |
| Approach Delay (s) | 10.6 | 8.0 | 8.2 | |
| Approach LOS | B | A | A | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | | 9.3 | | |
| HCM Level of Service | | A | | |
| Intersection Capacity Utilization | 31.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
219: Alpine Blvd & Star Valley Rd

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 40 | 3 | 0 | 54 | 19 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 43 | 3 | 0 | 59 | 21 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 47 | | 104 | 45 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 47 | | 104 | 45 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 98 | 100 |
| cM capacity (veh/h) | | | 1561 | | 894 | 1025 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 47 | 59 | 21 |
| Volume Left | 0 | 0 | 21 |
| Volume Right | 3 | 0 | 0 |
| cSH | 1700 | 1561 | 894 |
| Volume to Capacity | 0.03 | 0.00 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 2 |
| Control Delay (s) | 0.0 | 0.0 | 9.1 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 9.1 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 1.5 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
220: I-8 WB Ramp & Japatul Valley Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 26 | 0 | 7 | 210 | 229 | 0 | 0 | 21 | 161 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 28 | 0 | 8 | 228 | 249 | 0 | 0 | 23 | 175 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 823 | 816 | 110 | 816 | 903 | 249 | 198 | | | 249 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 823 | 816 | 110 | 816 | 903 | 249 | 198 | | | 249 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 89 | 100 | 99 | 83 | | | 100 | | |
| cM capacity (veh/h) | 253 | 260 | 943 | 258 | 231 | 790 | 1375 | | | 1317 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 28 | 8 | 477 | 198 |
| Volume Left | 28 | 0 | 228 | 0 |
| Volume Right | 0 | 8 | 0 | 175 |
| cSH | 258 | 790 | 1375 | 1700 |
| Volume to Capacity | 0.11 | 0.01 | 0.17 | 0.12 |
| Queue Length 95th (ft) | 9 | 1 | 15 | 0 |
| Control Delay (s) | 20.7 | 9.6 | 4.7 | 0.0 |
| Lane LOS | C | A | A | |
| Approach Delay (s) | 18.3 | | 4.7 | 0.0 |
| Approach LOS | C | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 4.1 | | |
| Intersection Capacity Utilization | 48.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
221: I-8 EB Ramp & Japatul Valley Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 207 | 3 | 55 | 0 | 0 | 0 | 0 | 218 | 26 | 4 | 32 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 225 | 3 | 60 | 0 | 0 | 0 | 0 | 237 | 28 | 4 | 35 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 295 | 309 | 35 | 356 | 295 | 251 | 35 | | | 265 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 295 | 309 | 35 | 356 | 295 | 251 | 35 | | | 265 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 66 | 99 | 94 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 656 | 604 | 1038 | 561 | 615 | 788 | 1577 | | | 1299 | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 228 | 60 | 265 | 39 |
| Volume Left | 225 | 0 | 0 | 4 |
| Volume Right | 0 | 60 | 28 | 0 |
| cSH | 655 | 1038 | 1700 | 1299 |
| Volume to Capacity | 0.35 | 0.06 | 0.16 | 0.00 |
| Queue Length 95th (ft) | 39 | 5 | 0 | 0 |
| Control Delay (s) | 13.4 | 8.7 | 0.0 | 0.9 |
| Lane LOS | B | A | | A |
| Approach Delay (s) | 12.4 | | 0.0 | 0.9 |
| Approach LOS | B | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | | 6.1 | | |
| Intersection Capacity Utilization | 31.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
222: Bell Bluff Trail & Japatul Valley Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 170 | 2 | 24 | 48 | 71 | 30 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 185 | 2 | 26 | 52 | 77 | 33 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 198 | 93 | 110 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 198 | 93 | 110 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 76 | 100 | 98 | | | |
| cM capacity (veh/h) | 777 | 964 | 1480 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 187 | 78 | 110 |
| Volume Left | 185 | 26 | 0 |
| Volume Right | 2 | 0 | 33 |
| cSH | 779 | 1480 | 1700 |
| Volume to Capacity | 0.24 | 0.02 | 0.06 |
| Queue Length 95th (ft) | 23 | 1 | 0 |
| Control Delay (s) | 11.1 | 2.6 | 0.0 |
| Lane LOS | B | A | |
| Approach Delay (s) | 11.1 | 2.6 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.1 | | |
| Intersection Capacity Utilization | 26.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
223: Japatul Rd & Hidden Glen Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 39 | 0 | 1 | 25 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 42 | 0 | 1 | 27 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 27 | | | 42 | | | 72 | 72 | 42 | 77 | 72 | 27 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 27 | | | 42 | | | 72 | 72 | 42 | 77 | 72 | 27 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 99 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1587 | | | 1567 | | | 919 | 818 | 1028 | 907 | 818 | 1048 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 42 | 28 | 5 |
| Volume Left | 0 | 1 | 0 |
| Volume Right | 0 | 0 | 5 |
| cSH | 1700 | 1567 | 1028 |
| Volume to Capacity | 0.02 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.3 | 8.5 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 0.3 | 8.5 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.7 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
224: Japatul Rd & High Glen Rd

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 44 | 0 | 2 | 26 | 0 | 20 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 48 | 0 | 2 | 28 | 0 | 22 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 48 | | 80 | 48 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 48 | | 80 | 48 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 98 |
| cM capacity (veh/h) | | | 1559 | | 921 | 1021 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 48 | 30 | 22 |
| Volume Left | 0 | 2 | 0 |
| Volume Right | 0 | 0 | 22 |
| cSH | 1700 | 1559 | 1021 |
| Volume to Capacity | 0.03 | 0.00 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 2 |
| Control Delay (s) | 0.0 | 0.5 | 8.6 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 0.5 | 8.6 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.0 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
225: Japatul Rd & Lyons Valley Rd

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 43 | 10 | 49 | 22 | 7 | 154 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 47 | 11 | 53 | 24 | 8 | 167 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 58 | | 183 | 52 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 58 | | 183 | 52 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 97 | | 99 | 84 |
| cM capacity (veh/h) | | | 1547 | | 779 | 1015 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 58 | 77 | 175 |
| Volume Left | 0 | 53 | 8 |
| Volume Right | 11 | 0 | 167 |
| cSH | 1700 | 1547 | 1002 |
| Volume to Capacity | 0.03 | 0.03 | 0.17 |
| Queue Length 95th (ft) | 0 | 3 | 16 |
| Control Delay (s) | 0.0 | 5.2 | 9.4 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 5.2 | 9.4 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.6 | | |
| Intersection Capacity Utilization | 27.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
226: Tower Access & Lyons Valley Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 1 | 26 | 0 | 157 | 50 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 28 | 0 | 171 | 54 | 1 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 226 | 55 | 55 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 226 | 55 | 55 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 97 | 100 | | | |
| cM capacity (veh/h) | 763 | 1012 | 1549 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 29 | 171 | 55 |
| Volume Left | 1 | 0 | 0 |
| Volume Right | 28 | 0 | 1 |
| cSH | 1000 | 1549 | 1700 |
| Volume to Capacity | 0.03 | 0.00 | 0.03 |
| Queue Length 95th (ft) | 2 | 0 | 0 |
| Control Delay (s) | 8.7 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.7 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 18.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
227: Yard #16 & Lyons Valley Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 24 | 134 | 0 | 42 | 35 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 26 | 146 | 0 | 46 | 38 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 275 | 146 | | | 146 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 275 | 146 | | | 146 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 97 | | | 97 | |
| cM capacity (veh/h) | 692 | 901 | | | 1436 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 26 | 146 | 84 |
| Volume Left | 0 | 0 | 46 |
| Volume Right | 26 | 0 | 0 |
| cSH | 901 | 1700 | 1436 |
| Volume to Capacity | 0.03 | 0.09 | 0.03 |
| Queue Length 95th (ft) | 2 | 0 | 2 |
| Control Delay (s) | 9.1 | 0.0 | 4.3 |
| Lane LOS | A | | A |
| Approach Delay (s) | 9.1 | 0.0 | 4.3 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.3 | | |
| Intersection Capacity Utilization | 24.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
228: Lyons Valley Rd & Yard #15

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 33 | 36 | 14 | 30 | 16 | 104 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 36 | 39 | 15 | 33 | 17 | 113 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 75 | | 118 | 55 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 75 | | 118 | 55 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 99 | | 98 | 89 |
| cM capacity (veh/h) | | | 1524 | | 869 | 1011 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 75 | 48 | 130 |
| Volume Left | 0 | 15 | 17 |
| Volume Right | 39 | 0 | 113 |
| cSH | 1700 | 1524 | 990 |
| Volume to Capacity | 0.04 | 0.01 | 0.13 |
| Queue Length 95th (ft) | 0 | 1 | 11 |
| Control Delay (s) | 0.0 | 2.4 | 9.2 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 2.4 | 9.2 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.2 | | |
| Intersection Capacity Utilization | 23.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
229: Lyons Valley Rd & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 128 | 0 | 18 | 31 | 0 | 34 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 139 | 0 | 20 | 34 | 0 | 37 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 139 | | 212 | 139 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 139 | | 212 | 139 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 99 | | 100 | 96 |
| cM capacity (veh/h) | | | 1444 | | 766 | 909 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 139 | 53 | 37 |
| Volume Left | 0 | 20 | 0 |
| Volume Right | 0 | 0 | 37 |
| cSH | 1700 | 1444 | 909 |
| Volume to Capacity | 0.08 | 0.01 | 0.04 |
| Queue Length 95th (ft) | 0 | 1 | 3 |
| Control Delay (s) | 0.0 | 2.8 | 9.1 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 2.8 | 9.1 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.1 | | |
| Intersection Capacity Utilization | 23.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
230: Lyons Valley Rd & Honey Springs Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 8 | 3 | 18 | 19 | 8 | 6 | 15 | 16 | 127 | 5 | 8 | 3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 9 | 3 | 20 | 21 | 9 | 7 | 16 | 17 | 138 | 5 | 9 | 3 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 15 | | | 23 | | | 91 | 87 | 13 | 230 | 93 | 12 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 15 | | | 23 | | | 91 | 87 | 13 | 230 | 93 | 12 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 99 | | | 98 | 98 | 87 | 99 | 99 | 100 |
| cM capacity (veh/h) | 1603 | | | 1592 | | | 870 | 788 | 1067 | 612 | 782 | 1069 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 32 | 36 | 172 | 17 |
| Volume Left | 9 | 21 | 16 | 5 |
| Volume Right | 20 | 7 | 138 | 3 |
| cSH | 1603 | 1592 | 1009 | 754 |
| Volume to Capacity | 0.01 | 0.01 | 0.17 | 0.02 |
| Queue Length 95th (ft) | 0 | 1 | 15 | 2 |
| Control Delay (s) | 2.0 | 4.2 | 9.3 | 9.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 2.0 | 4.2 | 9.3 | 9.9 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.7 | | | |
| Intersection Capacity Utilization | 20.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
231: Deerhorn Valley Rd & Honey Springs Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 36 | 133 | 19 | 30 | 18 | 27 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 39 | 145 | 21 | 33 | 20 | 29 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 105 | 37 | | | 53 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 105 | 37 | | | 53 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 96 | 86 | | | 99 | |
| cM capacity (veh/h) | 881 | 1035 | | | 1552 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 184 | 53 | 49 |
| Volume Left | 39 | 0 | 20 |
| Volume Right | 145 | 33 | 0 |
| cSH | 998 | 1700 | 1552 |
| Volume to Capacity | 0.18 | 0.03 | 0.01 |
| Queue Length 95th (ft) | 17 | 0 | 1 |
| Control Delay (s) | 9.4 | 0.0 | 3.0 |
| Lane LOS | A | | A |
| Approach Delay (s) | 9.4 | 0.0 | 3.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.6 | | | |
| Intersection Capacity Utilization | 25.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
232: Deerhorn Valley Rd & Cinnamon Dr

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 1 | 13 | 110 | 0 | 0 | 21 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 14 | 120 | 0 | 0 | 23 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 120 | | | | 136 | 120 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 120 | | | | 136 | 120 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 98 |
| cM capacity (veh/h) | 1468 | | | | 857 | 932 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 15 | 120 | 23 |
| Volume Left | 1 | 0 | 0 |
| Volume Right | 0 | 0 | 23 |
| cSH | 1468 | 1700 | 932 |
| Volume to Capacity | 0.00 | 0.07 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 2 |
| Control Delay (s) | 0.5 | 0.0 | 9.0 |
| Lane LOS | A | | A |
| Approach Delay (s) | 0.5 | 0.0 | 9.0 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.3 | | | |
| Intersection Capacity Utilization | 15.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
233: Manzanita Way & Deerhorn Valley Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 110 | 0 | 0 | 0 | 2 | 11 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 120 | 0 | 0 | 0 | 2 | 12 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 136 | 16 | 12 | 16 | 16 | 0 | 12 | | | 0 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 136 | 16 | 12 | 16 | 16 | 0 | 12 | | | 0 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 89 | 100 | | | 100 | | |
| cM capacity (veh/h) | 742 | 877 | 1069 | 998 | 877 | 1085 | 1607 | | | 1623 | | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 120 | 0 | 14 |
| Volume Left | 0 | 0 | 2 |
| Volume Right | 120 | 0 | 0 |
| cSH | 1085 | 1700 | 1623 |
| Volume to Capacity | 0.11 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 9 | 0 | 0 |
| Control Delay (s) | 8.7 | 0.0 | 1.1 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.7 | 0.0 | 1.1 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.9 | | | |
| Intersection Capacity Utilization | 16.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
234: Manzanita Way & Yard #14

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 107 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 116 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 3 | | | 0 | | | 124 | 8 | 0 | 8 | 8 | 3 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 3 | | | 0 | | | 124 | 8 | 0 | 8 | 8 | 3 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 89 |
| cM capacity (veh/h) | 1619 | | | 1623 | | | 758 | 886 | 1085 | 1011 | 886 | 1081 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 2 | 3 | 116 |
| Volume Left | 2 | 0 | 0 |
| Volume Right | 0 | 0 | 116 |
| cSH | 1619 | 1700 | 1081 |
| Volume to Capacity | 0.00 | 0.00 | 0.11 |
| Queue Length 95th (ft) | 0 | 0 | 9 |
| Control Delay (s) | 7.2 | 0.0 | 8.7 |
| Lane LOS | A | | A |
| Approach Delay (s) | 7.2 | 0.0 | 8.7 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 8.5 | | | |
| Intersection Capacity Utilization | 16.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
301: SR-94 (Campo Rd) & SR-188 (Tecate Rd)

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 46 | 292 | 44 | 38 | 121 | 39 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 50 | 317 | 48 | 41 | 132 | 42 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 367 | | 346 | 209 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 367 | | 346 | 209 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 96 | | 79 | 95 |
| cM capacity (veh/h) | | | 1191 | | 625 | 832 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 367 | 89 | 174 |
| Volume Left | 0 | 48 | 132 |
| Volume Right | 317 | 0 | 42 |
| cSH | 1700 | 1191 | 665 |
| Volume to Capacity | 0.22 | 0.04 | 0.26 |
| Queue Length 95th (ft) | 0 | 3 | 26 |
| Control Delay (s) | 0.0 | 4.5 | 12.3 |
| Lane LOS | | A | B |
| Approach Delay (s) | 0.0 | 4.5 | 12.3 |
| Approach LOS | | | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.0 | | | |
| Intersection Capacity Utilization | 44.0% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
302: Round Potrero Rd & Yard #13

