Appendix I-1

Traffic Technical Memorandum – Scenario Evaluation

Transportation Technical Memorandum
Scenario Evaluation

Nelson Sloan Quarry Restoration Project and Beneficial Reuse of Excess Sediment Project, San Diego

JANUARY 2023

Prepared for:

CALIFORNIA DEPARTMENT OF PARKS AND RECREATION
California Natural Resources Agency
Department of Parks and Recreation, Southern Service Center
2797 Truxtun Road, Barracks 26
San Diego, California 92106
Contact: Chris Peregin

Prepared by:

DUDEK

605 Third Street
Encinitas, California 92024
Contacts: Sabita Tewani, AICP, PTP, Transportation Planner
Dennis Pascua, Transportation Services Manager

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1 Introduction

1.1 Purpose and Scope

The purpose of this memorandum is to analyze the traffic effects associated with the proposed Nelson Sloan Quarry Restoration Project (Project) located in the Tijuana River Valley Community in the City of San Diego. The Project site is located on approximately 40 acres owned by the County of San Diego. The lead agency for the Project is the California Department of Parks and Recreation (CDPR). As the lead agency, CDPR is proposing the beneficial reuse of excess sediment excavated from on-going and proposed sediment management activities in the Tijuana River Valley towards landform and habitat restoration on the abandoned Nelson Sloan Quarry site. This would allow the excess sediment that is currently hauled to offsite to regional landfills or construction sites from the City, County, State and Federal entities (hereby referred as sediment management sites or other sites) as well as Tijuana Estuary Restoration Program II (TERTP II) site in Tijuana River Valley (TRV) to be placed in the Nelson Sloan Quarry site as an option. The proposed Project would allow these entities to place appropriate material on the quarry site and thereby improve TRV land managers ability to conserve and restore high-quality habitat impacted by sedimentation, and better protect valley-wide infrastructure from sedimentation and flooding.

This memorandum evaluates the proposed Project's effects related to the traffic generated by workers and trucks that would be required for the above-mentioned Project activities. The objectives of this memorandum are:

- Document existing traffic conditions in the study area
- Describe active transportation and transit facilities in the vicinity of the Project site
- Estimate trip generation, distribution, and assignment characteristics for the peak operational phase of the proposed Project (for purposes of this memorandum, "operational" refers to scenario that includes maximum number of workers, vendor trucks, and haul trucks required for reclamation and restoration activities on the proposed Project site)
- Provide a Vehicle Miles Traveled (VMT) screening analysis per Senate Bill (SB) 743 requirements under California Environmental Quality Act (CEQA)
- Analyze the traffic effects that would occur under the Opening Year (i.e., Year 2024 and Year 2026) without and with Project conditions
- If required, identify improvement and traffic control measures for effected study area intersections

This memorandum has been prepared per the City of San Diego Transportation Study Manual (City of San Diego 2020a) requirements and is consistent with the current requirements of all applicable City and State regulations, including SB 743 and CEQA.

Dudek analyzed the selected study area intersections for the following study scenarios:

Existing Condition

- **Year 2022 Conditions:** The memorandum includes a description of existing traffic conditions in the site vicinity, including the existing roadway system, existing weekday AM and PM peak hour traffic volumes, and traffic operations. The existing condition is representative of the year 2020 (it should be noted that the

traffic counts included in Appendix A were collected in January 2020 before COVID-19 restrictions were in effect). To account for traffic growth between years 2020 and 2022, an ambient annual growth factor of one percent per year was applied to the Year 2020 traffic volumes over the course of 2 years to estimate Year 2022 traffic volumes. It should also be noted that there was nominal truck traffic observed during this period due to seasonal nature of sediment removal activities (generally between August – November). Therefore, worker and truck traffic from the sediment management sites was estimated using best available data from truck activity logs and other reports and added to the opening year conditions described below. Appendix B includes data from CDPR and TETRP II Local Mobility Analysis, August 2021.

Opening Year Conditions

- **Year 2024 No Project Condition:** The Year 2024 condition includes traffic volumes and operations within a short-term horizon period where the proposed Project would be operational. An ambient annual growth factor generally based on the San Diego Association of Governments (SANDAG) Series 14 traffic volume forecasts in the study was applied to the Year 2022 traffic volumes over the course of 2 years to estimate baseline traffic volumes in the year 2024. Along with ambient growth, traffic generated by other approved and pending projects along with the traffic from the existing sediment management sites and Tijuana Estuary Restoration Program II (TERTP II) site in the study area was added to Year 2024 traffic volumes. The approved or pending projects are developments in the review process, but not fully approved, or are projects that have been approved, but not fully constructed or occupied. The truck traffic from TETRP II involving ongoing sediment removal activities near the proposed Project was added to the Year 2024 traffic conditions.
- **Year 2024 plus Project Condition:** This condition includes analysis of traffic operations under the Year 2024 condition (described above) with Project traffic added to the AM and PM peak hour traffic volumes. It should be noted that under the Year 2024 plus Project conditions, all haul trips would comprise of truck traffic from the TETRP II site, which would travel to the proposed Project instead of traveling to other construction sites or landfills in the San Diego County. Therefore, the proposed Project would generate nominal new truck trips and divert most of the truck trips from the TETRP II site to the Project site. The Project effects to the roadway network under this condition were used as the basis for determining if any traffic improvements or control plan would be required.
- **Year 2026 No Project Condition:** The Year 2026 condition includes traffic volumes and operations within a short-term horizon period where the proposed Project would be operational. An ambient annual growth factor based on the SANDAG traffic volume forecasts in the study was applied to the Year 2024 traffic volumes over the course of 2 years to estimate Year 2026 baseline traffic volumes. The traffic generated by other approved and pending projects, other sediment management sites, and the worker and truck traffic from TETRP II site was also included in the Year 2026 traffic conditions.
- **Year 2026 plus Project Condition**: This condition includes analysis of traffic operations under the Year 2026 condition (described above) with Project traffic added to the AM and PM peak hour traffic volumes. It should be noted that under the Year 2026 plus Project conditions, a majority of truck traffic from the existing sediment management sites would travel to the proposed Project instead of traveling to other construction sites or landfills in the San Diego County. Therefore, the proposed Project would generate no new haul truck trips and divert most of the existing truck trips from the sediment management sites to the Project site. The Project effects to the roadway network under this condition were used as the basis for determining if any traffic improvements or control plan would be required.

1.2 Project Description, Location, and Study Area

The Project site is located within the southeastern corner of Tijuana River Valley Regional Park in the in the City of San Diego. It is located west of Interstate (I) 5. Regional access to the Project is provided by I-5, I-805 and State Route 905. Local access to the proposed Project would be primarily via Dairy Mart Road, which turns into Monument Road, at the Dairy Mart Road/Monument Road intersection. Figure 1 shows the Project location and site, study area, and regional location of the Project site. Figure 1 also illustrates the locations of the sediment management sites in the vicinity of the Project site.

The proposed Project operations would include placement of processed sediment excavated from management sites as part of on-going annual channel and basin maintenance activities in the Tijuana River Valley. Under existing conditions, most of the sediment excavated from management sites is hauled out of the valley. With the implementation of the proposed Project, this sediment would be reused towards the restoration of the quarry and construction of natural landforms on the quarry site. Therefore, the proposed Project would reduce the need to haul sediment from in-valley sites to landfill or construction sites located outside of the TRV in the County.

Based on the Project's operational phasing and schedule used in the Air Quality and GHG report prepared by Dudek (August 2022), and as shown in Section 2 Project Traffic and VMT Screening Analysis, it is anticipated that a daily average of 11 workers and 3 vendor trucks would be required over the life of the Project. As described in Section 2, most of the haul trucks to the proposed site would be from TETRP II site and/or other sediment management sites. The Project related activities will occur approximately between 6:00 am and 6:00 pm over the weekdays, Monday through Friday.

The proposed Project is consistent with the community plan and would not generate more than 1,000 daily trips therefore it does not require a detailed traffic or mobility analysis per City of San Diego's TSM. However, the peak scenario is estimated to generate 500 daily trips, therefore, for informational and disclosure purposes and based on the location of the Project site and transportation network that provides regional and local access to it, study area for assessing the traffic effects of the proposed Project was delineated. As illustrated in Figure 1, the study area is composed of the following nine intersections:

Intersections

1. I-5 northbound ramps/San Ysidro Boulevard (Caltrans)
2. Dairy Mart Road/San Ysidro Boulevard (City of San Diego)
3. Dairy Mart Road/I-5 southbound ramps (Caltrans)
4. Dairy Mart Road/Servando Avenue (City of San Diego)
5. Dairy Mart Road/Camino De La Plaza (City of San Diego)
6. Clearwater Way/Dairy Mart Road (City of San Diego)
7. Monument Road/Dairy Mart Road (City of San Diego)
8. Hollister Street/Monument Road (City of San Diego)
9. Hollister Street/Tocayo Avenue (City of San Diego)

1.3 Analysis Methodology

1.3.1 Vehicle Miles Traveled Analysis for CEQA

The Governor's Office of Planning and Research (OPR) approved the addition of new Section 15064.3, "Determining the Significance of Transportation Impacts" to the State's CEQA Guidelines, compliance with which is required beginning July 1, 2020. The Updated CEQA Guidelines state that "generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts" and define VMT as "the amount and distance of automobile travel attributable to a project." It should be noted that "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. OPR has clarified in the Technical Advisory and recent informational presentations that heavy-duty truck VMT is not required to be included in the estimation of a project's VMT. Other relevant considerations may include the effects of the Project on transit and non-motorized traveled.

The new Section 15064.3(b), "Criteria for Analyzing Transportation Impacts," states "If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate."

To aid in this transition, OPR released a Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018) (Technical Advisory). Based on the Technical Advisory, the City of San Diego has adopted VMT specific guidelines and thresholds. However, since CDPR is the lead agency, the guidance provided by the State has also been used to determine if the proposed Project would require a VMT analysis. The details of applicable VMT screening and analysis have been provided in Section 3 of this memorandum.

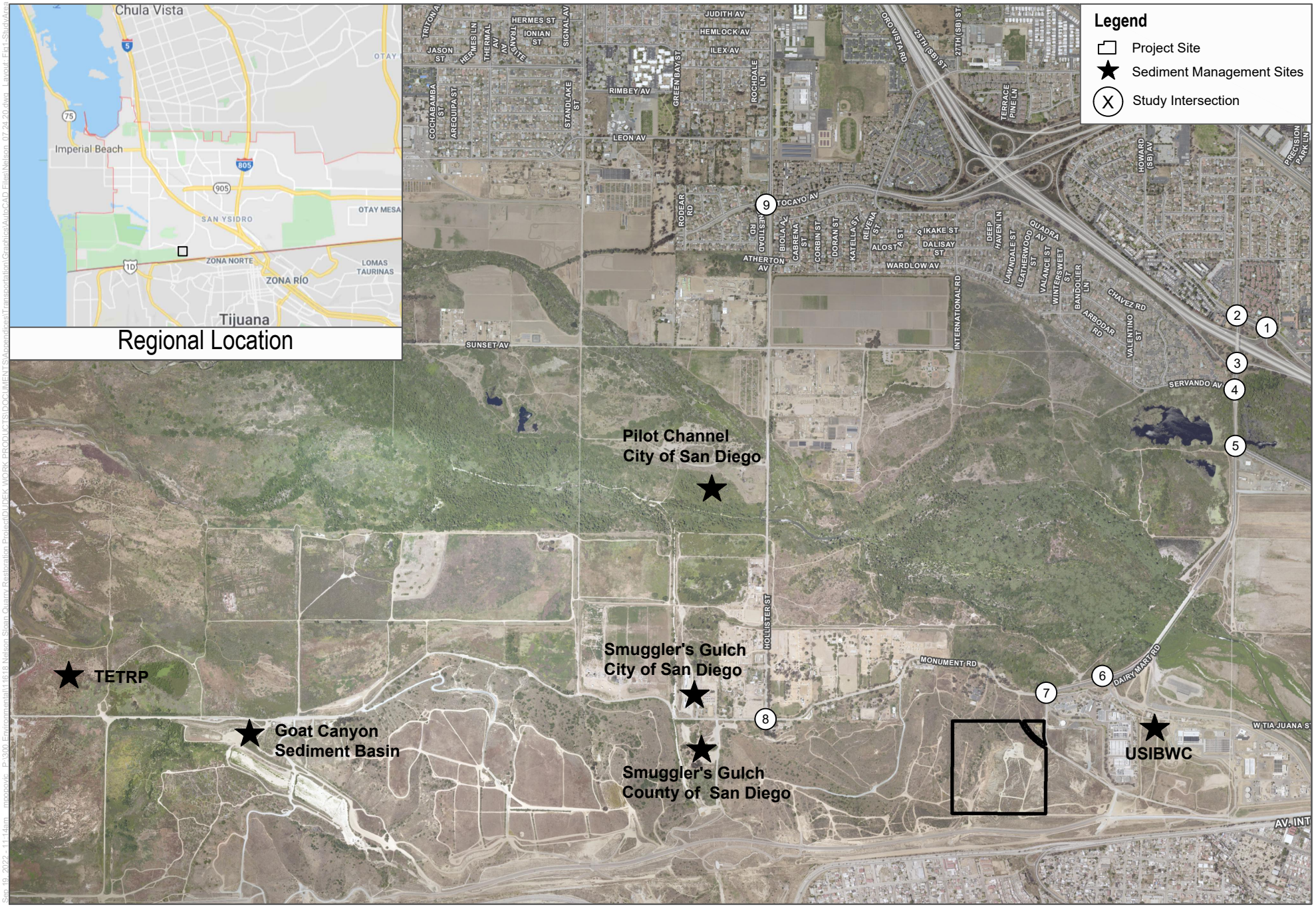
1.3.2 Operational Analysis

Level of service (LOS) is a tool used to describe the operating characteristics of the street system in terms of the level of congestion or delay experienced by vehicles with service levels range from A through F.

1.3.2.1 Intersection Analysis

The Highway Capacity Manual, 6th Edition (HCM 6; TRB 2016) methodology was used to assess level of service for intersections within the study area per requirement of the respective jurisdiction.

The HCM intersection analysis methodology was used to analyze the operation of signalized and unsignalized study intersections. The HCM method used to determine LOS at the intersections determines the average control delay (in seconds) a driver may experience at the intersection. The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding control delay experienced per vehicle for unsignalized intersections. The Synchro 10 LOS software was used to determine intersection LOS. Synchro is consistent with the HCM 6 methodology (TRB 2016). Table 1 shows the LOS values by delay ranges for unsignalized and signalized intersections under the HCM methodology.



SOURCE: SANGIS 2017

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FIGURE 1

Project Location and Study Area

Nelson Sloan Quarry Restoration Project

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Table 1. Levels of Service for Intersections using HCM Methodology

Level of Service	Unsignalized Intersections Control Delay (in seconds per vehicle)	Signalized Intersections Control Delay (in seconds per vehicle)
A	<10.0	<10.0
B	>10.0 to <15.0	>10.0 to <20.0
C	>15.0 to <25.0	>20.0 to <35.0
D	>25.0 to <35.0	>35.0 to <55.0
E	>35.0 to <50.0	>55.0 to <80.0
F	>50.0	>80.0

Source: HCM 6; TRB 2016.

Additionally, the following parameters were used in the operational analysis for the intersections per requirements specified in the City of San Diego TSM:

- The morning and afternoon peak commute hours were analyzed, for peak hour between 7:00–9:00 p.m. and 4:00–6:00 p.m.
- Peak hour factors (PHF) from traffic counts collected in January 2020 were used in the Existing and Opening Year (with and without Project) scenarios.
- Peak hour truck percentages for each turning movement were obtained from the field data collected in January 2020. However, since the truck traffic in the study area is seasonal and was not accounted for in the counts conducted in January 2020, the minimum recommended value of 3% was applied to Existing, Year 2024 and Year 2026 (with and without Project) conditions.
- Existing non-PCE peak hour traffic volumes were analyzed using HCM methodology. These volumes were adjusted to include a "heavy vehicle percentage" within Synchro. Use of the heavy vehicle percentage factor within Synchro more accurately estimates the operation of an intersection that is being evaluated with the HCM methodology. However, the truck traffic from the Project and other sites was converted into PCE volumes and added to the existing non-PCE traffic volumes to obtain Year 2024 and year 2026 (with and without Project) traffic volumes.
- Signal timing and cycle length data was obtained from field data collected in January 2020.

1.3.2.2 General Plan and Mobility Analysis Requirements

The following section provides the consistency requirements for the City of San Diego that would apply to the proposed Project.

The level of service guideline is established in the City of San Diego General Plan Mobility Element (June 2015). According to Mobility Element Policy for Project Review Considerations:

> ME-C.9. Implement best practices for multi-modal quality/level of service analysis guidelines to evaluate potential transportation improvements from a multi-modal perspective in order to determine optimal improvements that balance the needs of all users of the right of way.

The City has not adopted a specific LOS standard and performance of signalized and unsignalized intersections is evaluated on a case-by-case basis as described in the City's TSM.

The following criteria from the City of San Diego TSM has been used to determine the Project's potential effect, and requirements to implement improvements at the affected study area signalized or unsignalized intersections noted above:

> The intersections are not within one-half mile of the project and the project does not add 50 peak hour trips to the intersections.

The Local Mobility Analysis (LMA) evaluates the effects of a development Project on mobility, access, circulation, and related safety elements in the proximate area of the Project. The proposed Project would not warrant a detailed LMA; however, this memo includes an evaluation of traffic operations, pedestrian, bike, and transit facilities near the Project site.

1.4 Improvements for Transportation Impacts and Traffic Effects

1.4.1 Vehicle Miles Traveled Impacts

To mitigate VMT impacts, the Project applicant would be required to reduce VMT, which can be done by either reducing the number of automobile trips generated by the Project or by reducing the distance that people drive. The following strategies are available to achieve this:

- Modify the Project's site design and built physical characteristics to reduce VMT generated by the Project.
- Implement programmatic Transportation Demand Management (TDM) measures to reduce VMT generated by the Project.

1.4.2 Traffic or Operational Effects

The City of San Diego requires that off-site improvements should address access, circulation, and safety for all modes in order to accommodate Project traffic. Improvements to signalized and unsignalized intersections should be based on conflicting pedestrian movements, existing and proposed bicycle facilities, transit priority, protected or permissive turn movement phasing, number of lanes, speed of prevailing traffic and expected queue lengths.

2 Project Traffic and Vehicle Miles Traveled Screening Analysis

This section documents the trip generation, distribution, and assignment of Project traffic. The section also provides a Vehicles Miles Traveled (VMT) screening analysis based on the proposed Project's trip generation using the State and City of San Diego's CEQA transportation guidelines.

2.1 Trip Generation

The Institute of Transportation Engineers' (ITE) Trip Generation manual does not contain trip rates for quarry-related activities. Project-related traffic includes the number of workers, and the amount of vendor and haul truck traffic that would be generated to and from the site's daily and during the AM and PM peak hours. The operational activities of the site for quarry reclamation, landform creation and habitat restoration include sediment placement, grading, and revegetation. Therefore, the proposed Project's operational phasing and schedule used in the Air Quality analysis was obtained. This phasing and schedule included worker and truck trips for each phase of the proposed Project over specific period (per scenario) and included the number of workers, vendor trucks (material and equipment delivery) and haul trucks (soil export/sediment management) that would be required for the proposed Project's operational activities. As mentioned previously, the proposed Project would allow include placement of processed sediment excavated from TETRP II and other management sites as part of on-going annual channel and basin maintenance activities in the Tijuana River Valley. Therefore, the sediment excavated from management sites that is hauled out of the valley under existing conditions would be reused towards the restoration of the quarry and creation of natural landforms on the quarry site. Therefore, the proposed Project would reduce the need to haul sediment from in-valley locations to other landfill or construction sites located outside of the TRV in the County of San Diego.

The Project description proposes four project alternatives for sediment management that could potentially occur in the opening year conditions. Each scenario estimates the worker and truck trips to and from the proposed Project with sediment transported from TETRP II site for the first 2 years (i.e., Year 2024) and from other in-valley sites thereafter (i.e., Year 2026). Therefore, the peak trip generation potential for Year 2024 and Year 2026 were determined by review of the trip generation potential of these scenarios.

The worker and truck estimates for the four potential scenarios are shown in Table 2.

Table 2. Worker and Truck Estimates for Proposed Project Scenarios

Scenario[1]	No. of Workers	Daily Vendor Trucks	Daily Haul Trucks
Scenario 1A (with TETRP II)	11	3	48
Scenario 1A (with other sites)[2]	11	3	18
Scenario 1B (with TETRP II)	11	3	78
Scenario 1B (with other sites)	11	3	18
Scenario 2A (with TETRP II)	10	3	48
Scenario 2A (with other sites)	10	3	18
Scenario 2B (with TETRP II)[3]	10	3	96
Scenario 2B (with other sites)	10	3	18

Notes:
1 See Appendix B for details on each scenario description and corresponding workers, vendor trucks and haul trucks.
2 Peak worker and truck estimate for the proposed Project when sediment is received from other sites in the TRV.
3 Peak worker and truck estimate for the proposed Project when sediment is received from TETRP II for first 2 years of operation.

Using the peak phase identified in Table 2, a daily average of 11 workers, and 3 vendor trucks would be required for most phases of the Project-related activities (with TETRP and with other sites). The number of haul trucks per scenario are based on the duration of the operation and quantity of sediment (in cubic yards) per year that would be accepted by the Project.

As shown in Table 2, the proposed Project would generate average daily trips from approximately 11 workers and 3 vendor trucks. With sediment transported from TETRP II site to the proposed Project, approximately 96 haul trucks (or approximately 48 haul trucks per TETRP II analysis that would make four trips per day) would be generated and after 2 years, approximately 18 haul trucks would transport sediment to the proposed Project from the other sediment management sites. Therefore, the proposed Project would not generate new haul truck trips.

As estimated, a daily average of 11 workers, and 3 vendor trucks would be required for most phases of the Project-related activities. The Project-related activities will occur between 6:00 am and 6:00 pm over the weekdays, Monday through Friday. Based on the work schedule, some of the workers would not travel during the AM or the PM peak periods. However, in order to provide a conservative analysis, all workers (i.e., 11 workers) were assumed to arrive during the AM peak hour and leave the site during the PM peak hour. All truck trips were average over the 8-hour workday to estimate peak hour trips with 100% inbound during the AM peak hour and 100% outbound during the PM peak hour. Passenger car equivalent (PCE) factors were used to account for the Project's truck traffic and provide a more realistic measurement in terms of the impact of Project-related truck traffic. All vendor and haul truck trips were converted to PCE trips using a factor of 2.5.

The calculation of Project trip generation is shown in Table 3A and Table 3B.

Table 3A. Project Trip Generation (Year 2024 – with TETRP II Scenario 2B)

Vehicle Type	Daily Quantity	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation								
Workers	11 workers	22	11	0	11	0	11	11
Vendor Trucks	3 Trucks	6	1	0	1	0	1	1
Haul Trucks (Year 2024 – with TETRP II Scenario 2B)	48 Trucks	192	12	12	24	12	12	24
Total Trips (Year 2024 – with TETRP Scenario 2B)		**220**	**24**	**12**	**36**	**13**	**23**	**36**
Trip Generation w/PCE								
Workers (1.0 PCE)[1]	11 workers	22	11	0	11	0	11	11
Vendor Trucks (2.5 PCE)[2]	3 Trucks	15	3	0	3	0	3	3
Haul Trucks (2.5 PCE)[2] (Year 2024 – with TETRP Scenario 2B)	48 Trucks	480	30	30	60	30	30	60
Total Trips (w/PCE) (Year 2024 – with TETRP Scenario 2B)		**517**	**44**	**0**	**44**	**0**	**44**	**44**

Notes: PCE = Passenger Car Equivalent.
[1] PCE factor of 1 was utilized for worker passenger cars.
[2] PCE factor of 2.5 was utilized for vendor and haul trucks.

Table 3B. Project Trip Generation (Year 2026 – with other sites)

Vehicle Type	Daily Quantity	Daily Trips	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
Trip Generation								
Workers	11 workers	22	11	0	11	0	11	11
Vendor Trucks	3 Trucks	6	1	0	1	0	1	1
Haul Trucks (Year 2026 – with other sites)	18 Trucks	36	5	0	5	0	5	5
Total Trips (Year 2026 – with other sediment management sites)		**64**	**17**	**0**	**17**	**0**	**17**	**17**
Trip Generation w/PCE								
Workers (1.0 PCE)[1]	11 workers	22	11	0	11	0	11	11
Vendor Trucks (2.5 PCE)[2]	3 Trucks	15	3	0	3	0	3	3
Haul Trucks (2.5 PCE)[2] (Year 2026 – with other sites)	18 Trucks	90	13	0	13	0	13	13
Total Trips (w/PCE) (Year 2026 – with other sediment management sites)		**127**	**27**	**0**	**27**	**0**	**27**	**27**

Notes: PCE = Passenger Car Equivalent.
[1] PCE factor of 1 was utilized for worker passenger cars.
[2] PCE factor of 2.5 was utilized for vendor and haul trucks.

As shown in the Table 3A, under year 2024 (with TETRP Scenario 2B), the proposed Project would generate 220 daily trips, 36 AM peak hour trips (24 inbound and 12 outbound), and 36 trips during the PM peak hour (13 inbound and 23 outbound). With the application of PCE factors to truck trips, the Project would generate 517 total PCE daily trips, and 44 PCE trips during the AM peak hour (44 inbound and 0 outbound) and 44 PCE trips during the PM peak hour (0 inbound and 44 outbound).

As shown in the Table 3B, under year 2026 (with other sites), the proposed Project would generate 64daily trips, 17 AM peak hour trips (17 inbound and 0 outbound), and 17 trips during the PM peak hour (0 inbound and 17 outbound). With the application of PCE factors to truck trips, the Project would generate 127 total PCE daily trips, and 27 PCE trips during the AM peak hour (27 inbound and 0 outbound) and 27 PCE trips during the PM peak hour (0 inbound and 27 outbound).

It should be noted that the proposed Project would not generate and therefore add 50 or more peak hour trips (in PCE) to any signalized or unsignalized intersection within 0.5 miles of the proposed Project and any freeway ramps analyzed in this study.

2.2 Trip Distribution and Assignment

Project trip distribution percentages were based on logical travel paths to commute corridors in the study area as well as analysis of haul truck data to and from TETRP II and other sites in TRV.

Construction-related truck traffic will primarily access the study area via I-5, at its existing ramps at Dairy Mart Road and use Dairy Mart Road and Monument Road to access the Project site via the existing driveway along Monument Road.

Project trips were assigned to the study area intersections by applying the Project trip generation estimates to the trip distribution percentages at each study area intersection.

- The Project trip distribution and trip assignment for workers is shown in Figure 2.
- The Project trip distribution and trip assignment for vendor trucks is shown in Figure 3.
- The Project trip distribution and trip assignment for on-site or haul Trucks (Year 2024 with TETRP) is shown in Figure 4.
- The Project trip distribution and trip assignment for on-site or haul Trucks (Year 2026 with other sites) is shown in Figure 5.

The total Project trip assignment for workers and trucks for Year 2024 and Year 2026 are shown on Figures 6 and 7, respectively.

2.3 Vehicle Miles Traveled Screening

OPR has approved the addition of new Section 15064.3, “Determining the Significance of Transportation Impacts” to the state’s CEQA Guidelines, compliance with which is required beginning July 1, 2020. The Updated CEQA Guidelines state that “generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts” and define VMT as “the amount and distance of automobile travel attributable to a project.” Per OPR, heavy vehicle traffic is not required to be included in the estimation of a Project’s VMT.

The OPR's Technical Advisory suggests that agencies may screen out VMT impacts using Project size, maps, transit availability, and provision of affordable housing (OPR 2018). However, the proposed Project is located within the City, therefore, the City of San Diego in the Transportation Study Manual, September 2020 guidelines for VMT requirements to be better suited to local conditions.

The determination of minimum Project size for VMT analysis is described below in Table 4 for State and City. The level of VMT analysis in Table 4 is recommended based on Project size (expressed in terms of Average Daily Trips generated by the Project). It should be noted that the State and County recommend that any Project generating 110 or less average daily trips may be presumed to have a less than significant impact absent substantial evidence to the contrary. The City of San Diego recommends that any Project generating 300 or less average daily trips may be presumed to have a less than significant impact and therefore be screening from a detailed VMT analysis.

The Project would generate daily trips from 11 workers and 3 vendor trucks, which would result in 28 daily trips. Per OPR, heavy vehicle traffic is not required to be included in the estimation of a project's VMT, therefore haul trucks were not included in VMT screening analysis. Therefore, applying the small project screening criteria used by the State and the City, the proposed Project would screen out of conducting a detailed VMT analysis and can be presumed to have a less than significant VMT impact.

Table 4. Vehicle Miles Traveled Screening for Project

State Guidance	City of San Diego
Small Project – projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-than significant transportation impact.	Small Project – The project is a small project defined as generating less than 300 daily unadjusted driveway trips using the City of San Diego trip generation rates/procedures.

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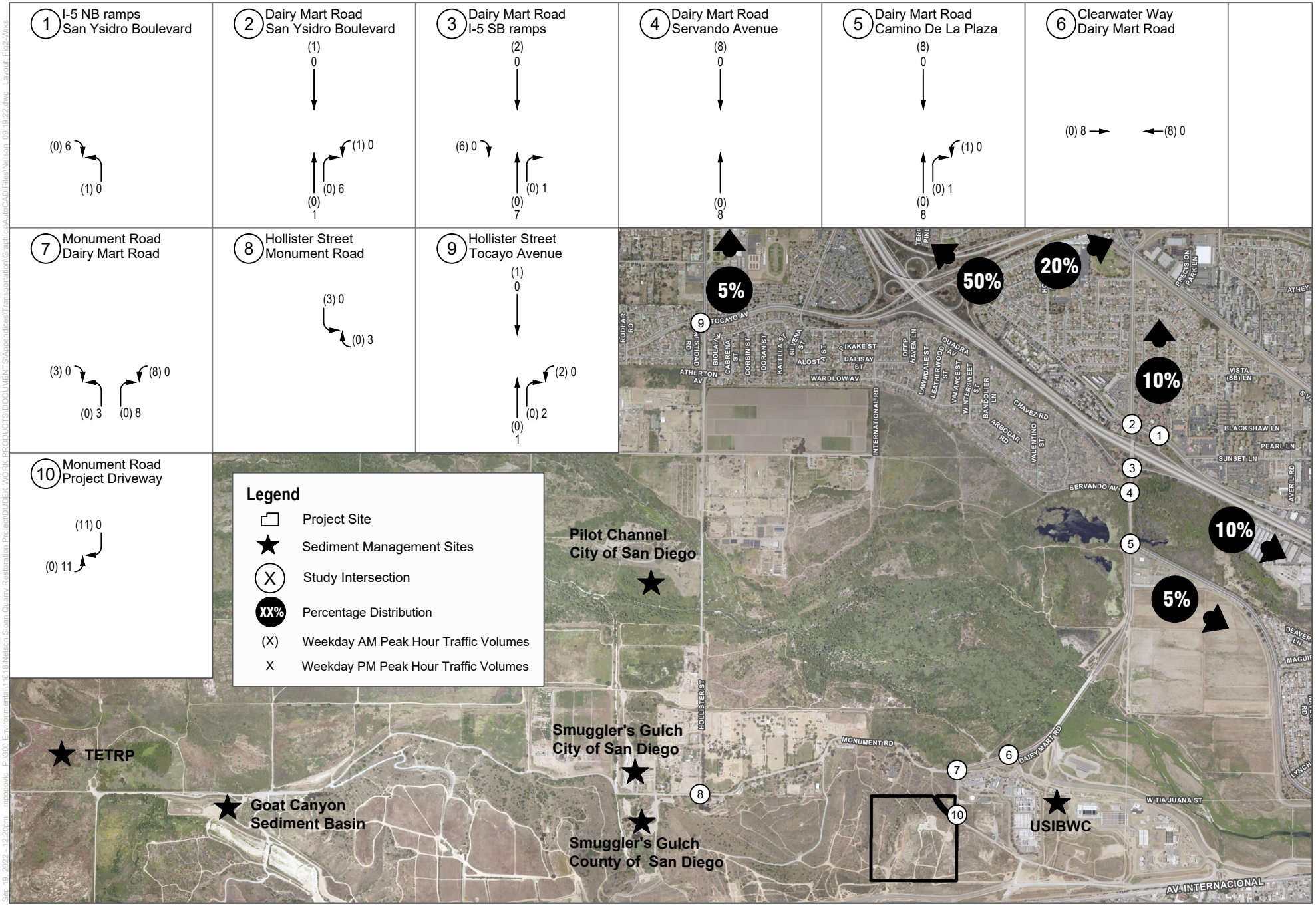

SOURCE: SANGIS 2017

FIGURE 2

Project Trip Distribution and Assignment - Workers

Nelson Sloan Quarry Restoration Project

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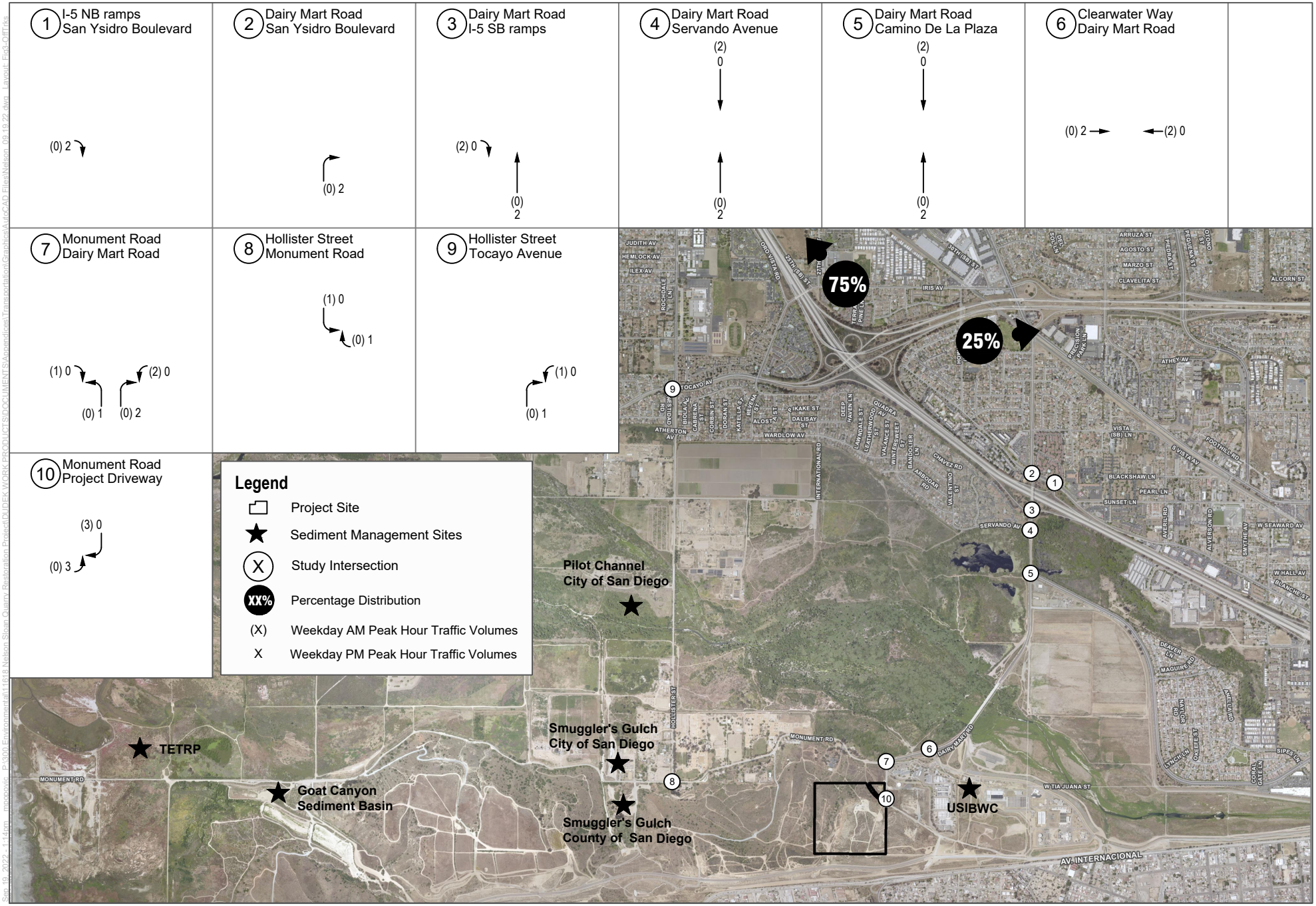