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 19 | 16 | 0 | 0 | 124 | 1 | 1 | 0 | 25 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 21 | 17 | 0 | 0 | 135 | 1 | 1 | 0 | 27 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 0 | | | 21 | | | 59 | 45 | 10 | 47 | 55 | 0 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | | | 21 | | | 59 | 45 | 10 | 47 | 55 | 0 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 85 | 100 | 100 | 100 | 97 | 100 |
| cM capacity (veh/h) | 1623 | | | 1595 | | | 906 | 837 | 1071 | 945 | 827 | 1085 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 21 | 17 | 137 | 27 |
| Volume Left | 0 | 17 | 135 | 0 |
| Volume Right | 21 | 0 | 1 | 0 |
| cSH | 1623 | 1595 | 907 | 827 |
| Volume to Capacity | 0.00 | 0.01 | 0.15 | 0.03 |
| Queue Length 95th (ft) | 0 | 1 | 13 | 3 |
| Control Delay (s) | 0.0 | 7.3 | 9.7 | 9.5 |
| Lane LOS | | A | A | A |
| Approach Delay (s) | 0.0 | 7.3 | 9.7 | 9.5 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 8.5 | | | |
| Intersection Capacity Utilization | 27.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
303: Round Potrero Rd & Potero Valley Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 19 | 100 | 33 | 60 | 31 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 21 | 109 | 36 | 65 | 34 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 171 | 34 | 34 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 171 | 34 | 34 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 97 | 90 | 98 | | | |
| cM capacity (veh/h) | 801 | 1040 | 1578 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 129 | 101 | 34 |
| Volume Left | 21 | 36 | 0 |
| Volume Right | 109 | 0 | 0 |
| cSH | 992 | 1578 | 1700 |
| Volume to Capacity | 0.13 | 0.02 | 0.02 |
| Queue Length 95th (ft) | 11 | 2 | 0 |
| Control Delay (s) | 9.2 | 2.7 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 9.2 | 2.7 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.5 | | | |
| Intersection Capacity Utilization | 25.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
304: SR-94 (Campo Rd) & Potrero Valley Rd

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 50 | 40 | 38 | 63 | 110 | 43 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 54 | 43 | 41 | 68 | 120 | 47 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 110 | | | | 228 | 76 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 110 | | | | 228 | 76 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 96 | | | | 84 | 95 |
| cM capacity (veh/h) | 1480 | | | | 733 | 986 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 98 | 110 | 166 |
| Volume Left | 54 | 0 | 120 |
| Volume Right | 0 | 68 | 47 |
| cSH | 1480 | 1700 | 790 |
| Volume to Capacity | 0.04 | 0.06 | 0.21 |
| Queue Length 95th (ft) | 3 | 0 | 20 |
| Control Delay (s) | 4.3 | 0.0 | 10.8 |
| Lane LOS | A | | B |
| Approach Delay (s) | 4.3 | 0.0 | 10.8 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 5.9 | | |
| Intersection Capacity Utilization | 26.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
305: Potrero Valley Rd & Harris Ranch Rd

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 0 | | | | 0 | 0 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 0 | | | | 0 | 0 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1623 | | | | 1023 | 1085 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 0 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 0.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
306: Hauser Creek Rd & Yard #12

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 3 | 16 | 37 | 1 | 0 | 119 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 3 | 17 | 40 | 1 | 0 | 129 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 21 | | 93 | 12 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 21 | | 93 | 12 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 97 | | 100 | 88 |
| cM capacity (veh/h) | | | 1595 | | 883 | 1069 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 21 | 41 | 129 |
| Volume Left | 0 | 40 | 0 |
| Volume Right | 17 | 0 | 129 |
| cSH | 1700 | 1595 | 1069 |
| Volume to Capacity | 0.01 | 0.03 | 0.12 |
| Queue Length 95th (ft) | 0 | 2 | 10 |
| Control Delay (s) | 0.0 | 7.1 | 8.8 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 7.1 | 8.8 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.5 | | |
| Intersection Capacity Utilization | 22.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
309: Lake Morena Dr & Hauser Creek Rd

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 20 | 0 | 55 | 38 | 10 | 101 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 22 | 0 | 60 | 41 | 11 | 110 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 22 | | 183 | 22 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 22 | | 183 | 22 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 96 | | 99 | 90 |
| cM capacity (veh/h) | | | 1594 | | 777 | 1055 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 22 | 101 | 121 |
| Volume Left | 0 | 60 | 11 |
| Volume Right | 0 | 0 | 110 |
| cSH | 1700 | 1594 | 1022 |
| Volume to Capacity | 0.01 | 0.04 | 0.12 |
| Queue Length 95th (ft) | 0 | 3 | 10 |
| Control Delay (s) | 0.0 | 4.5 | 9.0 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 4.5 | 9.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.3 | | |
| Intersection Capacity Utilization | 25.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
310: Tower Access & Lake Morena Dr

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 1 | 6 | 82 | 1 | 0 | 132 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 7 | 89 | 1 | 0 | 143 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 233 | 90 | | | 90 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 233 | 90 | | | 90 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 99 | | | 100 | |
| cM capacity (veh/h) | 755 | 968 | | | 1505 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 8 | 90 | 143 |
| Volume Left | 1 | 0 | 0 |
| Volume Right | 7 | 1 | 0 |
| cSH | 931 | 1700 | 1505 |
| Volume to Capacity | 0.01 | 0.05 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 8.9 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.9 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.3 | | |
| Intersection Capacity Utilization | 16.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
311: Buckman Springs Rd & I-8 WB Ramps

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 179 | 1 | 1 | 0 | 0 | 0 | 47 | 2 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 195 | 1 | 1 | 0 | 0 | 0 | 51 | 2 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 0 | | | 2 | | | 391 | 391 | 2 | 392 | 391 | 0 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | | | 2 | | | 391 | 391 | 2 | 392 | 391 | 0 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 88 | | | 100 | | | 90 | 100 | 100 | 100 | 100 | 100 |
| cM capacity (veh/h) | 1623 | | | 1620 | | | 516 | 479 | 1083 | 514 | 479 | 1085 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 |
|---|---|---|---|---|
| Volume Total | 197 | 0 | 53 | 0 |
| Volume Left | 195 | 0 | 51 | 0 |
| Volume Right | 1 | 0 | 0 | 0 |
| cSH | 1623 | 1700 | 515 | 1700 |
| Volume to Capacity | 0.12 | 0.00 | 0.10 | 0.00 |
| Queue Length 95th (ft) | 10 | 0 | 9 | 0 |
| Control Delay (s) | 7.4 | 0.0 | 12.8 | 0.0 |
| Lane LOS | A | | B | A |
| Approach Delay (s) | 7.4 | 0.0 | 12.8 | |
| Approach LOS | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 8.6 | | |
| Intersection Capacity Utilization | 20.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
312: Buckman Springs Rd & I-8 EB Ramps

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 141 | 19 | 15 | 31 | 0 | 0 | 0 | 0 | 15 | 0 | 174 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 153 | 21 | 16 | 34 | 0 | 0 | 0 | 0 | 16 | 0 | 189 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 34 | | | 174 | | | 419 | 230 | 164 | 230 | 240 | 34 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 34 | | | 174 | | | 419 | 230 | 164 | 230 | 240 | 34 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 99 | | | 100 | 100 | 100 | 98 | 100 | 82 |
| cM capacity (veh/h) | 1578 | | | 1403 | | | 441 | 662 | 881 | 719 | 653 | 1040 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 174 | 50 | 16 | 189 |
| Volume Left | 0 | 16 | 16 | 0 |
| Volume Right | 21 | 0 | 0 | 189 |
| cSH | 1700 | 1403 | 719 | 1040 |
| Volume to Capacity | 0.10 | 0.01 | 0.02 | 0.18 |
| Queue Length 95th (ft) | 0 | 1 | 2 | 17 |
| Control Delay (s) | 0.0 | 2.5 | 10.1 | 9.2 |
| Lane LOS | | A | B | A |
| Approach Delay (s) | 0.0 | 2.5 | 9.3 | |
| Approach LOS | | | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.7 | | |
| Intersection Capacity Utilization | 24.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
313: Buckman Springs Rd & Old Hwy 80

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 9 | 110 | 10 | 5 | 186 | 17 | 12 | 31 | 50 | 0 | 4 | 4 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 10 | 120 | 11 | 5 | 202 | 18 | 13 | 34 | 54 | 0 | 4 | 4 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 140 | 226 | 101 | 9 |
| Volume Left (vph) | 10 | 5 | 13 | 0 |
| Volume Right (vph) | 11 | 18 | 54 | 4 |
| Hadj (s) | 0.00 | -0.01 | -0.26 | -0.27 |
| Departure Headway (s) | 4.4 | 4.3 | 4.5 | 4.6 |
| Degree Utilization, x | 0.17 | 0.27 | 0.13 | 0.01 |
| Capacity (veh/h) | 788 | 804 | 745 | 708 |
| Control Delay (s) | 8.3 | 8.9 | 8.1 | 7.6 |
| Approach Delay (s) | 8.3 | 8.9 | 8.1 | 7.6 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | 8.5 | | |
| HCM Level of Service | A | | |
| Intersection Capacity Utilization | 30.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
314: Oak Dr & Buckman Springs Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 37 | 4 | 6 | 160 | 141 | 82 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 40 | 4 | 7 | 174 | 153 | 89 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 385 | 198 | 242 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 385 | 198 | 242 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 93 | 99 | 100 | | | |
| cM capacity (veh/h) | 615 | 843 | 1324 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 45 | 180 | 242 |
| Volume Left | 40 | 7 | 0 |
| Volume Right | 4 | 0 | 89 |
| cSH | 632 | 1324 | 1700 |
| Volume to Capacity | 0.07 | 0.00 | 0.14 |
| Queue Length 95th (ft) | 6 | 0 | 0 |
| Control Delay (s) | 11.1 | 0.3 | 0.0 |
| Lane LOS | B | A | |
| Approach Delay (s) | 11.1 | 0.3 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.2 | | |
| Intersection Capacity Utilization | 23.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
315: Tower Access & Buckman Springs Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 40 | 6 | 179 | 7 | 6 | 124 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 43 | 7 | 195 | 8 | 7 | 135 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 346 | 198 | | | 202 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 346 | 198 | | | 202 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 93 | 99 | | | 100 | |
| cM capacity (veh/h) | 647 | 843 | | | 1370 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 50 | 202 | 141 |
| Volume Left | 43 | 0 | 7 |
| Volume Right | 7 | 8 | 0 |
| cSH | 668 | 1700 | 1370 |
| Volume to Capacity | 0.07 | 0.12 | 0.00 |
| Queue Length 95th (ft) | 6 | 0 | 0 |
| Control Delay (s) | 10.8 | 0.0 | 0.4 |
| Lane LOS | B | | A |
| Approach Delay (s) | 10.8 | 0.0 | 0.4 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.5 | | |
| Intersection Capacity Utilization | 21.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
316: Tower Access & Buckman Springs Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 5 | 1 | 191 | 169 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 5 | 1 | 208 | 184 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 393 | 184 | 184 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 393 | 184 | 184 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 99 | 100 | | | |
| cM capacity (veh/h) | 611 | 859 | 1391 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 5 | 209 | 184 |
| Volume Left | 0 | 1 | 0 |
| Volume Right | 5 | 0 | 0 |
| cSH | 859 | 1391 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.11 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 9.2 | 0.0 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 9.2 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.2 | | |
| Intersection Capacity Utilization | 20.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
317: Lake Morena Dr & Buckman Springs Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 73 | 57 | 60 | 44 | 106 | 50 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 79 | 62 | 65 | 48 | 115 | 54 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 321 | 142 | 170 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 321 | 142 | 170 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 88 | 93 | 95 | | | |
| cM capacity (veh/h) | 642 | 905 | 1408 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 141 | 113 | 170 |
| Volume Left | 79 | 65 | 0 |
| Volume Right | 62 | 0 | 54 |
| cSH | 736 | 1408 | 1700 |
| Volume to Capacity | 0.19 | 0.05 | 0.10 |
| Queue Length 95th (ft) | 18 | 4 | 0 |
| Control Delay (s) | 11.1 | 4.6 | 0.0 |
| Lane LOS | B | A | |
| Approach Delay (s) | 11.1 | 4.6 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.9 | | |
| Intersection Capacity Utilization | 31.8% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
318: Yard #11 & Old Hwy 80

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 97 | 22 | 39 | 23 | 23 | 13 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 105 | 24 | 42 | 25 | 25 | 14 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 142 | 32 | 39 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 142 | 32 | 39 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 87 | 98 | 97 | | | |
| cM capacity (veh/h) | 828 | 1042 | 1571 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 129 | 67 | 39 |
| Volume Left | 105 | 42 | 0 |
| Volume Right | 24 | 0 | 14 |
| cSH | 861 | 1571 | 1700 |
| Volume to Capacity | 0.15 | 0.03 | 0.02 |
| Queue Length 95th (ft) | 13 | 2 | 0 |
| Control Delay (s) | 9.9 | 4.7 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 9.9 | 4.7 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.8 | | |
| Intersection Capacity Utilization | 23.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
319: I-8 WB Ramps & Kitchen Creek Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 6 | 2 | 1 | 97 | 0 | 0 | 0 | 3 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 7 | 2 | 1 | 105 | 0 | 0 | 0 | 3 | 2 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 217 | 215 | 4 | 215 | 216 | 0 | 5 | | | 0 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 217 | 215 | 4 | 215 | 216 | 0 | 5 | | | 0 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 99 | 100 | 100 | 93 | | | 100 | | |
| cM capacity (veh/h) | 700 | 638 | 1079 | 704 | 637 | 1085 | 1616 | | | 1623 | | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 10 | 105 | 5 |
| Volume Left | 7 | 105 | 0 |
| Volume Right | 1 | 0 | 2 |
| cSH | 715 | 1616 | 1700 |
| Volume to Capacity | 0.01 | 0.07 | 0.00 |
| Queue Length 95th (ft) | 1 | 5 | 0 |
| Control Delay (s) | 10.1 | 7.4 | 0.0 |
| Lane LOS | B | A | |
| Approach Delay (s) | 10.1 | 7.4 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.3 | | |
| Intersection Capacity Utilization | 22.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
320: I-8 EB Ramps & Kitchen Creek Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 1 | 0 | 27 | 0 | 0 | 0 | 0 | 90 | 35 | 4 | 7 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 0 | 29 | 0 | 0 | 0 | 0 | 98 | 38 | 4 | 8 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 133 | 152 | 8 | 162 | 133 | 117 | 8 | | | 136 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 133 | 152 | 8 | 162 | 133 | 117 | 8 | | | 136 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 97 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 837 | 737 | 1075 | 779 | 755 | 935 | 1613 | | | 1448 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 30 | 136 | 12 |
| Volume Left | 1 | 0 | 4 |
| Volume Right | 29 | 38 | 0 |
| cSH | 1064 | 1700 | 1448 |
| Volume to Capacity | 0.03 | 0.08 | 0.00 |
| Queue Length 95th (ft) | 2 | 0 | 0 |
| Control Delay (s) | 8.5 | 0.0 | 2.7 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.5 | 0.0 | 2.7 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.6 | | |
| Intersection Capacity Utilization | 16.9% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
321: Old Hwy 80 & Kitchen Creek Rd

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 15 | 21 | 86 | 105 | 30 | 3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 16 | 23 | 93 | 114 | 33 | 3 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 208 | | | | 206 | 151 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 208 | | | | 206 | 151 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 96 | 100 |
| cM capacity (veh/h) | 1363 | | | | 773 | 896 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 16 | 23 | 208 | 36 |
| Volume Left | 16 | 0 | 0 | 33 |
| Volume Right | 0 | 0 | 114 | 3 |
| cSH | 1363 | 1700 | 1700 | 783 |
| Volume to Capacity | 0.01 | 0.01 | 0.12 | 0.05 |
| Queue Length 95th (ft) | 1 | 0 | 0 | 4 |
| Control Delay (s) | 7.7 | 0.0 | 0.0 | 9.8 |
| Lane LOS | A | | | A |
| Approach Delay (s) | 3.2 | | 0.0 | 9.8 |
| Approach LOS | | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.7 | | |
| Intersection Capacity Utilization | 22.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
322: Old Hwy 80 & Cameron Truck Trail

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 45 | 2 | 0 | 144 | 27 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 49 | 2 | 0 | 157 | 29 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 51 | | 207 | 50 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 51 | | 207 | 50 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 96 | 100 |
| cM capacity (veh/h) | | | 1555 | | 782 | 1018 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 51 | 157 | 29 |
| Volume Left | 0 | 0 | 29 |
| Volume Right | 2 | 0 | 0 |
| cSH | 1700 | 1555 | 782 |
| Volume to Capacity | 0.03 | 0.00 | 0.04 |
| Queue Length 95th (ft) | 0 | 0 | 3 |
| Control Delay (s) | 0.0 | 0.0 | 9.8 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 9.8 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.2 | | |
| Intersection Capacity Utilization | 17.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
323: Tower Access & La Posta Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 14 | 0 | 0 | 13 | 14 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 15 | 0 | 0 | 14 | 15 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 30 | 16 | 17 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 30 | 16 | 17 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 98 | 100 | 100 | | | |
| cM capacity (veh/h) | 984 | 1063 | 1600 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 15 | 14 | 17 |
| Volume Left | 15 | 0 | 0 |
| Volume Right | 0 | 0 | 2 |
| cSH | 984 | 1600 | 1700 |
| Volume to Capacity | 0.02 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 8.7 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.7 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.8 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
324: Tower Access & La Posta Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 8 | 0 | 0 | 27 | 16 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 9 | 0 | 0 | 29 | 17 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 47 | 17 | 17 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 47 | 17 | 17 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 963 | 1061 | 1600 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 9 | 29 | 17 |
| Volume Left | 9 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 963 | 1600 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 8.8 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.8 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.4 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
325: Old Hwy 80 & La Posta Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 15 | 16 | 15 | 5 | 9 | 0 | 27 | 1 | 7 | 6 | 0 | 116 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 16 | 17 | 16 | 5 | 10 | 0 | 29 | 1 | 8 | 7 | 0 | 126 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 10 | | | 34 | | | 205 | 79 | 26 | 87 | 87 | 10 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 10 | | | 34 | | | 205 | 79 | 26 | 87 | 87 | 10 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 99 | | | 100 | | | 96 | 100 | 99 | 99 | 100 | 88 |
| cM capacity (veh/h) | 1610 | | | 1578 | | | 658 | 800 | 1050 | 882 | 792 | 1072 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 50 | 15 | 38 | 133 |
| Volume Left | 16 | 5 | 29 | 7 |
| Volume Right | 16 | 0 | 8 | 126 |
| cSH | 1610 | 1578 | 715 | 1060 |
| Volume to Capacity | 0.01 | 0.00 | 0.05 | 0.13 |
| Queue Length 95th (ft) | 1 | 0 | 4 | 11 |
| Control Delay (s) | 2.4 | 2.6 | 10.3 | 8.9 |
| Lane LOS | A | A | B | A |
| Approach Delay (s) | 2.4 | 2.6 | 10.3 | 8.9 |
| Approach LOS | | | B | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.3 | | |
| Intersection Capacity Utilization | 18.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
326: Yard #10 & Thing Valley Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 119 | 0 | 3 | 14 | 36 | 3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 129 | 0 | 3 | 15 | 39 | 3 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 92 | 11 | | | 18 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 92 | 11 | | | 18 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 85 | 100 | | | 98 | |
| cM capacity (veh/h) | 885 | 1070 | | | 1598 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 129 | 18 | 42 |
| Volume Left | 129 | 0 | 39 |
| Volume Right | 0 | 15 | 0 |
| cSH | 885 | 1700 | 1598 |
| Volume to Capacity | 0.15 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 13 | 0 | 2 |
| Control Delay (s) | 9.8 | 0.0 | 6.8 |
| Lane LOS | A | | A |
| Approach Delay (s) | 9.8 | 0.0 | 6.8 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 8.1 | | | |
| Intersection Capacity Utilization | 22.1% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
327: SR-94 (Campo Rd) & Buckman Springs Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 113 | 47 | 10 | 15 | 19 | 27 | 10 | 15 | 19 | 70 | 17 | 73 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 123 | 51 | 11 | 16 | 21 | 29 | 11 | 16 | 21 | 76 | 18 | 79 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 50 | | | 62 | | | 459 | 385 | 57 | 393 | 376 | 35 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 50 | | | 62 | | | 459 | 385 | 57 | 393 | 376 | 35 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 92 | | | 99 | | | 97 | 97 | 98 | 85 | 96 | 92 |
| cM capacity (veh/h) | 1557 | | | 1541 | | | 429 | 500 | 1010 | 504 | 506 | 1037 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 123 | 62 | 66 | 48 | 174 |
| Volume Left | 123 | 0 | 16 | 11 | 76 |
| Volume Right | 0 | 11 | 29 | 21 | 79 |
| cSH | 1557 | 1700 | 1541 | 610 | 659 |
| Volume to Capacity | 0.08 | 0.04 | 0.01 | 0.08 | 0.26 |
| Queue Length 95th (ft) | 6 | 0 | 1 | 6 | 26 |
| Control Delay (s) | 7.5 | 0.0 | 1.9 | 11.4 | 12.4 |
| Lane LOS | A | | A | B | B |
| Approach Delay (s) | 5.0 | | 1.9 | 11.4 | 12.4 |
| Approach LOS | | | | B | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.9 | | | |
| Intersection Capacity Utilization | 35.5% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
401: I-8 WB Ramp & SR-94 (Ribbonwood Rd)

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 91 | 0 | 3 | 130 | 6 | 0 | 0 | 6 | 5 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 99 | 0 | 3 | 141 | 7 | 0 | 0 | 7 | 5 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 302 | 298 | 9 | 298 | 301 | 7 | 12 | | | 7 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 302 | 298 | 9 | 298 | 301 | 7 | 12 | | | 7 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 84 | 100 | 100 | 91 | | | 100 | | |
| cM capacity (veh/h) | 605 | 560 | 1072 | 610 | 558 | 1076 | 1607 | | | 1614 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 99 | 3 | 148 | 12 |
| Volume Left | 99 | 0 | 141 | 0 |
| Volume Right | 0 | 3 | 0 | 5 |
| cSH | 610 | 1076 | 1607 | 1700 |
| Volume to Capacity | 0.16 | 0.00 | 0.09 | 0.01 |
| Queue Length 95th (ft) | 14 | 0 | 7 | 0 |
| Control Delay (s) | 12.0 | 8.4 | 7.2 | 0.0 |
| Lane LOS | B | A | A | |
| Approach Delay (s) | 11.9 | | 7.2 | 0.0 |
| Approach LOS | B | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 8.7 | | | |
| Intersection Capacity Utilization | 25.9% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
402: I-8 EB Ramp & SR-94 (Ribbonwood Rd)

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 3 | 0 | 50 | 0 | 0 | 0 | 0 | 111 | 106 | 0 | 84 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 3 | 0 | 54 | 0 | 0 | 0 | 0 | 121 | 115 | 0 | 91 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 270 | 327 | 91 | 324 | 270 | 178 | 91 | | | 236 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 270 | 327 | 91 | 324 | 270 | 178 | 91 | | | 236 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 94 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 683 | 591 | 966 | 594 | 637 | 865 | 1504 | | | 1331 | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 3 | 54 | 236 | 91 |
| Volume Left | 3 | 0 | 0 | 0 |
| Volume Right | 0 | 54 | 115 | 0 |
| cSH | 683 | 966 | 1700 | 1331 |
| Volume to Capacity | 0.00 | 0.06 | 0.14 | 0.00 |
| Queue Length 95th (ft) | 0 | 4 | 0 | 0 |
| Control Delay (s) | 10.3 | 8.9 | 0.0 | 0.0 |
| Lane LOS | B | A | | |
| Approach Delay (s) | 9.0 | | 0.0 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.4 | | | |
| Intersection Capacity Utilization | 22.3% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
403: Old Hwy 80 & SR-94 (Ribbonwood Rd)

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 24 | 39 | 8 | 0 | 59 | 196 | 1 | 10 | 1 | 69 | 12 | 33 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 26 | 42 | 9 | 0 | 64 | 213 | 1 | 11 | 1 | 75 | 13 | 36 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 277 | | | 51 | | | 312 | 376 | 47 | 272 | 274 | 171 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 277 | | | 51 | | | 312 | 376 | 47 | 272 | 274 | 171 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 98 | | | 100 | | | 100 | 98 | 100 | 89 | 98 | 96 |
| cM capacity (veh/h) | 1286 | | | 1555 | | | 595 | 544 | 1023 | 659 | 620 | 873 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 26 | 51 | 277 | 13 | 124 |
| Volume Left | 26 | 0 | 0 | 1 | 75 |
| Volume Right | 0 | 9 | 213 | 1 | 36 |
| cSH | 1286 | 1700 | 1555 | 570 | 705 |
| Volume to Capacity | 0.02 | 0.03 | 0.00 | 0.02 | 0.18 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 2 | 16 |
| Control Delay (s) | 7.9 | 0.0 | 0.0 | 11.5 | 11.2 |
| Lane LOS | A | | | B | B |
| Approach Delay (s) | 2.7 | | 0.0 | 11.5 | 11.2 |
| Approach LOS | | | | B | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.5 | | | |
| Intersection Capacity Utilization | 39.7% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
404: McCain Valley Rd & Yard #9

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 2 | 29 | 28 | 0 | 0 | 123 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 32 | 30 | 0 | 0 | 134 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 34 | | 79 | 18 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 34 | | 79 | 18 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 98 | | 100 | 87 |
| cM capacity (veh/h) | | | 1578 | | 906 | 1061 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 34 | 30 | 134 |
| Volume Left | 0 | 30 | 0 |
| Volume Right | 32 | 0 | 134 |
| cSH | 1700 | 1578 | 1061 |
| Volume to Capacity | 0.02 | 0.02 | 0.13 |
| Queue Length 95th (ft) | 0 | 1 | 11 |
| Control Delay (s) | 0.0 | 7.3 | 8.9 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 7.3 | 8.9 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.1 | | | |
| Intersection Capacity Utilization | 22.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
405: Yard #8 & McCain Valley Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 9 | 208 | 76 | 10 | 9 | 9 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 10 | 226 | 83 | 11 | 10 | 10 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 191 | 15 | 20 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 191 | 15 | 20 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 79 | 95 | | | |
| cM capacity (veh/h) | 757 | 1065 | 1597 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 236 | 93 | 20 |
| Volume Left | 10 | 83 | 0 |
| Volume Right | 226 | 0 | 10 |
| cSH | 1047 | 1597 | 1700 |
| Volume to Capacity | 0.23 | 0.05 | 0.01 |
| Queue Length 95th (ft) | 22 | 4 | 0 |
| Control Delay (s) | 9.4 | 6.6 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 9.4 | 6.6 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 8.1 | | | |
| Intersection Capacity Utilization | 31.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
406: Tower Access Rd & McCain Valley Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 2 | 30 | 59 | 2 | 5 | 218 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 33 | 64 | 2 | 5 | 237 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 313 | 65 | | | 66 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 313 | 65 | | | 66 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 97 | | | 100 | |
| cM capacity (veh/h) | 677 | 999 | | | 1535 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 35 | 66 | 242 |
| Volume Left | 2 | 0 | 5 |
| Volume Right | 33 | 2 | 0 |
| cSH | 970 | 1700 | 1535 |
| Volume to Capacity | 0.04 | 0.04 | 0.00 |
| Queue Length 95th (ft) | 3 | 0 | 0 |
| Control Delay (s) | 8.8 | 0.0 | 0.2 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.8 | 0.0 | 0.2 |
| Approach LOS | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.0 | | | |
| Intersection Capacity Utilization | 25.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
407: Old Hwy 80 & McCain Valley Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 47 | 55 | 0 | 0 | 36 | 23 | 0 | 0 | 0 | 1 | 0 | 217 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 51 | 60 | 0 | 0 | 39 | 25 | 0 | 0 | 0 | 1 | 0 | 236 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 64 | | | 60 | | | 449 | 226 | 60 | 214 | 214 | 52 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 64 | | | 60 | | | 449 | 226 | 60 | 214 | 214 | 52 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 97 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 77 |
| cM capacity (veh/h) | 1538 | | | 1544 | | | 389 | 651 | 1006 | 724 | 661 | 1016 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 111 | 64 | 1 | 236 |
| Volume Left | 51 | 0 | 1 | 0 |
| Volume Right | 0 | 25 | 0 | 236 |
| cSH | 1538 | 1700 | 724 | 1016 |
| Volume to Capacity | 0.03 | 0.04 | 0.00 | 0.23 |
| Queue Length 95th (ft) | 3 | 0 | 0 | 22 |
| Control Delay (s) | 3.6 | 0.0 | 10.0 | 9.6 |
| Lane LOS | A | | A | A |
| Approach Delay (s) | 3.6 | 0.0 | 9.6 | |
| Approach LOS | | | A | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.5 | | | |
| Intersection Capacity Utilization | 23.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
408: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 37 | 80 | 0 | 0 | 8 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 40 | 87 | 0 | 0 | 9 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 87 | | | | 127 | 87 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 87 | | | | 127 | 87 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 99 |
| cM capacity (veh/h) | 1509 | | | | 867 | 972 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 40 | 87 | 9 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 9 |
| cSH | 1509 | 1700 | 972 |
| Volume to Capacity | 0.00 | 0.05 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.0 | 0.0 | 8.7 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 8.7 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.6 | | | |
| Intersection Capacity Utilization | 14.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
409: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 37 | 74 | 0 | 0 | 6 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 40 | 80 | 0 | 0 | 7 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 80 | | | | 121 | 80 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 80 | | | | 121 | 80 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 99 |
| cM capacity (veh/h) | 1517 | | | | 875 | 980 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 40 | 80 | 7 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 7 |
| cSH | 1517 | 1700 | 980 |
| Volume to Capacity | 0.00 | 0.05 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.0 | 0.0 | 8.7 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 8.7 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.4 | | | |
| Intersection Capacity Utilization | 13.9% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
410: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 37 | 66 | 0 | 0 | 8 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 40 | 72 | 0 | 0 | 9 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 72 | | | | 112 | 72 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 72 | | | | 112 | 72 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 99 |
| cM capacity (veh/h) | 1528 | | | | 885 | 991 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 40 | 72 | 9 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 9 |
| cSH | 1528 | 1700 | 991 |
| Volume to Capacity | 0.00 | 0.04 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.0 | 0.0 | 8.7 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 8.7 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.6 | | | |
| Intersection Capacity Utilization | 13.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
411: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 39 | 70 | 0 | 26 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 42 | 76 | 0 | 28 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 76 | | | | 118 | 76 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 76 | | | | 118 | 76 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 97 | 100 |
| cM capacity (veh/h) | 1523 | | | | 877 | 985 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 42 | 76 | 28 |
| Volume Left | 0 | 0 | 28 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1523 | 1700 | 877 |
| Volume to Capacity | 0.00 | 0.04 | 0.03 |
| Queue Length 95th (ft) | 0 | 0 | 2 |
| Control Delay (s) | 0.0 | 0.0 | 9.2 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 9.2 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.8 | | |
| Intersection Capacity Utilization | 13.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
412: Old Hwy 80 & Yard #6

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 9 | 27 | 13 | 6 | 43 | 76 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 10 | 29 | 14 | 7 | 47 | 83 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 39 | | 59 | 24 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 39 | | 59 | 24 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 99 | | 95 | 92 |
| cM capacity (veh/h) | | | 1571 | | 939 | 1052 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 39 | 21 | 129 |
| Volume Left | 0 | 14 | 47 |
| Volume Right | 29 | 0 | 83 |
| cSH | 1700 | 1571 | 1008 |
| Volume to Capacity | 0.02 | 0.01 | 0.13 |
| Queue Length 95th (ft) | 0 | 1 | 11 |
| Control Delay (s) | 0.0 | 5.0 | 9.1 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 5.0 | 9.1 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.8 | | |
| Intersection Capacity Utilization | 21.4% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
413: I-8 WB Ramp & Jacumba

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Stop | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 30 | 0 | 145 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 33 | 0 | 158 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | None | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 315 | 0 | 315 | 315 | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 315 | 0 | 315 | 315 | 0 | |
| tC, single (s) | 6.5 | 6.2 | 7.1 | 6.5 | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 4.0 | 3.3 | 3.5 | 4.0 | 2.2 | |
| p0 queue free % | 100 | 100 | 94 | 100 | 90 | |
| cM capacity (veh/h) | 542 | 1085 | 590 | 542 | 1623 | |

| Direction, Lane # | WB 1 | NB 1 |
|---|---|---|
| Volume Total | 33 | 158 |
| Volume Left | 33 | 158 |
| Volume Right | 0 | 0 |
| cSH | 590 | 1623 |
| Volume to Capacity | 0.06 | 0.10 |
| Queue Length 95th (ft) | 4 | 8 |
| Control Delay (s) | 11.5 | 7.5 |
| Lane LOS | B | A |
| Approach Delay (s) | 11.5 | 7.5 |
| Approach LOS | B | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 8.1 | | |
| Intersection Capacity Utilization | 20.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
414: I-8 EB Ramp & Jacumba