SOURCE: SANGIS 2017

FIGURE 3

Project Trip Distribution and Assignment - Vendor Trucks

Nelson Sloan Quarry Restoration Project

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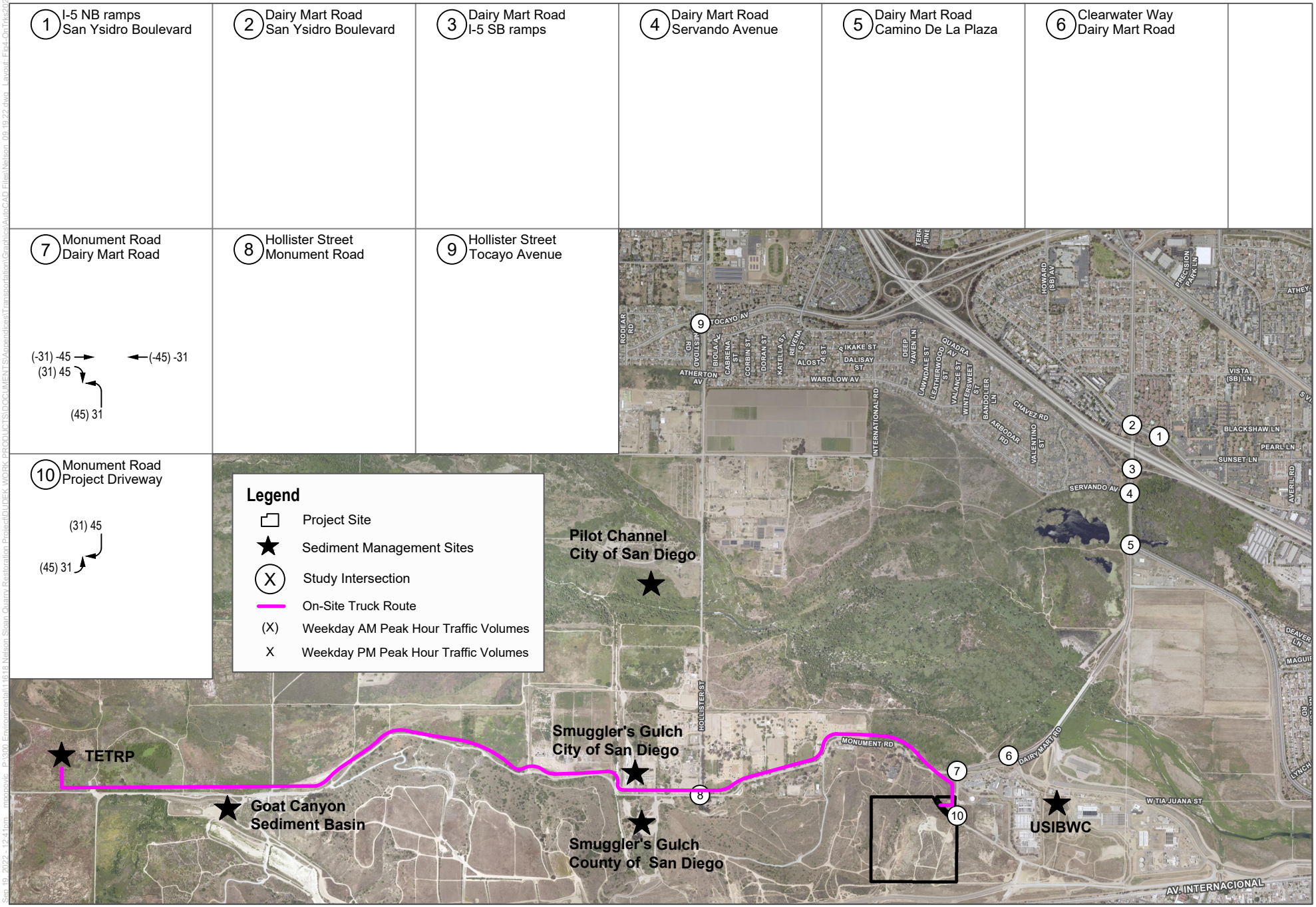

SOURCE: SANGIS 2017

FIGURE 4

Project Trip Distribution and Assignment - On-Site Trucks (With TETRP – Year 2024)

Nelson Sloan Quarry Restoration Project

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1 I-5 NB ramps
San Ysidro Boulevard

2 Dairy Mart Road
San Ysidro Boulevard

3 Dairy Mart Road
I-5 SB ramps

4 Dairy Mart Road
Servando Avenue

5 Dairy Mart Road
Camino De La Plaza

6 Clearwater Way
Dairy Mart Road

7 Monument Road
Dairy Mart Road

(12) 0
(0) 12

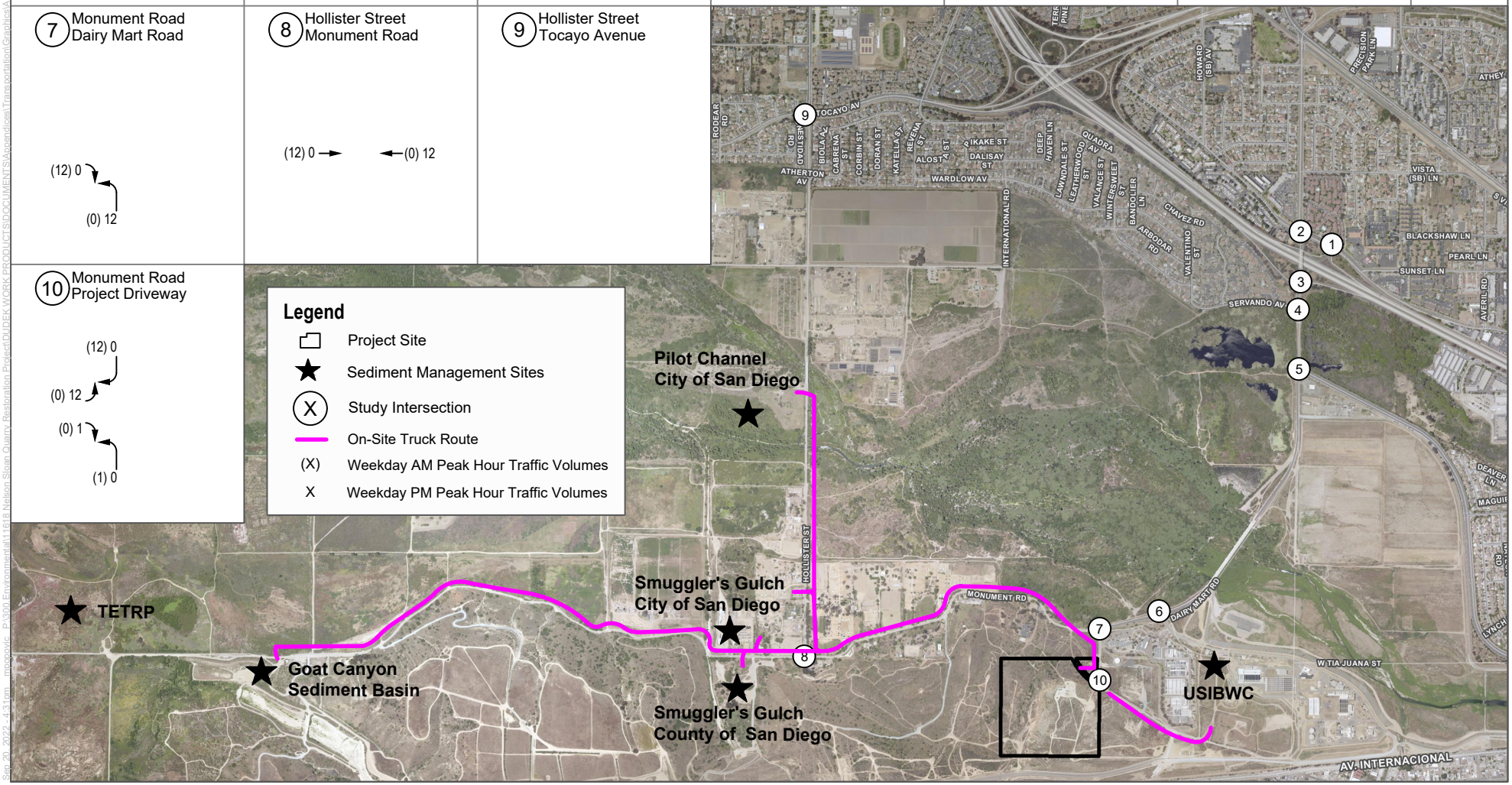
8 Hollister Street
Monument Road

(12) 0 →
← (0) 12

9 Hollister Street
Tocayo Avenue

10 Monument Road
Project Driveway

(12) 0
(0) 12
(0) 1
(1) 0



SOURCE: SANGIS 2017

FIGURE 5

Project Trip Distribution and Assignment - On-Site Trucks (With Other Sites – Year 2026)

Nelson Sloan Quarry Restoration Project

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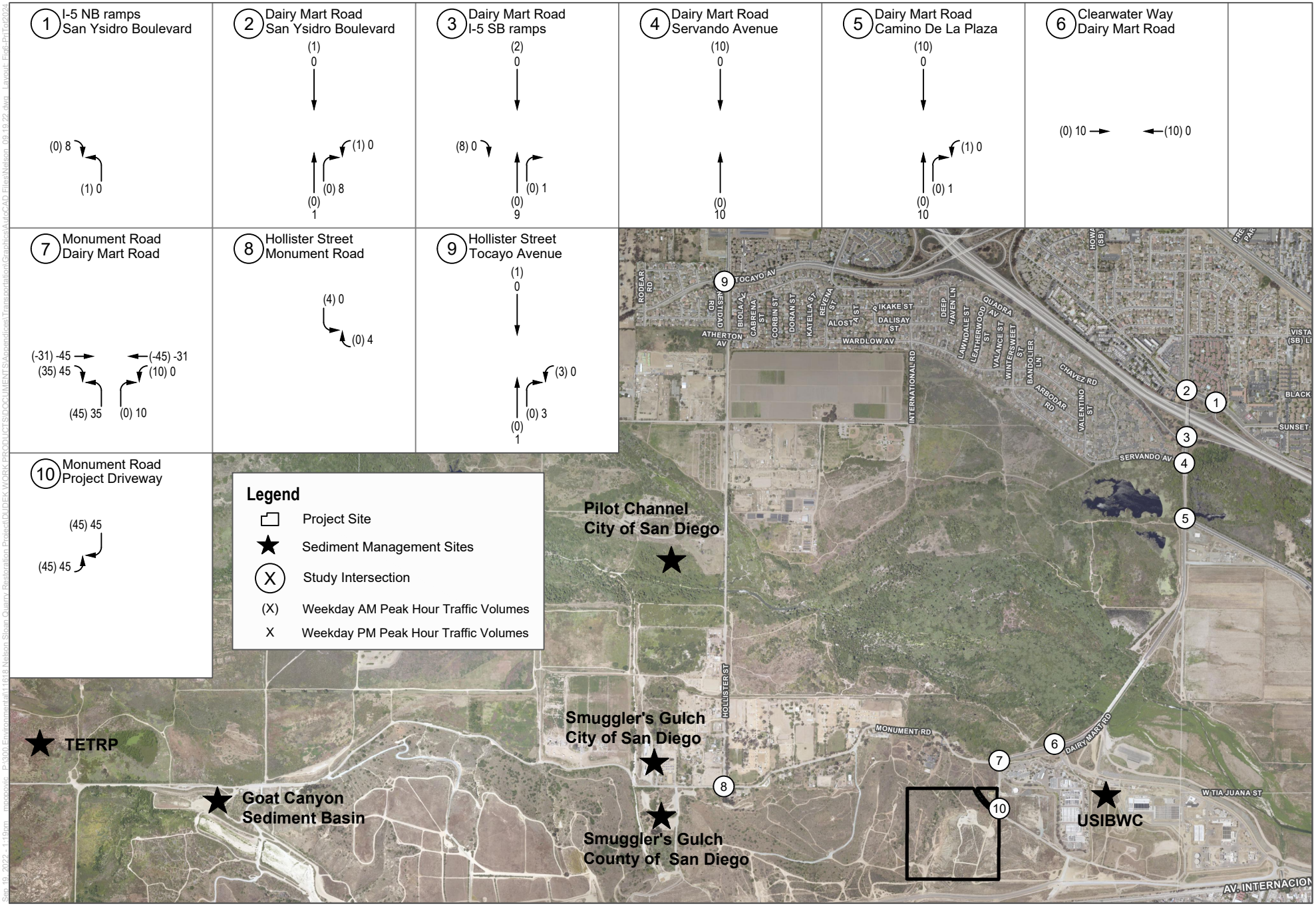

SOURCE: SANGIS 2017

FIGURE 6

Project Trip Assignment – Total (Year 2024)

Nelson Sloan Quarry Restoration Project

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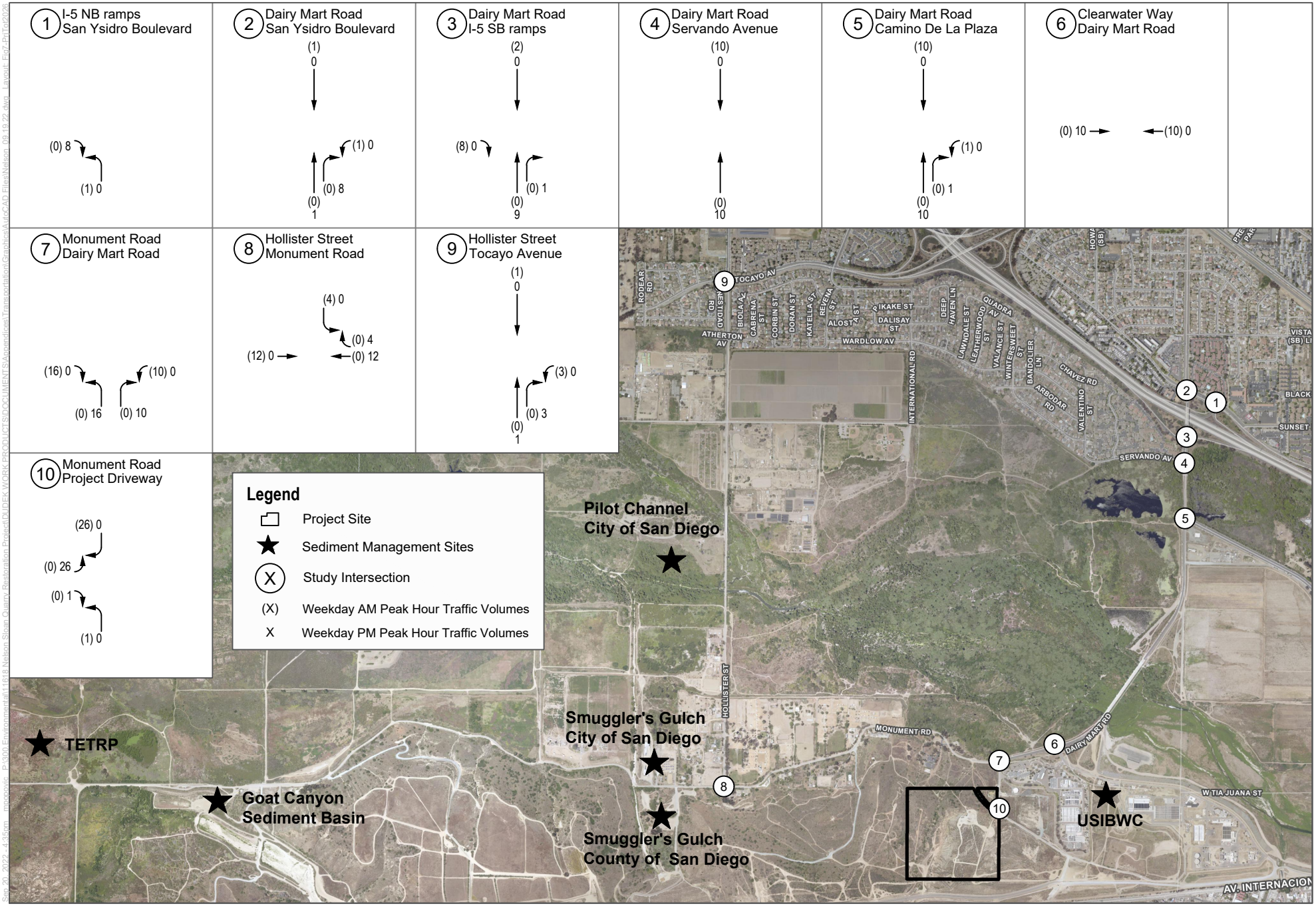

SOURCE: SANGIS 2017

FIGURE 7

Project Trip Assignment – Total (Year 2026)

Nelson Sloan Quarry Restoration Project

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3 Existing Conditions

This section describes existing conditions within the study area. Characteristics are provided for the existing roadway system, daily roadway segment traffic volumes, peak hour traffic volumes, and traffic operations.

3.1 Roadway System

Characteristics of the existing street system in the study are described below. Figure 8 shows the traffic control and geometrics for intersections in the study area.

Interstate (I) 5 is a north–south, generally eight-lane, divided freeway located northeast of the Project site. The posted speed limit is 65 mph. Within California, I-5 connects San Diego, Los Angeles, Sacramento, and the eastern portion of the San Francisco Bay Area. I-5 has a local interchange at Dairy Mart Road/ San Ysidro Boulevard.

State Route (SR) 905 serves as a major east–west connection between I-5 and the Otay Mesa community. SR-905 has an interchange with I-5 that can be accessed from Tocayo Avenue.

Dairy Mart Road is classified as a Collector in the Tijuana River Valley Community Circulation Plan. It is constructed as a four-lane roadway that runs in the north–south direction from Beyer Boulevard to Camino de la Plaza. South of Camino de la Plaza, the roadway is two lane and between West San Ysidro Boulevard and Camino de la Plaza is not yet built to its ultimate classification. This road provides access to the Tijuana River Valley. Sidewalks are provided along both sides of the roadway between Beyer Boulevard and West San Ysidro Boulevard. Parking is not provided along the entire roadway segment. The posted speed limit between the I-5 interchange and Camino de la Plaza is 40 mph. Dairy Mart Road has a Class II bicycle lane between Beyer Boulevard and West San Ysidro Boulevard.

Monument Road is an east–west two-lane roadway classified as a Collector in the Tijuana River Valley Community Circulation Plan. Dairy Mart Road becomes Monument Road, approximately where the Ranger Station is located just west of the Dairy Mart Road/Monument Road intersection. Monument Road provides an east–west access through Tijuana River Valley. Monument Road is also the main access road utilized by the U.S. Border Patrol. The two-lane roadway is not constructed with sidewalk, curb or gutter and the posted speed limit is 30-35 mph.

Hollister Road is a north–south two-lane roadway classified as a Collector in the Tijuana River Valley Community Circulation Plan. The roadway segment of Hollister Road from Tocayo Avenue to Honestidad Road, the two-lane roadway has a painted median. The roadway is built with paved sidewalk, curb, and gutter. There is a Class 2 bike lane, and the posted speed limit is 30 mph. The roadway segment of Hollister Road from just north of Sunset Avenue to Monument Road is built as a two-lane roadway and is not constructed with sidewalk, curb, or gutter. The posted speed limit is 30 mph.

Other roadways in the area include Saturn Boulevard and Sunset Avenue. Saturn Boulevard is a disjointed road that traverses north–south from Monument Road, then east–west from Hollister Street connecting to Sunset Avenue. Sunset Avenue provides an east–west connection through the Tijuana River Valley and is approximately 1.8 miles long.

3.2 Transit, Bicycle, and Pedestrian Facilities

Existing bicycle and transit facilities are shown on Figure 9. Existing bicycle and pedestrian volume counts obtained at the study area intersections are provided in Appendix A.

3.2.1 Transit Facilities

The Metropolitan Transit System (MTS) provides public transit service within the study area. Bus routes (906 and 907) serve the area with stops along San Ysidro Boulevard and Camino de la Plaza. The nearest bus stop to the Project site is located approximately 1.5 miles far along San Ysidro Boulevard, near the Dairy Mart Road/San Ysidro Boulevard intersection. Bus Route 906 and 907 operates between Iris Transit Center – San Ysidro loop via Beyer Boulevard and San Ysidro Boulevard. The Blue Line of the San Diego Trolley has station at the Iris Transit Center and the Beyer Boulevard Trolley Station.

The Beyer Boulevard Transit Station is located approximately 2.5 miles from the proposed Project. The South Line portion of the San Diego Arizona Eastern (SD&AE) Railway provides a rail connection for the region's freight operations between the U.S.-Mexico border at San Ysidro. MTS operates the Trolley Blue Line using the South Line railway for most hours of the day. During nighttime hours, the South Line functions as a freight line and operates on the tracks within the San Ysidro area.

The Project is not located within a 0.5-mile path of travel to a Major Transit Stop. Per CEQA Section 21064.3, a Major transit stop means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

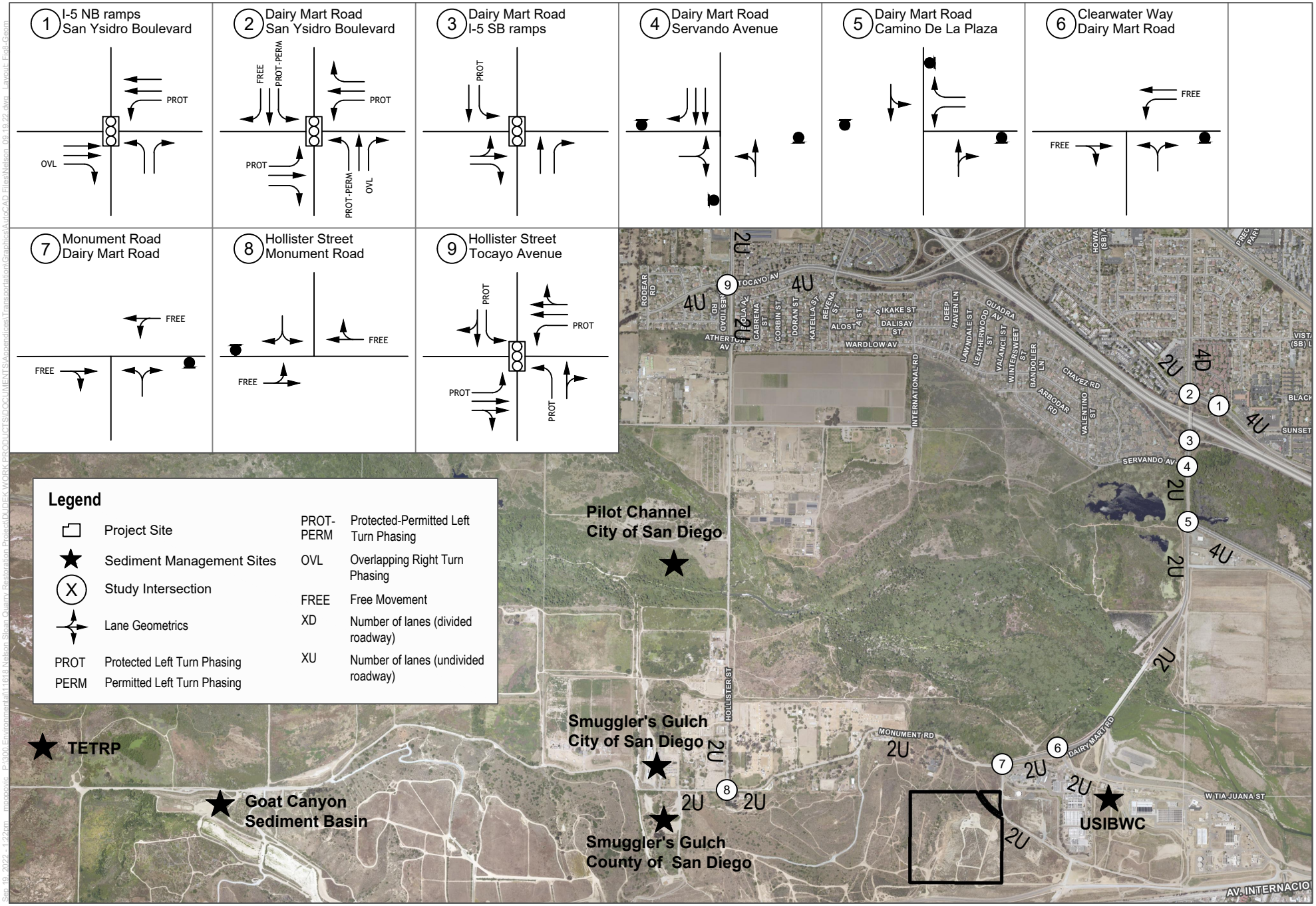
3.2.2 Pedestrian Facilities

The proposed Project and its immediate vicinity do not serve many active transportation users. There are no sidewalks along Monument Road near the Project access. Dairy Mart Road has discontinuous paved sidewalk along one side of the roadway between San Ysidro Boulevard and Monument Road. The proposed Project is near Tijuana River Valley Regional Park, which consists of a network of formal trails that provide many settings for hiking, biking, riding horses, and other passive recreation. A discontinuous multi-purpose trail exists along Monument Road, which is used for recreation purposes.

3.2.3 Bicycle Facilities

The City of San Diego is serviced by Class 1 (Bike path), Class 2 (Bike lane) and Class 3 (Bike route) bicycle facilities. There are discontinuous bicycle facilities in the study area. Within the study area, following are the existing bicycle facilities:

- Dairy Mart Road between Beyer Boulevard to Monument Road
- Camino de la Plaza between Dairy Mart Road and San Ysidro Boulevard
- San Ysidro Boulevard from Dairy Mart Road to Camino de la Plaza
- Hollister Avenue from south of Tocayo Avenue to Coronado Avenue
- Tocayo Avenue from Hollister Avenue to Oro Vista Road



SOURCE: SANGIS 2017

FIGURE 8

Intersection Traffic Control and Geometrics

Nelson Sloan Quarry Restoration Project

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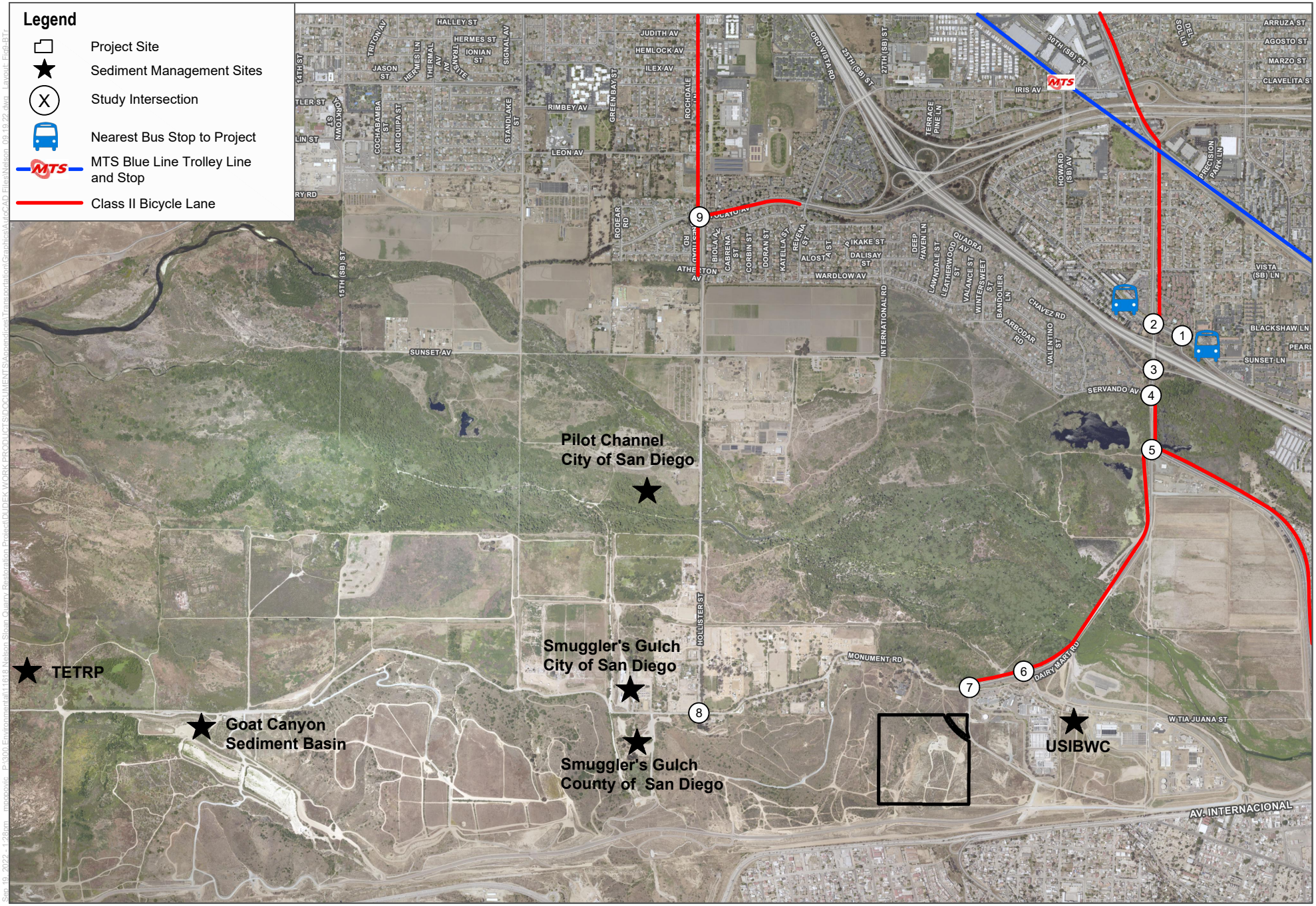

SOURCE: SANGIS 2017, MTS, SANDAG San Diego Regional Bike Map

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FIGURE 9

Bicycle and Transit Facilities

Nelson Sloan Quarry Restoration Project

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3.3 Existing Traffic Volumes

The existing traffic controls and geometrics at the study area intersections are shown in Figure 8. Existing weekday peak hour turn movement counts at the study intersections and average daily traffic (ADT) counts at the roadway segments near the Project site were conducted in January 2020, during a typical non-holiday week while area schools were in-session. It should be noted that the traffic counts were collected in January 2020 before COVID-19 restrictions were in effect. To account for traffic growth between years 2020 and 2022, an ambient annual growth factor of one percent was applied to the Year 2020 traffic volumes over the course of 2 years to estimate Year 2022 traffic volumes.

Peak hour truck percentages for each turning movement were obtained from the field data collected in January 2020. However, since the truck traffic in the study area is seasonal and was not accounted for in the counts conducted, the minimum recommended value of 3% was used in the intersection operational analysis.

Raw traffic count worksheets are provided in Appendix A. This analysis focuses on the weekday daily, AM (7:00 a.m. to 9:00 a.m.) and the PM (4:00 p.m. to 6:00 p.m.) peak periods. The peak periods represent the highest volume of traffic for the adjacent street system.

Existing weekday AM and PM peak hour volumes are summarized on Figure 10, and existing ADTs are summarized in Table 5.

Table 5. Existing Average Daily Traffic

Roadway Segment	Year 2020 ADT (No. of Vehicles)	Year 2022 ADT (No. of Vehicles)
Dairy Mart Road between I-5 to Camino De La Plaza	9,793	10,000
Dairy Mart between Camino De La Plaza and Clearwater	1,011	1,100
Dairy Mart between Clearwater and Monument Rd	702	800
Monument Road between Hollister and Dairy Mart	529	600
Hollister Street between Tocayo and Sunset	3,453	3,600
Hollister Street between Sunset and Monument	624	700

Notes: ADT = Average Daily Traffic.

3.4 Intersection Operations

An intersection LOS analysis was prepared for the existing conditions using the HCM methodologies discussed in Section 1.3.2. Table 6 shows the results of the existing conditions LOS analysis. LOS worksheets are provided in Appendix C.

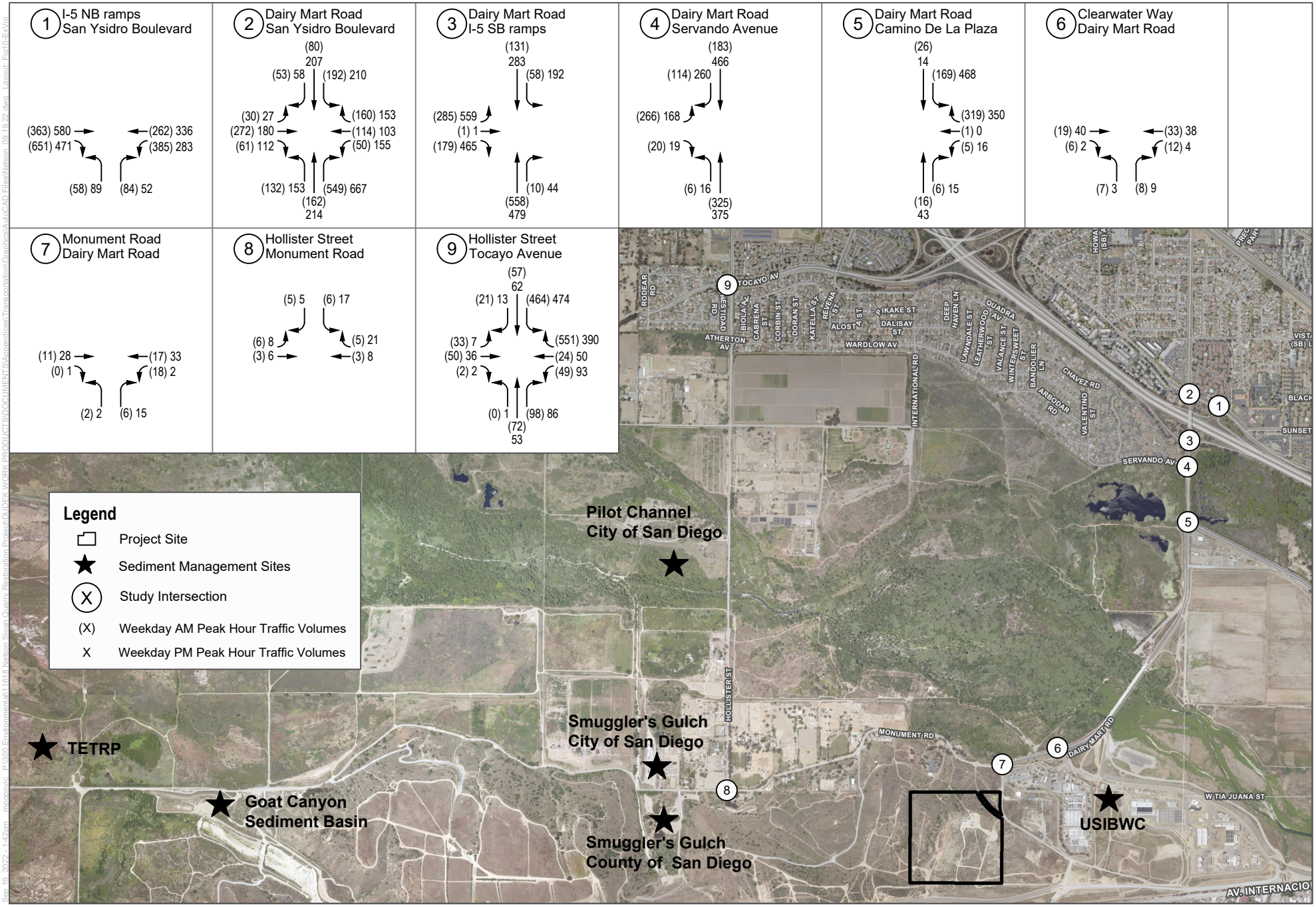
Table 6. Existing Weekday Peak Hour Intersection LOS

No.	Intersection	Traffic Control	AM Peak		PM Peak	
			Delay[1]	LOS[2]	Delay[1]	LOS[2]
1	I-5 northbound ramps/San Ysidro Boulevard	Signal	26.0	C	17.1	B
2	Dairy Mart Road/San Ysidro Boulevard	Signal	35.6	D	27.2	C
3	Dairy Mart Road/I-5 southbound ramps	Signal	27.6	C	41.7	D
4	Dairy Mart Road/Servando Avenue	AWSC	16.5	C	15.0	B
5	Dairy Mart Road/Camino De La Plaza	AWSC	10.3	B	17.7	C
6	Clearwater Way/Dairy Mart Road	Stop-Control	8.8	A	8.7	A
7	Monument Road/Dairy Mart Road	Stop-Control	8.6	A	8.6	A
8	Hollister Street/Monument Road	Stop-Control	8.6	A	8.8	A
9	Hollister Street/Tocayo Avenue	Signal	**235.6**	**F**	**59.4**	**E**

Notes: AWSC = All-way stop control.
1 Delay is measured in seconds per vehicle.
2 Level of Service (LOS).