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 2 | 0 | 43 | 0 | 0 | 0 | 0 | 119 | 63 | 0 | 30 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 0 | 47 | 0 | 0 | 0 | 0 | 129 | 68 | 0 | 33 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 196 | 230 | 33 | 243 | 196 | 164 | 33 | | | 198 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 196 | 230 | 33 | 243 | 196 | 164 | 33 | | | 198 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 96 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 763 | 669 | 1041 | 679 | 699 | 881 | 1579 | | | 1375 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 49 | 198 | 33 |
| Volume Left | 2 | 0 | 0 |
| Volume Right | 47 | 68 | 0 |
| cSH | 1024 | 1700 | 1375 |
| Volume to Capacity | 0.05 | 0.12 | 0.00 |
| Queue Length 95th (ft) | 4 | 0 | 0 |
| Control Delay (s) | 8.7 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.7 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.5 | | |
| Intersection Capacity Utilization | 20.1% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
415: Carrizo Gorge Rd & Jacumba

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 9 | 0 | 0 | 1 | 3 | 140 | 0 | 13 | 4 | 26 | 23 | 12 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 10 | 0 | 0 | 1 | 3 | 152 | 0 | 14 | 4 | 28 | 25 | 13 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 258 | 107 | 32 | 104 | 111 | 16 | 38 | | | 18 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 258 | 107 | 32 | 104 | 111 | 16 | 38 | | | 18 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 98 | 100 | 100 | 100 | 100 | 86 | 100 | | | 98 | | |
| cM capacity (veh/h) | 585 | 770 | 1042 | 864 | 765 | 1063 | 1572 | | | 1598 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 10 | 157 | 18 | 66 |
| Volume Left | 10 | 1 | 0 | 28 |
| Volume Right | 0 | 152 | 4 | 13 |
| cSH | 585 | 1053 | 1572 | 1598 |
| Volume to Capacity | 0.02 | 0.15 | 0.00 | 0.02 |
| Queue Length 95th (ft) | 1 | 13 | 0 | 1 |
| Control Delay (s) | 11.3 | 9.0 | 0.0 | 3.2 |
| Lane LOS | B | A | | A |
| Approach Delay (s) | 11.3 | 9.0 | 0.0 | 3.2 |
| Approach LOS | B | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 6.9 | | |
| Intersection Capacity Utilization | 25.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
416: Yard #7 & Carrizo Gorge Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 112 | 6 | 26 | 12 | 9 | 7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 122 | 7 | 28 | 13 | 10 | 8 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 83 | 14 | 17 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 83 | 14 | 17 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 87 | 99 | 98 | | | |
| cM capacity (veh/h) | 902 | 1066 | 1600 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 128 | 41 | 17 |
| Volume Left | 122 | 28 | 0 |
| Volume Right | 7 | 0 | 8 |
| cSH | 909 | 1600 | 1700 |
| Volume to Capacity | 0.14 | 0.02 | 0.01 |
| Queue Length 95th (ft) | 12 | 1 | 0 |
| Control Delay (s) | 9.6 | 5.0 | 0.0 |
| Lane LOS | A | A | |
| Approach Delay (s) | 9.6 | 5.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.7 | | |
| Intersection Capacity Utilization | 22.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
417: Tower Access & Carrizo Gorge Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 6 | 66 | 0 | 2 | 15 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 7 | 72 | 0 | 2 | 16 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 92 | 72 | | | 72 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 92 | 72 | | | 72 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 99 | | | 100 | |
| cM capacity (veh/h) | 906 | 991 | | | 1528 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 7 | 72 | 18 |
| Volume Left | 0 | 0 | 2 |
| Volume Right | 7 | 0 | 0 |
| cSH | 991 | 1700 | 1528 |
| Volume to Capacity | 0.01 | 0.04 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.7 | 0.0 | 0.9 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.7 | 0.0 | 0.9 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.8 | | |
| Intersection Capacity Utilization | 13.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
418: Tower Access & Carrizo Gorge Rd

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 11 | 0 | 0 | 57 | 14 | 3 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 12 | 0 | 0 | 62 | 15 | 3 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 79 | 17 | 18 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 79 | 17 | 18 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 99 | 100 | 100 | | | |
| cM capacity (veh/h) | 924 | 1062 | 1598 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 12 | 62 | 18 |
| Volume Left | 12 | 0 | 0 |
| Volume Right | 0 | 0 | 3 |
| cSH | 924 | 1598 | 1700 |
| Volume to Capacity | 0.01 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 8.9 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.9 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.2 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
419: Carrizo Creek Rd & Carrizo Gorge Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 11 | 49 | 0 | 3 | 14 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 12 | 53 | 0 | 3 | 15 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 75 | 53 | | | 53 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 75 | 53 | | | 53 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 99 | | | 100 | |
| cM capacity (veh/h) | 926 | 1014 | | | 1552 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 12 | 53 | 18 |
| Volume Left | 0 | 0 | 3 |
| Volume Right | 12 | 0 | 0 |
| cSH | 1014 | 1700 | 1552 |
| Volume to Capacity | 0.01 | 0.03 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 8.6 | 0.0 | 1.3 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.6 | 0.0 | 1.3 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.5 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
420: Old Hwy 80 & Carrizo Gorge Rd

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 42 | 48 | 62 | 7 | 8 | 17 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 46 | 52 | 67 | 8 | 9 | 18 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 75 | | | | 215 | 71 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 75 | | | | 215 | 71 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 97 | | | | 99 | 98 |
| cM capacity (veh/h) | 1524 | | | | 750 | 991 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 98 | 75 | 27 |
| Volume Left | 46 | 0 | 9 |
| Volume Right | 0 | 8 | 18 |
| cSH | 1524 | 1700 | 899 |
| Volume to Capacity | 0.03 | 0.04 | 0.03 |
| Queue Length 95th (ft) | 2 | 0 | 2 |
| Control Delay (s) | 3.6 | 0.0 | 9.1 |
| Lane LOS | A | | A |
| Approach Delay (s) | 3.6 | 0.0 | 9.1 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 3.0 | | |
| Intersection Capacity Utilization | 21.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
501: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 1 | 52 | 70 | 0 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 57 | 76 | 0 | 2 | 1 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 76 | | | | 135 | 76 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 76 | | | | 135 | 76 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1523 | | | | 858 | 985 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 58 | 76 | 3 |
| Volume Left | 1 | 0 | 2 |
| Volume Right | 0 | 0 | 1 |
| cSH | 1523 | 1700 | 897 |
| Volume to Capacity | 0.00 | 0.04 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.1 | 0.0 | 9.0 |
| Lane LOS | A | | A |
| Approach Delay (s) | 0.1 | 0.0 | 9.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.3 | | |
| Intersection Capacity Utilization | 13.7% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
502: Old Hwy 80 & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 1 | 53 | 69 | 0 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 58 | 75 | 0 | 2 | 1 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 75 | | | | 135 | 75 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 75 | | | | 135 | 75 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1524 | | | | 858 | 986 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 59 | 75 | 3 |
| Volume Left | 1 | 0 | 2 |
| Volume Right | 0 | 0 | 1 |
| cSH | 1524 | 1700 | 897 |
| Volume to Capacity | 0.00 | 0.04 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.1 | 0.0 | 9.0 |
| Lane LOS | A | | A |
| Approach Delay (s) | 0.1 | 0.0 | 9.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.3 | | |
| Intersection Capacity Utilization | 13.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
503: Old Hwy 80 & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 54 | 1 | 0 | 68 | 1 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 59 | 1 | 0 | 74 | 1 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 60 | | 133 | 59 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 60 | | 133 | 59 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1544 | | 861 | 1006 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 60 | 74 | 3 |
| Volume Left | 0 | 0 | 1 |
| Volume Right | 1 | 0 | 2 |
| cSH | 1700 | 1544 | 953 |
| Volume to Capacity | 0.04 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 8.8 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 8.8 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.2 | | |
| Intersection Capacity Utilization | 13.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
504: Old Hwy 80 & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 56 | 0 | 0 | 68 | 0 | 6 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 61 | 0 | 0 | 74 | 0 | 7 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 61 | | 135 | 61 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 61 | | 135 | 61 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 99 |
| cM capacity (veh/h) | | | 1542 | | 859 | 1004 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 61 | 74 | 7 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 7 |
| cSH | 1700 | 1542 | 1004 |
| Volume to Capacity | 0.04 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 8.6 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 8.6 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.4 | | |
| Intersection Capacity Utilization | 13.6% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
505: Yard #5 & Old Hwy 80

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 32 | 88 | 10 | 12 | 18 | 12 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 35 | 96 | 11 | 13 | 20 | 13 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 70 | 17 | | | 24 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 70 | 17 | | | 24 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 96 | 91 | | | 99 | |
| cM capacity (veh/h) | 923 | 1061 | | | 1591 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 130 | 24 | 33 |
| Volume Left | 35 | 0 | 20 |
| Volume Right | 96 | 13 | 0 |
| cSH | 1021 | 1700 | 1591 |
| Volume to Capacity | 0.13 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 11 | 0 | 1 |
| Control Delay (s) | 9.0 | 0.0 | 4.4 |
| Lane LOS | A | | A |
| Approach Delay (s) | 9.0 | 0.0 | 4.4 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 7.1 | | |
| Intersection Capacity Utilization | 22.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |



HCM Unsignalized Intersection Capacity Analysis
506: In-Ko-Pah Park Rd & I-8 EB On Ramp

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 2 | 50 | 43 | 73 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 2 | 54 | 47 | 79 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 173 | 0 | 0 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 173 | 0 | 0 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 95 | 97 | | | |
| cM capacity (veh/h) | 794 | 1085 | 1623 | | | |

| Direction, Lane # | EB 1 | NB 1 |
|---|---|---|
| Volume Total | 57 | 126 |
| Volume Left | 2 | 47 |
| Volume Right | 54 | 0 |
| cSH | 1070 | 1623 |
| Volume to Capacity | 0.05 | 0.03 |
| Queue Length 95th (ft) | 4 | 2 |
| Control Delay (s) | 8.6 | 2.8 |
| Lane LOS | A | A |
| Approach Delay (s) | 8.6 | 2.8 |
| Approach LOS | A | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 4.6 | | |
| Intersection Capacity Utilization | 16.2% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
507: In-Ko-Pah Park Rd & I-8 EB Off Ramp

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 49 | 0 | 0 | 50 | 0 | 7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 53 | 0 | 0 | 54 | 0 | 8 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 53 | | 108 | 53 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 53 | | 108 | 53 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 99 |
| cM capacity (veh/h) | | | 1552 | | 890 | 1014 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 53 | 54 | 8 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 8 |
| cSH | 1700 | 1700 | 1014 |
| Volume to Capacity | 0.03 | 0.03 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.0 | 0.0 | 8.6 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 8.6 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.6 | |
| Intersection Capacity Utilization | | 13.3% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
508: I-8 WB Ramp & In-Ko-Pah Park Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 43 | 3 | 1 | 53 | 4 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 47 | 3 | 1 | 58 | 4 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 12 | 1 | | | 59 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 12 | 1 | | | 59 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 95 | 100 | | | 100 | |
| cM capacity (veh/h) | 1005 | 1083 | | | 1545 | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | NB 2 | SB 1 |
|---|---|---|---|---|---|
| Volume Total | 47 | 3 | 1 | 58 | 7 |
| Volume Left | 47 | 0 | 0 | 0 | 4 |
| Volume Right | 0 | 3 | 0 | 58 | 0 |
| cSH | 1005 | 1083 | 1700 | 1700 | 1545 |
| Volume to Capacity | 0.05 | 0.00 | 0.00 | 0.03 | 0.00 |
| Queue Length 95th (ft) | 4 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 8.8 | 8.3 | 0.0 | 0.0 | 4.9 |
| Lane LOS | A | A | | | A |
| Approach Delay (s) | 8.7 | | 0.0 | | 4.9 |
| Approach LOS | A | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 4.1 | |
| Intersection Capacity Utilization | | 13.6% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
509: I-8 EB Ramp & Mountain Springs Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 4 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | 4 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | | | | None | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 9 | 10 | 4 | 11 | 9 | 3 | 4 | | | 3 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 9 | 10 | 4 | 11 | 9 | 3 | 4 | | | 3 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 1009 | 884 | 1079 | 1004 | 885 | 1081 | 1617 | | | 1619 | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 3 | 3 | 5 |
| Volume Left | 1 | 0 | 1 |
| Volume Right | 2 | 1 | 0 |
| cSH | 1055 | 1700 | 1619 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.4 | 0.0 | 1.4 |
| Lane LOS | A | | A |
| Approach Delay (s) | 8.4 | 0.0 | 1.4 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 3.0 | |
| Intersection Capacity Utilization | | 13.3% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
510: Tower Access & Mountain Springs Rd

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 4 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 4 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 0 | 0 | | | 0 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 0 | 0 | | | 0 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 100 | | | 100 | |
| cM capacity (veh/h) | 1023 | 1085 | | | 1623 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 4 | 0 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 4 | 0 | 0 |
| cSH | 1085 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 8.3 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.3 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 8.3 | |
| Intersection Capacity Utilization | | 6.7% | ICU Level of Service A |
| Analysis Period (min) | | 15 | |

HCM Unsignalized Intersection Capacity Analysis
511: I-8 WB Ramp & Mountain Springs Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 4 | 2 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 4 | 2 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 14 | 13 | 0 | 13 | 13 | 0 | 0 | | | 0 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 14 | 13 | 0 | 13 | 13 | 0 | 0 | | | 0 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 997 | 878 | 1085 | 1001 | 878 | 1085 | 1623 | | | 1623 | | |

| Direction, Lane # | WB 1 | NB 1 |
|---|---|---|
| Volume Total | 7 | 7 |
| Volume Left | 4 | 7 |
| Volume Right | 0 | 0 |
| cSH | 956 | 1623 |
| Volume to Capacity | 0.01 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 |
| Control Delay (s) | 8.8 | 7.2 |
| Lane LOS | A | A |
| Approach Delay (s) | 8.8 | 7.2 |
| Approach LOS | A | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 8.0 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
512: Hwy S2 & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 11 | 0 | 3 | 5 | 0 | 17 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 12 | 0 | 3 | 5 | 0 | 18 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 12 | | 24 | 12 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 12 | | 24 | 12 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 98 |
| cM capacity (veh/h) | | | 1607 | | 990 | 1069 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 12 | 9 | 18 |
| Volume Left | 0 | 3 | 0 |
| Volume Right | 0 | 0 | 18 |
| cSH | 1700 | 1607 | 1069 |
| Volume to Capacity | 0.01 | 0.00 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.0 | 2.7 | 8.4 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 2.7 | 8.4 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 4.6 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
513: Hwy S2 & Yard #4

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 14 | 14 | 8 | 2 | 107 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 15 | 15 | 9 | 2 | 116 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 11 | | | | 55 | 10 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 11 | | | | 55 | 10 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 88 | 100 |
| cM capacity (veh/h) | 1608 | | | | 943 | 1072 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 30 | 11 | 116 |
| Volume Left | 15 | 0 | 116 |
| Volume Right | 0 | 2 | 0 |
| cSH | 1608 | 1700 | 943 |
| Volume to Capacity | 0.01 | 0.01 | 0.12 |
| Queue Length 95th (ft) | 1 | 0 | 11 |
| Control Delay (s) | 3.7 | 0.0 | 9.4 |
| Lane LOS | A | | A |
| Approach Delay (s) | 3.7 | 0.0 | 9.4 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.6 | | | |
| Intersection Capacity Utilization | 20.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
514: Quarry Rd & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 0 | 27 | 1 | 1 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 29 | 1 | 1 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 30 | | | | 30 | 30 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 30 | | | | 30 | 30 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1582 | | | | 984 | 1045 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 30 | 3 |
| Volume Left | 0 | 0 | 1 |
| Volume Right | 0 | 1 | 2 |
| cSH | 1700 | 1700 | 1024 |
| Volume to Capacity | 0.00 | 0.02 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 8.5 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 8.5 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.8 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
515: Quarry Rd & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 1 | 0 | 1 | 26 | 2 | 1 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 1 | 0 | 1 | 28 | 2 | 1 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 1 | | 32 | 1 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1 | | 32 | 1 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 100 |
| cM capacity (veh/h) | | | 1622 | | 982 | 1083 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 1 | 29 | 3 |
| Volume Left | 0 | 1 | 2 |
| Volume Right | 0 | 0 | 1 |
| cSH | 1700 | 1622 | 1013 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.3 | 8.6 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 0.3 | 8.6 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.1 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
516: Quarry Rd & Tower Access