As shown in the table, the following study area intersection is currently operating at LOS E or worse under existing conditions:

- Hollister Street/Tocayo Avenue (LOS F in the AM peak hour and LOS E in the PM peak hour)



SOURCE: SANGIS 2017

FIGURE 10

Existing Peak Hour Traffic Volumes

Nelson Sloan Quarry Restoration Project

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4 Opening Year Conditions

This section presents the analysis of opening year traffic conditions that was conducted for the year 2024 when the Project would be operational.

4.1 Year 2024 Conditions

The Year 2024 conditions are based on the addition of traffic from approved and pending projects as well as sediment management sites in the study area, along with application of an ambient growth factor to the Year 2022 traffic volumes.

4.1.1 Cumulative Projects

The cumulative projects are projects that are proposed and in the review process, but not yet fully approved or are projects that have been approved, but not fully constructed or occupied. The City of San Diego identified three cumulative projects and the County of San Diego identified one cumulative project that may add traffic to the Project study area.

To estimate trips from the sediment management sites truck haul logs provided by Goat Canyon Sediment Basin administrators (CDPR) and maximum export data (in cubic yards) for other sites shown on Figure 1 provided in the City of San Diego Municipal Waterways and Maintenance Plan (MWMP) Final EIR (City of San Diego 2020b) was used.

Figure 11 shows the locations of and Table 7 provides a brief description of the cumulative projects.

Table 7. Description of Cumulative Projects

No.	Cumulative Project/Application No.	Location	Description
1	Goat Canyon Sediment Basin	South of Monument Rad, west of Hollister Road	On-going- excavation, sorting and hauling of stockpiled waste
2	County of San Diego Campground and Nature Education Activity Center	1942 Monument Road	Construction of a campground and nature activity center within an existing 78-acre vacant site.
3A & 3B	Smuggler's Gulch Emergency and Pilot Channel (City of San Diego)	2140 Monument Road (North of Monument Road)	Excavation in Smuggler's Gulch to prevent future flooding of Monument Road and neighboring property.
4	Smuggler's Gulch (County of San Diego)	South of Monument Road	Ongoing dredging and excavation of materials.
5	United States International Boundary and Water Commission (USIBWC)	South of Clearwater Way	On-going – Excavation, sorting, and hauling
6	Vista Lane Villas EOT (Project 458862)	3481 Vista (SB) Lane	Construction of 38 units on a 2.88-acre site.
7	Mission Villas EOT (Project 458919)	3515 Vista (SB) Lane	Construction of 14 residential condominium units on a 1.52-acre site.
8	Blackshaw Lane EOT (Project 458934)	549 Blackshaw Lane	Development of 11 residential condominium units on a 0.94-acre site.

Table 7. Description of Cumulative Projects

No.	Cumulative Project/Application No.	Location	Description
9	San Ysidro Senior Village (Project 569507)	515 W San Ysidro Boulevard	Development of 51 senior living residential units on a 1.25-acre site.
10	Residential – Saturn Blvd (Project 566657)	1695 Saturn Boulevard	Construction of 18 residential single dwelling units on a 3.6-acre site.
11	TETRP II	West of Hollister Road/Monument Road intersection	Excavation and restoration of wetland habitat b widening and deepening the existing tidal channel

4.1.2 Trip Generation

The estimated trip generation for the cumulative projects is shown in Table 8.

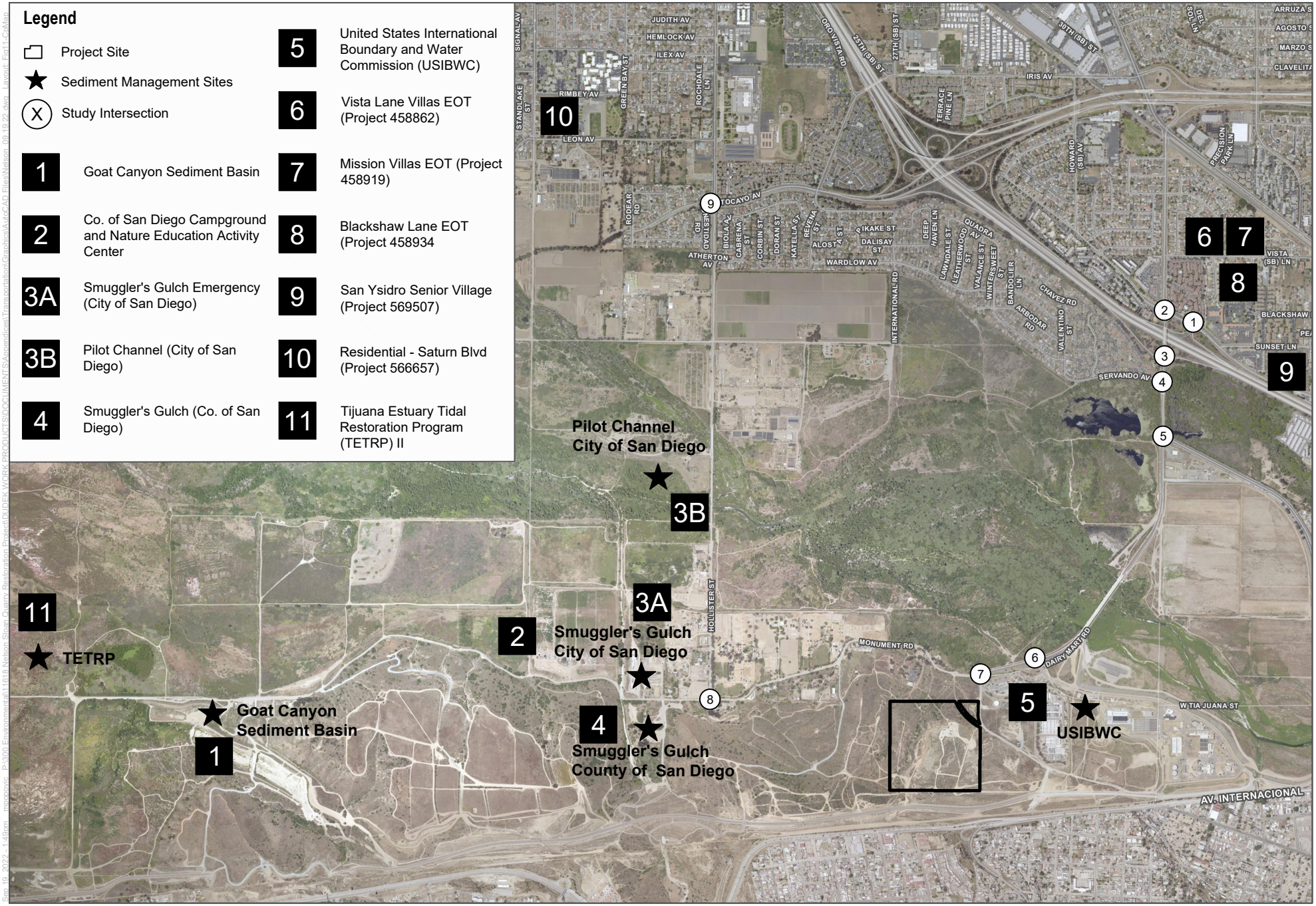
Table 8. Cumulative Projects Trip Generation Summary

No.	Land Use/Description	Units	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
1	Goat Canyon Sediment Basin[1]	Workers/ Trucks	823	116	0	116	0	116	116
2	County of San Diego Campground and Nature Education Activity Center[2]	Acres	764	15	22	37	52	24	76
3A & 3B	Smuggler's Gulch Emergency and Pilot Channel (City of San Diego)[1]	Workers/ Trucks	199	38	0	38	0	38	38
4	Smuggler's Gulch (County of San Diego)[1]	Workers/ Trucks	33	8	0	8	0	8	8
5	United States International Boundary and Water Commission (USIBWC)[1]	Workers/ Trucks	45	14	0	14	0	14	14
6	Vista Lane Villas EOT (Project 458862)[2]	DU	304	5	19	24	21	9	30
7	Mission Villas EOT (Project 458919)[2]	DU	112	2	7	9	8	3	11
8	Blackshaw Lane EOT (Project 458934)[2]	DU	88	1	6	7	6	3	9
9	San Ysidro Senior Village (Project 569507)[2]	DU	204	4	6	10	8	6	14
10	Residential – Saturn Blvd (Project 566657)[2]	DU	180	4	10	14	13	5	18
11	TETRP II	Workers/ Trucks	578	45	31	76	31	45	76

Notes: DU = dwelling unit.

1 Trip Generation based on worker and truck trip estimate for maximum export of material for the sediment management site.

2 Trip generation based on trip rates from SANDAG 2002.



SOURCE: SANGIS 2017

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FIGURE 11

Cumulative Projects Location

Nelson Sloan Quarry Restoration Project

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4.1.3 Trip Distribution and Assignment

Trip distributions and assignments for the cumulative projects were developed assuming logical commute corridors. The trips generated by the cumulative projects were distributed and assigned through the study area network.

4.1.4 Traffic Volumes

Year 2024 traffic volumes include traffic from ambient growth, and traffic from the addition of cumulative projects in the vicinity of the Project. A growth rate of 0.2 % per year, based on the SANDAG traffic forecast was applied to the existing traffic volumes to account for Year 2024 conditions. Figure 13 illustrates the Year 2024 (plus Project) traffic volumes for peak hour conditions.

4.1.5 Intersection Operations

An intersection LOS analysis was prepared for the Opening Year conditions using the HCM methodology. Table 7 summarizes the results of the Opening Year conditions intersection analysis for the AM and PM peak hours. Detailed LOS calculation worksheets are included in Appendix C.

As shown in the table, the following study area intersection is forecast to operate at LOS E or worse under Year 2024 conditions:

- Hollister Street/Tocayo Avenue (LOS F in the AM peak hour and LOS E in the PM peak hour)

4.2 Year 2024 plus Project Conditions

This condition describes Project impacts under Year 2024 plus Project conditions within the study area for intersection operations and analyzes per the City of San Diego guidelines.

4.2.1 Traffic Volumes

The Project trip assignment, as shown in Figure 6, was added to the Year 2024 traffic volumes, as shown in Figure 12, to derive the Year 2026 plus Project traffic volumes. Figure 13 shows the Year 2024 plus Project traffic volumes. The existing intersection geometrics in the study area have been assumed to be maintained through the Year 2026 plus Project traffic scenario, as shown in Figure 8.

4.2.2 Intersection Operations

An intersection LOS analysis was prepared for the Year 2024 plus Project condition using the HCM methodology. Table 9 summarizes the results of the Year 2024 plus Project intersection analysis for the AM and PM peak hours. Detailed LOS calculation worksheets are included in Appendix C.

As shown in the table, the following study area intersections would operate at LOS E or worse under Year 2024 plus Project conditions:

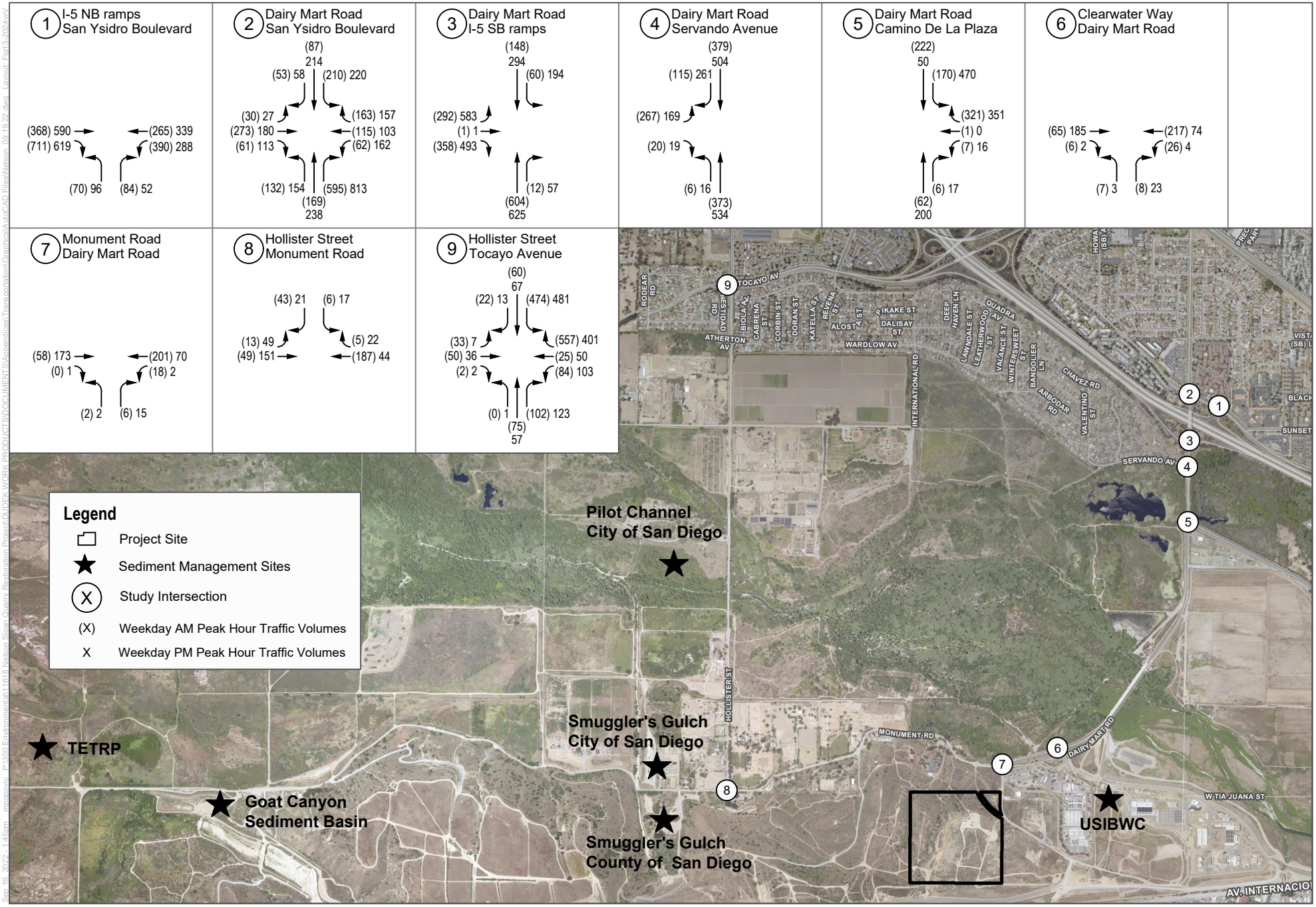
- Dairy Mart Road/Servando Road (LOS D to LOS E in the PM peak hour)
- Hollister Street/Tocayo Avenue (remain at LOS F in the AM peak hour and LOS E in the PM peak hour)

Potential for the proposed Project's operational effects and making improvements are discussed in Section 7.

Table 9. Year 2024 plus Project Peak Hour Intersection Level of Service

No	Intersection	LOS Method	Opening Year				Opening Year plus Project				Change in Delay[3]	
			AM Peak		PM Peak		AM Peak		PM Peak			
			Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	AM	PM
1	I-5 northbound ramps/San Ysidro Boulevard	Signal	27.4	C	17.5	B	27.5	C	17.5	B	0.1	0.0
2	Dairy Mart Road/San Ysidro Boulevard	Signal	46.9	D	47.9	D	46.8	D	49.5	D	-0.13	1.6
3	Dairy Mart Road/I-5 southbound ramps	Signal	32.7	C	47.7	D	33.0	C	48.2	D	0.3	0.5
4	Dairy Mart Road/Servando Avenue	AWSC	22.4	C	33.3	D	22.6	C	**35.5**	**E**	0.2	2.2
5	Dairy Mart Road/Camino De La Plaza	AWSC	14.0	B	23.3	C	14.3	B	23.5	C	0.3	0.2
6	Clearwater Way/Dairy Mart Road	Stop-Control	10.1	B	9.8	A	10.1	B	9.9	A	0.0	0.1
7	Monument Road/Dairy Mart Road	Stop-Control	9.6	A	9.6	A	12.1	B	10.0	B	2.5	0.4
8	Hollister Street/Monument Road	Stop-Control	9.8	A	10.2	B	9.9	A	10.2	B	0.1	0.0
9	Hollister Street/Tocayo Avenue	Signal	**238.6**	**F**	**62.2**	**E**	**238.2**	**F**	**62.2**	**E**	-0.43	0.0

Notes: AWSC = All way stop control.
BOLD value indicates unsatisfactory LOS.
1 Volume-to-Capacity (V/C) ratio.
2 Level of Service (LOS).
3 Occasionally addition of traffic to a movement reduces the overall average delay (in seconds) of the intersection.



SOURCE: SANGIS 2017

FIGURE 12

Year 2024 Peak Hour Traffic Volumes

Nelson Sloan Quarry Restoration Project

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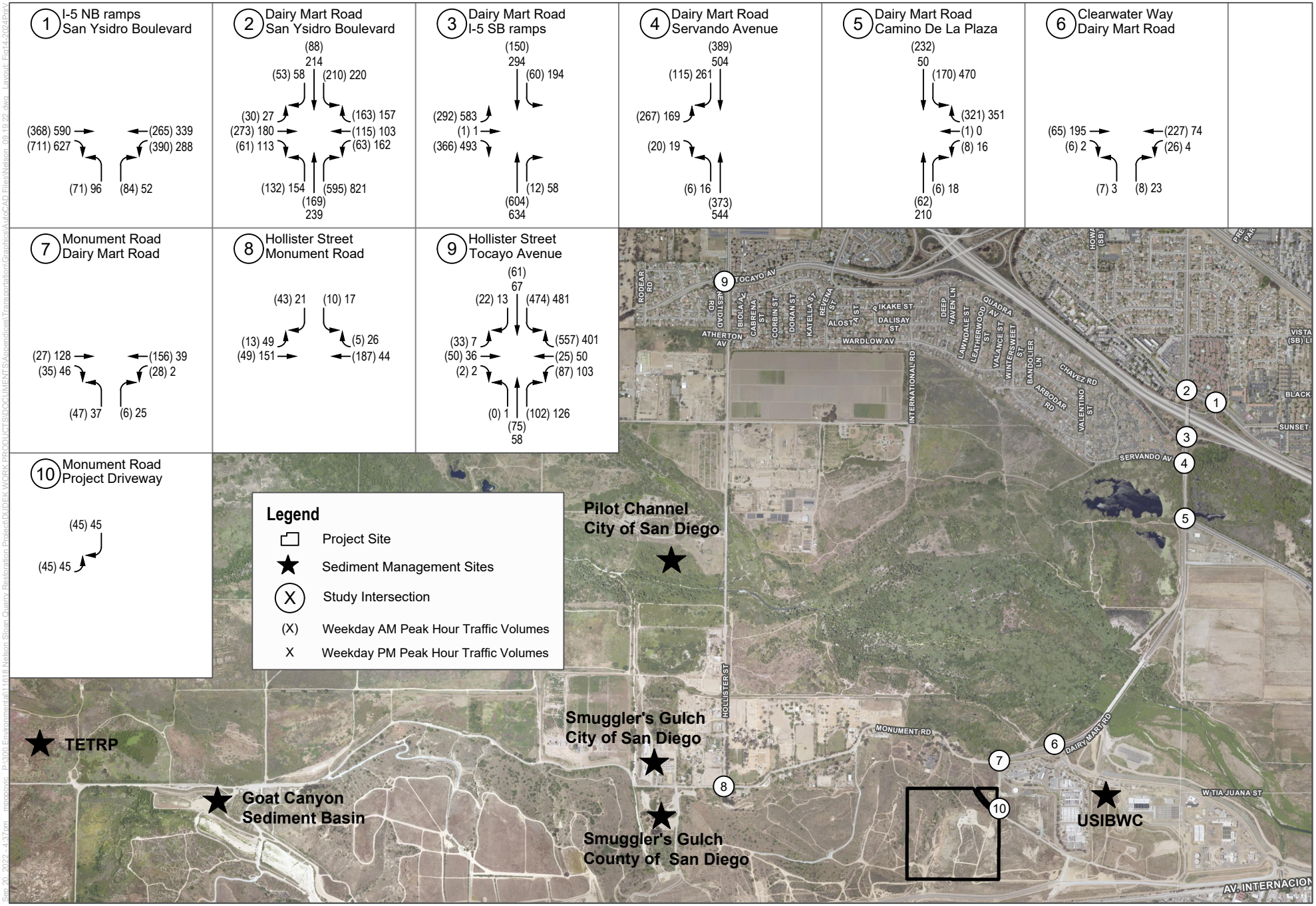

SOURCE: SANGIS 2017

FIGURE 13

Year 2024 plus Project Traffic Volumes

Nelson Sloan Quarry Restoration Project

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4.3 Year 2026 Conditions

The Year 2026 conditions are based on the conditions that include traffic from approved and pending projects as well as sediment management sites in the study area per Year 2024 conditions, along with application of an ambient growth factor.

4.3.1 Traffic Volumes

Year 2026 traffic volumes include traffic from ambient growth, and traffic from the addition of cumulative projects included in the year 2024 in the vicinity of the Project. A growth rate of 0.2 % per year, based on the SANDAG traffic forecast was applied to the traffic volumes to account for the Year 2026 traffic conditions. Figure 14 illustrates the Year 2026 (no project) traffic volumes for peak hour conditions.

4.3.2 Intersection Operations

An intersection LOS analysis was prepared for the Opening Year conditions using the HCM methodology. Table 10 summarizes the results of the Year 2026 conditions intersection analysis for the AM and PM peak hours. Detailed LOS calculation worksheets are included in Appendix C.

As shown in the table, the following study area intersections are forecast to operate at LOS E or worse under Opening Year conditions:

- Dairy Mart Road/San Ysidro Boulevard (LOS E in the PM peak hour)
- Dairy Mart Road/Servando Road (LOS E in the PM peak hour)
- Hollister Street/Tocayo Avenue (LOS F in the AM peak hour and LOS E in the PM peak hour)

4.4 Year 2026 plus Project Conditions

4.4.1 Traffic Volumes

The Project trip assignment, as shown in Figure 6, was added to the Opening Year traffic volumes, as shown in Figure 14, to derive the Year 2026 plus Project traffic volumes. Figure 15 shows the Year 2026 plus Project traffic volumes. The existing intersection geometrics in the study area have been assumed to be maintained through the Year 2026 plus Project traffic scenario, as shown in Figure 8.

4.4.2 Intersection Operations

An intersection LOS analysis was prepared for the Year 2026 plus Project condition using the HCM methodology. Table 10 summarizes the results of the Year 2026 plus Project intersection analysis for the AM and PM peak hours. Detailed LOS calculation worksheets are included in Appendix C.

As shown in the table, the following study area intersections would continue to operate at LOS E or worse under Year 2024 plus Project conditions:

- Dairy Mart Road/San Ysidro Boulevard (remain at LOS E in the PM peak hour)
- Dairy Mart Road/Servando Road (remain at LOS E in the PM peak hour)
- Hollister Street/Tocayo Avenue (remain at LOS F in the AM peak hour and LOS E in the PM peak hour)

Potential for the proposed Project's operational effects and making improvements are discussed in Section 7.

Table 10. Year 2026 plus Project Peak Hour Intersection Level of Service

No	Intersection	LOS Method	Year 2026				Year 2026 plus Project				Change in Delay[3]	
			AM Peak		PM Peak		AM Peak		PM Peak			
			Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	Delay[1]	LOS[2]	AM	PM
1	I-5 northbound ramps/San Ysidro Boulevard	Signal	27.8	C	17.6	B	27.8	C	17.6	B	0.0	0.0
2	Dairy Mart Road/San Ysidro Boulevard	Signal	47.6	D	**58.2**	**E**	47.6	D	**60.0**	**E**	0.0	1.8
3	Dairy Mart Road/I-5 southbound ramps	Signal	32.8	C	54.0	D	33.1	C	54.9	D	0.3	0.9
4	Dairy Mart Road/Servando Avenue	AWSC	22.7	C	**46.1**	**E**	22.8	C	**49.1**	**E**	0.1	3.0
5	Dairy Mart Road/Camino De La Plaza	AWSC	14.1	B	29.1	D	14.4	B	29.6	D	0.3	0.5
6	Clearwater Way/Dairy Mart Road	Stop-Control	10.1	B	10.2	B	10.1	B	10.3	B	0.0	0.1
7	Monument Road/Dairy Mart Road	Stop-Control	9.6	A	10.0	B	9.8	A	10.6	B	0.2	0.6
8	Hollister Street/Monument Road	Stop-Control	9.8	A	10.8	B	10.0	B	10.9	B	0.2	0.1
9	Hollister Street/Tocayo Avenue	Signal	**240.7**	**F**	**62.8**	**E**	**240.1**	**F**	**62.8**	**E**	-0.63	0.0

Notes: AWSC = All way stop control.
BOLD value indicates unsatisfactory LOS.
1 Volume-to-Capacity (V/C) ratio.
2 Level of Service (LOS).
3 Occasionally addition of traffic to a movement reduces the overall average delay (in seconds) of the intersection.

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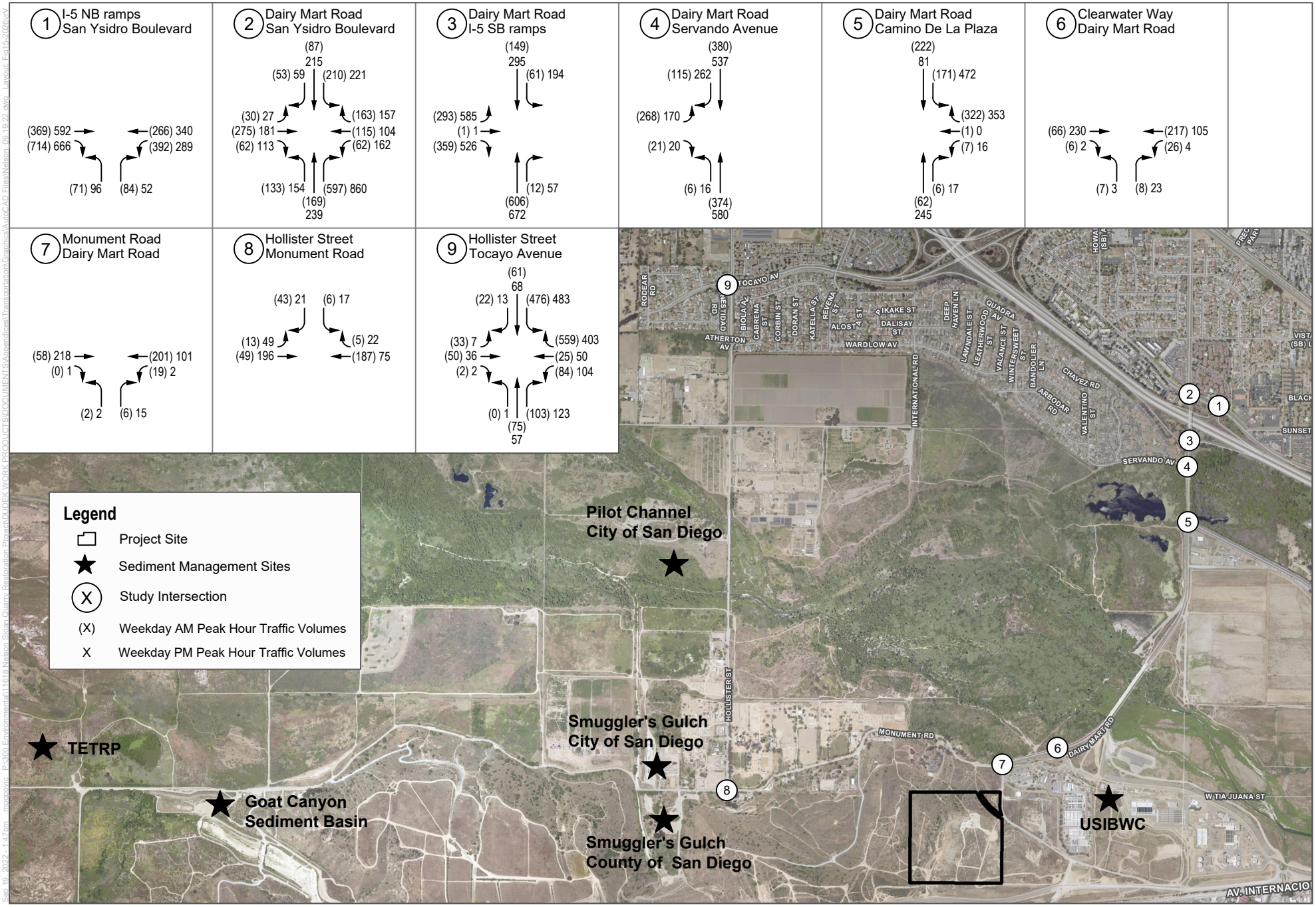

SOURCE: SANGIS 2017

FIGURE 14

Year 2026 Peak Hour Traffic Volumes

Nelson Sloan Quarry Restoration Project

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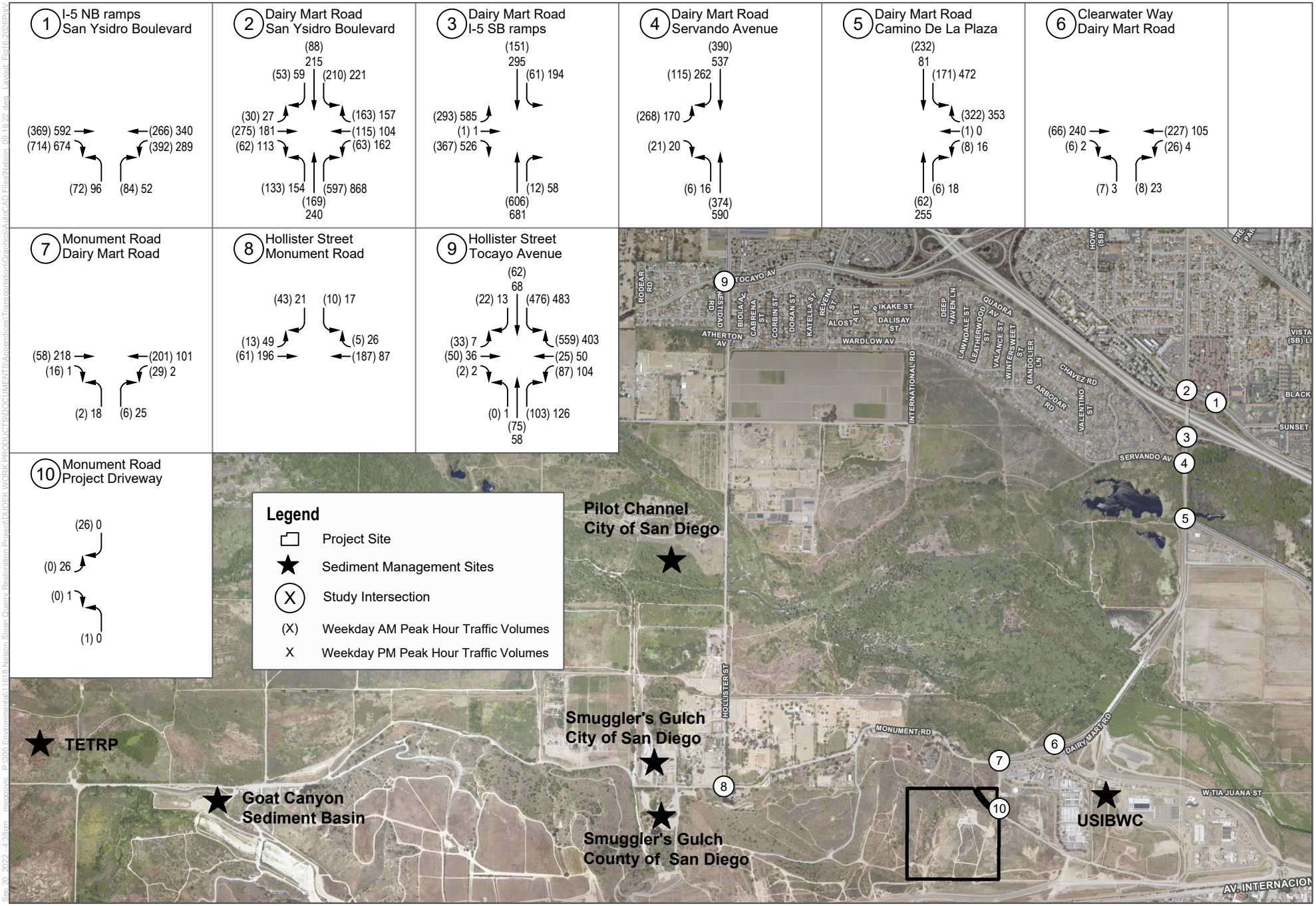

SOURCE: SANGIS 2017

FIGURE 15

Year 2026 plus Project Traffic Volumes

Nelson Sloan Quarry Restoration Project

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5 Project Access Analysis

As mentioned in Section 1, the access to the proposed Project would be from Monument Road via the unsignalized intersection of Dairy Mart Road/Monument Road (Intersection 7).

The section of Monument Road west of Dairy Mart Road/Monument Road intersection has a posted speed limit of 30 mph. As shown on Figure 16, there is adequate sight distance at the Dairy Mart Road/Monument Road intersection looking from the eastbound and westbound direction towards the northbound approach (i.e., the access to the proposed Project). It is recommended that any shrubs/vegetation at the northbound approach of the Dairy Mart Road/Monument Road intersection should be maintained periodically. There is a pedestrian crossing sign placed along Monument Road 250 feet west of the Dairy Mart Road/Monument Road intersection to warn vehicular traffic of potential pedestrian traffic. As illustrated in the pedestrian and bike counts collected at this intersection (Appendix A), no pedestrians were observed at this intersection during the AM and PM peak hour; however, three bicyclists were observed crossing the northbound approach during the AM and the PM peak hour.

All worker and truck traffic will access the site via Project access driveway off Monument Road. The cross-section of Monument Road that provides access to the Project varies between 26 feet to 40 feet. This section of Monument Road has an undivided travel way and no curb, gutter, or sidewalk. An unpaved meandering roadway on the proposed Project site would generally provide vehicular travel way to workers and trucks on the site for required sediment management related activities.

As shown in Table 11, the Project access intersection would operate at an acceptable LOS during Year 2024 plus Project and Year 2026 plus Project conditions.

Table 11. Project Access Peak Hour Intersection LOS

Monument Road/Project Access Intersection	Traffic Control	AM Peak		PM Peak	
		Delay[1]	LOS[2]	Delay[1]	LOS[2]
Year 2024 plus Project	Stop-control[3]	8.8	A	8.8	A
Year 2026 plus Project	Stop-control[3]	7.3	A	8.6	A

Notes:
1 Delay is measured in seconds per vehicle.
2 Level of Service (LOS).
3 Stop control is not proposed at the Project access point; however, the "driveway" was analyzed assuming people would stop before entering the site. This approach was taken for purposes of traffic software providing a value for LOS.

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SOURCE: Google Earth 2018, AutoTurn 10, AASHTO 2011

DUDEK

0 25 50 Feet

FIGURE 16

Stopping Sight Distance

Nelson Sloan Quarry Restoration Project

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6 Traffic Effects and Improvement Measures

As shown in Tables 10 and 11, the following study area intersections are forecast to operate at unacceptable LOS conditions in the Opening Year 2024 and 2026 conditions:

Year 2024 Conditions

- Dairy Mart Road/Servando Road (LOS D to LOS E in the PM peak hour)
- Hollister Street/Tocayo Avenue (remain at LOS F in the AM peak hour and LOS E in the PM peak hour)

Year 2026 Conditions

- Dairy Mart Road/San Ysidro Boulevard (remain LOS E in the PM peak hour)
- Dairy Mart Road/Servando Road (remain at LOS E in the PM peak hour)
- Hollister Street/Tocayo Avenue (remain at LOS F in the AM peak hour and LOS E in the PM peak hour)

The following criteria from the City of San Diego TSM has been used to determine the Project's potential effect, and requirements to implement improvements at the affected study area signalized or unsignalized intersections noted above:

> The intersections are not within one-half mile of the project and the project does not add 50 peak hour trips to the intersections.

Based on that criteria, the affected study area intersections noted above are not within 0.5 miles of the Project, and the Project would not add 50 or more peak hour trips to those intersections. Therefore, this analysis is provided for informational and disclosure purposes. Additionally, the proposed Project will generate a small number of worker trips and divert existing and proposed haul truck trips generated from other sites from transporting the sediment to off-site locations such as Miramar Landfill. Therefore, it will potentially reduce some of the daily off-site truck trips to further locations. The truck trips from the sediment management sites are seasonal and temporary, therefore, the analysis provided in this study is conservative and represents the worst-case scenario, which would occur over a few weeks or months per year. Therefore, the traffic effects would not require any improvement measures.

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7 Findings

Based on the transportation analysis of the proposed Project, the following findings on the Project trip generation, VMT screening and opening year conditions are made:

- In the Year 2024 (with TETRP Scenario 2B), the proposed Project would generate 220 daily trips, 36 AM peak hour trips (24 inbound and 12 outbound), and 36 trips during the PM peak hour (13 inbound and 23 outbound). With the application of PCE factors to truck trips, the Project would generate 517 total PCE daily trips, and 44 PCE trips during the AM peak hour (44 inbound and 0 outbound) and 44 PCE trips during the PM peak hour (0 inbound and 44 outbound).
- In the Year 2026 (with other sites), the proposed Project would generate 64 daily trips, 17 AM peak hour trips (17 inbound and 0 outbound), and 17 trips during the PM peak hour (0 inbound and 17 outbound). With the application of PCE factors to truck trips, the Project would generate 127 total PCE daily trips, and 27 PCE trips during the AM peak hour (27 inbound and 0 outbound) and 27 PCE trips during the PM peak hour (0 inbound and 27 outbound).
- The Project would generate daily trips from 11 workers and 3 vendor trucks, which would result in 28 daily trips. Per OPR, heavy vehicle traffic is not required to be included in the estimation of a project's VMT, therefore haul trucks were not included in VMT screening analysis. Therefore, applying the small project screening criteria used by the State and the City, the proposed Project would screen out of conducting a detailed VMT analysis and can be presumed to have a less than significant VMT impact.
- Under Existing conditions, the Hollister Street/Tocayo Avenue intersection operates at LOS F in the AM peak hour and LOS E in the PM peak hour.
- Under Opening Year conditions, the Dairy Mart Road/San Ysidro Boulevard intersection and Dairy Mart Road/Servando Road intersection would operate at LOS E in the PM peak hour and Hollister Street/Tocayo Avenue intersection would continue to operate at LOS F in the AM peak hour and LOS E in the PM peak hour. However, the proposed Project would not add a substantial number of trips (less than 50 peak hour trips) to these intersections that would warrant any improvements per the City's guidelines.
- The access to the proposed Project would be from Monument Road and the Project access driveway would operate at an acceptable LOS under Year 2024 plus Project and year 2026 plus Project conditions.
- Based on the traffic analyses provided in this memorandum, and the criteria for requirements to implement improvements at the affected study area signalized or unsignalized intersections from the City of San Diego TSM, the proposed Project would not be required to make any off-site improvements to the intersections in the study area.

  As shown in this memorandum, with the TETRP II project, there would be no new significant transportation impact, when compared to the Nelson Sloan Quarry Public Review DEIR (2021).

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8 References

City of San Diego. 2020a. Draft Transportation Study Manual, City of San Diego, September 29, 2020.

City of San Diego. 2020b. Municipal Waterways and Maintenance Plan, Final EIR, 2020.

OPR (California Governor's Office of Planning and Research). 2018. Technical Advisory on Evaluating Transportation Impacts in CEQA. December 2018. Accessed March 2020. http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf.

SANDAG (San Diego Association of Governments). 2002. Brief Guide of Vehicular Trip Generation Rates for the San Diego Region. April 2002.

TRB (Transportation Research Board). 2016. *Highway Capacity Manual: A Guide for Multimodal Mobility Analysis*. 6th ed. Washington DC: National Academies of Sciences, Engineering, and Medicine.

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Appendix A
Traffic Counts

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Jan 28, 20

LOCATION: San Diego
NORTH & SOUTH: Dairy Mart
EAST & WEST: San Ysidro

PROJECT #: SC2496
LOCATION #: 1
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — N / W / E / S

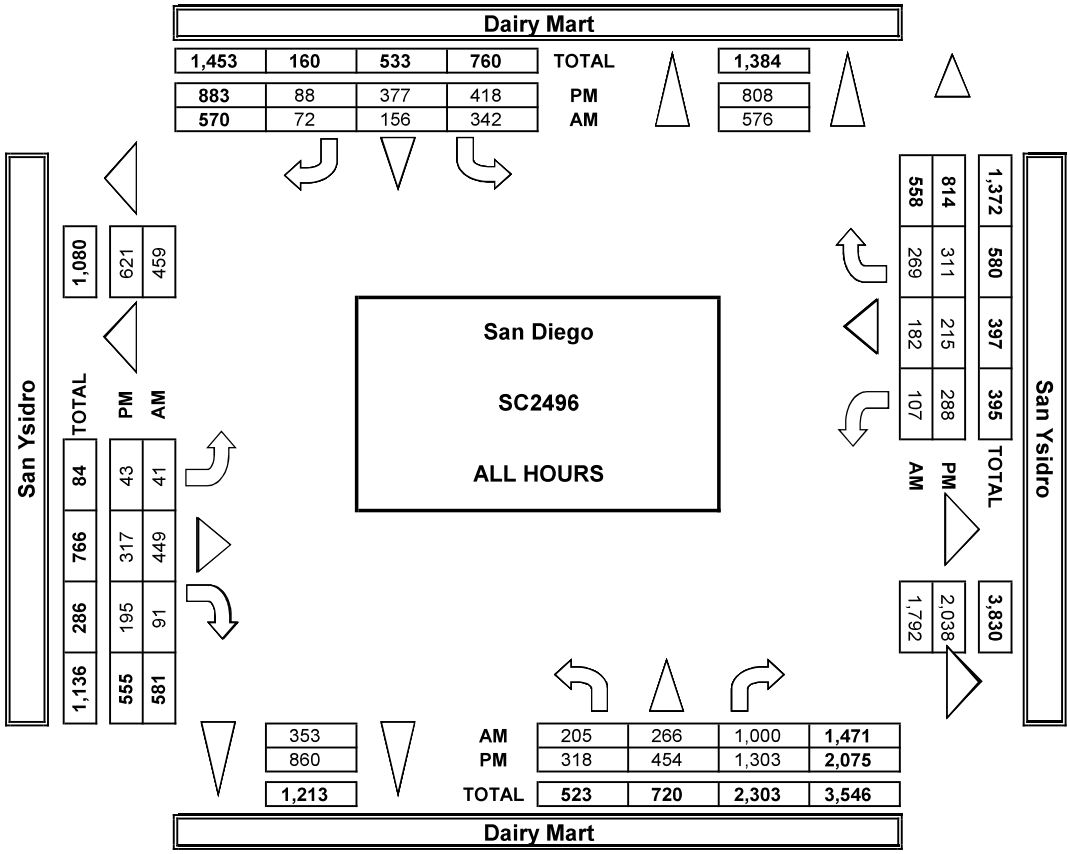
Add U-Turns to Left Turns

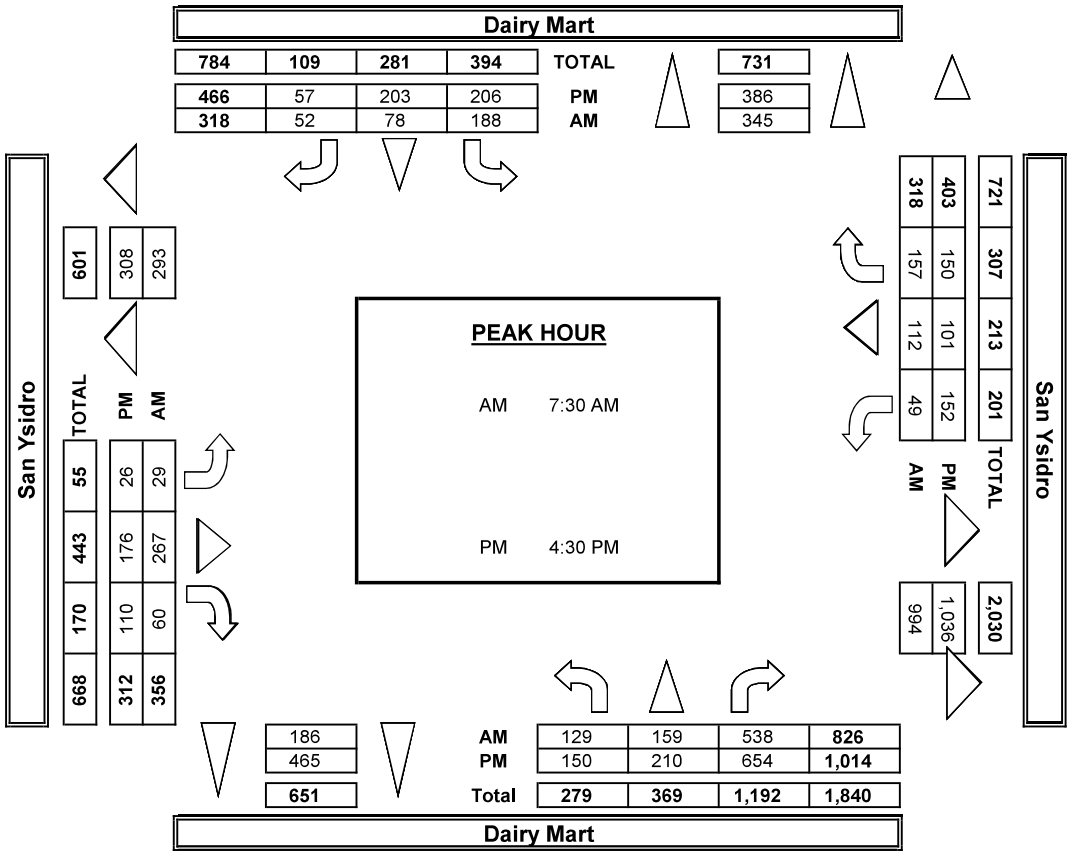
		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND San Ysidro			WESTBOUND San Ysidro				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	26	34	154	38	15	3	5	47	4	10	17	22	375	0	0	0	0	0
	7:15 AM	25	28	127	37	12	7	4	52	10	9	17	37	365	0	0	0	0	0
	7:30 AM	38	37	155	44	10	9	5	67	12	7	32	30	446	0	0	0	0	0
	7:45 AM	43	46	146	54	16	22	11	75	13	11	39	50	526	0	0	0	1	1
	8:00 AM	32	37	122	45	24	11	9	72	26	20	22	39	459	0	0	0	0	0
	8:15 AM	16	39	115	45	28	10	4	53	9	11	19	38	387	0	0	0	0	0
	8:30 AM	13	27	81	39	23	6	2	45	8	19	15	25	303	0	0	0	0	0
	8:45 AM	12	18	100	40	28	4	1	38	9	20	21	28	319	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	205	266	1,000	342	156	72	41	449	91	107	182	269	3,180	0	0	0	1	1
	APPROACH %	14%	18%	68%	60%	27%	13%	7%	77%	16%	19%	33%	48%						
	APP/DEPART	1,471	/	576	570	/	353	581	/	1,792	558	/	459	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	129	159	538	188	78	52	29	267	60	49	112	157	1,818					
	APPROACH %	16%	19%	65%	59%	25%	16%	8%	75%	17%	15%	35%	49%						
	PEAK HR FACTOR		0.879			0.864			0.832			0.795		0.864					
	APP/DEPART	826	/	345	318	/	186	356	/	994	318	/	293	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	47	51	178	54	42	7	5	27	23	32	31	45	542	0	0	0	0	0
	4:15 PM	37	66	150	38	46	5	6	38	26	30	24	43	509	0	0	0	0	0
	4:30 PM	40	39	160	47	54	18	8	58	37	44	28	37	570	0	0	0	0	0
	4:45 PM	30	57	178	47	51	10	6	31	24	34	20	33	521	0	0	0	0	0
	5:00 PM	41	61	153	51	42	13	10	38	28	43	25	43	548	0	0	0	0	0
	5:15 PM	39	53	163	61	56	16	2	49	21	31	28	37	556	0	0	0	0	0
	5:30 PM	44	57	151	62	53	8	3	36	14	31	27	28	514	0	0	0	0	0
	5:45 PM	40	70	170	58	33	11	3	40	22	43	32	45	567	0	0	0	0	0
	VOLUMES	318	454	1,303	418	377	88	43	317	195	288	215	311	4,327	0	0	0	0	0
	APPROACH %	15%	22%	63%	47%	43%	10%	8%	57%	35%	35%	26%	38%						
	APP/DEPART	2,075	/	808	883	/	860	555	/	2,038	814	/	621	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	150	210	654	206	203	57	26	176	110	152	101	150	2,195					
	APPROACH %	15%	21%	64%	44%	44%	12%	8%	56%	35%	38%	25%	37%						
	PEAK HR FACTOR		0.957			0.876			0.757			0.908		0.963					
	APP/DEPART	1,014	/	386	466	/	465	312	/	1,036	403	/	308	0					

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	2	0	0	4	6	1	0	0	4	5	1	0	0	0	1
	7:15 AM	1	1	1	0	3	1	0	0	0	1	0	1	1	0	2
	7:30 AM	4	0	0	2	6	3	0	0	2	5	1	0	0	0	1
	7:45 AM	1	0	0	3	4	1	0	0	2	3	0	0	0	1	1
	8:00 AM	2	0	0	2	4	2	0	0	2	4	0	0	0	0	0
	8:15 AM	2	0	0	2	4	2	0	0	2	4	0	0	0	0	0
	8:30 AM	5	0	0	1	6	4	0	0	1	5	1	0	0	0	1
	8:45 AM	4	0	1	2	7	3	0	0	2	5	1	0	1	0	2
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	21	1	2	16	40	17	0	0	15	32	4	1	2	1	8
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	7	0	0	6	13	7	0	0	5	12	0	0	0	1	1
	4:15 PM	10	0	1	1	12	10	0	0	1	11	0	0	1	0	1
	4:30 PM	7	0	0	4	11	7	0	0	4	11	0	0	0	0	0
	4:45 PM	5	0	1	8	14	5	0	0	8	13	0	0	1	0	1
	5:00 PM	6	0	0	3	9	5	0	0	3	8	1	0	0	0	1
	5:15 PM	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0
	5:30 PM	5	0	0	4	9	5	0	0	3	8	0	0	0	1	1
	5:45 PM	2	0	2	0	4	2	0	0	0	2	0	0	2	0	2
	TOTAL	44	0	4	26	74	43	0	0	24	67	1	0	4	2	7

AimTD LLC

TURNING MOVEMENT COUNTS





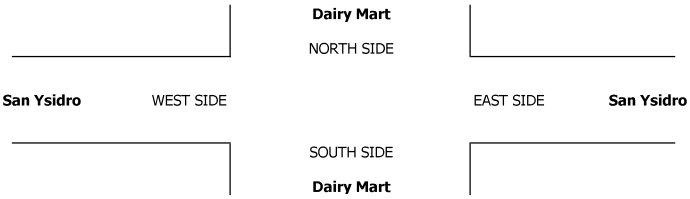
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	1
TUESDAY	EAST & WEST:	San Ysidro	CONTROL:	SIGNAL

	NOTES:												
PCE Adjusted	Class	1	2	3	4	5	6			AM		▲ N	
	Factor	1	1.5	2	3	2	2			PM	◄ W		E ►
										MD			
										OTHER		S	
										OTHER		▼	

		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND San Ysidro			WESTBOUND San Ysidro				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	26	35	164	39	17	3	5	48	4	10	18	23	392					0
	7:15 AM	25	28	134	37	12	8	4	53	11	10	18	39	378					0
	7:30 AM	40	37	159	45	11	10	5	69	12	7	33	30	457					0
	7:45 AM	44	48	150	56	17	23	11	77	15	11	40	51	541					0
	8:00 AM	33	37	127	48	24	11	9	75	27	20	24	40	474					0
	8:15 AM	17	39	121	46	29	10	4	55	10	11	20	40	400					0
	8:30 AM	15	30	83	41	25	7	2	46	8	20	16	27	318					0
	8:45 AM	12	21	104	45	28	5	2	40	10	21	23	29	338					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	211	274	1,040	356	162	77	42	462	96	109	191	278	3,295	0	0	0	0	0
	APPROACH %	14%	18%	68%	60%	27%	13%	7%	77%	16%	19%	33%	48%						
	APP/DEPART	1,525	/	594	594	/	366	599	/	1,857	578	/	479	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	134	161	556	194	80	54	29	275	63	49	117	161	1,871					
	APPROACH %	16%	19%	65%	59%	24%	16%	8%	75%	17%	15%	36%	49%						
	PEAK HR FACTOR		0.880			0.863			0.833			0.800		0.865					
	APP/DEPART	850	/	351	328	/	192	367	/	1,024	327	/	304	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	48	52	187	57	42	7	5	29	24	32	32	47	560					0
	4:15 PM	38	70	152	40	47	5	6	39	27	30	25	48	526					0
	4:30 PM	41	41	164	48	56	18	8	61	38	45	30	38	584					0
	4:45 PM	31	59	181	48	53	11	6	32	25	35	21	33	532					0
	5:00 PM	42	63	159	52	43	14	11	40	28	44	27	43	563					0
	5:15 PM	41	54	166	62	57	16	2	52	22	31	30	37	566					0
	5:30 PM	45	58	155	64	53	9	3	37	14	32	29	29	526					0
	5:45 PM	40	72	174	59	34	11	3	42	22	43	34	45	577					0
	VOLUMES	324	466	1,336	428	383	90	44	330	198	291	227	319	4,433	0	0	0	0	0
	APPROACH %	15%	22%	63%	48%	43%	10%	8%	58%	35%	35%	27%	38%						
	APP/DEPART	2,126	/	829	900	/	871	572	/	2,093	836	/	640	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	154	216	669	209	207	58	27	184	112	154	107	151	2,245					
	APPROACH %	15%	21%	64%	44%	44%	12%	8%	57%	35%	37%	26%	37%						
	PEAK HR FACTOR		0.961			0.883			0.761			0.905		0.961					
	APP/DEPART	1,038	/	393	474	/	473	323	/	1,062	411	/	319	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

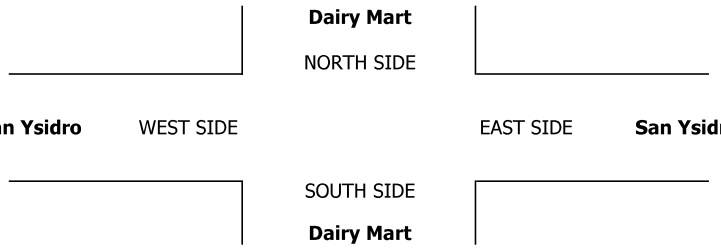
DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	1
TUESDAY	EAST & WEST:	San Ysidro	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Dairy Mart)			SOUTHBOUND (Dairy Mart)			EASTBOUND (San Ysidro)			WESTBOUND (San Ysidro)				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	26	33	139	36	13	3	5	46	4	10	16	21	352	0	0	0	0	0
	7:15 AM	25	28	116	37	12	6	4	51	9	8	16	35	347	0	0	0	0	0
	7:30 AM	35	37	149	43	9	8	5	65	12	7	31	30	431	0	0	0	0	0
	7:45 AM	41	43	141	51	15	21	11	72	11	11	38	48	503	0	0	0	1	1
	8:00 AM	31	37	116	41	24	11	9	69	25	20	20	37	440	0	0	0	0	0
	8:15 AM	15	39	109	43	27	10	4	51	8	11	18	37	372	0	0	0	0	0
	8:30 AM	10	22	77	37	20	5	2	44	8	18	14	23	280	0	0	0	0	0
	8:45 AM	12	16	93	36	28	3	0	35	8	19	19	26	295	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	195	255	940	324	148	67	40	433	85	104	172	257	3,020	0	0	0	1	1
	APPROACH %	14%	18%	68%	60%	27%	12%	7%	78%	15%	20%	32%	48%						
	APP/DEPART	1,390	/	552	539	/	336	558	/	1,698	533	/	434	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	122	156	515	178	75	50	29	257	56	48	107	152	1,746					
	APPROACH %	15%	20%	65%	59%	25%	17%	8%	75%	16%	16%	35%	49%						
	PEAK HR FACTOR		0.881			0.871			0.830			0.794		0.868					
	APP/DEPART	793	/	337	303	/	179	342	/	951	308	/	279	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	45	50	171	51	42	7	5	25	22	32	30	42	522	0	0	0	0	0
	4:15 PM	35	60	147	34	44	5	6	37	25	30	23	36	482	0	0	0	0	0
	4:30 PM	38	36	152	46	51	18	8	54	36	43	26	36	544	0	0	0	0	0
	4:45 PM	29	54	173	46	49	9	6	30	22	33	19	33	503	0	0	0	0	0
	5:00 PM	40	57	144	49	41	12	9	36	28	42	23	43	524	0	0	0	0	0
	5:15 PM	36	52	158	60	55	16	2	46	20	31	26	37	539	0	0	0	0	0
	5:30 PM	43	55	147	59	53	7	3	35	14	29	24	27	496	0	0	0	0	0
	5:45 PM	40	67	165	56	32	11	3	38	22	43	30	45	552	0	0	0	0	0
	VOLUMES	306	431	1,257	401	367	85	42	301	189	283	201	299	4,162	0	0	0	0	0
	APPROACH %	15%	22%	63%	47%	43%	10%	8%	57%	36%	36%	26%	38%						
	APP/DEPART	1,994	/	772	853	/	839	532	/	1,959	783	/	592	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	143	199	627	201	196	55	25	166	106	149	94	149	2,110					
	APPROACH %	15%	21%	65%	44%	43%	12%	8%	56%	36%	38%	24%	38%						
	PEAK HR FACTOR		0.946			0.863			0.758			0.907		0.970					
	APP/DEPART	969	/	373	452	/	451	297	/	994	392	/	292	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	1
TUESDAY	EAST & WEST:	San Ysidro	CONTROL:	SIGNAL

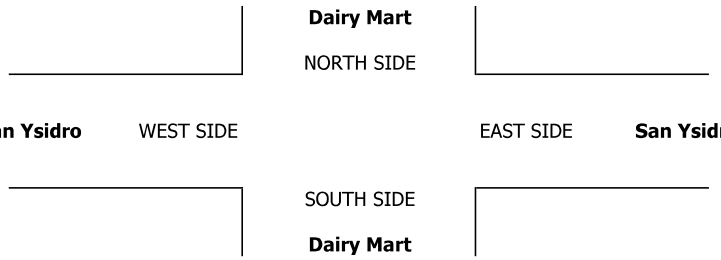
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND San Ysidro			WESTBOUND San Ysidro				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	10	2	1	0	0	0	0	0	0	0	13	0	0	0	0	0
	7:15 AM	0	0	9	0	0	0	0	0	0	1	0	1	11	0	0	0	0	0
	7:30 AM	2	0	5	1	0	0	0	1	0	0	0	0	9	0	0	0	0	0
	7:45 AM	2	2	3	3	1	0	0	2	1	0	0	2	16	0	0	0	0	0
	8:00 AM	0	0	4	2	0	0	0	1	1	0	1	2	11	0	0	0	0	0
	8:15 AM	1	0	3	2	1	0	0	1	0	0	0	0	8	0	0	0	0	0
	8:30 AM	3	5	4	1	2	0	0	0	0	1	0	1	17	0	0	0	0	0
	8:45 AM	0	1	6	2	0	1	0	2	1	1	1	2	17	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	8	8	44	13	5	1	0	7	3	3	2	8	102	0	0	0	0	0
	APPROACH %	13%	13%	73%	68%	26%	5%	0%	70%	30%	23%	15%	62%						
	APP/DEPART	60	/	16	19	/	11	10	/	64	13	/	11	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	5	2	15	8	2	0	0	5	2	0	1	4	44					
	APPROACH %	23%	9%	68%	80%	20%	0%	0%	71%	29%	0%	20%	80%						
	PEAK HR FACTOR		0.786			0.625			0.583			0.417		0.688					
	APP/DEPART	22	/	6	10	/	4	7	/	28	5	/	6	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	2	1	3	1	0	0	0	1	1	0	0	2	11	0	0	0	0	0
	4:15 PM	2	5	3	4	2	0	0	0	1	0	0	4	21	0	0	0	0	0
	4:30 PM	2	3	8	1	3	0	0	3	1	1	1	1	24	0	0	0	0	0
	4:45 PM	1	3	4	1	1	1	0	0	2	1	0	0	14	0	0	0	0	0
	5:00 PM	1	4	7	2	1	1	1	0	0	1	0	0	18	0	0	0	0	0
	5:15 PM	3	1	5	1	1	0	0	1	1	0	1	0	14	0	0	0	0	0
	5:30 PM	1	2	3	3	0	1	0	0	0	2	2	1	15	0	0	0	0	0
	5:45 PM	0	3	4	2	1	0	0	1	0	0	1	0	12	0	0	0	0	0
	VOLUMES	12	22	37	15	9	3	1	6	6	5	5	8	129	0	0	0	0	0
	APPROACH %	17%	31%	52%	56%	33%	11%	8%	46%	46%	28%	28%	44%						
	APP/DEPART	71	/	31	27	/	20	13	/	58	18	/	20	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	7	11	24	5	6	2	1	4	4	3	2	1	70					
	APPROACH %	17%	26%	57%	38%	46%	15%	11%	44%	44%	50%	33%	17%						
	PEAK HR FACTOR		0.808			0.813			0.563			0.500		0.729					
	APP/DEPART	42	/	13	13	/	13	9	/	33	6	/	11	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	1
TUESDAY	EAST & WEST:	San Ysidro	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND San Ysidro			WESTBOUND San Ysidro				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	7:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	5	1	0	0	0	0	0	0	0	1	8	0	0	0	0	0
	APPROACH %	0%	17%	83%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	6	/	2	1	/	0	0	/	6	1	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	1	2	1	0	0	0	0	0	0	0	0	4					
	APPROACH %	0%	33%	67%	100%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.375			0.250			0.000			0.000		0.500					
	APP/DEPART	3	/	1	1	/	0	0	/	3	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	2	2	0	0	0	1	0	0	0	2	8	0	0	0	0	0
	APPROACH %	0%	33%	67%	100%	0%	0%	0%	100%	0%	0%	0%	100%						
	APP/DEPART	3	/	3	2	/	0	1	/	5	2	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	2	0	0	0	0	1	0	0	0	0	3					
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.250			0.000		0.375					
	APP/DEPART	2	/	0	0	/	0	1	/	3	0	/	0	0					

Dairy Mart

NORTH SIDE

San Ysidro WEST SIDE EAST SIDE **San Ysidro**

SOUTH SIDE

Dairy Mart

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	1
TUESDAY	EAST & WEST:	San Ysidro	CONTROL:	SIGNAL

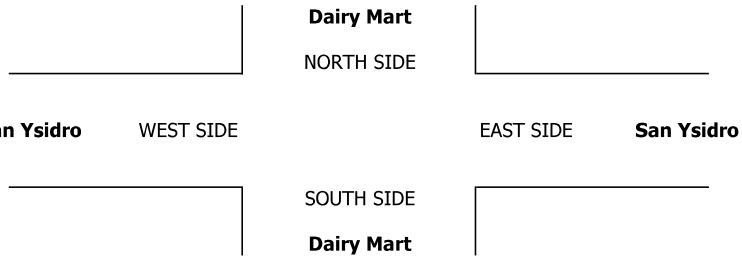
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND San Ysidro			WESTBOUND San Ysidro				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	1	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	2	2	0	0	0	0	0	0	0	1	6	0	0	0	0	0
	APPROACH %	0%	33%	67%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	3	/	2	2	/	0	0	/	4	1	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	2	0	0	0	0	0	0	0	0	1	3					
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.500			0.000			0.000			0.250		0.375					
	APP/DEPART	2	/	1	0	/	0	0	/	2	1	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	5	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	5	/	0	0	/	0	0	/	5	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	1
TUESDAY	EAST & WEST:	San Ysidro	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND San Ysidro			WESTBOUND San Ysidro				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Dairy Mart

NORTH SIDE

San Ysidro WEST SIDE EAST SIDE **San Ysidro**

SOUTH SIDE

Dairy Mart

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

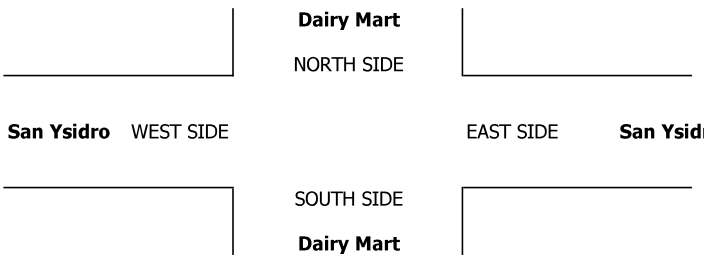
DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	1
TUESDAY	EAST & WEST:	San Ysidro	CONTROL:	SIGNAL

CLASS 6: BUSES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND San Ysidro			WESTBOUND San Ysidro				U-TURNS				
	LANES:	NL 1	NT 1	NR 1	SL 1	ST 1	SR 1	EL 1	ET 1	ER 1	WL 1	WT 1	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	4	0	1	0	0	1	0	0	1	0	8	0	0	0	0	0
	7:15 AM	0	0	1	0	0	1	0	1	1	0	1	1	6	0	0	0	0	0
	7:30 AM	1	0	1	0	1	1	0	1	0	0	1	0	6	0	0	0	0	0
	7:45 AM	0	0	2	0	0	1	0	1	1	0	1	0	6	0	0	0	0	0
	8:00 AM	1	0	1	1	0	0	0	2	0	0	1	0	6	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	1	0	1	0	3	0	0	0	0	0
	8:30 AM	0	0	0	1	1	1	0	1	0	0	1	1	6	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	1	1	0	0	1	0	3	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	1	9	2	3	4	1	9	3	0	8	2	44	0	0	0	0	0
	APPROACH %	17%	8%	75%	22%	33%	44%	8%	69%	23%	0%	80%	20%						
	APP/DEPART	12	/	4	9	/	6	13	/	20	10	/	14	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	2	0	4	1	1	2	0	5	2	0	4	0	21					
	APPROACH %	33%	0%	67%	25%	25%	50%	0%	71%	29%	0%	100%	0%						
	PEAK HR FACTOR		0.750			0.500			0.875			1.000		0.875					
	APP/DEPART	6	/	0	4	/	3	7	/	10	4	/	8	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	1	0	0	0	0	1	0	0	1	1	4	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1	0	0	1	1	3	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	4:45 PM	0	0	1	0	1	0	0	1	0	0	1	0	4	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	VOLUMES	0	0	2	0	1	0	0	9	0	0	9	2	23	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	100%	0%	0%	82%	18%						
	APP/DEPART	2	/	2	1	/	1	9	/	11	11	/	9	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	1	0	1	0	0	5	0	0	5	0	12					
	APPROACH %	0%	0%	100%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.250			0.625			0.625		0.750					
	APP/DEPART	1	/	0	1	/	1	5	/	6	5	/	5	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Jan 28, 20

LOCATION: San Diego
NORTH & SOUTH: Dairy Mart
EAST & WEST: I-5 SB Ramps

PROJECT #: SC2496
LOCATION #: 2
CONTROL: SIGNAL

NOTES:

AM
PM
MD
OTHER
OTHER

N ▲ | ◄ W | E ► | S ▼

Add U-Turns to Left Turns

		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND I-5 SB Ramps			WESTBOUND I-5 SB Ramps				U-TURNS				
	LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL 0.5	ET 0.5	ER 1	WL X	WT X	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	128	2	12	18	0	85	1	41	0	0	0	287	0	0	0	0	0
	7:15 AM	0	131	4	7	22	0	49	0	38	0	0	0	251	0	0	0	0	0
	7:30 AM	0	158	2	11	17	0	72	0	36	0	0	0	296	0	0	0	0	0
	7:45 AM	0	163	3	17	22	0	83	0	50	0	0	0	338	0	0	0	0	0
	8:00 AM	0	117	2	19	52	0	67	1	51	0	0	0	309	0	0	0	0	0
	8:15 AM	0	109	3	10	37	0	57	0	38	0	0	0	254	0	0	0	0	0
	8:30 AM	0	81	4	15	34	0	44	1	39	0	0	0	218	0	0	0	0	0
	8:45 AM	0	79	6	15	41	0	53	1	47	0	0	0	242	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	966	26	106	243	0	510	4	340	0	0	0	2,195	0	0	0	0	0
	APPROACH %	0%	97%	3%	30%	70%	0%	60%	0%	40%	0%	0%	0%						
	APP/DEPART	992	/	1,476	349	/	583	854	/	136	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	547	10	57	128	0	279	1	175	0	0	0	1,197					
	APPROACH %	0%	98%	2%	31%	69%	0%	61%	0%	38%	0%	0%	0%						
	PEAK HR FACTOR		0.839			0.651			0.855			0.000		0.885					
	APP/DEPART	557	/	826	185	/	303	455	/	68	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	120	9	52	53	0	136	0	107	0	0	0	477	0	0	0	0	0
	4:15 PM	0	113	13	37	52	0	147	0	104	0	0	0	466	0	0	0	0	0
	4:30 PM	0	105	10	53	85	0	148	1	102	0	0	0	504	0	0	0	0	0
	4:45 PM	0	123	7	39	69	0	133	0	105	0	0	0	476	0	0	0	0	0
	5:00 PM	0	124	15	50	61	0	133	0	123	0	0	0	506	0	0	0	0	0
	5:15 PM	0	118	11	46	62	0	134	0	126	0	0	0	497	0	0	0	0	0
	5:30 PM	0	127	11	36	66	0	138	2	100	0	0	0	480	0	0	0	0	0
	5:45 PM	0	131	10	44	58	0	149	1	104	0	0	0	497	0	0	0	0	0
	VOLUMES	0	961	86	357	506	0	1,118	4	871	0	0	0	3,903	0	0	0	0	0
	APPROACH %	0%	92%	8%	41%	59%	0%	56%	0%	44%	0%	0%	0%						
	APP/DEPART	1,047	/	2,079	863	/	1,377	1,993	/	447	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	470	43	188	277	0	548	1	456	0	0	0	1,983					
	APPROACH %	0%	92%	8%	40%	60%	0%	55%	0%	45%	0%	0%	0%						
	PEAK HR FACTOR		0.923			0.842			0.966			0.000		0.980					
	APP/DEPART	513	/	1,018	465	/	733	1,005	/	232	0	/	0	0					