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 2 | 21 | 2 | 2 | 6 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 2 | 23 | 2 | 2 | 7 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 25 | | | | 26 | 24 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 25 | | | | 26 | 24 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 99 |
| cM capacity (veh/h) | 1589 | | | | 989 | 1053 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 2 | 25 | 9 |
| Volume Left | 0 | 0 | 2 |
| Volume Right | 0 | 2 | 7 |
| cSH | 1589 | 1700 | 1036 |
| Volume to Capacity | 0.00 | 0.01 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.0 | 0.0 | 8.5 |
| Lane LOS | | | A |
| Approach Delay (s) | 0.0 | 0.0 | 8.5 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 2.1 | | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
517: Quarry Rd & Shell Canyon Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Free | | | Free | | | Stop | | | Stop | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 4 | 19 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 4 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 4 | 21 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | | | | | | | None | | | None | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 0 | | | 4 | | | 25 | 2 | 2 | 4 | 4 | 0 |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 0 | | | 4 | | | 25 | 2 | 2 | 4 | 4 | 0 |
| tC, single (s) | 4.1 | | | 4.1 | | | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 2.2 | | | 2.2 | | | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 |
| p0 queue free % | 100 | | | 100 | | | 100 | 100 | 100 | 100 | 100 | 98 |
| cM capacity (veh/h) | 1623 | | | 1617 | | | 964 | 894 | 1082 | 1015 | 891 | 1085 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 4 | 0 | 8 | 25 |
| Volume Left | 0 | 0 | 4 | 0 |
| Volume Right | 4 | 0 | 0 | 21 |
| cSH | 1623 | 1700 | 932 | 1045 |
| Volume to Capacity | 0.00 | 0.00 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 1 | 2 |
| Control Delay (s) | 0.0 | 0.0 | 8.9 | 8.5 |
| Lane LOS | | | A | A |
| Approach Delay (s) | 0.0 | 0.0 | 8.9 | 8.5 |
| Approach LOS | | | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 7.6 | | | |
| Intersection Capacity Utilization | 13.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
518: Hwy S2 & Shell Canyon Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Stop | | | Stop | |
| Volume (vph) | 0 | 117 | 1 | 2 | 17 | 7 | 1 | 0 | 2 | 6 | 1 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 127 | 1 | 2 | 18 | 8 | 1 | 0 | 2 | 7 | 1 | 0 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total (vph) | 128 | 28 | 3 | 8 |
| Volume Left (vph) | 0 | 2 | 1 | 7 |
| Volume Right (vph) | 1 | 8 | 2 | 0 |
| Hadj (s) | 0.03 | -0.11 | -0.30 | 0.21 |
| Departure Headway (s) | 4.0 | 3.9 | 3.9 | 4.4 |
| Degree Utilization, x | 0.14 | 0.03 | 0.00 | 0.01 |
| Capacity (veh/h) | 895 | 903 | 868 | 780 |
| Control Delay (s) | 7.6 | 7.1 | 7.0 | 7.5 |
| Approach Delay (s) | 7.6 | 7.1 | 7.0 | 7.5 |
| Approach LOS | A | A | A | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | | 7.5 | | |
| HCM Level of Service | | A | | |
| Intersection Capacity Utilization | | 16.2% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
519: I-8 WB Ramp & Imperial Hwy S2

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 10 | 1 | 21 | 7 | 34 | 0 | 0 | 43 | 66 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 11 | 1 | 23 | 8 | 37 | 0 | 0 | 47 | 72 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 158 | 135 | 83 | 135 | 171 | 37 | 118 | | | 37 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 158 | 135 | 83 | 135 | 171 | 37 | 118 | | | 37 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 99 | 100 | 98 | 99 | | | 100 | | |
| cM capacity (veh/h) | 786 | 752 | 977 | 833 | 719 | 1035 | 1470 | | | 1574 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 12 | 23 | 45 | 118 |
| Volume Left | 11 | 0 | 8 | 0 |
| Volume Right | 0 | 23 | 0 | 72 |
| cSH | 821 | 1035 | 1470 | 1700 |
| Volume to Capacity | 0.01 | 0.02 | 0.01 | 0.07 |
| Queue Length 95th (ft) | 1 | 2 | 0 | 0 |
| Control Delay (s) | 9.4 | 8.6 | 1.3 | 0.0 |
| Lane LOS | A | A | A | |
| Approach Delay (s) | 8.9 | | 1.3 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.9 | | | |
| Intersection Capacity Utilization | 17.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
520: I-8 EB Ramp & Imperial Hwy S2

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 34 | 5 | 37 | 29 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 18 | 0 | 1 | 0 | 0 | 0 | 0 | 37 | 5 | 40 | 32 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 152 | 154 | 32 | 153 | 152 | 40 | 32 | | | 42 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 152 | 154 | 32 | 153 | 152 | 40 | 32 | | | 42 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 98 | 100 | 100 | 100 | 100 | 100 | 100 | | | 97 | | |
| cM capacity (veh/h) | 800 | 719 | 1042 | 798 | 721 | 1032 | 1581 | | | 1567 | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 18 | 1 | 42 | 72 |
| Volume Left | 18 | 0 | 0 | 40 |
| Volume Right | 0 | 1 | 5 | 0 |
| cSH | 800 | 1042 | 1700 | 1567 |
| Volume to Capacity | 0.02 | 0.00 | 0.02 | 0.03 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 2 |
| Control Delay (s) | 9.6 | 8.5 | 0.0 | 4.2 |
| Lane LOS | A | A | | A |
| Approach Delay (s) | 9.5 | | 0.0 | 4.2 |
| Approach LOS | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.7 | | | |
| Intersection Capacity Utilization | 20.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
521: Co HWY S80 & Co Hwy S2

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 1 | 6 | 34 | 0 | 24 | 1 | 53 | 12 | 22 | 67 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 1 | 7 | 37 | 0 | 26 | 1 | 58 | 13 | 24 | 73 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 213 | 193 | 73 | 194 | 187 | 64 | 73 | | | 71 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 213 | 193 | 73 | 194 | 187 | 64 | 73 | | | 71 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 99 | 95 | 100 | 97 | 100 | | | 98 | | |
| cM capacity (veh/h) | 715 | 690 | 989 | 750 | 696 | 1000 | 1527 | | | 1530 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 8 | 63 | 72 | 97 |
| Volume Left | 0 | 37 | 1 | 24 |
| Volume Right | 7 | 26 | 13 | 0 |
| cSH | 932 | 837 | 1527 | 1530 |
| Volume to Capacity | 0.01 | 0.08 | 0.00 | 0.02 |
| Queue Length 95th (ft) | 1 | 6 | 0 | 1 |
| Control Delay (s) | 8.9 | 9.7 | 0.1 | 1.9 |
| Lane LOS | A | A | A | A |
| Approach Delay (s) | 8.9 | 9.7 | 0.1 | 1.9 |
| Approach LOS | A | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.6 | | | |
| Intersection Capacity Utilization | 28.1% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
601: Co HWY S80 & Yard #3

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 4 | 6 | 6 | 55 | 59 | 78 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 7 | 7 | 60 | 64 | 85 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 66 | | | | 52 | 36 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 66 | | | | 52 | 36 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 93 | 92 |
| cM capacity (veh/h) | 1535 | | | | 954 | 1036 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 11 | 66 | 64 | 85 |
| Volume Left | 4 | 0 | 64 | 0 |
| Volume Right | 0 | 60 | 0 | 85 |
| cSH | 1535 | 1700 | 954 | 1036 |
| Volume to Capacity | 0.00 | 0.04 | 0.07 | 0.08 |
| Queue Length 95th (ft) | 0 | 0 | 5 | 7 |
| Control Delay (s) | 3.0 | 0.0 | 9.0 | 8.8 |
| Lane LOS | A | | A | A |
| Approach Delay (s) | 3.0 | 0.0 | 8.9 | |
| Approach LOS | | | A | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.0 | | | |
| Intersection Capacity Utilization | 15.2% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

HCM Unsignalized Intersection Capacity Analysis
602: Co HWY S80 & Tower Access

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 68 | 9 | 7 | 20 | 37 | 7 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 74 | 10 | 8 | 22 | 40 | 8 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 84 | | 116 | 79 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 84 | | 116 | 79 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 99 | | 95 | 99 |
| cM capacity (veh/h) | | | 1513 | | 876 | 982 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | NB 2 |
|---|---|---|---|---|
| Volume Total | 84 | 29 | 40 | 8 |
| Volume Left | 0 | 8 | 40 | 0 |
| Volume Right | 10 | 0 | 0 | 8 |
| cSH | 1700 | 1513 | 876 | 982 |
| Volume to Capacity | 0.05 | 0.01 | 0.05 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 4 | 1 |
| Control Delay (s) | 0.0 | 1.9 | 9.3 | 8.7 |
| Lane LOS | | A | A | A |
| Approach Delay (s) | 0.0 | 1.9 | 9.2 | |
| Approach LOS | | | A | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.1 | | | |
| Intersection Capacity Utilization | 17.2% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
603: I-8 WB Ramp & Dunaway Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 5 | 0 | 15 | 75 | 11 | 0 | 0 | 84 | 11 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 5 | 0 | 16 | 82 | 12 | 0 | 0 | 91 | 12 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 289 | 272 | 97 | 272 | 278 | 12 | 103 | | | 12 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 289 | 272 | 97 | 272 | 278 | 12 | 103 | | | 12 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 99 | 100 | 98 | 95 | | | 100 | | |
| cM capacity (veh/h) | 626 | 600 | 959 | 652 | 595 | 1069 | 1489 | | | 1607 | | |

| Direction, Lane # | WB 1 | WB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 5 | 16 | 93 | 103 |
| Volume Left | 5 | 0 | 82 | 0 |
| Volume Right | 0 | 16 | 0 | 12 |
| cSH | 652 | 1069 | 1489 | 1700 |
| Volume to Capacity | 0.01 | 0.02 | 0.05 | 0.06 |
| Queue Length 95th (ft) | 1 | 1 | 4 | 0 |
| Control Delay (s) | 10.6 | 8.4 | 6.6 | 0.0 |
| Lane LOS | B | A | A | |
| Approach Delay (s) | 9.0 | | 6.6 | 0.0 |
| Approach LOS | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.7 | | | |
| Intersection Capacity Utilization | 21.4% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
604: I-8 EB Ramp & Dunaway Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 68 | 31 | 67 | 14 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 74 | 34 | 73 | 15 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 252 | 268 | 15 | 254 | 252 | 91 | 15 | | | 108 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 252 | 268 | 15 | 254 | 252 | 91 | 15 | | | 108 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 95 | | |
| cM capacity (veh/h) | 675 | 606 | 1064 | 672 | 620 | 967 | 1603 | | | 1483 | | |

| Direction, Lane # | EB 1 | EB 2 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 3 | 2 | 108 | 88 |
| Volume Left | 3 | 0 | 0 | 73 |
| Volume Right | 0 | 2 | 34 | 0 |
| cSH | 675 | 1064 | 1700 | 1483 |
| Volume to Capacity | 0.00 | 0.00 | 0.06 | 0.05 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 4 |
| Control Delay (s) | 10.4 | 8.4 | 0.0 | 6.3 |
| Lane LOS | B | A | | A |
| Approach Delay (s) | 9.6 | | 0.0 | 6.3 |
| Approach LOS | A | | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.0 | | | |
| Intersection Capacity Utilization | 21.1% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



HCM Unsignalized Intersection Capacity Analysis
605: Unnamed Rd & Dunaway Rd

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Sign Control | | Stop | | | Stop | | | Free | | | Free | |
| Grade | | 0% | | | 0% | | | 0% | | | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 120 | 0 | 0 | 15 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 130 | 0 | 0 | 16 | 0 |
| Pedestrians | | | | | | | | | | | | |
| Lane Width (ft) | | | | | | | | | | | | |
| Walking Speed (ft/s) | | | | | | | | | | | | |
| Percent Blockage | | | | | | | | | | | | |
| Right turn flare (veh) | | | | | | | | | | | | |
| Median type | | None | | | None | | | | | | | |
| Median storage veh) | | | | | | | | | | | | |
| Upstream signal (ft) | | | | | | | | | | | | |
| pX, platoon unblocked | | | | | | | | | | | | |
| vC, conflicting volume | 147 | 147 | 16 | 147 | 147 | 130 | 16 | | | 130 | | |
| vC1, stage 1 conf vol | | | | | | | | | | | | |
| vC2, stage 2 conf vol | | | | | | | | | | | | |
| vCu, unblocked vol | 147 | 147 | 16 | 147 | 147 | 130 | 16 | | | 130 | | |
| tC, single (s) | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | | | 4.1 | | |
| tC, 2 stage (s) | | | | | | | | | | | | |
| tF (s) | 3.5 | 4.0 | 3.3 | 3.5 | 4.0 | 3.3 | 2.2 | | | 2.2 | | |
| p0 queue free % | 100 | 100 | 100 | 100 | 100 | 100 | 100 | | | 100 | | |
| cM capacity (veh/h) | 822 | 745 | 1063 | 822 | 745 | 919 | 1601 | | | 1455 | | |

| Direction, Lane # | EB 1 | WB 1 | NB 1 | SB 1 |
|---|---|---|---|---|
| Volume Total | 0 | 0 | 130 | 16 |
| Volume Left | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1601 | 1455 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | A | | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.0 | | | |
| Intersection Capacity Utilization | 9.6% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

## HCM Unsignalized Intersection Capacity Analysis
606: Yuha Cutoff & Yard #1

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 4 | 58 | 39 | 12 | 61 | 95 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 4 | 63 | 42 | 13 | 66 | 103 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 55 | | | | 121 | 49 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 55 | | | | 121 | 49 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 92 | 90 |
| cM capacity (veh/h) | 1549 | | | | 872 | 1020 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 | SB 2 |
|---|---|---|---|---|
| Volume Total | 67 | 55 | 66 | 103 |
| Volume Left | 4 | 0 | 66 | 0 |
| Volume Right | 0 | 13 | 0 | 103 |
| cSH | 1549 | 1700 | 872 | 1020 |
| Volume to Capacity | 0.00 | 0.03 | 0.08 | 0.10 |
| Queue Length 95th (ft) | 0 | 0 | 6 | 8 |
| Control Delay (s) | 0.5 | 0.0 | 9.5 | 8.9 |
| Lane LOS | A | | A | A |
| Approach Delay (s) | 0.5 | 0.0 | 9.1 | |
| Approach LOS | | | A | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 5.4 | | | |
| Intersection Capacity Utilization | 16.4% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



## HCM Unsignalized Intersection Capacity Analysis
607: Co HWY S80 & Dunaway Rd

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 209 | 90 | 6 | 36 | 27 | 2 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 227 | 98 | 7 | 39 | 29 | 2 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 325 | | 328 | 276 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 325 | | 328 | 276 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 99 | | 96 | 100 |
| cM capacity (veh/h) | | | 1235 | | 663 | 763 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 325 | 46 | 32 |
| Volume Left | 0 | 7 | 29 |
| Volume Right | 98 | 0 | 2 |
| cSH | 1700 | 1235 | 669 |
| Volume to Capacity | 0.19 | 0.01 | 0.05 |
| Queue Length 95th (ft) | 0 | 0 | 4 |
| Control Delay (s) | 0.0 | 1.2 | 10.6 |
| Lane LOS | | A | B |
| Approach Delay (s) | 0.0 | 1.2 | 10.6 |
| Approach LOS | | | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 1.0 | | | |
| Intersection Capacity Utilization | 26.5% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