Dairy Mart

NORTH SIDE

I-5 SB Ramps WEST SIDE EAST SIDE **I-5 SB Ramps**

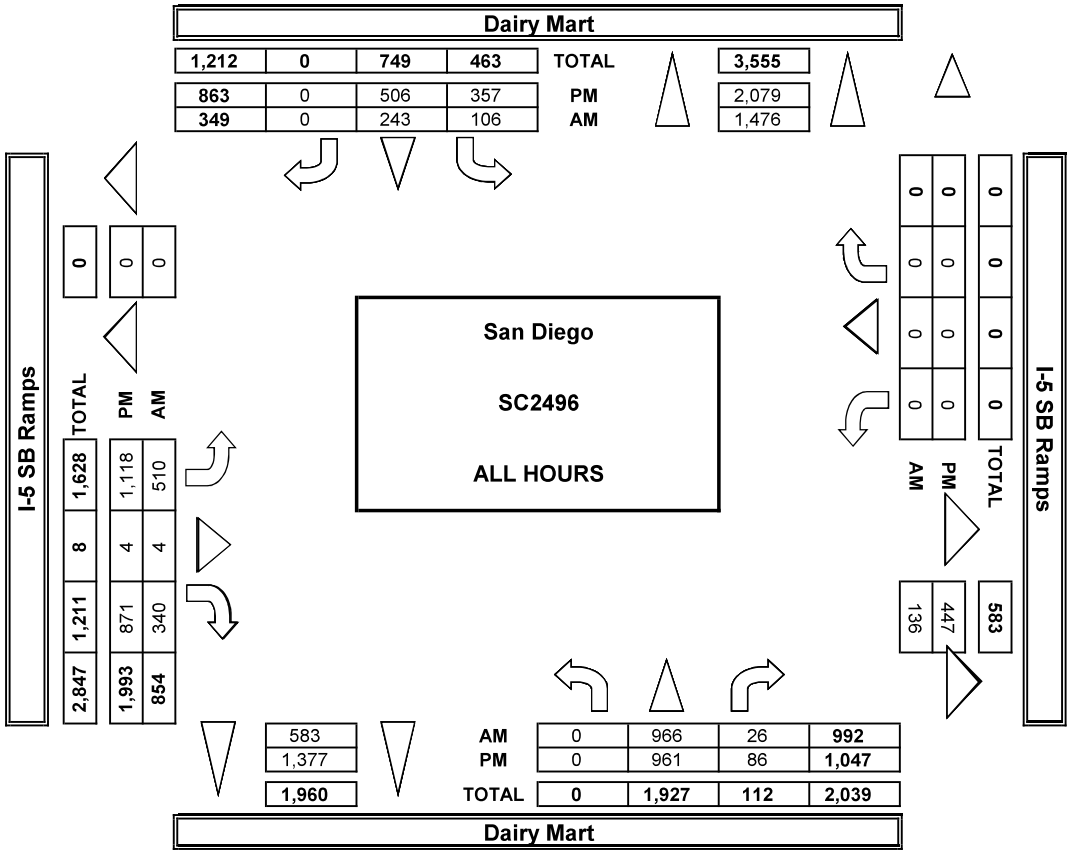
SOUTH SIDE

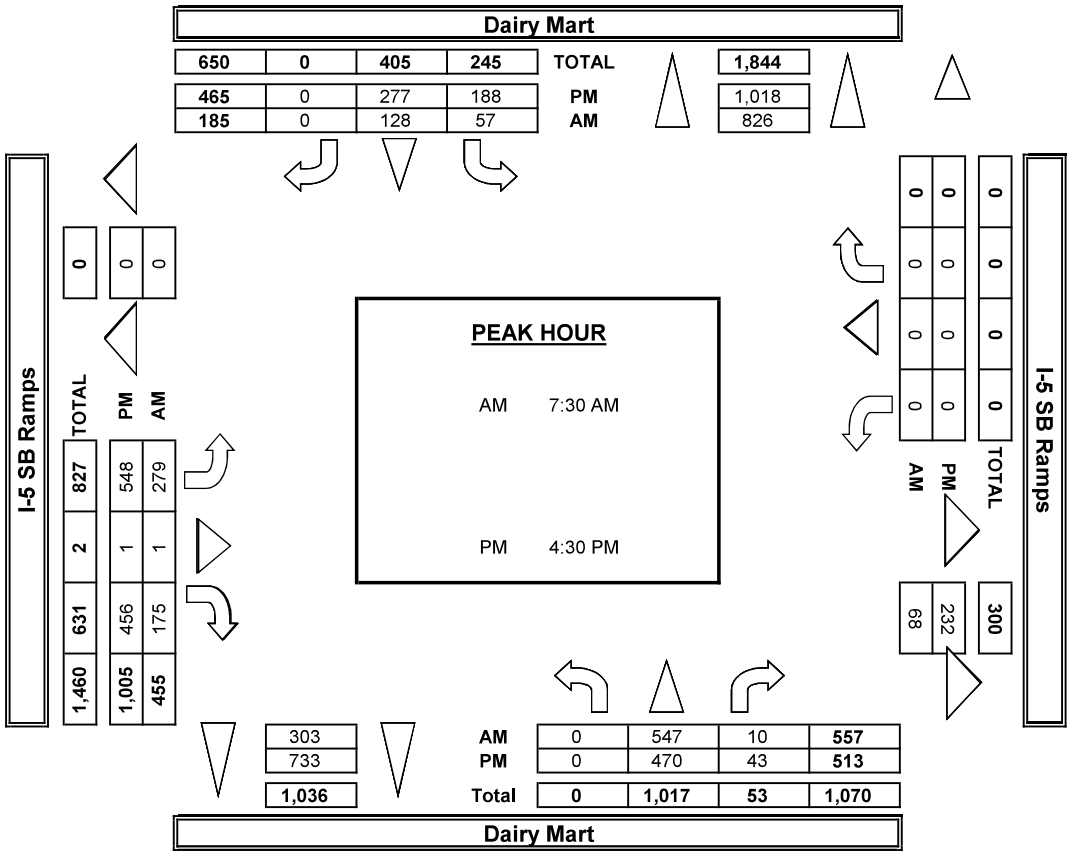
Dairy Mart

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	3	3	0	0	0	3	3	0	0	0	0	0
	7:15 AM	0	0	1	1	2	0	0	0	1	1	0	0	1	0	1
	7:30 AM	0	0	0	4	4	0	0	0	4	4	0	0	0	0	0
	7:45 AM	0	0	0	7	7	0	0	0	7	7	0	0	0	0	0
	8:00 AM	0	0	0	5	5	0	0	0	5	5	0	0	0	0	0
	8:15 AM	0	0	0	3	3	0	0	0	3	3	0	0	0	0	0
	8:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	8:45 AM	0	0	1	2	3	0	0	0	2	2	0	0	1	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	2	26	28	0	0	0	26	26	0	0	2	0	2
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	9	9	0	0	0	8	8	0	0	0	1	1
	4:15 PM	0	0	1	6	7	0	0	0	5	5	0	0	1	1	2
	4:30 PM	0	0	0	7	7	0	0	0	6	6	0	0	0	1	1
	4:45 PM	0	0	1	10	11	0	0	0	9	9	0	0	1	1	2
	5:00 PM	0	1	0	3	4	0	1	0	3	4	0	0	0	0	0
	5:15 PM	0	0	0	5	5	0	0	0	4	4	0	0	0	1	1
	5:30 PM	0	0	1	3	4	0	0	1	2	3	0	0	0	1	1
	5:45 PM	0	0	2	3	5	0	0	0	3	3	0	0	2	0	2
	TOTAL	0	1	5	46	52	0	1	1	40	42	0	0	4	6	10

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	2
TUESDAY	EAST & WEST:	I-5 SB Ramps	CONTROL:	SIGNAL

	NOTES:									AM / PM / MD / OTHER / OTHER	▲ N / ◄ W / E ► / S ▼
PCE Adjusted	Class	1	2	3	4	5	6				
	Factor	1	1.5	2	3	2	2				

		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND I-5 SB Ramps			WESTBOUND I-5 SB Ramps				U-TURNS				
	LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL 0.5	ET 0.5	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	134	2	13	19	0	90	1	42	0	0	0	301					0
	7:15 AM	0	136	4	7	24	0	51	0	39	0	0	0	260					0
	7:30 AM	0	161	2	11	18	0	75	0	39	0	0	0	305					0
	7:45 AM	0	166	3	18	24	0	87	0	52	0	0	0	348					0
	8:00 AM	0	122	2	20	52	0	69	1	53	0	0	0	317					0
	8:15 AM	0	113	4	10	39	0	60	0	42	0	0	0	266					0
	8:30 AM	0	84	4	16	35	0	48	2	43	0	0	0	230					0
	8:45 AM	0	81	6	15	43	0	58	1	51	0	0	0	255					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	995	27	109	252	0	535	5	359	0	0	0	2,281	0	0	0	0	0
	APPROACH %	0%	97%	3%	30%	70%	0%	60%	1%	40%	0%	0%	0%						
	APP/DEPART	1,022	/	1,530	361	/	611	898	/	140	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	561	11	58	132	0	289	1	184	0	0	0	1,236					
	APPROACH %	0%	98%	2%	31%	69%	0%	61%	0%	39%	0%	0%	0%						
	PEAK HR FACTOR		0.846			0.664			0.859			0.000		0.888					
	APP/DEPART	572	/	850	190	/	316	474	/	70	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	127	9	53	53	0	139	0	108	0	0	0	488					0
	4:15 PM	0	116	13	37	54	0	150	0	106	0	0	0	475					0
	4:30 PM	0	108	10	54	87	0	150	1	106	0	0	0	515					0
	4:45 PM	0	126	7	39	72	0	135	0	105	0	0	0	483					0
	5:00 PM	0	128	15	50	62	0	138	0	126	0	0	0	519					0
	5:15 PM	0	120	11	46	63	0	137	0	130	0	0	0	506					0
	5:30 PM	0	128	12	36	67	0	143	2	102	0	0	0	489					0
	5:45 PM	0	135	10	44	59	0	152	1	105	0	0	0	505					0
	VOLUMES	0	987	87	358	516	0	1,143	4	886	0	0	0	3,980	0	0	0	0	0
	APPROACH %	0%	92%	8%	41%	59%	0%	56%	0%	44%	0%	0%	0%						
	APP/DEPART	1,074	/	2,130	874	/	1,402	2,033	/	449	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	482	43	189	284	0	559	1	466	0	0	0	2,023					
	APPROACH %	0%	92%	8%	40%	60%	0%	54%	0%	45%	0%	0%	0%						
	PEAK HR FACTOR		0.917			0.841			0.964			0.000		0.974					
	APP/DEPART	525	/	1,041	473	/	750	1,026	/	233	0	/	0	0					

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

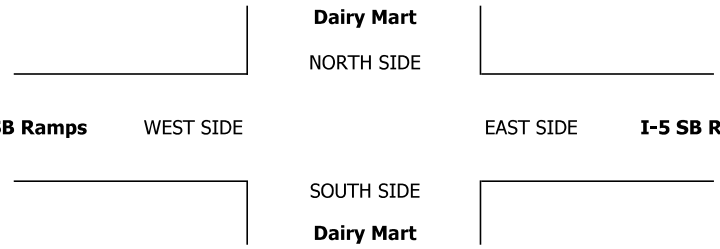
DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	2
TUESDAY	EAST & WEST:	I-5 SB Ramps	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Dairy Mart)			SOUTHBOUND (Dairy Mart)			EASTBOUND (I-5 SB Ramps)			WESTBOUND (I-5 SB Ramps)				U-TURNS				
	LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL 0.5	ET 0.5	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	119	2	11	17	0	78	1	39	0	0	0	267	0	0	0	0	0
	7:15 AM	0	123	4	7	20	0	46	0	37	0	0	0	237	0	0	0	0	0
	7:30 AM	0	154	2	11	16	0	67	0	33	0	0	0	283	0	0	0	0	0
	7:45 AM	0	159	3	16	20	0	77	0	48	0	0	0	323	0	0	0	0	0
	8:00 AM	0	112	2	18	52	0	65	1	49	0	0	0	299	0	0	0	0	0
	8:15 AM	0	104	2	10	35	0	55	0	34	0	0	0	240	0	0	0	0	0
	8:30 AM	0	76	4	13	33	0	37	0	32	0	0	0	195	0	0	0	0	0
	8:45 AM	0	75	6	15	38	0	48	1	40	0	0	0	223	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	922	25	101	231	0	473	3	312	0	0	0	2,067	0	0	0	0	0
	APPROACH %	0%	97%	3%	30%	70%	0%	60%	0%	40%	0%	0%	0%						
	APP/DEPART	947	/	1,395	332	/	543	788	/	129	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	529	9	55	123	0	264	1	164	0	0	0	1,145					
	APPROACH %	0%	98%	2%	31%	69%	0%	62%	0%	38%	0%	0%	0%						
	PEAK HR FACTOR		0.830			0.636			0.858			0.000		0.886					
	APP/DEPART	538	/	793	178	/	287	429	/	65	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	116	9	51	53	0	131	0	105	0	0	0	465	0	0	0	0	0
	4:15 PM	0	108	13	37	49	0	141	0	101	0	0	0	449	0	0	0	0	0
	4:30 PM	0	99	10	52	81	0	144	1	95	0	0	0	482	0	0	0	0	0
	4:45 PM	0	119	7	39	64	0	130	0	105	0	0	0	464	0	0	0	0	0
	5:00 PM	0	116	15	50	59	0	125	0	120	0	0	0	485	0	0	0	0	0
	5:15 PM	0	114	11	46	60	0	129	0	119	0	0	0	479	0	0	0	0	0
	5:30 PM	0	125	10	36	64	0	131	2	97	0	0	0	465	0	0	0	0	0
	5:45 PM	0	124	10	44	57	0	146	1	102	0	0	0	484	0	0	0	0	0
	VOLUMES	0	921	85	355	487	0	1,077	4	844	0	0	0	3,773	0	0	0	0	0
	APPROACH %	0%	92%	8%	42%	58%	0%	56%	0%	44%	0%	0%	0%						
	APP/DEPART	1,006	/	1,998	842	/	1,331	1,925	/	444	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	448	43	187	264	0	528	1	439	0	0	0	1,910					
	APPROACH %	0%	91%	9%	41%	59%	0%	55%	0%	45%	0%	0%	0%						
	PEAK HR FACTOR		0.937			0.848			0.976			0.000		0.985					
	APP/DEPART	491	/	976	451	/	703	968	/	231	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

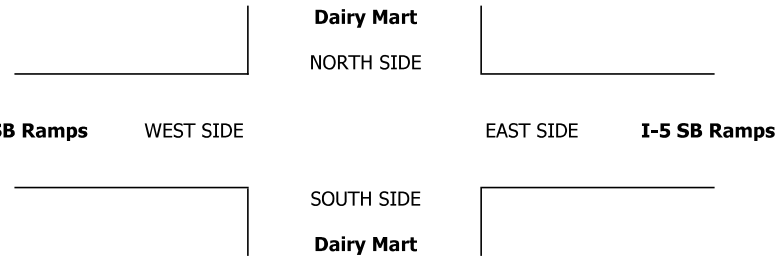
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	2
TUESDAY	EAST & WEST:	I-5 SB Ramps	CONTROL:	SIGNAL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N / ◄ W / E ► / S ▼

		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND I-5 SB Ramps			WESTBOUND I-5 SB Ramps				U-TURNS				
	LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL 0.5	ET 0.5	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	6	0	1	0	0	4	0	2	0	0	0	13	0	0	0	0	0
	7:15 AM	0	7	0	0	1	0	2	0	1	0	0	0	11	0	0	0	0	0
	7:30 AM	0	2	0	0	0	0	5	0	1	0	0	0	8	0	0	0	0	0
	7:45 AM	0	2	0	1	1	0	5	0	1	0	0	0	10	0	0	0	0	0
	8:00 AM	0	3	0	1	0	0	1	0	1	0	0	0	6	0	0	0	0	0
	8:15 AM	0	3	0	0	1	0	1	0	3	0	0	0	8	0	0	0	0	0
	8:30 AM	0	5	0	2	1	0	7	1	6	0	0	0	22	0	0	0	0	0
	8:45 AM	0	4	0	0	2	0	3	0	6	0	0	0	15	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	32	0	5	6	0	28	1	21	0	0	0	93	0	0	0	0	0
	APPROACH %	0%	100%	0%	45%	55%	0%	56%	2%	42%	0%	0%	0%						
	APP/DEPART	32	/	60	11	/	27	50	/	6	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	10	0	2	2	0	12	0	6	0	0	0	32					
	APPROACH %	0%	100%	0%	50%	50%	0%	67%	0%	33%	0%	0%	0%						
	PEAK HR FACTOR		0.833			0.500			0.750			0.000		0.800					
	APP/DEPART	10	/	22	4	/	8	18	/	2	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	1	0	0	5	0	2	0	0	0	8	0	0	0	0	0
	4:15 PM	0	4	0	0	3	0	6	0	3	0	0	0	16	0	0	0	0	0
	4:30 PM	0	6	0	1	4	0	4	0	7	0	0	0	22	0	0	0	0	0
	4:45 PM	0	3	0	0	4	0	3	0	0	0	0	0	10	0	0	0	0	0
	5:00 PM	0	8	0	0	2	0	6	0	2	0	0	0	18	0	0	0	0	0
	5:15 PM	0	4	0	0	2	0	5	0	7	0	0	0	18	0	0	0	0	0
	5:30 PM	0	2	1	0	2	0	6	0	3	0	0	0	14	0	0	0	0	0
	5:45 PM	0	7	0	0	1	0	2	0	2	0	0	0	12	0	0	0	0	0
	VOLUMES	0	34	1	2	18	0	37	0	26	0	0	0	118	0	0	0	0	0
	APPROACH %	0%	97%	3%	10%	90%	0%	59%	0%	41%	0%	0%	0%						
	APP/DEPART	35	/	71	20	/	44	63	/	3	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	21	0	1	12	0	18	0	16	0	0	0	68					
	APPROACH %	0%	100%	0%	8%	92%	0%	53%	0%	47%	0%	0%	0%						
	PEAK HR FACTOR		0.656			0.650			0.708			0.000		0.773					
	APP/DEPART	21	/	39	13	/	28	34	/	1	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

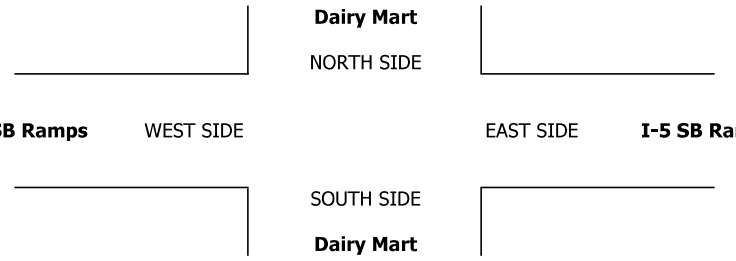
DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	2
TUESDAY	EAST & WEST:	I-5 SB Ramps	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND I-5 SB Ramps			WESTBOUND I-5 SB Ramps				U-TURNS				
	LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL 0.5	ET 0.5	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	4	0	0	0	0	2	0	1	0	0	0	7	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	67%	0%	33%	0%	0%	0%						
	APP/DEPART	4	/	6	0	/	1	3	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	2	0	0	0	0	1	0	0	0	0	0	3					
	APPROACH %	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.250			0.000		0.375					
	APP/DEPART	2	/	3	0	/	0	1	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	2	0	0	0	0	0	3	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	3	0	/	0	2	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	2	0	0	0	0	0	2					
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250					
	APP/DEPART	0	/	2	0	/	0	2	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

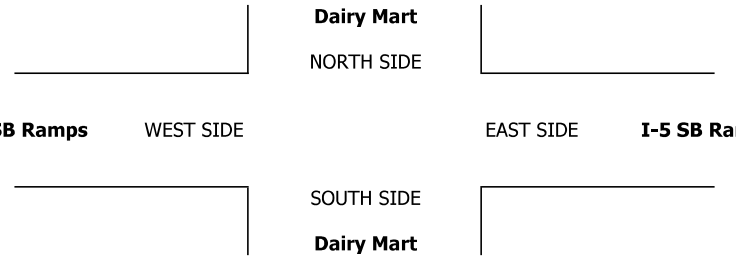
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	2
TUESDAY	EAST & WEST:	I-5 SB Ramps	CONTROL:	SIGNAL

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND I-5 SB Ramps			WESTBOUND I-5 SB Ramps				U-TURNS				
	LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL 0.5	ET 0.5	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	2	0	1	0	0	0	4	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	67%	0%	33%	0%	0%	0%						
	APP/DEPART	1	/	3	0	/	1	3	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	1	0	0	0	0	1	0	1	0	0	0	3					
	APPROACH %	0%	100%	0%	0%	0%	0%	50%	0%	50%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.250			0.000		0.375					
	APP/DEPART	1	/	2	0	/	1	2	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	3	0	0	0	0	2	0	1	0	0	0	6	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	67%	0%	33%	0%	0%	0%						
	APP/DEPART	3	/	5	0	/	1	3	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	1	0	0	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.000		0.250					
	APP/DEPART	0	/	0	0	/	1	1	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

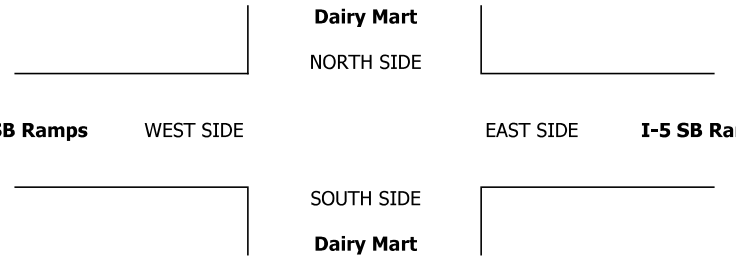
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	2
TUESDAY	EAST & WEST:	I-5 SB Ramps	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND I-5 SB Ramps			WESTBOUND I-5 SB Ramps				U-TURNS				
	LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL 0.5	ET 0.5	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



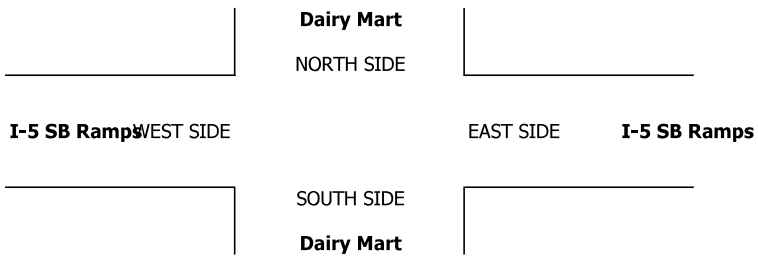
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
1/28/20	LOCATION:	San Diego	PROJECT #:	SC2496	
TUESDAY	NORTH & SOUTH:	Dairy Mart	LOCATION #:	2	
	EAST & WEST:	I-5 SB Ramps	CONTROL:	SIGNAL	

CLASS 6:	NOTES:	AM / PM / MD / OTHER / OTHER	▲ N ◄ W E ► S ▼
BUSES			

		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND I-5 SB Ramps			WESTBOUND I-5 SB Ramps				U-TURNS				
	LANES:	NL X	NT 1	NR 1	SL 1	ST 1	SR X	EL 0.5	ET 0.5	ER 1	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	2	0	0	1	0	3	0	0	0	0	0	6	0	0	0	0	0
	7:15 AM	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	2	0	0	1	0	0	0	2	0	0	0	5	0	0	0	0	0
	7:45 AM	0	2	0	0	1	0	0	0	1	0	0	0	4	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	1	0	1	0	0	0	3	0	0	0	0	0
	8:15 AM	0	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	7	1	0	6	0	5	0	5	0	0	0	24	0	0	0	0	0
	APPROACH %	0%	88%	13%	0%	100%	0%	50%	0%	50%	0%	0%	0%						
	APP/DEPART	8	/	12	6	/	11	10	/	1	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	5	1	0	3	0	1	0	4	0	0	0	14					
	APPROACH %	0%	83%	17%	0%	100%	0%	20%	0%	80%	0%	0%	0%						
	PEAK HR FACTOR		0.750			0.750			0.625			0.000		0.700					
	APP/DEPART	6	/	6	3	/	7	5	/	1	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	2	/	2	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.250					
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Jan 28, 20

LOCATION: San Diego
NORTH & SOUTH: I-5 NB Ramps
EAST & WEST: San Ysidro

PROJECT #: SC2496
LOCATION #: 3
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

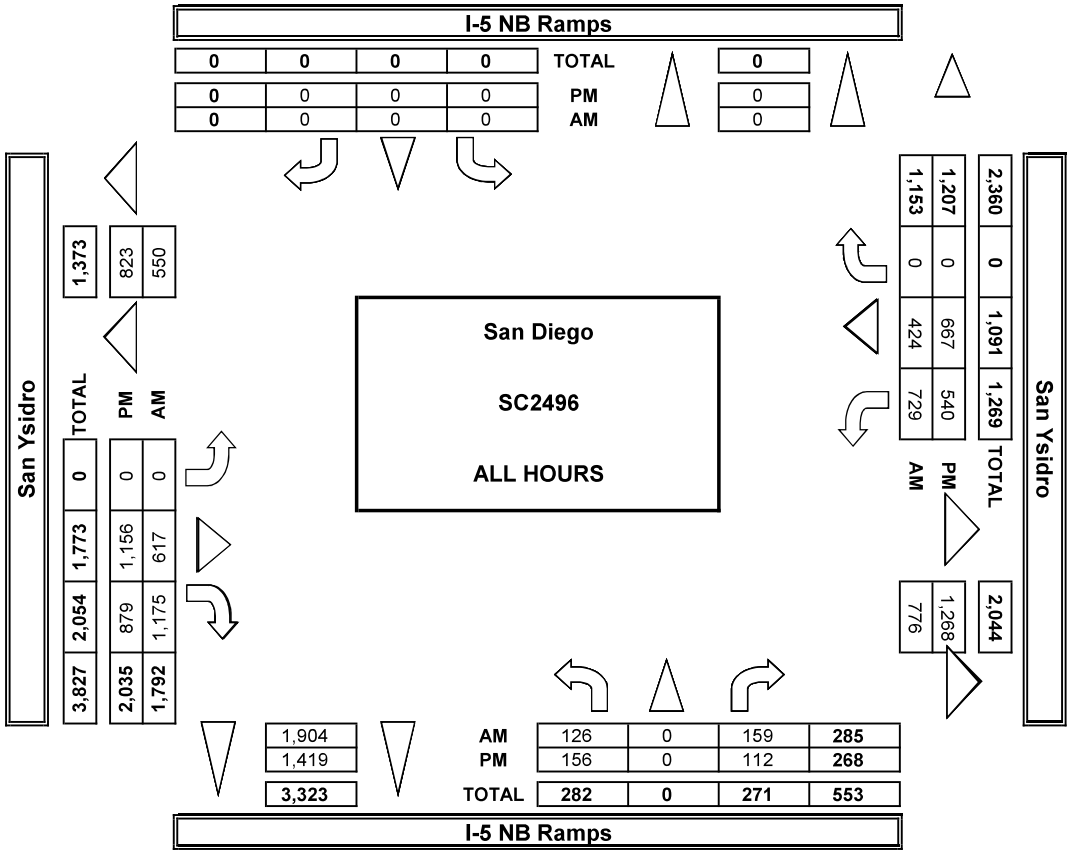
Add U-Turns to Left Turns

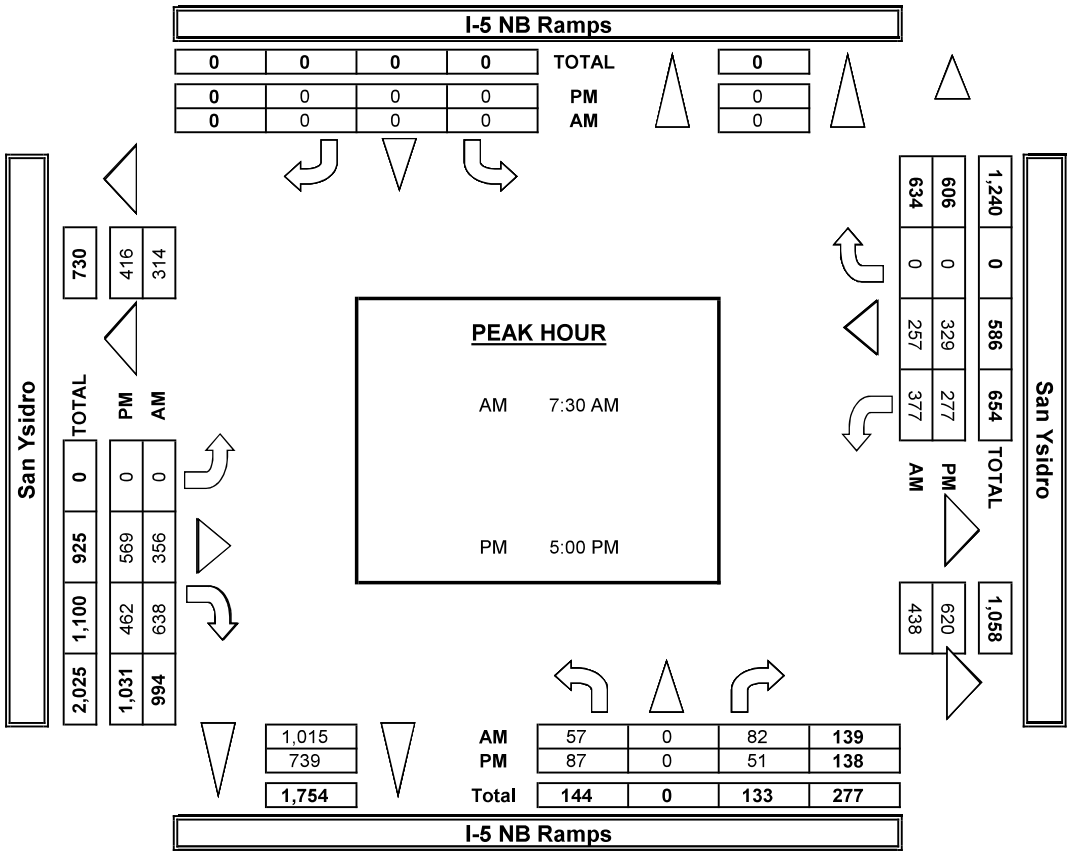
		NORTHBOUND I-5 NB Ramps			SOUTHBOUND I-5 NB Ramps			EASTBOUND San Ysidro			WESTBOUND San Ysidro				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL 1	WT 2	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	17	0	21	0	0	0	0	71	168	84	30	0	391	0	0	0	0	0
	7:15 AM	21	0	13	0	0	0	0	46	170	101	41	0	392	0	0	0	0	0
	7:30 AM	11	0	14	0	0	0	0	76	190	105	57	0	453	0	0	0	0	0
	7:45 AM	24	0	12	0	0	0	0	96	180	76	75	0	463	0	0	0	0	0
	8:00 AM	12	0	28	0	0	0	0	94	145	111	68	0	458	0	0	0	0	0
	8:15 AM	10	0	28	0	0	0	0	90	123	85	57	0	393	0	0	0	0	0
	8:30 AM	11	0	21	0	0	0	0	62	103	82	47	0	326	0	0	0	0	0
	8:45 AM	20	0	22	0	0	0	0	82	96	85	49	0	354	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	126	0	159	0	0	0	0	617	1,175	729	424	0	3,230	0	0	0	0	0
	APPROACH %	44%	0%	56%	0%	0%	0%	0%	34%	66%	63%	37%	0%						
	APP/DEPART	285	/	0	0	/	1,904	1,792	/	776	1,153	/	550	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	57	0	82	0	0	0	0	356	638	377	257	0	1,767					
	APPROACH %	41%	0%	59%	0%	0%	0%	0%	36%	64%	59%	41%	0%						
	PEAK HR FACTOR		0.869			0.000			0.900			0.885		0.954					
	APP/DEPART	139	/	0	0	/	1,015	994	/	438	634	/	314	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	22	0	14	0	0	0	0	148	110	74	86	0	454	0	0	0	0	0
	4:15 PM	20	0	17	0	0	0	0	138	88	62	79	0	404	0	0	0	0	0
	4:30 PM	13	0	14	0	0	0	0	147	117	62	98	0	451	0	0	0	0	0
	4:45 PM	14	0	16	0	0	0	0	154	102	65	75	0	426	0	0	0	0	0
	5:00 PM	19	0	9	0	0	0	0	136	105	72	92	0	433	0	0	0	0	0
	5:15 PM	24	0	17	0	0	0	0	149	124	72	72	0	458	0	0	0	0	0
	5:30 PM	19	0	13	0	0	0	0	140	109	74	68	0	423	0	0	0	0	0
	5:45 PM	25	0	12	0	0	0	0	144	124	59	97	0	461	0	0	0	0	0
	VOLUMES	156	0	112	0	0	0	0	1,156	879	540	667	0	3,510	0	0	0	0	0
	APPROACH %	58%	0%	42%	0%	0%	0%	0%	57%	43%	45%	55%	0%						
	APP/DEPART	268	/	0	0	/	1,419	2,035	/	1,268	1,207	/	823	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	87	0	51	0	0	0	0	569	462	277	329	0	1,775					
	APPROACH %	63%	0%	37%	0%	0%	0%	0%	55%	45%	46%	54%	0%						
	PEAK HR FACTOR		0.841			0.000			0.944			0.924		0.963					
	APP/DEPART	138	/	0	0	/	739	1,031	/	620	606	/	416	0					

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	8:45 AM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	2	1	0	0	3	0	0	0	0	0	2	1	0	0	3
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
	5:00 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	I-5 NB Ramps	LOCATION #:	3
TUESDAY	EAST & WEST:	San Ysidro	CONTROL:	SIGNAL

	NOTES:									
PCE Adjusted	Class	1	2	3	4	5	6			
	Factor	1	1.5	2	3	2	2			

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND I-5 NB Ramps			SOUTHBOUND I-5 NB Ramps			EASTBOUND San Ysidro			WESTBOUND San Ysidro				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	17	0	21	0	0	0	0	78	173	88	34	0	411					0
	7:15 AM	22	0	13	0	0	0	0	51	173	105	43	0	406					0
	7:30 AM	11	0	14	0	0	0	0	81	191	106	59	0	462					0
	7:45 AM	25	0	12	0	0	0	0	102	181	79	77	0	475					0
	8:00 AM	12	0	29	0	0	0	0	100	150	112	70	0	471					0
	8:15 AM	10	0	29	0	0	0	0	96	126	87	61	0	407					0
	8:30 AM	12	0	21	0	0	0	0	65	105	87	49	0	337					0
	8:45 AM	21	0	23	0	0	0	0	91	98	88	50	0	370					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	128	0	161	0	0	0	0	662	1,196	751	441	0	3,338	0	0	0	0	0
	APPROACH %	44%	0%	56%	0%	0%	0%	0%	36%	64%	63%	37%	0%						
	APP/DEPART	289	/	0	0	/	1,947	1,858	/	823	1,191	/	569	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	58	0	83	0	0	0	0	378	648	383	266	0	1,815					
	APPROACH %	41%	0%	59%	0%	0%	0%	0%	37%	63%	59%	41%	0%						
	PEAK HR FACTOR		0.867			0.000			0.905			0.896		0.955					
	APP/DEPART	141	/	0	0	/	1,031	1,025	/	461	649	/	324	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	23	0	14	0	0	0	0	159	113	77	91	0	475					0
	4:15 PM	21	0	17	0	0	0	0	141	89	62	84	0	413					0
	4:30 PM	13	0	14	0	0	0	0	153	120	63	99	0	461					0
	4:45 PM	14	0	16	0	0	0	0	157	104	66	76	0	432					0
	5:00 PM	19	0	9	0	0	0	0	144	106	72	96	0	445					0
	5:15 PM	24	0	17	0	0	0	0	151	127	73	74	0	465					0
	5:30 PM	20	0	13	0	0	0	0	146	110	77	72	0	436					0
	5:45 PM	26	0	12	0	0	0	0	150	125	60	98	0	470					0
	VOLUMES	158	0	112	0	0	0	0	1,199	892	548	687	0	3,595	0	0	0	0	0
	APPROACH %	59%	0%	41%	0%	0%	0%	0%	57%	43%	44%	56%	0%						
	APP/DEPART	270	/	0	0	/	1,440	2,090	/	1,311	1,235	/	845	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	88	0	51	0	0	0	0	590	467	281	339	0	1,816					
	APPROACH %	63%	0%	37%	0%	0%	0%	0%	56%	44%	45%	55%	0%						
	PEAK HR FACTOR		0.848			0.000			0.952			0.925		0.967					
	APP/DEPART	139	/	0	0	/	748	1,057	/	641	620	/	427	0					

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

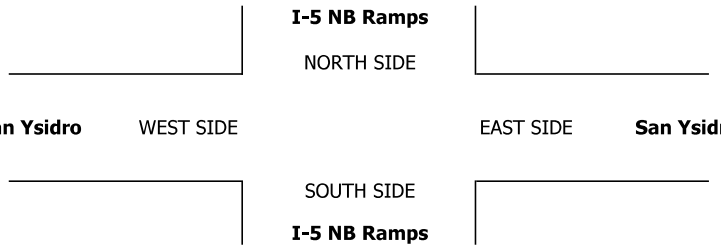
DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	I-5 NB Ramps	LOCATION #:	3
TUESDAY	EAST & WEST:	San Ysidro	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-5 NB Ramps			SOUTHBOUND I-5 NB Ramps			EASTBOUND San Ysidro			WESTBOUND San Ysidro				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	17	0	21	0	0	0	0	61	160	79	30	0	368	0	0	0	0	0
	7:15 AM	20	0	13	0	0	0	0	39	165	96	37	0	370	0	0	0	0	0
	7:30 AM	11	0	14	0	0	0	0	69	188	104	57	0	443	0	0	0	0	0
	7:45 AM	23	0	12	0	0	0	0	87	178	73	73	0	446	0	0	0	0	0
	8:00 AM	12	0	27	0	0	0	0	86	140	110	63	0	438	0	0	0	0	0
	8:15 AM	10	0	27	0	0	0	0	83	120	82	56	0	378	0	0	0	0	0
	8:30 AM	10	0	21	0	0	0	0	57	101	78	43	0	310	0	0	0	0	0
	8:45 AM	19	0	21	0	0	0	0	72	92	82	43	0	329	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	122	0	156	0	0	0	0	554	1,144	704	402	0	3,082	0	0	0	0	0
	APPROACH %	44%	0%	56%	0%	0%	0%	0%	33%	67%	64%	36%	0%						
	APP/DEPART	278	/	0	0	/	1,848	1,698	/	710	1,106	/	524	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	56	0	80	0	0	0	0	325	626	369	249	0	1,705					
	APPROACH %	41%	0%	59%	0%	0%	0%	0%	34%	66%	60%	40%	0%						
	PEAK HR FACTOR		0.872			0.000			0.897			0.893		0.956					
	APP/DEPART	136	/	0	0	/	995	951	/	405	618	/	305	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	21	0	14	0	0	0	0	139	108	71	85	0	438	0	0	0	0	0
	4:15 PM	19	0	17	0	0	0	0	130	87	62	71	0	386	0	0	0	0	0
	4:30 PM	13	0	14	0	0	0	0	140	112	61	92	0	432	0	0	0	0	0
	4:45 PM	14	0	16	0	0	0	0	149	100	64	72	0	415	0	0	0	0	0
	5:00 PM	19	0	9	0	0	0	0	124	104	72	90	0	418	0	0	0	0	0
	5:15 PM	24	0	17	0	0	0	0	143	120	70	70	0	444	0	0	0	0	0
	5:30 PM	18	0	13	0	0	0	0	133	108	70	64	0	406	0	0	0	0	0
	5:45 PM	24	0	12	0	0	0	0	137	122	58	96	0	449	0	0	0	0	0
	VOLUMES	152	0	112	0	0	0	0	1,095	861	528	640	0	3,388	0	0	0	0	0
	APPROACH %	58%	0%	42%	0%	0%	0%	0%	56%	44%	45%	55%	0%						
	APP/DEPART	264	/	0	0	/	1,389	1,956	/	1,207	1,168	/	792	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	85	0	51	0	0	0	0	537	454	270	320	0	1,717					
	APPROACH %	63%	0%	38%	0%	0%	0%	0%	54%	46%	46%	54%	0%						
	PEAK HR FACTOR		0.829			0.000			0.942			0.910		0.956					
	APP/DEPART	136	/	0	0	/	724	991	/	588	590	/	405	0					



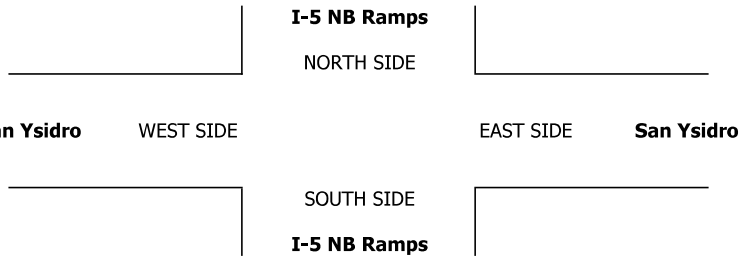
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	I-5 NB Ramps	LOCATION #:	3
TUESDAY	EAST & WEST:	San Ysidro	CONTROL:	SIGNAL

CLASS 2:	NOTES:	AM / PM / MD / OTHER / OTHER
2-AXLE WORK VEHICLES/ TRUCKS		▲ N ◄ W E ► S ▼

		NORTHBOUND I-5 NB Ramps			SOUTHBOUND I-5 NB Ramps			EASTBOUND San Ysidro			WESTBOUND San Ysidro				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	6	6	2	0	0	14	0	0	0	0	0
	7:15 AM	1	0	0	0	0	0	0	5	4	4	1	0	15	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	5	2	0	0	0	7	0	0	0	0	0
	7:45 AM	1	0	0	0	0	0	0	6	2	2	1	0	12	0	0	0	0	0
	8:00 AM	0	0	1	0	0	0	0	5	2	1	3	0	12	0	0	0	0	0
	8:15 AM	0	0	1	0	0	0	0	5	1	3	0	0	10	0	0	0	0	0
	8:30 AM	1	0	0	0	0	0	0	4	1	1	1	0	8	0	0	0	0	0
	8:45 AM	1	0	1	0	0	0	0	6	4	2	3	0	17	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	4	0	3	0	0	0	0	42	22	15	9	0	95	0	0	0	0	0
	APPROACH %	57%	0%	43%	0%	0%	0%	0%	66%	34%	63%	38%	0%						
	APP/DEPART	7	/	0	0	/	37	64	/	45	24	/	13	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	1	0	2	0	0	0	0	21	7	6	4	0	41					
	APPROACH %	33%	0%	67%	0%	0%	0%	0%	75%	25%	60%	40%	0%						
	PEAK HR FACTOR		0.750			0.000			0.875			0.625		0.854					
	APP/DEPART	3	/	0	0	/	13	28	/	23	10	/	5	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	0	0	0	0	0	5	0	1	1	0	8	0	0	0	0	0
	4:15 PM	1	0	0	0	0	0	0	6	1	0	3	0	11	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	7	5	0	3	0	15	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	4	1	1	1	0	7	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	9	0	0	1	0	10	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	4	3	2	1	0	10	0	0	0	0	0
	5:30 PM	1	0	0	0	0	0	0	5	1	3	4	0	14	0	0	0	0	0
	5:45 PM	1	0	0	0	0	0	0	5	2	1	0	0	9	0	0	0	0	0
	VOLUMES	4	0	0	0	0	0	0	45	13	8	14	0	84	0	0	0	0	0
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	78%	22%	36%	64%	0%						
	APP/DEPART	4	/	0	0	/	21	58	/	45	22	/	18	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	2	0	0	0	0	0	0	23	6	6	6	0	43					
	APPROACH %	100%	0%	0%	0%	0%	0%	0%	79%	21%	50%	50%	0%						
	PEAK HR FACTOR		0.500			0.000			0.806			0.429		0.768					
	APP/DEPART	2	/	0	0	/	12	29	/	23	12	/	8	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	I-5 NB Ramps	LOCATION #:	3
TUESDAY	EAST & WEST:	San Ysidro	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND I-5 NB Ramps			SOUTHBOUND I-5 NB Ramps			EASTBOUND San Ysidro			WESTBOUND San Ysidro				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	1	3	1	0	5	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	1	5	5	1	0	12	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	17%	83%	83%	17%	0%						
	APP/DEPART	0	/	0	0	/	10	6	/	1	6	/	1	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	3	1	0	0	4					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	100%	100%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.375			0.250		0.500					
	APP/DEPART	0	/	0	0	/	4	3	/	0	1	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	2	0	1	0	0	3	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	4	1	3	2	0	10	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	80%	20%	60%	40%	0%						
	APP/DEPART	0	/	0	0	/	4	5	/	4	5	/	2	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	0	0	0	0	2	1	1	0	0	4					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	67%	33%	100%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.375			0.250		0.500					
	APP/DEPART	0	/	0	0	/	2	3	/	2	1	/	0	0					

I-5 NB Ramps

NORTH SIDE

San Ysidro WEST SIDE EAST SIDE **San Ysidro**

SOUTH SIDE

I-5 NB Ramps

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	I-5 NB Ramps	LOCATION #:	3
TUESDAY	EAST & WEST:	San Ysidro	CONTROL:	SIGNAL

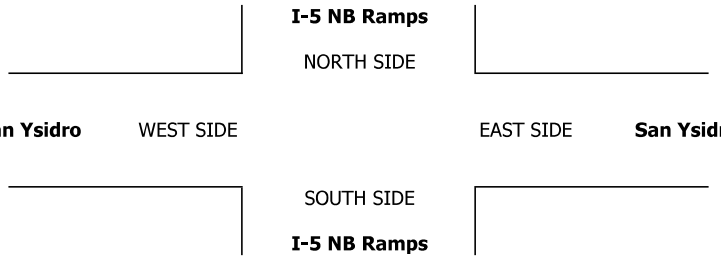
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND I-5 NB Ramps			SOUTHBOUND I-5 NB Ramps			EASTBOUND San Ysidro			WESTBOUND San Ysidro				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	2	0	1	0	0	3	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	3	1	4	1	0	9	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	75%	25%	80%	20%	0%						
	APP/DEPART	0	/	0	0	/	5	4	/	3	5	/	1	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	1	1	1	1	0	4					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	50%	50%	50%	50%	0%						
	PEAK HR FACTOR		0.000			0.000			0.500			0.500		0.500					
	APP/DEPART	0	/	0	0	/	2	2	/	1	2	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	2	1	0	0	0	3	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	4	1	0	0	0	5	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	80%	20%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	1	5	/	4	0	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	0	0	0	0	2	0	0	0	0	2					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.500			0.000		0.500					
	APP/DEPART	0	/	0	0	/	0	2	/	2	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

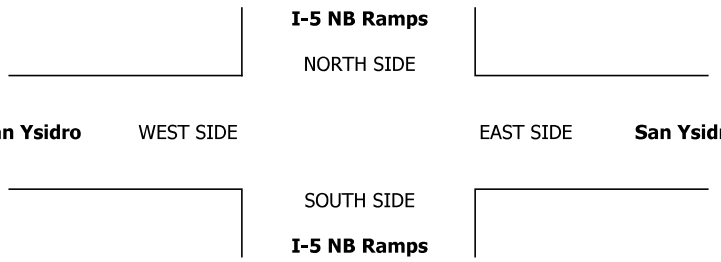
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	I-5 NB Ramps	LOCATION #:	3
TUESDAY	EAST & WEST:	San Ysidro	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND I-5 NB Ramps			SOUTHBOUND I-5 NB Ramps			EASTBOUND San Ysidro			WESTBOUND San Ysidro				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

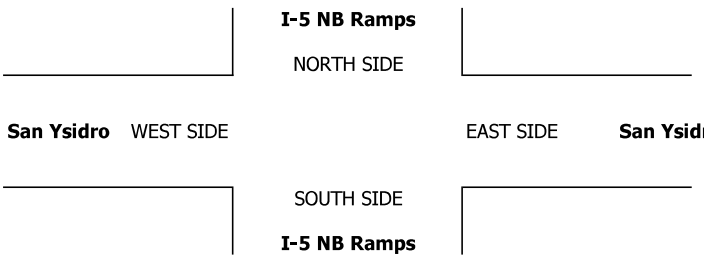
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	I-5 NB Ramps	LOCATION #:	3
TUESDAY	EAST & WEST:	San Ysidro	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND I-5 NB Ramps			SOUTHBOUND I-5 NB Ramps			EASTBOUND San Ysidro			WESTBOUND San Ysidro				U-TURNS				
	LANES:	NL 1	NT X	NR 1	SL X	ST X	SR X	EL X	ET 2	ER 1	WL 1	WT 2	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	4	1	0	1	0	6	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	4	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	3	1	0	1	0	5	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	1	1	1	2	0	5	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	17	3	1	10	0	31	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	85%	15%	9%	91%	0%						
	APP/DEPART	0	/	0	0	/	4	20	/	17	11	/	10	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	0	9	1	0	4	0	14					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	90%	10%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.625			1.000		0.700					
	APP/DEPART	0	/	0	0	/	1	10	/	9	4	/	4	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	1	1	1	2	0	5	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	1	1	0	1	0	3	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	1	0	2	0	4	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	8	3	1	11	0	23	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	73%	27%	8%	92%	0%						
	APP/DEPART	0	/	0	0	/	4	11	/	8	12	/	11	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	0	0	0	0	4	1	0	5	0	10					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	80%	20%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.625			0.625		0.625					
	APP/DEPART	0	/	0	0	/	1	5	/	4	5	/	5	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Jan 28, 20

LOCATION: San Diego
NORTH & SOUTH: Dairy Mart
EAST & WEST: Servando

PROJECT #: SC2496
LOCATION #: 4
CONTROL: STOP ALL

NOTES:
Queue NB PM

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

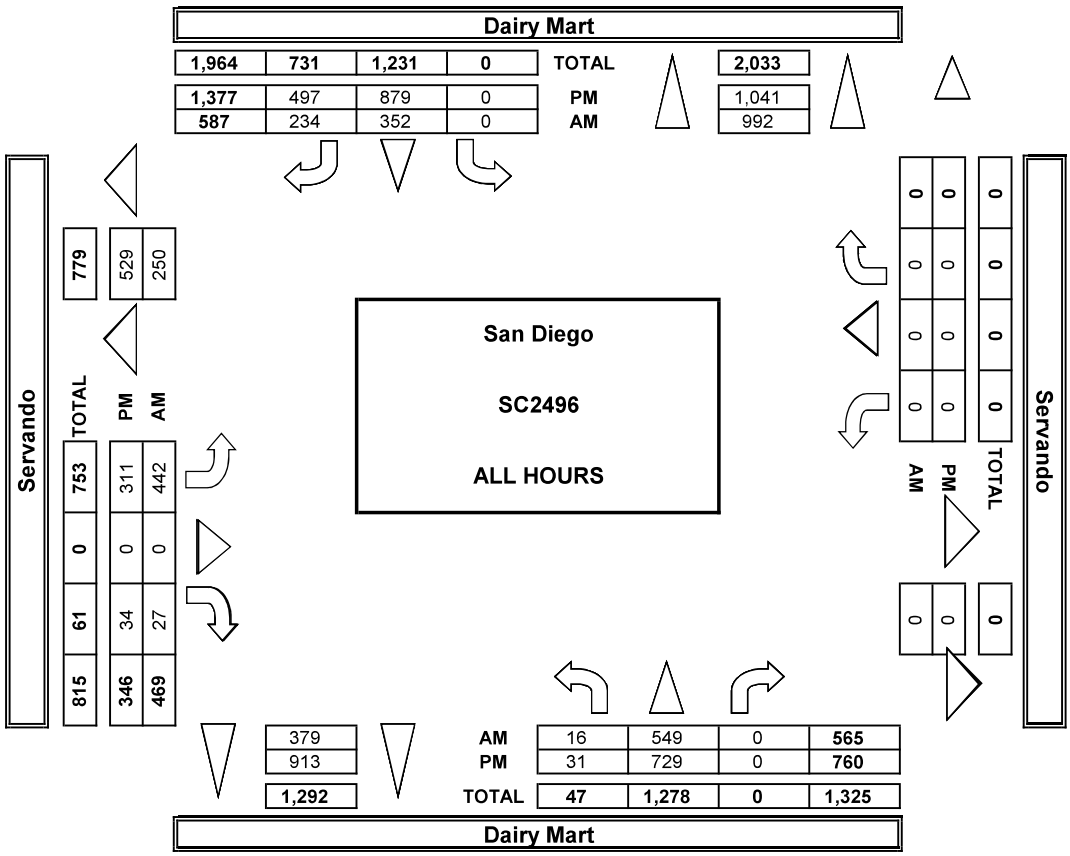
☐ Add U-Turns to Left Turns

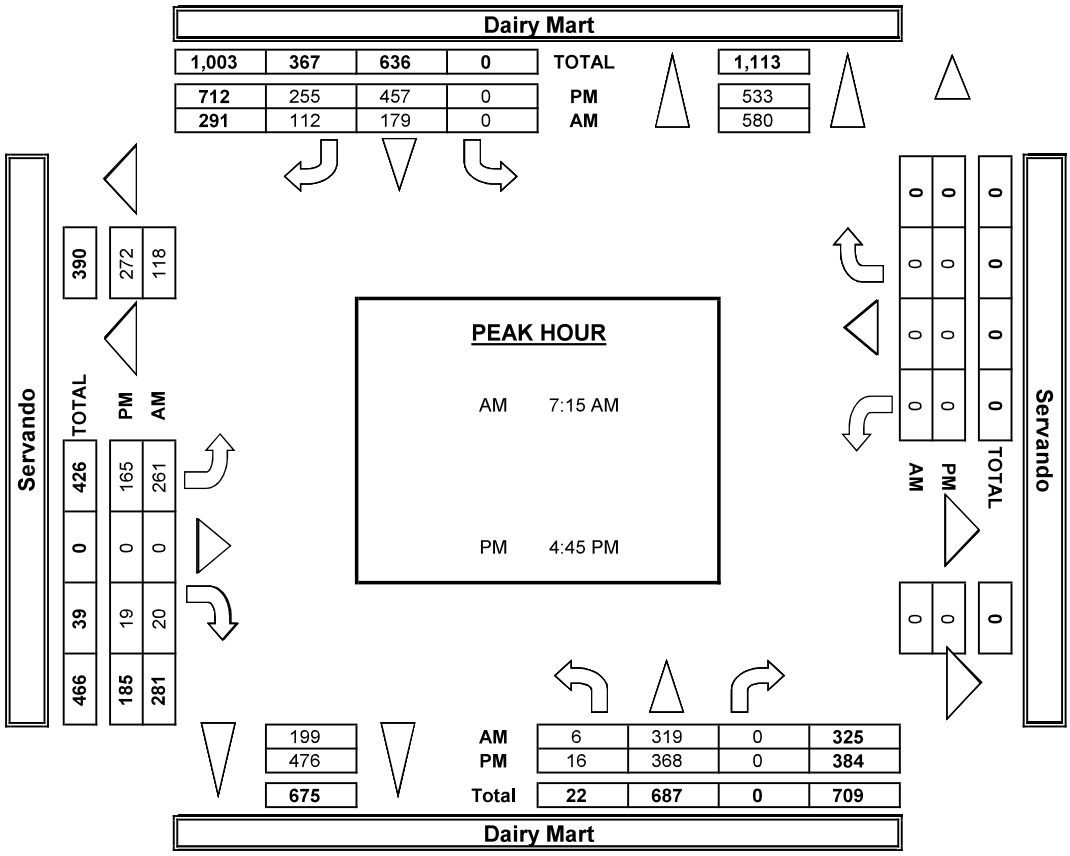
		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND Servando			WESTBOUND Servando				U-TURNS				
	LANES:	NL 0	NT 1	NR X	SL X	ST 2	SR 1	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	4	70	0	0	31	28	60	0	4	0	0	0	197	0	0	0	0	0
	7:15 AM	2	86	0	0	39	22	49	0	2	0	0	0	200	0	0	0	0	0
	7:30 AM	1	74	0	0	33	20	86	0	3	0	0	0	217	0	0	0	0	0
	7:45 AM	3	83	0	0	51	22	83	0	14	0	0	0	256	0	0	0	0	0
	8:00 AM	0	76	0	0	56	48	43	0	1	0	0	0	224	0	0	0	0	0
	8:15 AM	4	65	0	0	41	34	47	0	1	0	0	0	192	0	0	0	0	0
	8:30 AM	1	48	0	0	36	37	37	0	0	0	0	0	159	0	0	0	0	0
	8:45 AM	1	47	0	0	65	23	37	0	2	0	0	0	175	0	1	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	16	549	0	0	352	234	442	0	27	0	0	0	1,621	0	1	0	0	1
	APPROACH %	3%	97%	0%	0%	60%	40%	94%	0%	6%	0%	0%	0%						
	APP/DEPART	565	/	992	587	/	379	469	/	0	0	/	250	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	6	319	0	0	179	112	261	0	20	0	0	0	897					
	APPROACH %	2%	98%	0%	0%	62%	38%	93%	0%	7%	0%	0%	0%						
	PEAK HR FACTOR		0.923			0.700			0.724			0.000		0.876					
	APP/DEPART	325	/	580	291	/	199	281	/	0	0	/	118	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	6	99	0	0	102	58	30	0	3	0	0	0	298	0	0	0	0	0
	4:15 PM	3	83	0	0	99	56	40	0	6	0	0	0	287	0	1	0	0	1
	4:30 PM	3	75	0	0	129	58	39	0	5	0	0	0	309	0	0	0	0	0
	4:45 PM	4	86	0	0	107	67	43	0	7	0	0	0	314	0	0	1	0	1
	5:00 PM	6	81	0	0	121	63	57	0	8	0	0	0	336	0	0	0	0	0
	5:15 PM	1	102	0	0	114	74	26	0	1	0	0	0	318	0	0	0	0	0
	5:30 PM	5	99	0	0	115	51	39	0	3	0	0	0	312	0	0	0	0	0
	5:45 PM	3	104	0	0	92	70	37	0	1	0	0	0	307	0	0	0	0	0
	VOLUMES	31	729	0	0	879	497	311	0	34	0	0	0	2,483	0	1	1	0	2
	APPROACH %	4%	96%	0%	0%	64%	36%	90%	0%	10%	0%	0%	0%						
	APP/DEPART	760	/	1,041	1,377	/	913	346	/	0	0	/	529	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	16	368	0	0	457	255	165	0	19	0	0	0	1,281					
	APPROACH %	4%	96%	0%	0%	64%	36%	89%	0%	10%	0%	0%	0%						
	PEAK HR FACTOR		0.923			0.947			0.712			0.000		0.953					
	APP/DEPART	384	/	533	712	/	476	185	/	0	0	/	272	0					

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	21	0	21	1	43	0	0	0	1	1	21	0	21	0	42
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	1	1	0	0	2	1	1	0	0	2	0	0	0	0	0
	8:30 AM	0	3	0	5	8	0	3	0	5	8	0	0	0	0	0
	8:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	22	4	22	6	54	1	4	0	6	11	21	0	22	0	43
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	1
	4:15 PM	0	0	1	1	2	0	0	0	1	1	0	0	1	0	1
	4:30 PM	3	0	1	0	4	2	0	0	0	2	1	0	1	0	2
	4:45 PM	0	1	2	3	6	0	0	0	3	3	0	1	2	0	3
	5:00 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	5:15 PM	0	0	0	2	2	0	0	0	1	1	0	0	0	1	1
	5:30 PM	1	0	1	0	2	0	0	0	0	0	1	0	1	0	2
	5:45 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	TOTAL	4	1	5	9	19	2	0	0	7	9	2	1	5	2	10

AimTD LLC

TURNING MOVEMENT COUNTS





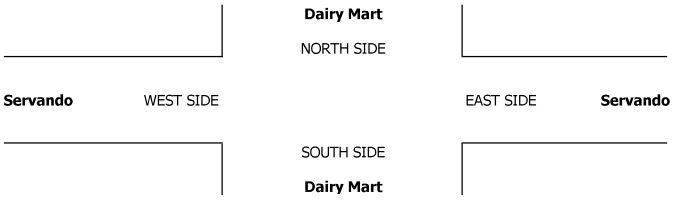
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	4
TUESDAY	EAST & WEST:	Servando	CONTROL:	STOP ALL

	NOTES:											
PCE Adjusted	Class	1	2	3	4	5	6			AM PM MD OTHER OTHER	▲ N ◄ W E ► S ▼	
	Factor	1	1.5	2	3	2	2					

		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND Servando			WESTBOUND Servando				U-TURNS				
	LANES:	NL 0	NT 1	NR X	SL X	ST 2	SR 1	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	5	75	0	0	34	29	61	0	5	0	0	0	208					0
	7:15 AM	2	91	0	0	40	23	49	0	2	0	0	0	207					0
	7:30 AM	1	76	0	0	37	21	87	0	3	0	0	0	225					0
	7:45 AM	5	85	0	0	51	24	84	0	14	0	0	0	263					0
	8:00 AM	0	80	0	0	56	49	44	0	1	0	0	0	229					0
	8:15 AM	4	69	0	0	45	36	48	0	1	0	0	0	202					0
	8:30 AM	1	50	0	0	41	37	38	0	0	0	0	0	166					0
	8:45 AM	1	49	0	0	69	25	37	0	2	0	0	0	182					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	19	574	0	0	370	243	448	0	28	0	0	0	1,681	0	0	0	0	0
	APPROACH %	3%	97%	0%	0%	60%	40%	94%	0%	6%	0%	0%	0%						
	APP/DEPART	593	/	1,021	613	/	398	476	/	0	0	/	262	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	8	331	0	0	183	117	264	0	20	0	0	0	923					
	APPROACH %	2%	98%	0%	0%	61%	39%	93%	0%	7%	0%	0%	0%						
	PEAK HR FACTOR		0.916			0.718			0.724			0.000		0.877					
	APP/DEPART	339	/	595	300	/	203	284	/	0	0	/	125	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	7	107	0	0	103	59	31	0	3	0	0	0	309					0
	4:15 PM	3	85	0	0	102	56	41	0	6	0	0	0	293					0
	4:30 PM	3	79	0	0	134	59	40	0	5	0	0	0	319					0
	4:45 PM	4	88	0	0	110	67	44	0	7	0	0	0	320					0
	5:00 PM	6	85	0	0	125	63	59	0	8	0	0	0	345					0
	5:15 PM	1	104	0	0	118	75	27	0	1	0	0	0	326					0
	5:30 PM	5	99	0	0	117	52	40	0	3	0	0	0	315					0
	5:45 PM	3	106	0	0	93	71	38	0	1	0	0	0	311					0
	VOLUMES	32	752	0	0	900	501	317	0	34	0	0	0	2,536	0	0	0	0	0
	APPROACH %	4%	96%	0%	0%	64%	36%	90%	0%	10%	0%	0%	0%						
	APP/DEPART	784	/	1,069	1,401	/	934	351	/	0	0	/	533	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	16	375	0	0	469	257	169	0	19	0	0	0	1,305					
	APPROACH %	4%	96%	0%	0%	65%	35%	90%	0%	10%	0%	0%	0%						
	PEAK HR FACTOR		0.931			0.943			0.707			0.000		0.946					
	APP/DEPART	391	/	544	726	/	488	188	/	0	0	/	273	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
1/28/20	LOCATION:	San Diego	PROJECT #:	SC2496	
TUESDAY	NORTH & SOUTH:	Dairy Mart	LOCATION #:	4	
	EAST & WEST:	Servando	CONTROL:	STOP ALL	

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND Servando			WESTBOUND Servando				U-TURNS				
	LANES:	NL 0	NT 1	NR X	SL X	ST 2	SR 1	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	3	62	0	0	30	27	59	0	3	0	0	0	184	0	0	0	0	0
	7:15 AM	2	78	0	0	37	21	49	0	2	0	0	0	189	0	0	0	0	0
	7:30 AM	1	71	0	0	31	19	85	0	3	0	0	0	210	0	0	0	0	0
	7:45 AM	1	80	0	0	48	20	82	0	14	0	0	0	245	0	0	0	0	0
	8:00 AM	0	72	0	0	54	47	42	0	1	0	0	0	216	0	0	0	0	0
	8:15 AM	4	60	0	0	37	32	46	0	1	0	0	0	180	0	0	0	0	0
	8:30 AM	1	44	0	0	28	37	36	0	0	0	0	0	146	0	0	0	0	0
	8:45 AM	1	43	0	0	56	21	37	0	2	0	0	0	160	0	1	0	0	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	13	510	0	0	321	224	436	0	26	0	0	0	1,531	0	1	0	0	1
	APPROACH %	2%	98%	0%	0%	59%	41%	94%	0%	6%	0%	0%	0%						
	APP/DEPART	523	/	947	546	/	347	462	/	0	0	/	237	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	4	301	0	0	170	107	258	0	20	0	0	0	860					
	APPROACH %	1%	99%	0%	0%	61%	39%	93%	0%	7%	0%	0%	0%						
	PEAK HR FACTOR		0.941			0.686			0.724			0.000		0.878					
	APP/DEPART	305	/	559	277	/	190	278	/	0	0	/	111	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	5	96	0	0	101	57	29	0	3	0	0	0	291	0	0	0	0	0
	4:15 PM	3	80	0	0	93	56	39	0	6	0	0	0	277	0	1	0	0	1
	4:30 PM	3	71	0	0	120	56	38	0	5	0	0	0	293	0	0	0	0	0
	4:45 PM	4	84	0	0	102	67	41	0	7	0	0	0	305	0	0	1	0	1
	5:00 PM	6	77	0	0	116	63	54	0	8	0	0	0	324	0	0	0	0	0
	5:15 PM	1	101	0	0	107	72	24	0	1	0	0	0	306	0	0	0	0	0
	5:30 PM	5	96	0	0	112	49	38	0	3	0	0	0	303	0	0	0	0	0
	5:45 PM	3	97	0	0	90	69	36	0	1	0	0	0	296	0	0	0	0	0
	VOLUMES	30	702	0	0	841	489	299	0	34	0	0	0	2,397	0	1	1	0	2
	APPROACH %	4%	96%	0%	0%	63%	37%	90%	0%	10%	0%	0%	0%						
	APP/DEPART	732	/	1,002	1,331	/	875	334	/	0	0	/	520	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	16	358	0	0	437	251	157	0	19	0	0	0	1,239					
	APPROACH %	4%	96%	0%	0%	64%	36%	89%	0%	11%	0%	0%	0%						
	PEAK HR FACTOR		0.917			0.961			0.714			0.000		0.956					
	APP/DEPART	374	/	515	688	/	456	177	/	0	0	/	268	0					

Dairy Mart

NORTH SIDE

Servando WEST SIDE EAST SIDE **Servando**

SOUTH SIDE

Dairy Mart

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

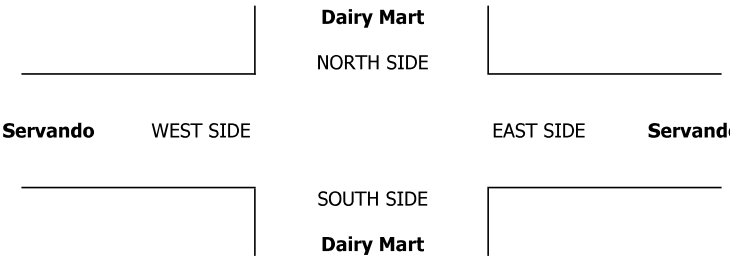
DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	4
TUESDAY	EAST & WEST:	Servando	CONTROL:	STOP ALL

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND Servando			WESTBOUND Servando				U-TURNS				
	LANES:	NL 0	NT 1	NR X	SL X	ST 2	SR 1	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	6	0	0	1	1	0	0	0	0	0	0	8	0	0	0	0	0
	7:15 AM	0	7	0	0	2	0	0	0	0	0	0	0	9	0	0	0	0	0
	7:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
	7:45 AM	0	2	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	8:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	8:15 AM	0	3	0	0	3	1	0	0	0	0	0	0	7	0	0	0	0	0
	8:30 AM	0	4	0	0	7	0	1	0	0	0	0	0	12	0	0	0	0	0
	8:45 AM	0	4	0	0	7	1	0	0	0	0	0	0	12	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	31	0	0	24	3	1	0	0	0	0	0	59	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	89%	11%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	31	/	32	27	/	24	1	/	0	0	/	3	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	14	0	0	6	0	0	0	0	0	0	0	20					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.750			0.000			0.000		0.556					
	APP/DEPART	14	/	14	6	/	6	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	1	1	1	0	0	0	0	0	3	0	0	0	0	0
	4:15 PM	0	2	0	0	6	0	1	0	0	0	0	0	9	0	0	0	0	0
	4:30 PM	0	5	0	0	9	2	1	0	0	0	0	0	17	0	0	0	0	0
	4:45 PM	0	1	0	0	4	0	2	0	0	0	0	0	7	0	0	0	0	0
	5:00 PM	0	5	0	0	4	0	3	0	0	0	0	0	12	0	0	0	0	0
	5:15 PM	0	2	0	0	7	2	2	0	0	0	0	0	13	0	0	0	0	0
	5:30 PM	0	2	0	0	3	2	1	0	0	0	0	0	8	0	0	0	0	0
	5:45 PM	0	6	0	0	2	1	1	0	0	0	0	0	10	0	0	0	0	0
	VOLUMES	0	23	0	0	36	8	12	0	0	0	0	0	79	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	82%	18%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	23	/	35	44	/	36	12	/	0	0	/	8	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	10	0	0	18	4	8	0	0	0	0	0	40					
	APPROACH %	0%	100%	0%	0%	82%	18%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.611			0.667			0.000		0.769					
	APP/DEPART	10	/	18	22	/	18	8	/	0	0	/	4	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	4
TUESDAY	EAST & WEST:	Servando	CONTROL:	STOP ALL

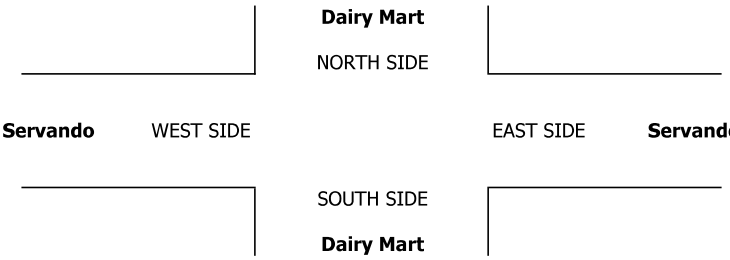
CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND Servando			WESTBOUND Servando				U-TURNS				
LANES:	NL 0	NT 1	NR X	SL X	ST 2	SR 1	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	4	0	0	1	0	0	0	0	0	0	0	5	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	4	/	4	1	/	1	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:15 AM																
VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1					
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	4
TUESDAY	EAST & WEST:	Servando	CONTROL:	STOP ALL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND Servando			WESTBOUND Servando				U-TURNS				
	LANES:	NL 0	NT 1	NR X	SL X	ST 2	SR 1	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
	APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	3	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	3	/	3	1	/	1	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
	APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					

Dairy Mart

NORTH SIDE

Servando WEST SIDE EAST SIDE **Servando**

SOUTH SIDE

Dairy Mart

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	4
TUESDAY	EAST & WEST:	Servando	CONTROL:	STOP ALL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND Servando			WESTBOUND Servando				U-TURNS				
	LANES:	NL 0	NT 1	NR X	SL X	ST 2	SR 1	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Dairy Mart

NORTH SIDE

Servando WEST SIDE EAST SIDE **Servando**

SOUTH SIDE

Dairy Mart

INTERSECTION TURNING MOVEMENT COUNTS

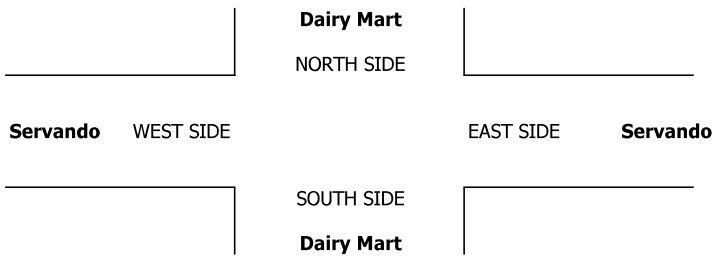
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	4
TUESDAY	EAST & WEST:	Servando	CONTROL:	STOP ALL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND Servando			WESTBOUND Servando				U-TURNS				
	LANES:	NL 0	NT 1	NR X	SL X	ST 2	SR 1	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	1	0	0	1	0	1	0	1	0	0	0	5	0	0	0	0	0
	7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	1	0	0	2	1	1	0	0	0	0	0	5	0	0	0	0	0
	7:45 AM	2	1	0	0	0	2	1	0	0	0	0	0	6	0	0	0	0	0
	8:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	3	3	0	0	4	7	5	0	1	0	0	0	23	0	0	0	0	0
	APPROACH %	50%	50%	0%	0%	36%	64%	83%	0%	17%	0%	0%	0%						
	APP/DEPART	6	/	8	11	/	5	6	/	0	0	/	10	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	2	2	0	0	2	5	3	0	0	0	0	0	14					
	APPROACH %	50%	50%	0%	0%	29%	71%	100%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.333			0.583			0.750			0.000		0.583					
	APP/DEPART	4	/	5	7	/	2	3	/	0	0	/	7	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	2	0	0	1	0	0	0	0	0	0	0	4	0	0	0	0	0
	APPROACH %	33%	67%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	3	/	2	1	/	1	0	/	0	0	/	1	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.250					
	APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Jan 28, 20

LOCATION: San Diego
NORTH & SOUTH: Dairy Mart
EAST & WEST: Camino De La Plaza

PROJECT #: SC2496
LOCATION #: 5
CONTROL: STOP ALL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