## HCM Signalized Intersection Capacity Analysis
701: Cannon Rd & Avenida Encina

| 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 | 4.0 |
| Lane Util. Factor | 1.00 | 0.95 | | 0.97 | 0.95 | | 1.00 | 0.95 | | 0.97 | 1.00 | 1.00 |
| Frt | 1.00 | 0.98 | | 1.00 | 0.94 | | 1.00 | 0.86 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 3463 | | 3433 | 3333 | | 1770 | 3061 | | 3433 | 1863 | 1583 |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 3463 | | 3433 | 3333 | | 1770 | 3061 | | 3433 | 1863 | 1583 |
| Volume (vph) | 25 | 191 | 32 | 107 | 244 | 155 | 80 | 30 | 276 | 97 | 10 | 25 |
| 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) | 27 | 208 | 35 | 116 | 265 | 168 | 87 | 33 | 300 | 105 | 11 | 27 |
| RTOR Reduction (vph) | 0 | 15 | 0 | 0 | 112 | 0 | 0 | 217 | 0 | 0 | 0 | 21 |
| Lane Group Flow (vph) | 27 | 228 | 0 | 116 | 321 | 0 | 87 | 116 | 0 | 105 | 11 | 6 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | 6 |
| Actuated Green, G (s) | 12.0 | 23.0 | | 13.0 | 24.0 | | 17.0 | 25.0 | | 13.0 | 21.0 | 21.0 |
| Effective Green, g (s) | 12.0 | 23.0 | | 13.0 | 24.0 | | 17.0 | 25.0 | | 13.0 | 21.0 | 21.0 |
| Actuated g/C Ratio | 0.13 | 0.26 | | 0.14 | 0.27 | | 0.19 | 0.28 | | 0.14 | 0.23 | 0.23 |
| Clearance Time (s) | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | | 4.0 | 4.0 | 4.0 |
| Lane Grp Cap (vph) | 236 | 885 | | 496 | 889 | | 334 | 850 | | 496 | 435 | 369 |
| v/s Ratio Prot | 0.02 | 0.07 | | c0.03 | c0.10 | | c0.05 | c0.04 | | 0.03 | 0.01 | |
| v/s Ratio Perm | | | | | | | | | | | | 0.00 |
| v/c Ratio | 0.11 | 0.26 | | 0.23 | 0.36 | | 0.26 | 0.14 | | 0.21 | 0.03 | 0.02 |
| Uniform Delay, d1 | 34.3 | 26.7 | | 34.1 | 26.8 | | 31.1 | 24.4 | | 34.0 | 26.6 | 26.6 |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 1.0 | 0.7 | | 1.1 | 1.1 | | 1.9 | 0.3 | | 1.0 | 0.1 | 0.1 |
| Delay (s) | 35.3 | 27.4 | | 35.2 | 27.9 | | 33.0 | 24.7 | | 34.9 | 26.7 | 26.6 |
| Level of Service | D | C | | D | C | | C | C | | C | C | C |
| Approach Delay (s) | | 28.2 | | | 29.5 | | | 26.5 | | | 32.7 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 28.6 | HCM Level of Service | C | | |
| HCM Volume to Capacity ratio | 0.24 | | | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 12.0 | | |
| Intersection Capacity Utilization | 41.5% | ICU Level of Service | A | | |
| Analysis Period (min) | 15 | | | | |

c Critical Lane Group



## HCM Unsignalized Intersection Capacity Analysis
801: Dairy Mart Rd & Monument Rd

4/2/2010

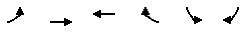
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 19 | 2 | 14 | 29 | 3 | 14 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 20 | 2 | 15 | 31 | 3 | 15 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 32 | | 101 | 41 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 32 | | 101 | 41 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 99 | | 100 | 99 |
| cM capacity (veh/h) | | | 1567 | | 874 | 1013 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 22 | 45 | 18 |
| Volume Left | 0 | 15 | 3 |
| Volume Right | 2 | 0 | 15 |
| cSH | 1700 | 1567 | 985 |
| Volume to Capacity | 0.01 | 0.01 | 0.02 |
| Queue Length 95th (ft) | 0 | 1 | 1 |
| Control Delay (s) | 0.0 | 2.4 | 8.7 |
| Lane LOS | | A | A |
| Approach Delay (s) | 0.0 | 2.4 | 8.7 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 3.1 | | | |
| Intersection Capacity Utilization | 21.8% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |

## HCM Unsignalized Intersection Capacity Analysis
## 802: Monument Rd & Water Access Drwy

4/2/2010



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 14 | 2 | 3 | 0 | 0 | 14 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 15 | 2 | 3 | 0 | 0 | 15 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 13 | | | | 55 | 23 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 13 | | | | 55 | 23 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 100 | 99 |
| cM capacity (veh/h) | 1592 | | | | 929 | 1036 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 17 | 3 | 15 |
| Volume Left | 15 | 0 | 0 |
| Volume Right | 0 | 0 | 15 |
| cSH | 1592 | 1700 | 1036 |
| Volume to Capacity | 0.01 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 1 | 0 | 1 |
| Control Delay (s) | 6.4 | 0.0 | 8.5 |
| Lane LOS | A | | A |
| Approach Delay (s) | 6.4 | 0.0 | 8.5 |
| Approach LOS | | | A |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 6.7 | | | |
| Intersection Capacity Utilization | 20.4% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |



## HCM Signalized Intersection Capacity Analysis
## 803: Meanley Dr & Scripps Ranch Blvd

4/2/2010



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 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 |
| Lane Util. Factor | | | | 1.00 | | 1.00 | | | 0.95 | | 1.00 | 0.95 |
| Frpb, ped/bikes | | | | 1.00 | | 0.98 | | | 1.00 | | 1.00 | 1.00 |
| Flpb, ped/bikes | | | | 0.99 | | 1.00 | | | 1.00 | | 1.00 | 1.00 |
| Frt | | | | 1.00 | | 0.85 | | | 1.00 | | 1.00 | 1.00 |
| Flt Protected | | | | 0.95 | | 1.00 | | | 1.00 | | 0.95 | 1.00 |
| Satd. Flow (prot) | | | | 1748 | | 1545 | | | 3525 | | 1770 | 3539 |
| Flt Permitted | | | | 0.95 | | 1.00 | | | 1.00 | | 0.95 | 1.00 |
| Satd. Flow (perm) | | | | 1748 | | 1545 | | | 3525 | | 1770 | 3539 |
| Volume (vph) | 0 | 0 | 0 | 82 | 0 | 85 | 0 | 0 | 803 | 17 | 23 | 364 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 0 | 0 | 0 | 86 | 0 | 89 | 0 | 0 | 845 | 18 | 24 | 383 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 76 | 0 | 0 | 1 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 0 | 0 | 86 | 0 | 13 | 0 | 0 | 862 | 0 | 24 | 383 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | 10 | | 10 | 10 | |
| Turn Type | | | | custom | | custom | Prot | | | | Prot | |
| Protected Phases | | | | | | | 5 | | 2 | | 1 | 6 |
| Permitted Phases | | | | 8 | | 8 | | | | | | |
| Actuated Green, G (s) | | | | 8.8 | | 8.8 | | | 41.1 | | 1.4 | 47.0 |
| Effective Green, g (s) | | | | 9.3 | | 9.3 | | | 41.6 | | 1.9 | 47.5 |
| Actuated g/C Ratio | | | | 0.14 | | 0.14 | | | 0.64 | | 0.03 | 0.73 |
| Clearance Time (s) | | | | 4.5 | | 4.5 | | | 4.5 | | 4.5 | 4.5 |
| Vehicle Extension (s) | | | | 3.0 | | 3.0 | | | 3.0 | | 3.0 | 3.0 |
| Lane Grp Cap (vph) | | | | 251 | | 222 | | | 2263 | | 52 | 2594 |
| v/s Ratio Prot | | | | | | | | | c0.24 | | c0.01 | 0.11 |
| v/s Ratio Perm | | | | c0.05 | | 0.01 | | | | | | |
| v/c Ratio | | | | 0.34 | | 0.06 | | | 0.38 | | 0.46 | 0.15 |
| Uniform Delay, d1 | | | | 25.0 | | 24.0 | | | 5.5 | | 30.9 | 2.6 |
| Progression Factor | | | | 1.00 | | 1.00 | | | 1.00 | | 1.00 | 1.00 |
| Incremental Delay, d2 | | | | 0.8 | | 0.1 | | | 0.5 | | 6.4 | 0.1 |
| Delay (s) | | | | 25.8 | | 24.1 | | | 6.0 | | 37.3 | 2.7 |
| Level of Service | | | | C | | C | | | A | | D | A |
| Approach Delay (s) | | 0.0 | | | 24.9 | | | | 6.0 | | | 4.7 |
| Approach LOS | | A | | | C | | | | A | | | A |

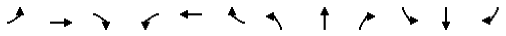
| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 7.9 | HCM Level of Service | | A |
| HCM Volume to Capacity ratio | 0.38 | | | |
| Actuated Cycle Length (s) | 64.8 | Sum of lost time (s) | | 12.0 |
| Intersection Capacity Utilization | 37.7% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

c Critical Lane Group



## HCM Signalized Intersection Capacity Analysis
## 804: Scripps Poway Pkwy & Scripps Creek Dr

4/2/2010



| 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 | 0.95 | | 1.00 | 0.95 | | 0.97 | 1.00 | | 1.00 | 1.00 | |
| Frpb, ped/bikes | 1.00 | 0.99 | | 1.00 | 1.00 | | 1.00 | 0.98 | | 1.00 | 0.98 | |
| Flpb, ped/bikes | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Frt | 1.00 | 0.98 | | 1.00 | 1.00 | | 1.00 | 0.87 | | 1.00 | 0.89 | |
| Flt Protected | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (prot) | 1770 | 3454 | | 1770 | 3533 | | 3433 | 1578 | | 1770 | 1627 | |
| Flt Permitted | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | | 0.95 | 1.00 | |
| Satd. Flow (perm) | 1770 | 3454 | | 1770 | 3533 | | 3433 | 1578 | | 1770 | 1627 | |
| Volume (vph) | 37 | 1403 | 197 | 65 | 1129 | 10 | 90 | 6 | 41 | 12 | 5 | 12 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 39 | 1477 | 207 | 68 | 1188 | 11 | 95 | 6 | 43 | 13 | 5 | 13 |
| RTOR Reduction (vph) | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 32 | 0 | 0 | 10 | 0 |
| Lane Group Flow (vph) | 39 | 1671 | 0 | 68 | 1199 | 0 | 95 | 17 | 0 | 13 | 8 | 0 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | | Prot | | | Prot | | | Prot | | |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | | | | | | | | | | |
| Actuated Green, G (s) | 3.2 | 43.2 | | 3.7 | 43.7 | | 3.7 | 22.4 | | 0.9 | 19.6 | |
| Effective Green, g (s) | 3.7 | 43.7 | | 4.2 | 44.2 | | 4.2 | 22.9 | | 1.4 | 20.1 | |
| Actuated g/C Ratio | 0.04 | 0.50 | | 0.05 | 0.50 | | 0.05 | 0.26 | | 0.02 | 0.23 | |
| Clearance Time (s) | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 74 | 1711 | | 84 | 1771 | | 163 | 410 | | 28 | 371 | |
| v/s Ratio Prot | 0.02 | c0.48 | | c0.04 | 0.34 | | c0.03 | c0.01 | | 0.01 | 0.00 | |
| v/s Ratio Perm | | | | | | | | | | | | |
| v/c Ratio | 0.53 | 0.98 | | 0.81 | 0.68 | | 0.58 | 0.04 | | 0.46 | 0.02 | |
| Uniform Delay, d1 | 41.4 | 21.8 | | 41.6 | 16.6 | | 41.1 | 24.4 | | 43.0 | 26.4 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 6.6 | 16.4 | | 41.7 | 1.0 | | 5.2 | 0.2 | | 11.7 | 0.1 | |
| Delay (s) | 48.0 | 38.2 | | 83.3 | 17.6 | | 46.4 | 24.6 | | 54.7 | 26.5 | |
| Level of Service | D | D | | F | B | | D | C | | D | C | |
| Approach Delay (s) | | 38.4 | | | 21.2 | | | 39.0 | | | 38.3 | |
| Approach LOS | | D | | | C | | | D | | | D | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 31.5 | HCM Level of Service | | C |
| HCM Volume to Capacity ratio | 0.67 | | | |
| Actuated Cycle Length (s) | 88.2 | Sum of lost time (s) | | 16.0 |
| Intersection Capacity Utilization | 72.7% | ICU Level of Service | | C |
| Analysis Period (min) | 15 | | | |

c Critical Lane Group



## HCM Unsignalized Intersection Capacity Analysis
## 805: Scripps Poway Pkwy & Water Access Drwy

4/2/2010



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 1336 | 14 | 0 | 1390 | 0 | 14 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 1406 | 15 | 0 | 1463 | 0 | 15 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 1431 | | 2165 | 731 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 1431 | | 2165 | 731 |
| tC, single (s) | | | 4.1 | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 100 | 96 |
| cM capacity (veh/h) | | | 467 | | 40 | 358 |

| Direction, Lane # | EB 1 | EB 2 | WB 1 | WB 2 | NB 1 |
|---|---|---|---|---|---|
| Volume Total | 938 | 484 | 732 | 732 | 15 |
| Volume Left | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 15 | 0 | 0 | 15 |
| cSH | 1700 | 1700 | 1700 | 1700 | 358 |
| Volume to Capacity | 0.55 | 0.28 | 0.43 | 0.43 | 0.04 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 3 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 15.5 |
| Lane LOS | | | | | C |
| Approach Delay (s) | 0.0 | | 0.0 | | 15.5 |
| Approach LOS | | | | | C |

| Intersection Summary | | | | |
|---|---|---|---|---|
| Average Delay | 0.1 | | | |
| Intersection Capacity Utilization | 51.3% | ICU Level of Service | | A |
| Analysis Period (min) | 15 | | | |

| 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 | 0.95 | | 1.00 | 0.95 | 1.00 | |
| Frpb, ped/bikes | 1.00 | | 1.00 | 1.00 | 0.98 | |
| Flpb, ped/bikes | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Frt | 0.99 | | 1.00 | 1.00 | 0.89 | |
| Flt Protected | 1.00 | | 0.95 | 1.00 | 0.99 | |
| Satd. Flow (prot) | 3494 | | 1770 | 3539 | 1621 | |
| Flt Permitted | 1.00 | | 0.95 | 1.00 | 0.99 | |
| Satd. Flow (perm) | 3494 | | 1770 | 3539 | 1621 | |
| Volume (vph) | 598 | 46 | 100 | 445 | 23 | 88 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 629 | 48 | 105 | 468 | 24 | 93 |
| RTOR Reduction (vph) | 9 | 0 | 0 | 0 | 74 | 0 |
| Lane Group Flow (vph) | 668 | 0 | 105 | 468 | 43 | 0 |
| Confl. Peds. (#/hr) | | 10 | 10 | | 10 | 10 |
| Turn Type | | | Prot | | | |
| Protected Phases | 4 | | 3 | 8 | 2 | |
| Permitted Phases | | | | | | |
| Actuated Green, G (s) | 12.8 | | 4.2 | 21.5 | 7.3 | |
| Effective Green, g (s) | 13.3 | | 4.7 | 22.0 | 7.8 | |
| Actuated g/C Ratio | 0.35 | | 0.12 | 0.58 | 0.21 | |
| Clearance Time (s) | 4.5 | | 4.5 | 4.5 | 4.5 | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 1229 | | 220 | 2060 | 334 | |
| v/s Ratio Prot | c0.19 | | c0.06 | 0.13 | c0.03 | |
| v/s Ratio Perm | | | | | | |
| v/c Ratio | 0.54 | | 0.48 | 0.23 | 0.13 | |
| Uniform Delay, d1 | 9.8 | | 15.4 | 3.8 | 12.2 | |
| Progression Factor | 1.00 | | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.5 | | 1.6 | 0.1 | 0.2 | |
| Delay (s) | 10.3 | | 17.0 | 3.9 | 12.4 | |
| Level of Service | B | | B | A | B | |
| Approach Delay (s) | 10.3 | | | 6.3 | 12.4 | |
| Approach LOS | B | | | A | B | |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM Average Control Delay | 8.8 | HCM Level of Service | A |
| HCM Volume to Capacity ratio | 0.41 | | |
| Actuated Cycle Length (s) | 37.8 | Sum of lost time (s) | 12.0 |
| Intersection Capacity Utilization | 42.8% | 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) | 19 | 5 | 5 | 90 | 144 | 19 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 20 | 5 | 5 | 95 | 152 | 20 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | 178 | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 287 | 182 | 182 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 287 | 182 | 182 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 97 | 99 | 100 | | | |
| cM capacity (veh/h) | 689 | 847 | 1382 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 25 | 100 | 172 |
| Volume Left | 20 | 5 | 0 |
| Volume Right | 5 | 0 | 20 |
| cSH | 717 | 1382 | 1700 |
| Volume to Capacity | 0.04 | 0.00 | 0.10 |
| Queue Length 95th (ft) | 3 | 0 | 0 |
| Control Delay (s) | 10.2 | 0.4 | 0.0 |
| Lane LOS | B | A | |
| Approach Delay (s) | 10.2 | 0.4 | 0.0 |
| Approach LOS | B | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.0 | | |
| Intersection Capacity Utilization | 23.0% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |





| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 0 | 567 | 460 | 14 | 0 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0 | 597 | 484 | 15 | 0 | 0 |
| Pedestrians | | 10 | 10 | | 10 | |
| Lane Width (ft) | | 12.0 | 12.0 | | 12.0 | |
| Walking Speed (ft/s) | | 4.0 | 4.0 | | 4.0 | |
| Percent Blockage | | 1 | 1 | | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | 183 | | | |
| pX, platoon unblocked | 0.95 | | | | 0.95 | 0.95 |
| vC, conflicting volume | 509 | | | | 810 | 269 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 435 | | | | 751 | 184 |
| tC, single (s) | 4.1 | | | | 6.8 | 6.9 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 100 | | | | 100 | 100 |
| cM capacity (veh/h) | 1059 | | | | 325 | 775 |

| Direction, Lane # | EB 1 | EB 2 | EB 3 | WB 1 | WB 2 | SB 1 |
|---|---|---|---|---|---|---|
| Volume Total | 0 | 298 | 298 | 323 | 176 | 0 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 | 0 | 15 | 0 |
| cSH | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.18 | 0.18 | 0.19 | 0.10 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | | | | | | A |
| Approach Delay (s) | 0.0 | | | 0.0 | | 0.0 |
| Approach LOS | | | | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.0 | | |
| Intersection Capacity Utilization | 28.5% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |





| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 14 | 0 | 862 | 678 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0 | 15 | 0 | 907 | 714 | 0 |
| Pedestrians | 10 | | | 10 | 10 | |
| Lane Width (ft) | 12.0 | | | 12.0 | 12.0 | |
| Walking Speed (ft/s) | 4.0 | | | 4.0 | 4.0 | |
| Percent Blockage | 1 | | | 1 | 1 | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | 150 | | |
| pX, platoon unblocked | 0.87 | | | | | |
| vC, conflicting volume | 1036 | 258 | 724 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 741 | 258 | 724 | | | |
| tC, single (s) | 6.8 | 6.9 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 98 | 100 | | | |
| cM capacity (veh/h) | 301 | 729 | 867 | | | |

| Direction, Lane # | EB 1 | NB 1 | NB 2 | NB 3 | SB 1 | SB 2 | SB 3 |
|---|---|---|---|---|---|---|---|
| Volume Total | 15 | 302 | 302 | 302 | 285 | 285 | 143 |
| Volume Left | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Volume Right | 15 | 0 | 0 | 0 | 0 | 0 | 0 |
| cSH | 729 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.02 | 0.18 | 0.18 | 0.18 | 0.17 | 0.17 | 0.08 |
| Queue Length 95th (ft) | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Control Delay (s) | 10.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Lane LOS | B | | | | | | |
| Approach Delay (s) | 10.0 | 0.0 | | | 0.0 | | |
| Approach LOS | B | | | | | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 29.5% | 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 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 1770 | 1863 | 1549 | 1770 | 3539 | 1549 | 1770 | 3539 | 1526 | 1770 | 3539 | 1549 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 1770 | 1863 | 1549 | 1770 | 3539 | 1549 | 1770 | 3539 | 1526 | 1770 | 3539 | 1549 |
| Volume (vph) | 45 | 347 | 170 | 76 | 249 | 166 | 151 | 651 | 106 | 158 | 468 | 66 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 47 | 365 | 179 | 80 | 262 | 175 | 159 | 685 | 112 | 166 | 493 | 69 |
| RTOR Reduction (vph) | 0 | 0 | 132 | 0 | 0 | 129 | 0 | 0 | 82 | 0 | 0 | 50 |
| Lane Group Flow (vph) | 47 | 365 | 47 | 80 | 262 | 46 | 159 | 685 | 30 | 166 | 493 | 19 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | Perm | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | 2 | | | 6 |
| Actuated Green, G (s) | 2.6 | 13.5 | 13.5 | 2.6 | 13.5 | 13.5 | 5.2 | 13.9 | 13.9 | 5.2 | 13.9 | 13.9 |
| Effective Green, g (s) | 3.1 | 14.0 | 14.0 | 3.1 | 14.0 | 14.0 | 5.7 | 14.4 | 14.4 | 5.7 | 14.4 | 14.4 |
| Actuated g/C Ratio | 0.06 | 0.26 | 0.26 | 0.06 | 0.26 | 0.26 | 0.11 | 0.27 | 0.27 | 0.11 | 0.27 | 0.27 |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 103 | 490 | 408 | 103 | 931 | 408 | 190 | 958 | 413 | 190 | 958 | 419 |
| v/s Ratio Prot | 0.03 | c0.20 | | c0.05 | 0.07 | | 0.09 | c0.19 | | c0.09 | 0.14 | |
| v/s Ratio Perm | | | 0.03 | | | 0.03 | | | 0.02 | | | 0.01 |
| v/c Ratio | 0.46 | 0.74 | 0.12 | 0.78 | 0.28 | 0.11 | 0.84 | 0.72 | 0.07 | 0.87 | 0.51 | 0.04 |
| Uniform Delay, d1 | 24.2 | 18.0 | 14.9 | 24.7 | 15.6 | 14.9 | 23.3 | 17.5 | 14.4 | 23.4 | 16.4 | 14.3 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 3.2 | 6.1 | 0.1 | 29.9 | 0.2 | 0.1 | 26.1 | 2.6 | 0.1 | 32.9 | 0.5 | 0.0 |
| Delay (s) | 27.4 | 24.0 | 15.0 | 54.6 | 15.8 | 15.0 | 49.4 | 20.1 | 14.5 | 56.3 | 16.9 | 14.4 |
| Level of Service | C | C | B | D | B | B | D | C | B | E | B | B |
| Approach Delay (s) | | 21.6 | | | 21.5 | | | 24.3 | | | 25.6 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 23.6 | HCM Level of Service | | C | |
| HCM Volume to Capacity ratio | 0.76 | | | | |
| Actuated Cycle Length (s) | 53.2 | Sum of lost time (s) | | 16.0 | |
| Intersection Capacity Utilization | 62.6% | ICU Level of Service | | B | |
| Analysis Period (min) | 15 | | | | |

c Critical Lane Group





| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 0 | 14 | 1517 | 14 | 0 | 0 |
| Peak Hour Factor | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Hourly flow rate (vph) | 0 | 15 | 1597 | 15 | 0 | 0 |
| Pedestrians | 10 | | 10 | | | 10 |
| Lane Width (ft) | 12.0 | | 12.0 | | | 0.0 |
| Walking Speed (ft/s) | 4.0 | | 4.0 | | | 4.0 |
| Percent Blockage | 1 | | 1 | | | 0 |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | 501 | | | |
| pX, platoon unblocked | 0.92 | 0.92 | | | 0.92 | |
| vC, conflicting volume | 1624 | 826 | | | 1622 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 1594 | 730 | | | 1591 | |
| tC, single (s) | 6.8 | 6.9 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 100 | 96 | | | 100 | |
| cM capacity (veh/h) | 89 | 334 | | | 375 | |

| Direction, Lane # | WB 1 | NB 1 | NB 2 |
|---|---|---|---|
| Volume Total | 15 | 1065 | 547 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 15 | 0 | 15 |
| cSH | 334 | 1700 | 1700 |
| Volume to Capacity | 0.04 | 0.63 | 0.32 |
| Queue Length 95th (ft) | 3 | 0 | 0 |
| Control Delay (s) | 16.3 | 0.0 | 0.0 |
| Lane LOS | C | | |
| Approach Delay (s) | 16.3 | 0.0 | |
| Approach LOS | C | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 0.1 | | |
| Intersection Capacity Utilization | 55.2% | 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 | | 4.0 | 4.0 | 4.0 |
| Lane Util. Factor | 0.97 | 1.00 | 1.00 | 1.00 | 0.95 | 0.88 | 1.00 | 0.95 | | 0.97 | 0.95 | 1.00 |
| Frpb, ped/bikes | 1.00 | 1.00 | 0.98 | 1.00 | 1.00 | 0.96 | 1.00 | 1.00 | | 1.00 | 1.00 | 0.98 |
| Flpb, ped/bikes | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Frt | 1.00 | 1.00 | 0.85 | 1.00 | 1.00 | 0.85 | 1.00 | 0.98 | | 1.00 | 1.00 | 0.85 |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (prot) | 3433 | 1863 | 1546 | 1770 | 3539 | 2678 | 1770 | 3460 | | 3433 | 3539 | 1546 |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | | 0.95 | 1.00 | 1.00 |
| Satd. Flow (perm) | 3433 | 1863 | 1546 | 1770 | 3539 | 2678 | 1770 | 3460 | | 3433 | 3539 | 1546 |
| Volume (vph) | 269 | 351 | 115 | 50 | 347 | 889 | 58 | 363 | 54 | 293 | 172 | 33 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 283 | 369 | 121 | 53 | 365 | 936 | 61 | 382 | 57 | 308 | 181 | 35 |
| RTOR Reduction (vph) | 0 | 0 | 80 | 0 | 0 | 426 | 0 | 19 | 0 | 0 | 0 | 25 |
| Lane Group Flow (vph) | 283 | 369 | 41 | 53 | 365 | 510 | 61 | 420 | 0 | 308 | 181 | 10 |
| Confl. Peds. (#/hr) | 10 | | 10 | 10 | | 10 | 10 | | 10 | 10 | | 10 |
| Turn Type | Prot | | Perm | Prot | | Perm | Prot | | | Prot | | Perm |
| Protected Phases | 7 | 4 | | 3 | 8 | | 5 | 2 | | 1 | 6 | |
| Permitted Phases | | | 4 | | | 8 | | | | | | 6 |
| Actuated Green, G (s) | 6.6 | 20.1 | 20.1 | 2.8 | 16.3 | 16.3 | 3.4 | 14.0 | | 6.6 | 17.2 | 17.2 |
| Effective Green, g (s) | 7.1 | 20.6 | 20.6 | 3.3 | 16.8 | 16.8 | 3.9 | 14.5 | | 7.1 | 17.7 | 17.7 |
| Actuated g/C Ratio | 0.12 | 0.33 | 0.33 | 0.05 | 0.27 | 0.27 | 0.06 | 0.24 | | 0.12 | 0.29 | 0.29 |
| Clearance Time (s) | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | 4.5 | | 4.5 | 4.5 | 4.5 |
| Vehicle Extension (s) | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | | 3.0 | 3.0 | 3.0 |
| Lane Grp Cap (vph) | 396 | 624 | 518 | 95 | 967 | 732 | 112 | 816 | | 396 | 1019 | 445 |
| v/s Ratio Prot | c0.08 | c0.20 | | 0.03 | 0.10 | | 0.03 | c0.12 | | c0.09 | c0.05 | |
| v/s Ratio Perm | | | 0.03 | | | c0.19 | | | | | | 0.01 |
| v/c Ratio | 0.71 | 0.59 | 0.08 | 0.56 | 0.38 | 0.70 | 0.54 | 0.51 | | 0.78 | 0.18 | 0.02 |
| Uniform Delay, d1 | 26.2 | 17.0 | 14.0 | 28.4 | 18.1 | 20.1 | 27.9 | 20.4 | | 26.4 | 16.4 | 15.7 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 6.0 | 1.5 | 0.1 | 6.9 | 0.2 | 2.9 | 5.3 | 0.6 | | 9.3 | 0.1 | 0.0 |
| Delay (s) | 32.2 | 18.5 | 14.0 | 35.3 | 18.4 | 23.0 | 33.3 | 21.0 | | 35.7 | 16.5 | 15.7 |
| Level of Service | C | B | B | D | B | C | C | C | | D | B | B |
| Approach Delay (s) | | 22.8 | | | 22.2 | | | 22.5 | | | 27.8 | |
| Approach LOS | | C | | | C | | | C | | | C | |

| Intersection Summary | | | | | |
|---|---|---|---|---|---|
| HCM Average Control Delay | 23.3 | HCM Level of Service | | C | |
| HCM Volume to Capacity ratio | 0.74 | | | | |
| Actuated Cycle Length (s) | 61.5 | Sum of lost time (s) | | 24.0 | |
| Intersection Capacity Utilization | 62.1% | ICU Level of Service | | B | |
| Analysis Period (min) | 15 | | | | |

c Critical Lane Group





| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Free | | | Free |
| Grade | 0% | | 0% | | | 0% |
| Volume (veh/h) | 16 | 0 | 5 | 16 | 0 | 26 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 17 | 0 | 5 | 17 | 0 | 28 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 42 | 14 | | | 23 | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 42 | 14 | | | 23 | |
| tC, single (s) | 6.4 | 6.2 | | | 4.1 | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | | | 2.2 | |
| p0 queue free % | 98 | 100 | | | 100 | |
| cM capacity (veh/h) | 969 | 1066 | | | 1592 | |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 17 | 23 | 28 |
| Volume Left | 17 | 0 | 0 |
| Volume Right | 0 | 17 | 0 |
| cSH | 969 | 1700 | 1592 |
| Volume to Capacity | 0.02 | 0.01 | 0.00 |
| Queue Length 95th (ft) | 1 | 0 | 0 |
| Control Delay (s) | 8.8 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 8.8 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 2.2 | | |
| Intersection Capacity Utilization | 13.3% | ICU Level of Service | A |
| Analysis Period (min) | 15 | | |

HCM Unsignalized Intersection Capacity Analysis
814: Oak Dr & Lake Morena Dr



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | Stop | | | Stop |
| Volume (vph) | 20 | 54 | 39 | 22 | 45 | 21 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 22 | 59 | 42 | 24 | 49 | 23 |

| Direction, Lane # | WB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total (vph) | 80 | 66 | 72 |
| Volume Left (vph) | 22 | 0 | 49 |
| Volume Right (vph) | 59 | 24 | 0 |
| Hadj (s) | -0.35 | -0.18 | 0.17 |
| Departure Headway (s) | 3.8 | 4.0 | 4.3 |
| Degree Utilization, x | 0.09 | 0.07 | 0.09 |
| Capacity (veh/h) | 901 | 879 | 816 |
| Control Delay (s) | 7.2 | 7.3 | 7.7 |
| Approach Delay (s) | 7.2 | 7.3 | 7.7 |
| Approach LOS | A | A | A |

| Intersection Summary | | | |
|---|---|---|---|
| Delay | | 7.4 | |
| HCM Level of Service | | A | |
| Intersection Capacity Utilization | 21.4% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
815: Co HWY S80 & IID Water Source Access Driveway



| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Free | | | Free | Stop | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 203 | 8 | 0 | 34 | 8 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 221 | 9 | 0 | 37 | 9 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | | | 229 | | 262 | 225 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | | | 229 | | 262 | 225 |
| tC, single (s) | | | 4.1 | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | | | 2.2 | | 3.5 | 3.3 |
| p0 queue free % | | | 100 | | 99 | 100 |
| cM capacity (veh/h) | | | 1339 | | 727 | 814 |

| Direction, Lane # | EB 1 | WB 1 | NB 1 |
|---|---|---|---|
| Volume Total | 229 | 37 | 9 |
| Volume Left | 0 | 0 | 9 |
| Volume Right | 9 | 0 | 0 |
| cSH | 1700 | 1339 | 727 |
| Volume to Capacity | 0.13 | 0.00 | 0.01 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.0 | 0.0 | 10.0 |
| Lane LOS | | | B |
| Approach Delay (s) | 0.0 | 0.0 | 10.0 |
| Approach LOS | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.3 | |
| Intersection Capacity Utilization | 21.2% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
816: Water Access Drwy & New River Boulevard