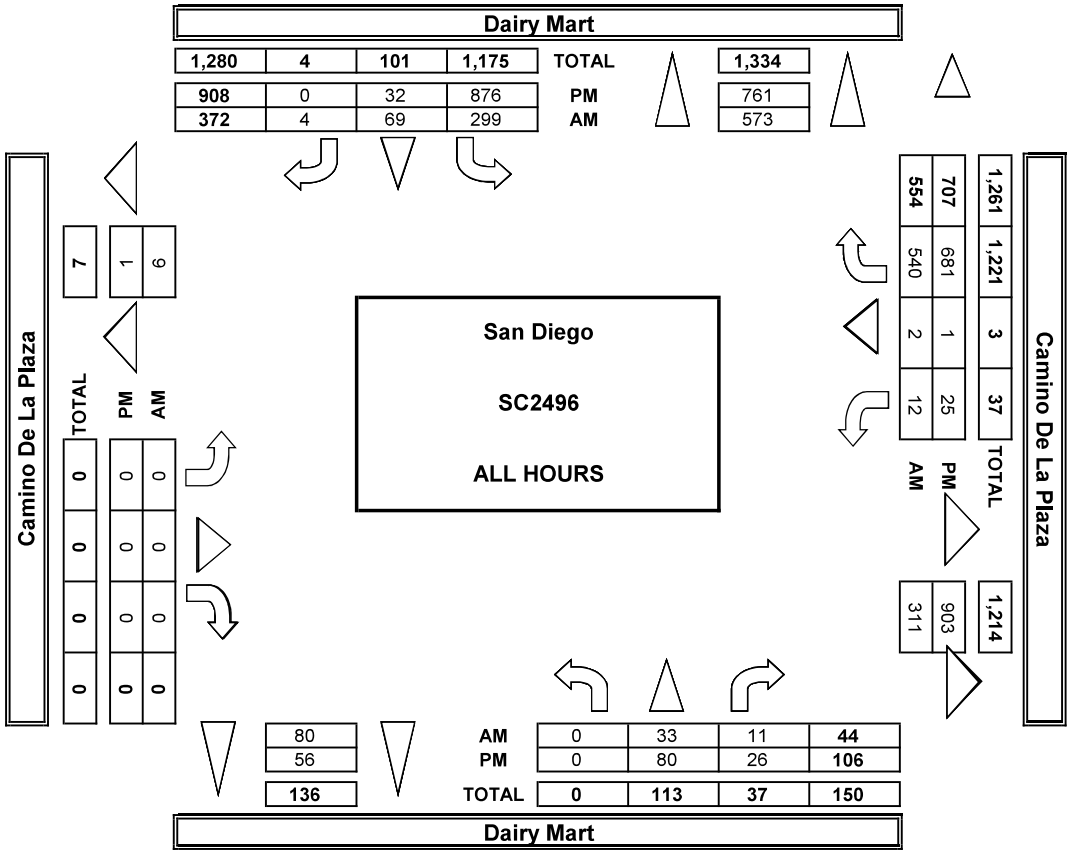
☑ Add U-Turns to Left Turns

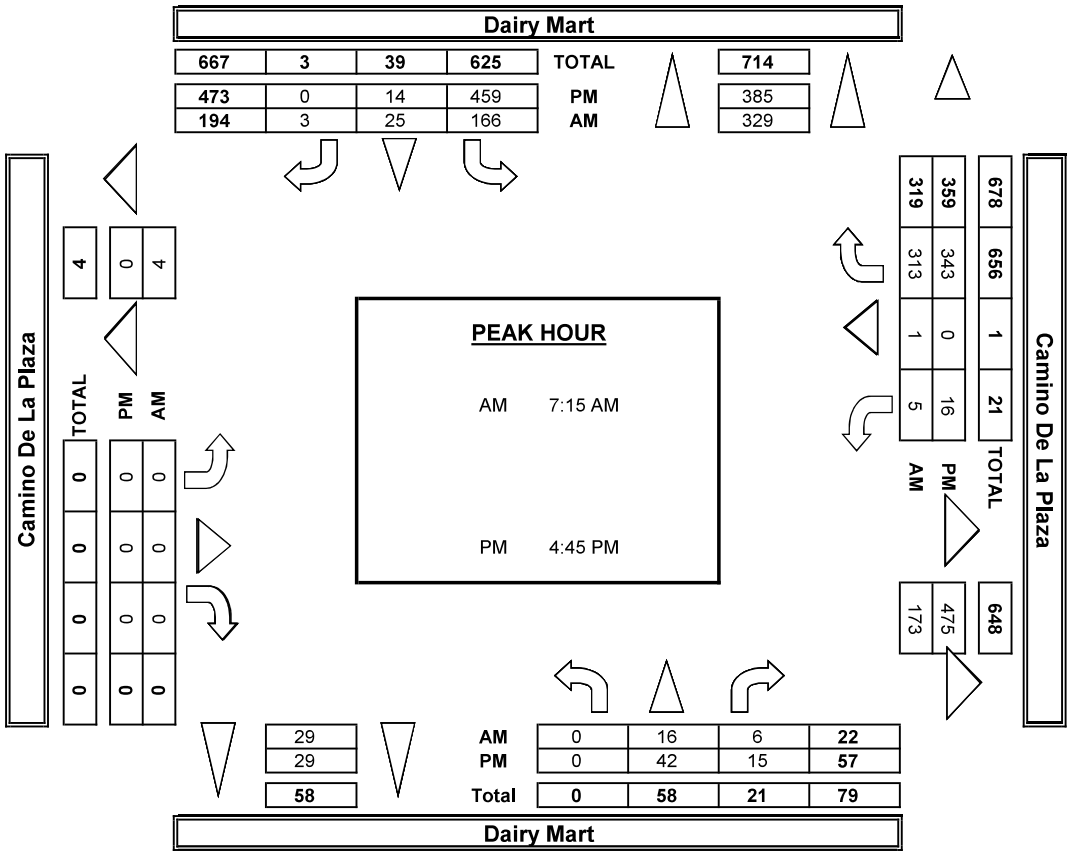
		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND Camino De La Plaza			WESTBOUND Camino De La Plaza				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 0	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	4	1	23	9	0	0	0	0	2	0	77	116	0	0	0	0	0
	7:15 AM	0	7	0	30	9	1	0	0	0	1	0	82	130	0	0	0	0	0
	7:30 AM	0	4	4	30	7	0	0	0	0	0	1	82	128	0	0	0	0	0
	7:45 AM	0	2	1	56	8	2	0	0	0	4	0	74	147	0	0	0	1	1
	8:00 AM	0	3	1	50	1	0	0	0	0	0	0	75	130	0	0	0	0	0
	8:15 AM	0	3	2	34	6	0	0	0	0	0	1	61	107	0	0	0	0	0
	8:30 AM	0	6	1	23	15	1	0	0	0	0	0	45	91	0	0	0	0	0
	8:45 AM	0	4	1	53	14	0	0	0	0	5	0	44	121	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	33	11	299	69	4	0	0	0	12	2	540	970	0	0	0	1	1
	APPROACH %	0%	75%	25%	80%	19%	1%	0%	0%	0%	2%	0%	97%						
	APP/DEPART	44	/	573	372	/	80	0	/	311	554	/	6	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	16	6	166	25	3	0	0	0	5	1	313	535					
	APPROACH %	0%	73%	27%	86%	13%	2%	0%	0%	0%	2%	0%	98%						
	PEAK HR FACTOR		0.688			0.735			0.000			0.961		0.910					
	APP/DEPART	22	/	329	194	/	29	0	/	173	319	/	4	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	14	5	100	2	0	0	0	0	3	1	81	206	0	0	0	0	0
	4:15 PM	0	9	3	106	4	0	0	0	0	2	0	84	208	0	0	0	0	0
	4:30 PM	0	8	1	126	9	0	0	0	0	3	0	75	222	0	0	0	0	0
	4:45 PM	0	14	4	110	5	0	0	0	0	5	0	76	214	0	0	0	0	0
	5:00 PM	0	12	5	122	4	0	0	0	0	6	0	80	229	0	0	0	0	0
	5:15 PM	0	9	4	110	3	0	0	0	0	5	0	89	220	0	0	0	1	1
	5:30 PM	0	7	2	117	2	0	0	0	0	0	0	98	226	0	0	0	0	0
	5:45 PM	0	7	2	85	3	0	0	0	0	1	0	98	196	0	0	0	0	0
	VOLUMES	0	80	26	876	32	0	0	0	0	25	1	681	1,721	0	0	0	1	1
	APPROACH %	0%	75%	25%	96%	4%	0%	0%	0%	0%	4%	0%	96%						
	APP/DEPART	106	/	761	908	/	56	0	/	903	707	/	1	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	42	15	459	14	0	0	0	0	16	0	343	889					
	APPROACH %	0%	74%	26%	97%	3%	0%	0%	0%	0%	4%	0%	96%						
	PEAK HR FACTOR		0.792			0.938			0.000			0.916		0.971					
	APP/DEPART	57	/	385	473	/	29	0	/	475	359	/	0	0					

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	1	0	1	2	0	1	0	1	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	1	0	1	2	0	0	0	0	0	0	1	0	1	2
	8:15 AM	0	1	0	2	3	0	1	0	2	3	0	0	0	0	0
	8:30 AM	0	18	0	18	36	0	3	0	3	6	0	15	0	15	30
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	21	0	23	44	0	5	0	7	12	0	16	0	16	32
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0
	4:15 PM	2	2	1	4	9	0	0	0	0	0	2	2	1	4	9
	4:30 PM	1	1	0	1	3	0	0	0	0	0	1	1	0	1	3
	4:45 PM	0	2	0	1	3	0	2	0	0	2	0	0	0	1	1
	5:00 PM	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	3	7	2	7	19	0	4	0	1	5	3	3	2	6	14

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

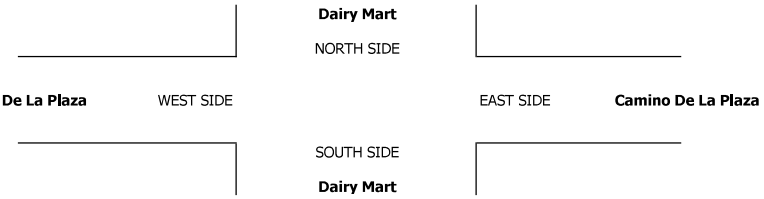
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	5
TUESDAY	EAST & WEST:	Camino De La Plaza	CONTROL:	STOP ALL

	NOTES:									
PCE Adjusted	Class	1	2	3	4	5	6			
	Factor	1	1.5	2	3	2	2			

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND Camino De La Plaza			WESTBOUND Camino De La Plaza				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 0	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	4	1	26	10	0	0	0	0	2	0	83	126					0
	7:15 AM	0	10	0	30	10	1	0	0	0	2	0	85	137					0
	7:30 AM	0	4	5	33	7	0	0	0	0	0	1	84	133					0
	7:45 AM	0	3	1	57	8	2	0	0	0	4	0	77	151					0
	8:00 AM	0	5	1	51	1	0	0	0	0	0	0	77	134					0
	8:15 AM	0	4	2	35	9	0	0	0	0	0	1	64	114					0
	8:30 AM	0	6	1	25	18	1	0	0	0	0	0	47	98					0
	8:45 AM	0	4	1	57	15	0	0	0	0	5	0	46	128					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	39	12	312	76	4	0	0	0	13	2	562	1,019	0	0	0	0	0
	APPROACH %	0%	77%	23%	80%	19%	1%	0%	0%	0%	2%	0%	97%						
	APP/DEPART	51	/	601	392	/	89	0	/	324	577	/	6	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	21	7	170	26	3	0	0	0	6	1	322	555					
	APPROACH %	0%	76%	24%	86%	13%	2%	0%	0%	0%	2%	0%	98%						
	PEAK HR FACTOR		0.724			0.744			0.000			0.945		0.921					
	APP/DEPART	28	/	343	198	/	32	0	/	176	329	/	4	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	14	5	101	2	0	0	0	0	4	1	89	216					0
	4:15 PM	0	9	3	109	5	0	0	0	0	2	0	86	213					0
	4:30 PM	0	9	1	129	11	0	0	0	0	3	0	77	229					0
	4:45 PM	0	14	4	114	5	0	0	0	0	5	0	78	219					0
	5:00 PM	0	12	5	124	7	0	0	0	0	6	0	83	236					0
	5:15 PM	0	9	4	112	4	0	0	0	0	5	0	90	224					0
	5:30 PM	0	7	2	118	3	0	0	0	0	0	0	99	229					0
	5:45 PM	0	7	3	86	3	0	0	0	0	1	0	101	201					0
	VOLUMES	0	81	27	891	38	0	0	0	0	26	1	702	1,765	0	0	0	0	0
	APPROACH %	0%	75%	25%	96%	4%	0%	0%	0%	0%	4%	0%	96%						
	APP/DEPART	107	/	783	929	/	64	0	/	918	729	/	1	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	42	15	467	18	0	0	0	0	16	0	349	907					
	APPROACH %	0%	74%	26%	96%	4%	0%	0%	0%	0%	4%	0%	96%						
	PEAK HR FACTOR		0.792			0.933			0.000			0.922		0.963					
	APP/DEPART	57	/	391	485	/	34	0	/	482	365	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

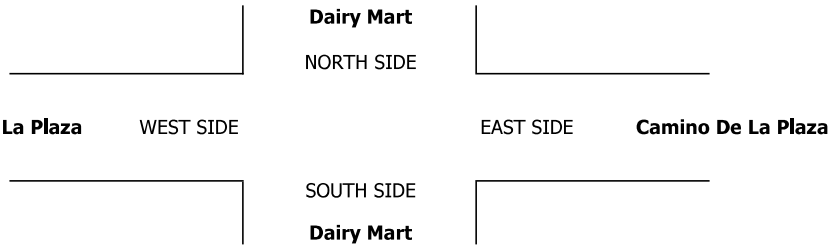
DATE:					
1/28/20	LOCATION:	San Diego	PROJECT #:	SC2496	
TUESDAY	NORTH & SOUTH:	Dairy Mart	LOCATION #:	5	
	EAST & WEST:	Camino De La Plaza	CONTROL:	STOP ALL	

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND Camino De La Plaza			WESTBOUND Camino De La Plaza				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 0	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	4	1	19	8	0	0	0	0	2	0	68	102	0	0	0	0	0
	7:15 AM	0	3	0	30	8	1	0	0	0	0	0	77	119	0	0	0	0	0
	7:30 AM	0	4	3	27	7	0	0	0	0	0	1	79	121	0	0	0	0	0
	7:45 AM	0	1	1	55	8	2	0	0	0	4	0	71	142	0	0	0	1	1
	8:00 AM	0	2	1	49	1	0	0	0	0	0	0	72	125	0	0	0	0	0
	8:15 AM	0	2	2	32	4	0	0	0	0	0	1	57	98	0	0	0	0	0
	8:30 AM	0	6	1	19	11	1	0	0	0	0	0	41	79	0	0	0	0	0
	8:45 AM	0	4	1	47	12	0	0	0	0	5	0	40	109	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	26	10	278	59	4	0	0	0	11	2	505	895	0	0	0	1	1
	APPROACH %	0%	72%	28%	82%	17%	1%	0%	0%	0%	2%	0%	97%						
	APP/DEPART	36	/	531	341	/	69	0	/	289	518	/	6	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	10	5	161	24	3	0	0	0	3	1	299	507					
	APPROACH %	0%	67%	33%	86%	13%	2%	0%	0%	0%	1%	0%	98%						
	PEAK HR FACTOR		0.536			0.723			0.000			0.950		0.893					
	APP/DEPART	15	/	309	188	/	27	0	/	167	304	/	4	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	14	5	99	2	0	0	0	0	2	1	76	199	0	0	0	0	0
	4:15 PM	0	9	3	101	3	0	0	0	0	2	0	81	199	0	0	0	0	0
	4:30 PM	0	7	1	120	6	0	0	0	0	3	0	71	208	0	0	0	0	0
	4:45 PM	0	14	4	104	5	0	0	0	0	5	0	74	206	0	0	0	0	0
	5:00 PM	0	12	5	119	2	0	0	0	0	6	0	75	219	0	0	0	0	0
	5:15 PM	0	9	4	106	1	0	0	0	0	5	0	87	212	0	0	0	1	1
	5:30 PM	0	7	2	115	1	0	0	0	0	0	0	96	221	0	0	0	0	0
	5:45 PM	0	7	1	83	3	0	0	0	0	1	0	92	187	0	0	0	0	0
	VOLUMES	0	79	25	847	23	0	0	0	0	24	1	652	1,651	0	0	0	1	1
	APPROACH %	0%	76%	24%	97%	3%	0%	0%	0%	0%	4%	0%	96%						
	APP/DEPART	104	/	731	870	/	46	0	/	873	677	/	1	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	42	15	444	9	0	0	0	0	15	0	332	858					
	APPROACH %	0%	74%	26%	98%	2%	0%	0%	0%	0%	4%	0%	95%						
	PEAK HR FACTOR		0.792			0.936			0.000			0.906		0.971					
	APP/DEPART	57	/	374	453	/	24	0	/	460	348	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	5
TUESDAY	EAST & WEST:	Camino De La Plaza	CONTROL:	STOP ALL

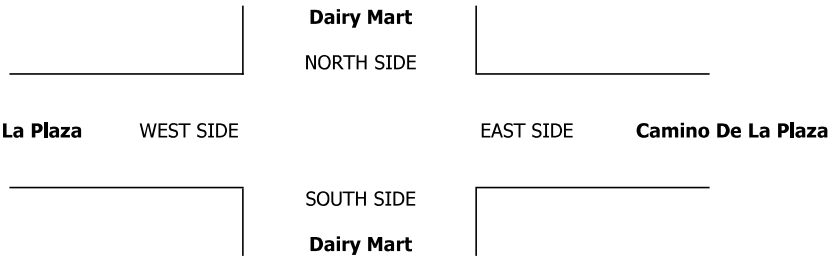
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND Camino De La Plaza			WESTBOUND Camino De La Plaza				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 0	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	2	1	0	0	0	0	0	0	6	9	0	0	0	0	0
7:15 AM	0	3	0	0	1	0	0	0	0	0	0	4	8	0	0	0	0	0
7:30 AM	0	0	1	1	0	0	0	0	0	0	0	2	4	0	0	0	0	0
7:45 AM	0	1	0	1	0	0	0	0	0	0	0	1	3	0	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0	0	0	0	3	4	0	0	0	0	0
8:15 AM	0	0	0	2	1	0	0	0	0	0	0	3	6	0	0	0	0	0
8:30 AM	0	0	0	4	3	0	0	0	0	0	0	4	11	0	0	0	0	0
8:45 AM	0	0	0	5	2	0	0	0	0	0	0	4	11	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	4	1	16	8	0	0	0	0	0	0	27	56	0	0	0	0	0
APPROACH %	0%	80%	20%	67%	33%	0%	0%	0%	0%	0%	0%	100%						
APP/DEPART	5	/	31	24	/	8	0	/	17	27	/	0	0					
BEGIN PEAK HR		7:15 AM																
VOLUMES	0	4	1	3	1	0	0	0	0	0	0	10	19					
APPROACH %	0%	80%	20%	75%	25%	0%	0%	0%	0%	0%	0%	100%						
PEAK HR FACTOR		0.417			1.000			0.000			0.625		0.594					
APP/DEPART	5	/	14	4	/	1	0	/	4	10	/	0	0					
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
4:15 PM	0	0	0	5	1	0	0	0	0	0	0	2	8	0	0	0	0	0
4:30 PM	0	1	0	6	3	0	0	0	0	0	0	4	14	0	0	0	0	0
4:45 PM	0	0	0	5	0	0	0	0	0	0	0	1	6	0	0	0	0	0
5:00 PM	0	0	0	3	1	0	0	0	0	0	0	5	9	0	0	0	0	0
5:15 PM	0	0	0	4	2	0	0	0	0	0	0	2	8	0	0	0	0	0
5:30 PM	0	0	0	2	1	0	0	0	0	0	0	2	5	0	0	0	0	0
5:45 PM	0	0	1	2	0	0	0	0	0	0	0	6	9	0	0	0	0	0
VOLUMES	0	1	1	28	8	0	0	0	0	0	0	22	60	0	0	0	0	0
APPROACH %	0%	50%	50%	78%	22%	0%	0%	0%	0%	0%	0%	100%						
APP/DEPART	2	/	23	36	/	8	0	/	29	22	/	0	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	0	0	14	4	0	0	0	0	0	0	10	28					
APPROACH %	0%	0%	0%	78%	22%	0%	0%	0%	0%	0%	0%	100%						
PEAK HR FACTOR		0.000			0.750			0.000			0.500		0.778					
APP/DEPART	0	/	10	18	/	4	0	/	14	10	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	5
TUESDAY	EAST & WEST:	Camino De La Plaza	CONTROL:	STOP ALL

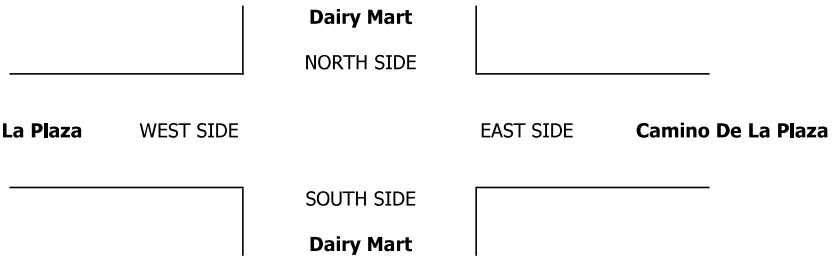
CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND Camino De La Plaza			WESTBOUND Camino De La Plaza				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 0	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM																		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	2	0	0	1	0	0	0	0	1	0	2	6	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	33%	0%	67%						
APP/DEPART	2	/	4	1	/	2	0	/	0	3	/	0	0					
BEGIN PEAK HR		7:15 AM																
VOLUMES	0	1	0	0	0	0	0	0	0	1	0	0	2					
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
PEAK HR FACTOR		0.250			0.000			0.000			0.250		0.250					
APP/DEPART	1	/	1	0	/	1	0	/	0	1	/	0	0					
PM																		
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	0%	50%						
APP/DEPART	0	/	1	0	/	1	0	/	0	2	/	0	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	5
TUESDAY	EAST & WEST:	Camino De La Plaza	CONTROL:	STOP ALL

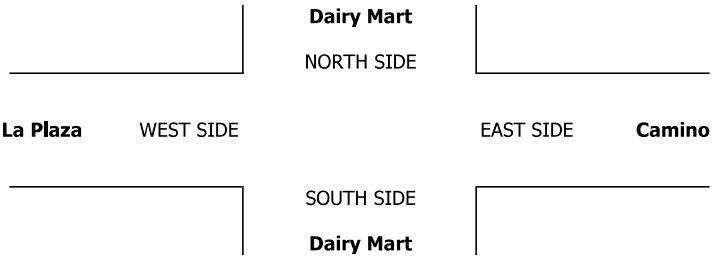
CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND Camino De La Plaza			WESTBOUND Camino De La Plaza				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 0	WR 1	TOTAL	NB	SB	EB	WB	TTL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	1	/	1	1	/	1	0	/	0	0	/	0	0					
BEGIN PEAK HR		7:15 AM																
VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1					
APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.250			0.000			0.000			0.000		0.250					
APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0					
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	1	0	0	0	0	0	0	3	4	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
APP/DEPART	0	/	3	1	/	1	0	/	0	3	/	0	0					
BEGIN PEAK HR		4:45 PM																
VOLUMES	0	0	0	0	1	0	0	0	0	0	0	0	1					
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
APP/DEPART	0	/	0	1	/	1	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	5
TUESDAY	EAST & WEST:	Camino De La Plaza	CONTROL:	STOP ALL

CLASS 5:	NOTES:	AM / PM / MD / OTHER / OTHER
RV		▲ N ◄ W E ► S ▼

		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND Camino De La Plaza			WESTBOUND Camino De La Plaza				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 0	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Dairy Mart

NORTH SIDE

Camino De La Plaza WEST SIDE EAST SIDE **Camino De La Plaza**

SOUTH SIDE

Dairy Mart

INTERSECTION TURNING MOVEMENT COUNTS

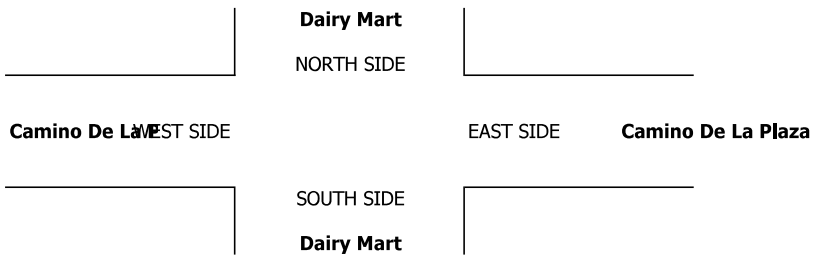
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Dairy Mart	LOCATION #:	5
TUESDAY	EAST & WEST:	Camino De La Plaza	CONTROL:	STOP ALL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Dairy Mart			SOUTHBOUND Dairy Mart			EASTBOUND Camino De La Plaza			WESTBOUND Camino De La Plaza				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 1	WT 0	WR 1	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	2	0	0	0	0	0	0	0	2	4	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	7:30 AM	0	0	0	2	0	0	0	0	0	0	0	1	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	5	0	0	0	0	0	0	0	6	11	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	0	/	6	5	/	0	0	/	5	6	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	2	0	0	0	0	0	0	0	4	6					
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.500		0.500					
	APP/DEPART	0	/	4	2	/	0	0	/	2	4	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	0	0	0	0	3	4	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	0	/	3	1	/	0	0	/	1	3	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	0	0	1	0	0	0	0	0	0	0	1	2					
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.250		0.250					
	APP/DEPART	0	/	1	1	/	0	0	/	1	1	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

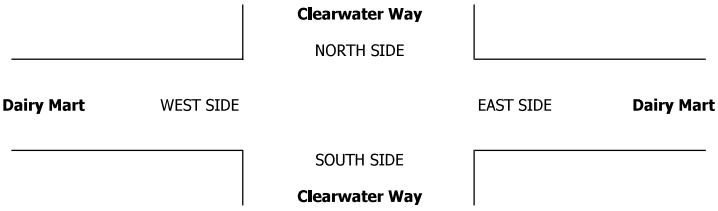
DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
Tue, Jan 28, 20	NORTH & SOUTH:	Clearwater Way	LOCATION #:	6
	EAST & WEST:	Dairy Mart	CONTROL:	STOP N

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

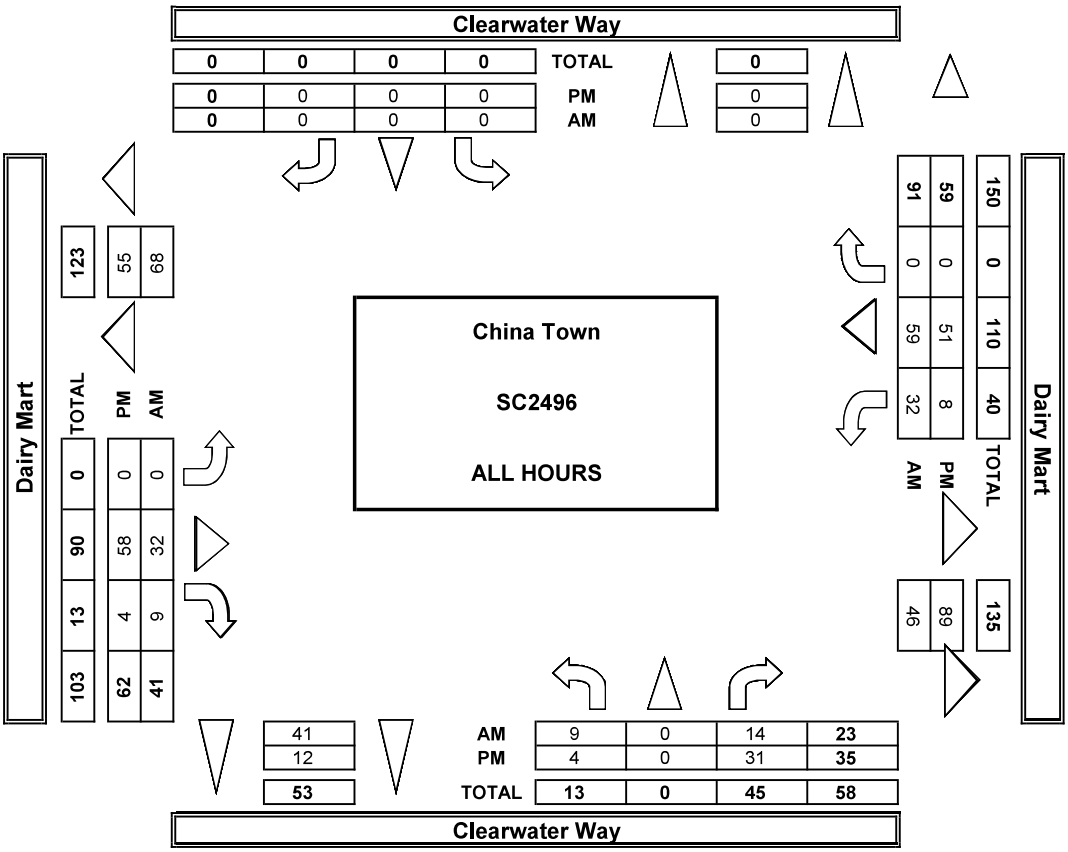
		NORTHBOUND Clearwater Way			SOUTHBOUND Clearwater Way			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	6	0	2	0	0	0	0	5	0	1	11	0	25	0	0	0	0	0
	7:15 AM	0	0	3	0	0	0	0	5	3	1	12	0	24	0	0	0	0	0
	7:30 AM	0	0	2	0	0	0	0	6	2	4	3	0	17	0	0	0	0	0
	7:45 AM	1	0	1	0	0	0	0	3	1	6	5	0	17	0	0	0	0	0
	8:00 AM	1	0	3	0	0	0	0	1	0	1	2	0	8	0	0	0	0	0
	8:15 AM	0	0	1	0	0	0	0	3	1	4	6	0	15	0	0	0	0	0
	8:30 AM	1	0	2	0	0	0	0	5	0	8	8	0	24	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	4	2	7	12	0	25	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	9	0	14	0	0	0	0	32	9	32	59	0	155	0	0	0	0	0
	APPROACH %	39%	0%	61%	0%	0%	0%	0%	78%	22%	35%	65%	0%						
	APP/DEPART	23	/	0	0	/	41	41	/	46	91	/	68	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	7	0	8	0	0	0	0	19	6	12	31	0	83					
	APPROACH %	47%	0%	53%	0%	0%	0%	0%	76%	24%	28%	72%	0%						
	PEAK HR FACTOR		0.469			0.000			0.781			0.827		0.830					
	APP/DEPART	15	/	0	0	/	18	25	/	27	43	/	38	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	9	0	0	0	0	5	1	0	5	0	21	0	0	0	0	0
	4:15 PM	0	0	2	0	0	0	0	8	1	2	4	0	17	0	0	0	0	0
	4:30 PM	2	0	4	0	0	0	0	6	0	2	9	0	23	0	0	0	0	0
	4:45 PM	0	0	3	0	0	0	0	14	1	1	9	0	28	0	0	0	0	0
	5:00 PM	1	0	1	0	0	0	0	10	0	0	9	0	21	0	0	0	0	0
	5:15 PM	0	0	1	0	0	0	0	8	1	1	8	0	19	0	0	0	0	0
	5:30 PM	0	0	6	0	0	0	0	3	0	0	3	0	12	0	0	0	0	0
	5:45 PM	0	0	5	0	0	0	0	4	0	2	4	0	15	0	0	0	0	0
	VOLUMES	4	0	31	0	0	0	0	58	4	8	51	0	156	0	0	0	0	0
	APPROACH %	11%	0%	89%	0%	0%	0%	0%	94%	6%	14%	86%	0%						
	APP/DEPART	35	/	0	0	/	12	62	/	89	59	/	55	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	3	0	9	0	0	0	0	38	2	4	35	0	91					
	APPROACH %	25%	0%	75%	0%	0%	0%	0%	95%	5%	10%	90%	0%						
	PEAK HR FACTOR		0.500			0.000			0.667			0.886		0.813					
	APP/DEPART	12	/	0	0	/	6	40	/	47	39	/	38	0					

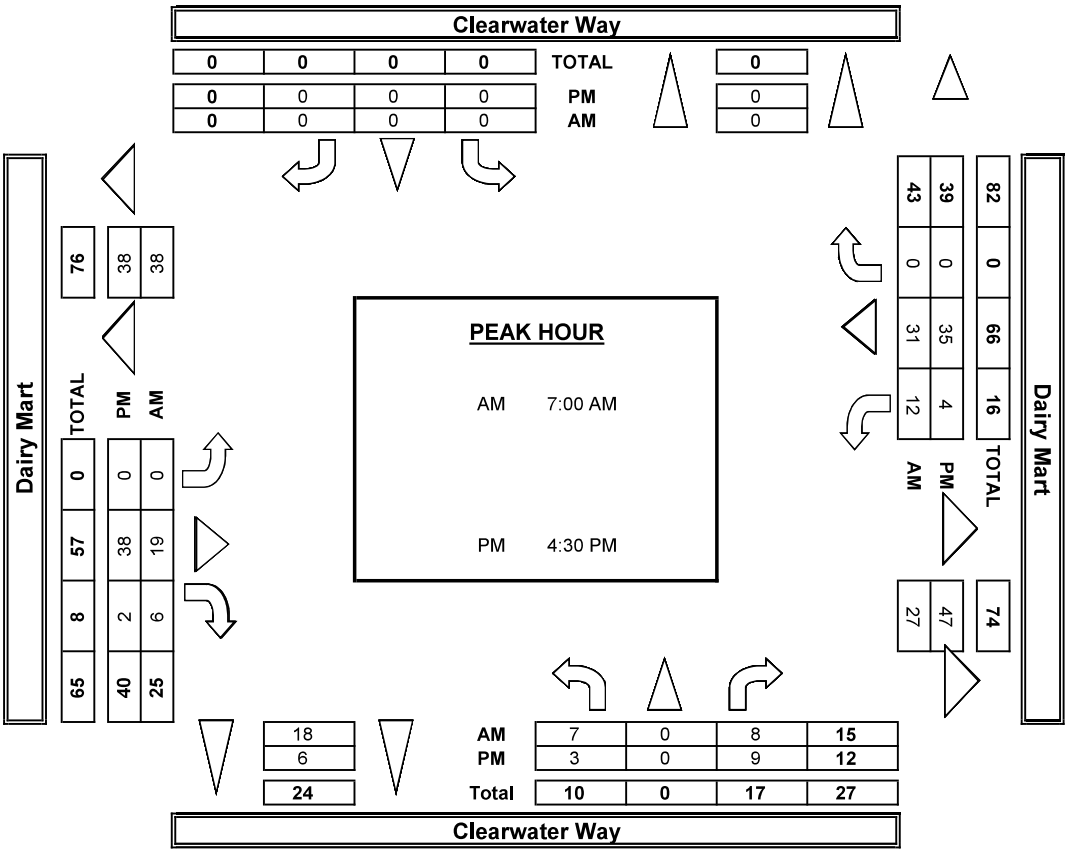


		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	4	0	3	7	0	0	0	0	0	0	4	0	3	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	5	0	3	8	0	0	0	0	0	0	5	0	3	0
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	1	0	2	3	0	0	0	0	0	0	1	0	2	0
	4:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1	1	0	3	5	0	0	0	0	0	1	1	0	3	5

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
1/28/20	LOCATION:	San Diego	PROJECT #:	SC2496
TUESDAY	NORTH & SOUTH:	Clearwater Way	LOCATION #:	6
	EAST & WEST:	Dairy Mart	CONTROL:	STOP N

	NOTES:										
PCE Adjusted	Class	1	2	3	4	5	6		AM	▲ N	
	Factor	1	1.5	2	3	2	2		PM		
									MD	◄ W	E ►
									OTHER	S ▼	
									OTHER		

		NORTHBOUND Clearwater Way			SOUTHBOUND Clearwater Way			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	7	0	2	0	0	0	0	5	0	2	11	0	26					0
	7:15 AM	0	0	4	0	0	0	0	6	3	1	14	0	27					0
	7:30 AM	0	0	3	0	0	0	0	6	2	4	3	0	18					0
	7:45 AM	1	0	1	0	0	0	0	4	1	6	5	0	18					0
	8:00 AM	1	0	3	0	0	0	0	1	0	1	3	0	9					0
	8:15 AM	0	0	1	0	0	0	0	3	1	4	6	0	15					0
	8:30 AM	1	0	2	0	0	0	0	5	0	8	8	0	24					0
	8:45 AM	0	0	0	0	0	0	0	4	2	7	12	0	25					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	10	0	15	0	0	0	0	33	9	33	61	0	160	0	0	0	0	0
	APPROACH %	39%	0%	61%	0%	0%	0%	0%	79%	21%	35%	65%	0%						
	APP/DEPART	25	/	0	0	/	42	42	/	48	94	/	71	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	8	0	9	0	0	0	0	20	6	13	33	0	88					
	APPROACH %	45%	0%	55%	0%	0%	0%	0%	77%	23%	28%	72%	0%						
	PEAK HR FACTOR		0.485			0.000			0.765			0.776		0.825					
	APP/DEPART	17	/	0	0	/	19	26	/	29	45	/	40	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	1	0	9	0	0	0	0	5	1	0	5	0	21					0
	4:15 PM	0	0	2	0	0	0	0	8	1	2	4	0	17					0
	4:30 PM	2	0	5	0	0	0	0	6	0	2	9	0	24					0
	4:45 PM	0	0	3	0	0	0	0	14	1	1	9	0	28					0
	5:00 PM	1	0	1	0	0	0	0	10	0	0	9	0	21					0
	5:15 PM	0	0	1	0	0	0	0	8	1	1	9	0	20					0
	5:30 PM	0	0	6	0	0	0	0	3	0	0	4	0	13					0
	5:45 PM	0	0	5	0	0	0	0	5	0	2	4	0	16					0
	VOLUMES	4	0	32	0	0	0	0	59	4	8	52	0	158	0	0	0	0	0
	APPROACH %	11%	0%	89%	0%	0%	0%	0%	94%	6%	13%	87%	0%						
	APP/DEPART	36	/	0	0	/	12	63	/	90	60	/	56	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	3	0	10	0	0	0	0	38	2	4	36	0	92					
	APPROACH %	24%	0%	76%	0%	0%	0%	0%	95%	5%	10%	90%	0%						
	PEAK HR FACTOR		0.481			0.000			0.667			0.898		0.821					
	APP/DEPART	13	/	0	0	/	6	40	/	48	40	/	39	0					