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | Stop | | | Free | Free | |
| Grade | 0% | | | 0% | 0% | |
| Volume (veh/h) | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 0 | 0 | 0 | 0 | 0 | 0 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | None | | | | | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 0 | 0 | 0 | | | |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 0 | 0 | 0 | | | |
| tC, single (s) | 6.4 | 6.2 | 4.1 | | | |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 3.5 | 3.3 | 2.2 | | | |
| p0 queue free % | 100 | 100 | 100 | | | |
| cM capacity (veh/h) | 1023 | 1085 | 1623 | | | |

| Direction, Lane # | EB 1 | NB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 0 | 0 | 0 |
| Volume Left | 0 | 0 | 0 |
| Volume Right | 0 | 0 | 0 |
| cSH | 1700 | 1700 | 1700 |
| Volume to Capacity | 0.00 | 0.00 | 0.00 |
| Queue Length 95th (ft) | 0 | 0 | 0 |
| Control Delay (s) | 0.0 | 0.0 | 0.0 |
| Lane LOS | A | | |
| Approach Delay (s) | 0.0 | 0.0 | 0.0 |
| Approach LOS | A | | |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.0 | |
| Intersection Capacity Utilization | 0.0% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | |



HCM Unsignalized Intersection Capacity Analysis
817: Co HWY S80 & New River Boulevard



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Sign Control | | Free | Free | | Stop | |
| Grade | | 0% | 0% | | 0% | |
| Volume (veh/h) | 9 | 207 | 32 | 2 | 4 | 11 |
| Peak Hour Factor | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Hourly flow rate (vph) | 10 | 225 | 35 | 2 | 4 | 12 |
| Pedestrians | | | | | | |
| Lane Width (ft) | | | | | | |
| Walking Speed (ft/s) | | | | | | |
| Percent Blockage | | | | | | |
| Right turn flare (veh) | | | | | | |
| Median type | | | | | None | |
| Median storage veh) | | | | | | |
| Upstream signal (ft) | | | | | | |
| pX, platoon unblocked | | | | | | |
| vC, conflicting volume | 37 | | | | 280 | 36 |
| vC1, stage 1 conf vol | | | | | | |
| vC2, stage 2 conf vol | | | | | | |
| vCu, unblocked vol | 37 | | | | 280 | 36 |
| tC, single (s) | 4.1 | | | | 6.4 | 6.2 |
| tC, 2 stage (s) | | | | | | |
| tF (s) | 2.2 | | | | 3.5 | 3.3 |
| p0 queue free % | 99 | | | | 99 | 99 |
| cM capacity (veh/h) | 1574 | | | | 705 | 1037 |

| Direction, Lane # | EB 1 | WB 1 | SB 1 |
|---|---|---|---|
| Volume Total | 235 | 37 | 16 |
| Volume Left | 10 | 0 | 4 |
| Volume Right | 0 | 2 | 12 |
| cSH | 1574 | 1700 | 921 |
| Volume to Capacity | 0.01 | 0.02 | 0.02 |
| Queue Length 95th (ft) | 0 | 0 | 1 |
| Control Delay (s) | 0.4 | 0.0 | 9.0 |
| Lane LOS | A | | A |
| Approach Delay (s) | 0.4 | 0.0 | 9.0 |
| Approach LOS | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | | 0.8 | |
| Intersection Capacity Utilization | 28.1% | ICU Level of Service | A |
| Analysis Period (min) | | 15 | |

# APPENDIX G

# ROUGH ACRES AND ALPINE FACILITIES PRE- CONSTRUCTION

# Rough Acres

### Project Definition

At the Rough Acre (yard 8) there will be temporary construction offices for up to 70 employees actively working on the project. The employees associated with these offices will need to be on-site before the actual construction activity begins, this will be called the pre-construction phase. This activity is equivalent in trip making characteristics to an office building operation with employees, service and business visitors.

In the subsequent phase, and when construction activity begins, additional employees and trip activity will be associated with the materials yard where all materials will be received from the vendors, stored until needed, and then distributed outward to the contractors in order to build the project. This latter phase occurs along with all the activity already happening in the pre-construction phase. The total trips associated with the pre-construction phase are shown below in Table G-1.

**Table G-1**

**Trip Generation**

| Item | Quantity (empl, etc.) | Daily trips | AM hour in/out | PM hour in/out |
|---|---|---|---|---|
| Pre-construction | | | | |
| Office Employees | 70 | 253 | 32/4 | 7/26 |

### Analysis Results

The pre-construction phase has been analyzed to determine whether there is any significant degradation, or impact, due to the introduction of the project traffic. Since the time frame is quite soon for all of the construction activity we use the present, or existing, condition as the basis for analysis. Project traffic is added to the existing traffic we have counted for this study to determine that significance. It is noted that when traffic is added to a non-critical movement average delay at an intersection may decrease with the addition of project trips.

As shown in Tables G-2 and G-3, the operation of the analyzed intersections and roadway segments are acceptable in the pre-construction phase. There are no adverse significant impacts at any location. Therefore, no significant impacts occur.

### Recommendations

Since there are no impacts to the circulation system as defined by the methods and standards employed in this report, there is no mitigation that is required for the circulation system. However, in order to enhance operations and alert motorists who might be using the area and who are unfamiliar with the increased construction traffic in the area we do recommend that the following measures be implemented when the full-construction phase begins.

- During the full-construction phase place one advance sign on Old Highway 80 in each direction approximately one quarter mile in advance of the intersection with McCain Valley Road as follows:
    - "Trucks Entering Exiting" warning sign in construction orange background with black lettering on a diamond shaped plate per the California MUTCD for C44 (see Appendix H)

**Table G-2**

**Roadway Segment Conditions – Pre Construction**

| Roadway Segment | Lanes/ Class | LOS E Capacity | Without Project | | | Project Traffic | With Project | | | Comparison | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | ADT | V/C | LOS | | ADT | V/C | LOS | Δ V/C | Signifi-cant? |
| McCain Valley Road | | | | | | | | | | | |
| North of Old Highway 80 | 2RLC | 16,200 | 119 | 0.007 | A | 253 | 372 | 0.023 | A | 0.016 | No |
| Ribbonwood Road | | | | | | | | | | | |
| I-8 Freeway Eastbound Ramps to Old Highway 80 | 2LC | 16,200 | 1,229 | 0.076 | A | 242 | 1,471 | 0.091 | A | 0.015 | No |
| Old Highway 80 | | | | | | | | | | | |
| Between Ribbonwood Road to McCain Valley Road | 2C | 17,100 | 1,080 | 0.063 | A | 242 | 1,322 | 0.077 | A | 0.014 | No |

Abbreviations: 2LC: 2 lane Light Collector. 2RLC: 2 lane Rural Light Collector. 2C: 2 lane Collector.

**Table G-3**

**Intersection Conditions – Pre-Construction**

| Intersection | Existing Conditions | Construction Conditions | Δ Delay | Significant? |
|---|---|---|---|---|
| 401. I-8 WB Ramp & SR-94 (Ribbonwood Rd) | 5.9/A | 6.6/A | 0.7 | No |
| | 6.1/A | 6.5/A | 0.4 | No |
| 402. I-8 EB Ramp & SR-94 (Ribbonwood Rd) | 3.0/A | 2.8/A | -0.2 | No |
| | 2.8/A | 2.8/A | 0.0 | No |
| 403. Old Hwy 80 & SR-94 (Ribbonwood Rd) | 3.9/A | 3.6/A | -0.3 | No |
| | 4.6/A | 4.4/A | -0.2 | No |
| 405. Yard #8 & McCain Valley Rd | 0.0/A | 7.6/A | 7.6 | No |
| | 0.0/A | 6.9/A | 6.9 | No |
| 406. Tower Access & McCain Valley Rd | 0.0/A | 0.0/A | 0.0 | No |
| | 0.0/A | 0.0/A | 0.0 | No |
| 407. Old Hwy 80 & McCain Valley Rd | 0.6/A | 4.0/A | 3.4 | No |
| | 0.3/A | 2.3/A | 2.0 | No |

# Alpine Facilities

### Project Definition

At the Alpine Community (yard 18A) there will be temporary construction offices for up to 130 employees actively working on the project. Since the employees associated with these offices will need to be on-site before the actual construction period begins, this will be called the pre-construction phase. This activity is equivalent in trip making characteristics to an office building operation with employees, service and business visitors.

Later, and when construction activity begins, additional employees and trip activity will be associated with the materials yard to the north and across the Tavern Road (yard 18B) where all materials will be received from the vendors, stored until needed, and then distributed outward to the contractors in order to build the project. This full-construction phase occurs along with all the activity already happening in the pre-construction phase. The total trips associated with the pre-construction phase are shown below in Table G-4.

**Table G-4**

**Trip Generation**

| Item | Quantity | Daily | AM (In/Out) | PM (In/Out) |
|---|---|---|---|---|
| **Pre-construction** | | | | |
| **Employees** | **130** | **471** | **59/7** | **12/49** |

### Analysis Results

The pre-construction phase has been analyzed to determine whether there is any significant degradation, or impact, due to the introduction of the project traffic. Since the time frame is quite soon for all of the construction activity we use the present, or existing, condition as the basis for analysis. Project traffic is added to the existing traffic we have counted for this study to determine that significance. It is noted that when traffic is added to a non-critical movement average delay at an intersection may decrease with the addition of project trips.

As shown in Tables G-5 and G-6, the operation of the analyzed intersections and roadway segments are acceptable in the pre-construction phase. There are no adverse significant impacts at any location. Therefore, no significant impacts occur.

### Recommendations

Since there are no significant impacts there is no recommended mitigation. The existing circulation system and intersection controls function adequately.

## Table G-5

## Roadway Segment Conditions – Pre-Construction

| Roadway Segment | Lanes/ Class | LOS E Capacity | Without Project | | | Project Traffic | With Project | | | Comparison | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | ADT | V/C | LOS | | ADT | V/C | LOS | Δ V/C | Signifi-cant? |
| Tavern Road | | | | | | | | | | | |
| West of Victoria Park Terrace | 2LC | 16,200 | 624 | 0.039 | A | 471 | 1,095 | 0.068 | A | 0.029 | No |
| Tavern Road | | | | | | | | | | | |
| Between Victoria Park Terrace to I-8 Freeway Westbound Ramps | 2C | 17,100 | 7,067 | 0.413 | B | 471 | 7,538 | 0.441 | B | 0.028 | No |
| Between I-8 Freeway Eastbound Ramps to Alpine Boulevard | 4C | 34,200 | 19,093 | 0.558 | B | 24 | 19,117 | 0.559 | B | 0.001 | No |

Abbreviations: 2LC: 2 lane Light Collector. 4C: 4 lane Collector. 2C: 2 lane Collector.

## TableG-6

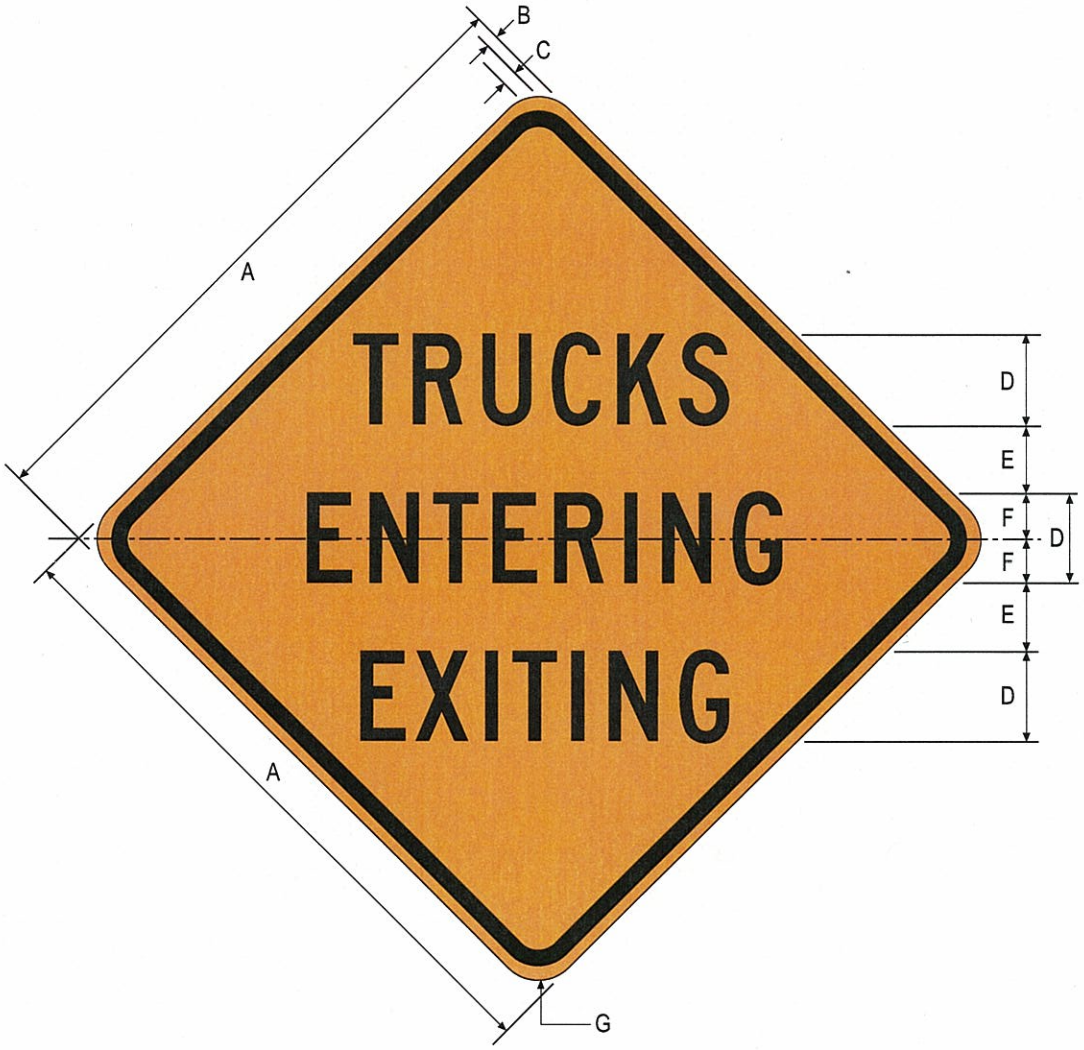
## Intersection Conditions – Pre Construction

| Intersection | Existing Conditions | Construction Conditions | Δ Delay | Significant? |
|---|---|---|---|---|
| 208. Tavern Rd & Yard #18A | 0.0/A | 8.4/A | 8.4 | No |
| | 0.0/A | 8.7/A | 8.7 | No |
| 210. Tavern Rd & Victoria Park Terrace | 2.3/A | 9.9/A | 7.6 | No |
| | 9.7/A | 9.7/A | 0.0 | No |
| 211. I-8 WB Ramp & Tavern Rd* | 20.2/C | 19.1/B | -1.1 | No |
| | 10.7/B | 10.5/B | -0.2 | No |
| 212. I-8 EB Ramp & Tavern Rd* | 12.7/B | 13.4/B | 0.7 | No |
| | 10.0/A | 10.1/B | 0.1 | No |

# APPENDIX H

# CONSTRUCTION SIGNS

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION




**C44 (CA)**

ENGLISH UNITS

| A | B | C | D | E | F | G |
|---|---|---|---|---|---|---|
| 36 | .625 | .875 | 5C | 3.75 | 2.5 | 2.25 |
| 48 | .75 | 1.25 | 7C | 5.25 | 3.5 | 3 |

**COLORS: BORDER & LEGEND - BLACK**
**BACKGROUND - ORANGE (RETROREFLECTIVE)**

**1/21/10**