Clearwater Way

NORTH SIDE

Dairy Mart WEST SIDE EAST SIDE **Dairy Mart**

SOUTH SIDE

Clearwater Way

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Clearwater Way	LOCATION #:	6
TUESDAY	EAST & WEST:	Dairy Mart	CONTROL:	STOP N

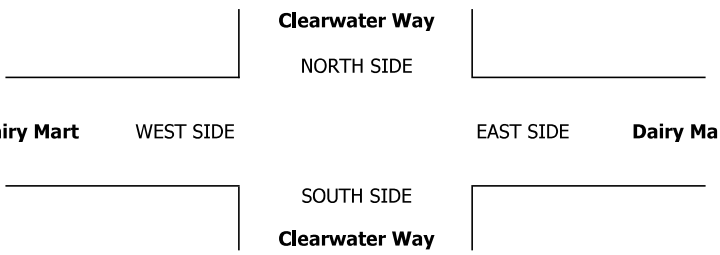
CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

	NORTHBOUND Clearwater Way			SOUTHBOUND Clearwater Way			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart				U-TURNS				
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	5	0	2	0	0	0	0	5	0	0	11	0	23	0	0	0	0	0
7:15 AM	0	0	2	0	0	0	0	4	3	1	10	0	20	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	6	2	4	3	0	16	0	0	0	0	0
7:45 AM	1	0	1	0	0	0	0	2	1	6	5	0	16	0	0	0	0	0
8:00 AM	1	0	3	0	0	0	0	1	0	1	1	0	7	0	0	0	0	0
8:15 AM	0	0	1	0	0	0	0	3	1	4	6	0	15	0	0	0	0	0
8:30 AM	1	0	2	0	0	0	0	5	0	8	8	0	24	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	4	2	7	12	0	25	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	8	0	12	0	0	0	0	30	9	31	56	0	146	0	0	0	0	0
APPROACH %	40%	0%	60%	0%	0%	0%	0%	77%	23%	36%	64%	0%						
APP/DEPART	20	/	0	0	/	40	39	/	42	87	/	64	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	6	0	6	0	0	0	0	17	6	11	29	0	75					
APPROACH %	50%	0%	50%	0%	0%	0%	0%	74%	26%	28%	73%	0%						
PEAK HR FACTOR		0.429			0.000			0.719			0.909		0.815					
APP/DEPART	12	/	0	0	/	17	23	/	23	40	/	35	0					
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	0	9	0	0	0	0	5	1	0	5	0	21	0	0	0	0	0
4:15 PM	0	0	2	0	0	0	0	8	1	2	4	0	17	0	0	0	0	0
4:30 PM	2	0	3	0	0	0	0	6	0	2	9	0	22	0	0	0	0	0
4:45 PM	0	0	3	0	0	0	0	14	1	1	9	0	28	0	0	0	0	0
5:00 PM	1	0	1	0	0	0	0	10	0	0	9	0	21	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	8	1	1	7	0	18	0	0	0	0	0
5:30 PM	0	0	6	0	0	0	0	3	0	0	2	0	11	0	0	0	0	0
5:45 PM	0	0	5	0	0	0	0	3	0	2	4	0	14	0	0	0	0	0
VOLUMES	4	0	30	0	0	0	0	57	4	8	49	0	152	0	0	0	0	0
APPROACH %	12%	0%	88%	0%	0%	0%	0%	93%	7%	14%	86%	0%						
APP/DEPART	34	/	0	0	/	12	61	/	87	57	/	53	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	3	0	8	0	0	0	0	38	2	4	34	0	89					
APPROACH %	27%	0%	73%	0%	0%	0%	0%	95%	5%	11%	89%	0%						
PEAK HR FACTOR		0.550			0.000			0.667			0.864		0.795					
APP/DEPART	11	/	0	0	/	6	40	/	46	38	/	37	0					



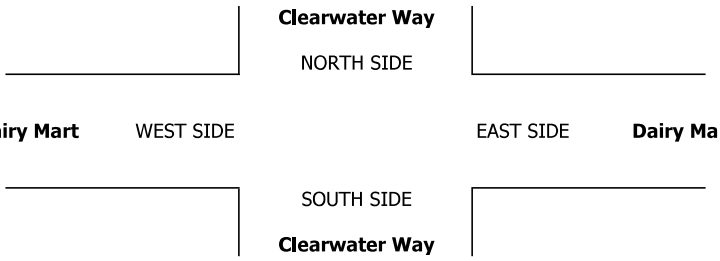
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Clearwater Way	LOCATION #:	6
TUESDAY	EAST & WEST:	Dairy Mart	CONTROL:	STOP N

CLASS 2:	NOTES:	AM / PM / MD / OTHER / OTHER
2-AXLE WORK VEHICLES/ TRUCKS		▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Clearwater Way			SOUTHBOUND Clearwater Way			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
	7:15 AM	0	0	1	0	0	0	0	1	0	0	1	0	3	0	0	0	0	0
	7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	2	0	0	0	0	2	0	1	2	0	8	0	0	0	0	0
	APPROACH %	33%	0%	67%	0%	0%	0%	0%	100%	0%	33%	67%	0%						
	APP/DEPART	3	/	0	0	/	1	2	/	4	3	/	3	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	1	0	2	0	0	0	0	2	0	1	1	0	7					
	APPROACH %	33%	0%	67%	0%	0%	0%	0%	100%	0%	50%	50%	0%						
	PEAK HR FACTOR		0.750			0.000			0.500			0.500		0.583					
	APP/DEPART	3	/	0	0	/	1	2	/	4	2	/	2	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	1	0	0	2	0	4	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	67%	0%						
	APP/DEPART	1	/	0	0	/	1	1	/	2	3	/	2	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	1	0	1	2	0	4					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	33%	67%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.375		0.500					
	APP/DEPART	0	/	0	0	/	1	1	/	1	3	/	2	0					



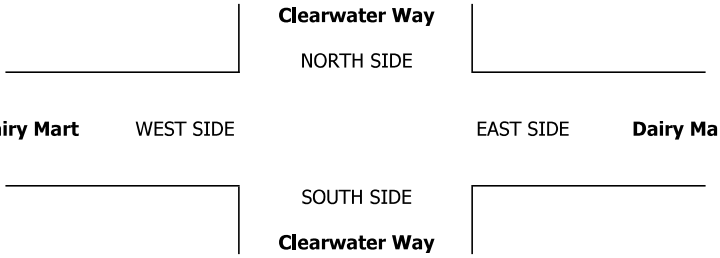
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Clearwater Way	LOCATION #:	6
TUESDAY	EAST & WEST:	Dairy Mart	CONTROL:	STOP N

CLASS 3:	NOTES:	AM / PM / MD / OTHER / OTHER
3-AXLE TRUCKS		▲ N ◄ W E ► S ▼

		NORTHBOUND Clearwater Way			SOUTHBOUND Clearwater Way			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		3:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Clearwater Way	LOCATION #:	6
TUESDAY	EAST & WEST:	Dairy Mart	CONTROL:	STOP N

CLASS 4:	NOTES:
4 OR MORE AXLE TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Clearwater Way			SOUTHBOUND Clearwater Way			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					

Clearwater Way

NORTH SIDE

Dairy Mart WEST SIDE EAST SIDE **Dairy Mart**

SOUTH SIDE

Clearwater Way

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Clearwater Way	LOCATION #:	6
TUESDAY	EAST & WEST:	Dairy Mart	CONTROL:	STOP N

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Clearwater Way			SOUTHBOUND Clearwater Way			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Clearwater Way

NORTH SIDE

Dairy Mart WEST SIDE EAST SIDE **Dairy Mart**

SOUTH SIDE

Clearwater Way

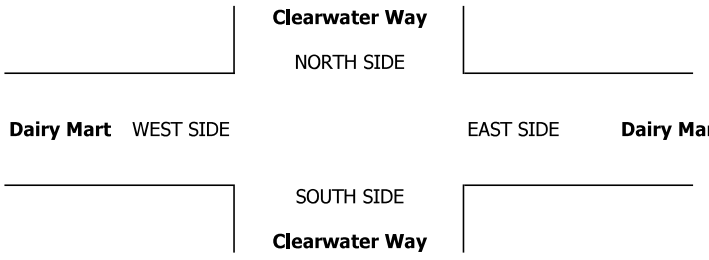
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Clearwater Way	LOCATION #:	6
TUESDAY	EAST & WEST:	Dairy Mart	CONTROL:	STOP N

CLASS 6:	NOTES:	AM / PM / MD / OTHER / OTHER
BUSES		▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Clearwater Way			SOUTHBOUND Clearwater Way			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Jan 28, 20

LOCATION: San Diego
NORTH & SOUTH: Monument
EAST & WEST: Dairy Mart

PROJECT #: SC2496
LOCATION #: 7
CONTROL: STOP N

NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

Add U-Turns to Left Turns

		NORTHBOUND Monument			SOUTHBOUND Monument			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	1	0	0	0	0	0	0	5	0	8	8	0	22	0	0	0	1	1
	7:15 AM	0	0	2	0	0	0	0	2	0	2	7	0	13	0	0	0	0	0
	7:30 AM	0	0	4	0	0	0	0	2	0	4	0	0	10	0	0	0	0	0
	7:45 AM	1	0	0	0	0	0	0	2	0	4	2	0	9	0	0	0	0	0
	8:00 AM	0	0	1	0	0	0	0	1	0	1	1	0	4	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0
	8:30 AM	0	0	5	0	0	0	0	0	1	2	4	0	12	0	0	0	0	0
	8:45 AM	0	0	5	0	0	0	0	1	0	2	10	0	18	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	2	0	17	0	0	0	0	16	1	23	34	0	93	0	0	0	1	1
	APPROACH %	11%	0%	89%	0%	0%	0%	0%	94%	6%	40%	60%	0%						
	APP/DEPART	19	/	0	0	/	23	17	/	34	57	/	36	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	2	0	6	0	0	0	0	11	0	18	17	0	54					
	APPROACH %	25%	0%	75%	0%	0%	0%	0%	100%	0%	51%	49%	0%						
	PEAK HR FACTOR		0.500			0.000			0.550			0.547		0.614					
	APP/DEPART	8	/	0	0	/	17	11	/	18	35	/	19	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	3	0	0	0	0	5	1	0	6	0	15	0	0	0	0	0
	4:15 PM	0	0	5	0	0	0	0	6	0	1	3	0	15	0	0	0	0	0
	4:30 PM	0	0	3	0	0	0	0	3	0	0	9	0	15	0	0	0	0	0
	4:45 PM	0	0	8	0	0	0	0	7	0	0	9	0	24	0	0	0	0	0
	5:00 PM	1	0	2	0	0	0	0	8	1	0	9	0	21	0	0	0	0	0
	5:15 PM	1	0	2	0	0	0	0	9	0	2	5	0	19	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	3	0	0	2	0	5	0	0	0	0	0
	5:45 PM	0	0	1	0	0	0	0	3	0	0	2	0	6	0	0	0	0	0
	VOLUMES	2	0	24	0	0	0	0	44	2	3	45	0	120	0	0	0	0	0
	APPROACH %	8%	0%	92%	0%	0%	0%	0%	96%	4%	6%	94%	0%						
	APP/DEPART	26	/	0	0	/	5	46	/	68	48	/	47	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	2	0	15	0	0	0	0	27	1	2	32	0	79					
	APPROACH %	12%	0%	88%	0%	0%	0%	0%	96%	4%	6%	94%	0%						
	PEAK HR FACTOR		0.531			0.000			0.778			0.944		0.823					
	APP/DEPART	17	/	0	0	/	3	28	/	42	34	/	34	0					

Monument

NORTH SIDE

Dairy Mart WEST SIDE EAST SIDE **Dairy Mart**

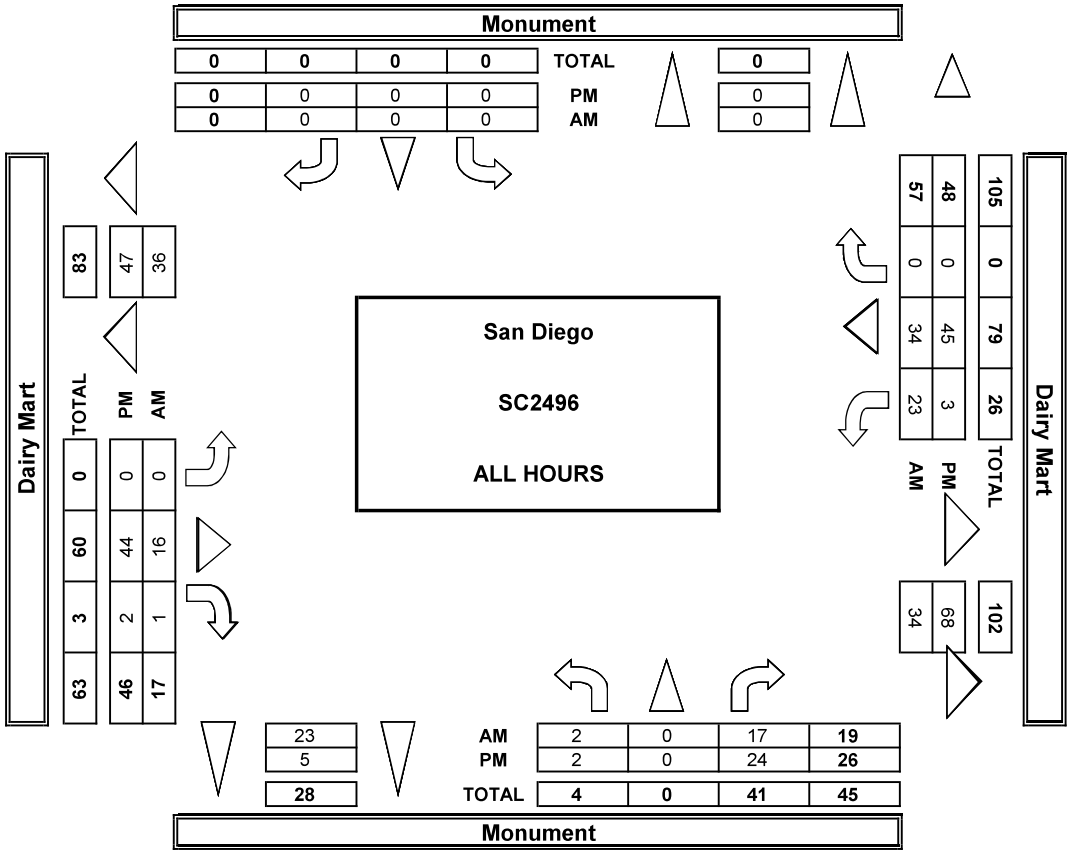
SOUTH SIDE

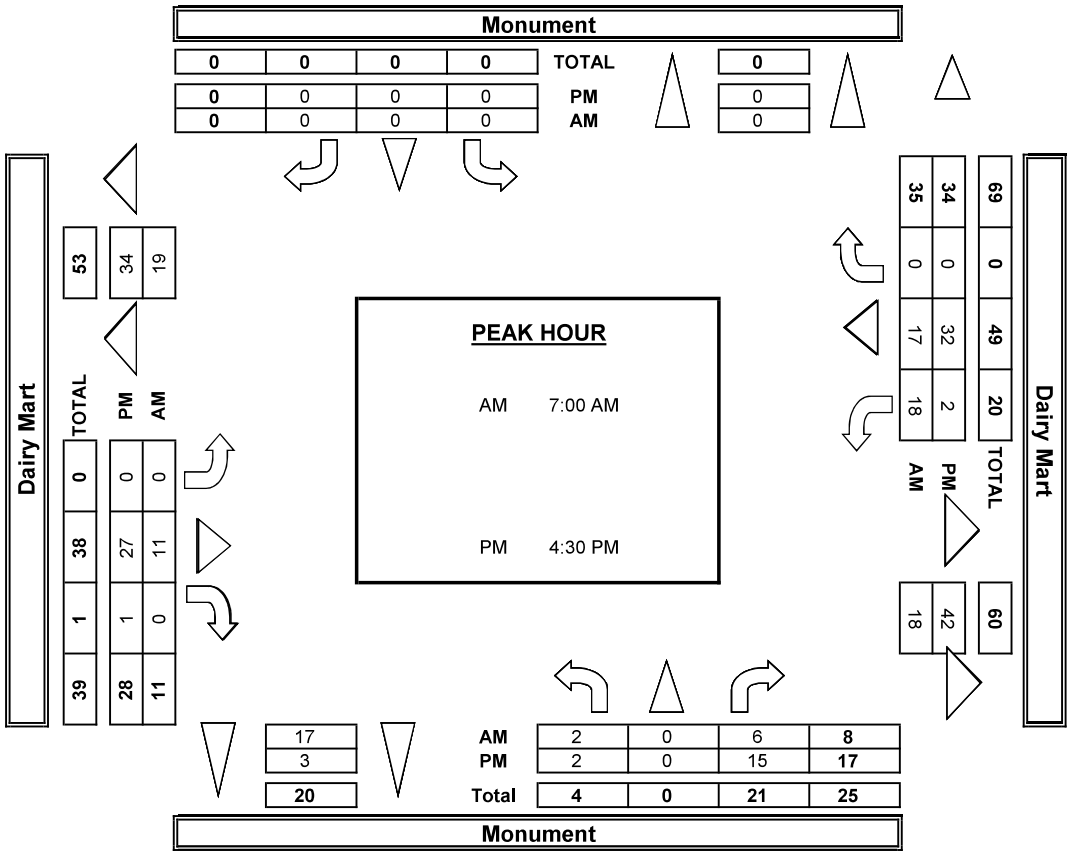
Monument

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2
	8:15 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1	2	0	0	3	0	0	0	0	0	1	2	0	0	3

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

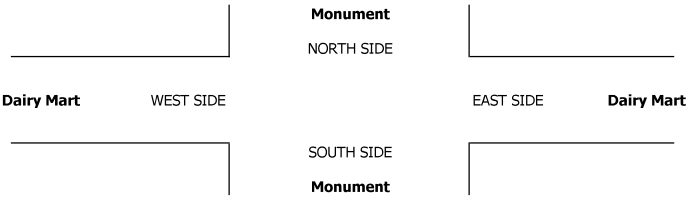
DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Monument	LOCATION #:	7
TUESDAY	EAST & WEST:	Dairy Mart	CONTROL:	STOP N

	NOTES:									
PCE Adjusted	Class	1	2	3	4	5	6			
	Factor	1	1.5	2	3	2	2			

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Monument			SOUTHBOUND Monument			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	2	0	0	0	0	0	0	5	0	10	8	0	24					0
	7:15 AM	0	0	3	0	0	0	0	3	0	2	9	0	16					0
	7:30 AM	0	0	6	0	0	0	0	2	0	4	0	0	12					0
	7:45 AM	1	0	0	0	0	0	0	3	0	4	2	0	10					0
	8:00 AM	0	0	2	0	0	0	0	1	0	1	2	0	6					0
	8:15 AM	0	0	0	0	0	0	0	3	0	0	4	0	7					0
	8:30 AM	0	0	5	0	0	0	0	0	1	4	4	0	14					0
	8:45 AM	0	0	5	0	0	0	0	1	0	3	10	0	19					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	3	0	20	0	0	0	0	17	1	27	38	0	105	0	0	0	0	0
	APPROACH %	11%	0%	89%	0%	0%	0%	0%	94%	6%	41%	59%	0%						
	APP/DEPART	23	/	0	0	/	28	18	/	37	65	/	41	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	3	0	8	0	0	0	0	12	0	20	19	0	61					
	APPROACH %	24%	0%	76%	0%	0%	0%	0%	100%	0%	51%	49%	0%						
	PEAK HR FACTOR		0.477			0.000			0.600			0.543		0.630					
	APP/DEPART	11	/	0	0	/	20	12	/	20	38	/	21	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	3	0	0	0	0	5	1	0	6	0	15					0
	4:15 PM	0	0	5	0	0	0	0	6	0	1	3	0	15					0
	4:30 PM	0	0	4	0	0	0	0	3	0	0	11	0	18					0
	4:45 PM	0	0	8	0	0	0	0	7	0	0	9	0	24					0
	5:00 PM	1	0	2	0	0	0	0	8	1	0	9	0	21					0
	5:15 PM	1	0	2	0	0	0	0	9	0	3	6	0	20					0
	5:30 PM	0	0	0	0	0	0	0	3	0	0	3	0	6					0
	5:45 PM	0	0	1	0	0	0	0	4	0	0	2	0	7					0
	VOLUMES	2	0	25	0	0	0	0	45	2	4	48	0	125	0	0	0	0	0
	APPROACH %	8%	0%	92%	0%	0%	0%	0%	96%	4%	7%	93%	0%						
	APP/DEPART	27	/	0	0	/	6	47	/	69	52	/	50	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	2	0	16	0	0	0	0	27	1	3	35	0	83					
	APPROACH %	11%	0%	89%	0%	0%	0%	0%	96%	4%	7%	93%	0%						
	PEAK HR FACTOR		0.547			0.000			0.778			0.841		0.859					
	APP/DEPART	18	/	0	0	/	4	28	/	43	37	/	37	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
1/28/20	LOCATION:	San Diego	PROJECT #:	SC2496	
TUESDAY	NORTH & SOUTH:	Monument	LOCATION #:	7	
	EAST & WEST:	Dairy Mart	CONTROL:	STOP N	

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Monument			SOUTHBOUND Monument			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart				U-TURNS				
LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	0	0	0	0	5	0	6	8	0	19	0	0	0	1	1
7:15 AM	0	0	1	0	0	0	0	1	0	2	5	0	9	0	0	0	0	0
7:30 AM	0	0	2	0	0	0	0	2	0	4	0	0	8	0	0	0	0	0
7:45 AM	1	0	0	0	0	0	0	1	0	4	2	0	8	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0
8:30 AM	0	0	5	0	0	0	0	0	1	0	4	0	10	0	0	0	0	0
8:45 AM	0	0	5	0	0	0	0	1	0	1	10	0	17	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	1	0	13	0	0	0	0	14	1	18	30	0	77	0	0	0	1	1
APPROACH %	7%	0%	93%	0%	0%	0%	0%	93%	7%	38%	63%	0%						
APP/DEPART	14	/	0	0	/	18	15	/	28	48	/	31	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	1	0	3	0	0	0	0	9	0	15	15	0	44					
APPROACH %	25%	0%	75%	0%	0%	0%	0%	100%	0%	48%	48%	0%						
PEAK HR FACTOR		0.500			0.000			0.450			0.554		0.579					
APP/DEPART	4	/	0	0	/	15	9	/	13	31	/	16	0					
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	3	0	0	0	0	5	1	0	6	0	15	0	0	0	0	0
4:15 PM	0	0	5	0	0	0	0	6	0	1	3	0	15	0	0	0	0	0
4:30 PM	0	0	2	0	0	0	0	3	0	0	8	0	13	0	0	0	0	0
4:45 PM	0	0	8	0	0	0	0	7	0	0	9	0	24	0	0	0	0	0
5:00 PM	1	0	2	0	0	0	0	8	1	0	9	0	21	0	0	0	0	0
5:15 PM	1	0	2	0	0	0	0	9	0	1	4	0	17	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	2	0	0	2	0	5	0	0	0	0	0
VOLUMES	2	0	23	0	0	0	0	43	2	2	42	0	114	0	0	0	0	0
APPROACH %	8%	0%	92%	0%	0%	0%	0%	96%	4%	5%	95%	0%						
APP/DEPART	25	/	0	0	/	4	45	/	66	44	/	44	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	2	0	14	0	0	0	0	27	1	1	30	0	75					
APPROACH %	13%	0%	88%	0%	0%	0%	0%	96%	4%	3%	97%	0%						
PEAK HR FACTOR		0.500			0.000			0.778			0.861		0.781					
APP/DEPART	16	/	0	0	/	2	28	/	41	31	/	32	0					

Monument

NORTH SIDE

Dairy Mart WEST SIDE EAST SIDE **Dairy Mart**

SOUTH SIDE

Monument

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Monument	LOCATION #:	7
TUESDAY	EAST & WEST:	Dairy Mart	CONTROL:	STOP N

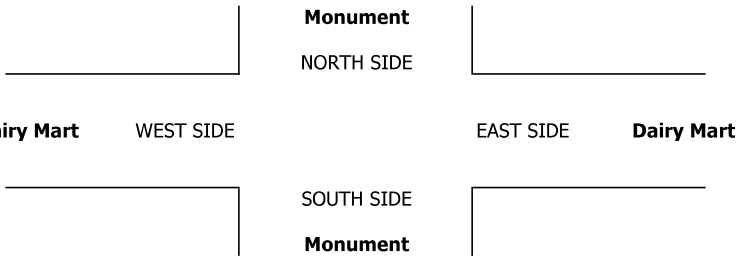
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Monument			SOUTHBOUND Monument			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	1	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0
	7:15 AM	0	0	1	0	0	0	0	1	0	0	1	0	3	0	0	0	0	0
	7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	2	0	0	0	0	2	0	3	2	0	10	0	0	0	0	0
	APPROACH %	33%	0%	67%	0%	0%	0%	0%	100%	0%	60%	40%	0%						
	APP/DEPART	3	/	0	0	/	3	2	/	4	5	/	3	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	1	0	2	0	0	0	0	2	0	1	1	0	7					
	APPROACH %	33%	0%	67%	0%	0%	0%	0%	100%	0%	50%	50%	0%						
	PEAK HR FACTOR		0.750			0.000			0.500			0.500		0.583					
	APP/DEPART	3	/	0	0	/	1	2	/	4	2	/	2	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	1	0	0	0	0	1	0	1	2	0	5	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	33%	67%	0%						
	APP/DEPART	1	/	0	0	/	1	1	/	2	3	/	2	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	1	0	0	0	0	0	0	1	1	0	3					
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	50%	50%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.250		0.375					
	APP/DEPART	1	/	0	0	/	1	0	/	1	2	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

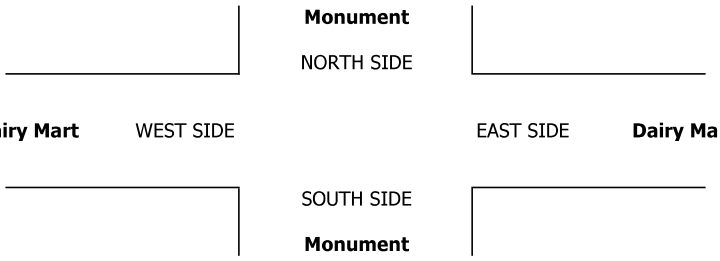
DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Monument	LOCATION #:	7
TUESDAY	EAST & WEST:	Dairy Mart	CONTROL:	STOP N

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Monument			SOUTHBOUND Monument			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	2	0	0	0	0	0	0	2	1	0	5	0	0	0	0	0
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	67%	33%	0%						
	APP/DEPART	2	/	0	0	/	2	0	/	2	3	/	1	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	1	0	0	0	0	0	0	1	1	0	3					
	APPROACH %	0%	0%	100%	0%	0%	0%	0%	0%	0%	50%	50%	0%						
	PEAK HR FACTOR		0.250			0.000			0.000			0.500		0.750					
	APP/DEPART	1	/	0	0	/	1	0	/	1	2	/	1	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Monument	LOCATION #:	7
TUESDAY	EAST & WEST:	Dairy Mart	CONTROL:	STOP N

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Monument			SOUTHBOUND Monument			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	1	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	0	0	/	0	0	/	0	1	/	1	0					

Monument

NORTH SIDE

Dairy Mart WEST SIDE EAST SIDE **Dairy Mart**

SOUTH SIDE

Monument

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Monument	LOCATION #:	7
TUESDAY	EAST & WEST:	Dairy Mart	CONTROL:	STOP N

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Monument			SOUTHBOUND Monument			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Monument

NORTH SIDE

Dairy Mart WEST SIDE EAST SIDE **Dairy Mart**

SOUTH SIDE

Monument

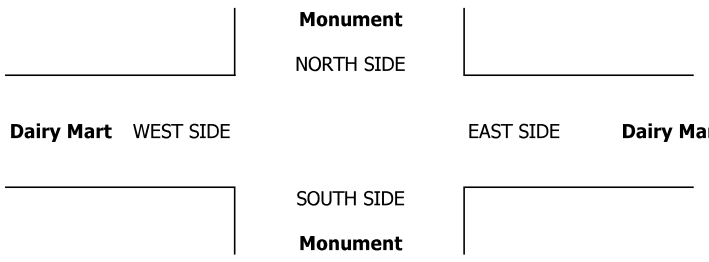
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
1/28/20	LOCATION:	San Diego	PROJECT #:	SC2496	
TUESDAY	NORTH & SOUTH:	Monument	LOCATION #:	7	
	EAST & WEST:	Dairy Mart	CONTROL:	STOP N	

CLASS 6:	NOTES:	AM		▲ N	
BUSES		PM			
		MD	◄ W		E ►
		OTHER		S ▼	
		OTHER			

		NORTHBOUND Monument			SOUTHBOUND Monument			EASTBOUND Dairy Mart			WESTBOUND Dairy Mart				U-TURNS				
	LANES:	NL 0	NT X	NR 0	SL X	ST X	SR X	EL X	ET 1	ER 0	WL 0	WT 1	WR X	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Jan 28, 20

LOCATION: San Diego
NORTH & SOUTH: Hollister
EAST & WEST: Monument

PROJECT #: SC2496
LOCATION #: 8
CONTROL: STOP S

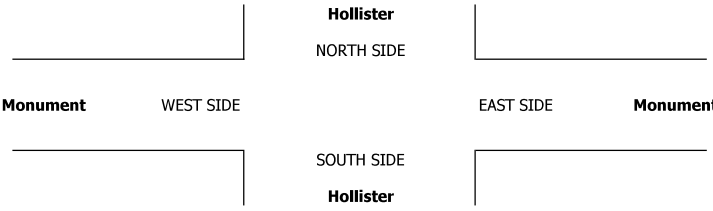
NOTES:

AM
PM
MD
OTHER
OTHER

▲ N
◄ W
E ►
S ▼

☐ Add U-Turns to Left Turns

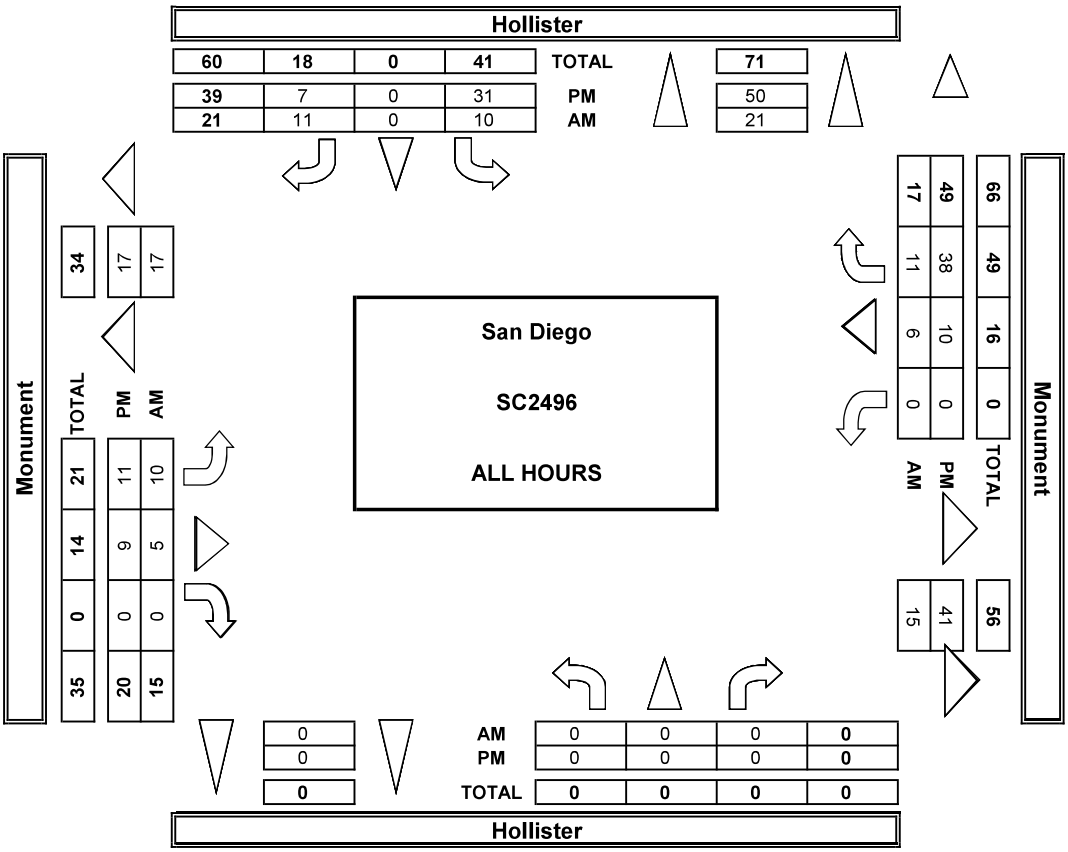
		NORTHBOUND Hollister			SOUTHBOUND Hollister			EASTBOUND Monument			WESTBOUND Monument				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	2	0	2	3	0	0	0	1	1	9	0	0	0	0	0
	7:15 AM	0	0	0	0	0	4	0	1	0	0	1	3	9	0	0	0	0	0
	7:30 AM	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	0	0
	7:45 AM	0	0	0	1	0	0	0	1	0	0	1	2	5	0	0	0	0	0
	8:00 AM	0	0	0	2	0	0	2	1	0	0	1	2	8	0	0	0	0	0
	8:15 AM	0	0	0	1	0	1	1	1	0	0	1	1	6	0	0	0	0	0
	8:30 AM	0	0	0	1	0	2	1	0	0	0	1	1	6	0	0	0	0	0
	8:45 AM	0	0	0	2	0	2	2	1	0	0	0	1	8	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	10	0	11	10	5	0	0	6	11	53	0	0	0	0	0
	APPROACH %	0%	0%	0%	48%	0%	52%	67%	33%	0%	0%	35%	65%						
	APP/DEPART	0	/	21	21	/	0	15	/	15	17	/	17	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	6	0	5	6	3	0	0	3	5	28					
	APPROACH %	0%	0%	0%	55%	0%	45%	67%	33%	0%	0%	38%	63%						
	PEAK HR FACTOR		0.000			0.688			0.750			0.667		0.875					
	APP/DEPART	0	/	11	11	/	0	9	/	9	8	/	8	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	6	0	2	1	1	0	0	2	7	19	0	0	0	0	0
	4:15 PM	0	0	0	4	0	0	2	0	0	0	0	6	12	0	0	0	0	0
	4:30 PM	0	0	0	2	0	3	3	1	0	0	2	6	17	0	1	0	0	1
	4:45 PM	0	0	0	2	0	2	1	1	0	0	1	4	11	0	0	0	0	0
	5:00 PM	0	0	0	8	0	0	2	3	0	0	4	4	21	0	0	0	1	1
	5:15 PM	0	0	0	5	0	0	2	1	0	0	1	7	16	0	0	0	0	0
	5:30 PM	0	0	0	2	0	0	0	2	0	0	0	4	8	0	0	0	0	0
	5:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	0	0	31	0	7	11	9	0	0	10	38	108	0	1	0	1	2
	APPROACH %	0%	0%	0%	79%	0%	18%	55%	45%	0%	0%	20%	78%						
	APP/DEPART	0	/	50	39	/	0	20	/	41	49	/	17	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	17	0	5	8	6	0	0	8	21	67					
	APPROACH %	0%	0%	0%	74%	0%	22%	57%	43%	0%	0%	27%	70%						
	PEAK HR FACTOR		0.000			0.719			0.700			0.833		0.761					
	APP/DEPART	0	/	30	23	/	0	14	/	24	30	/	13	0					

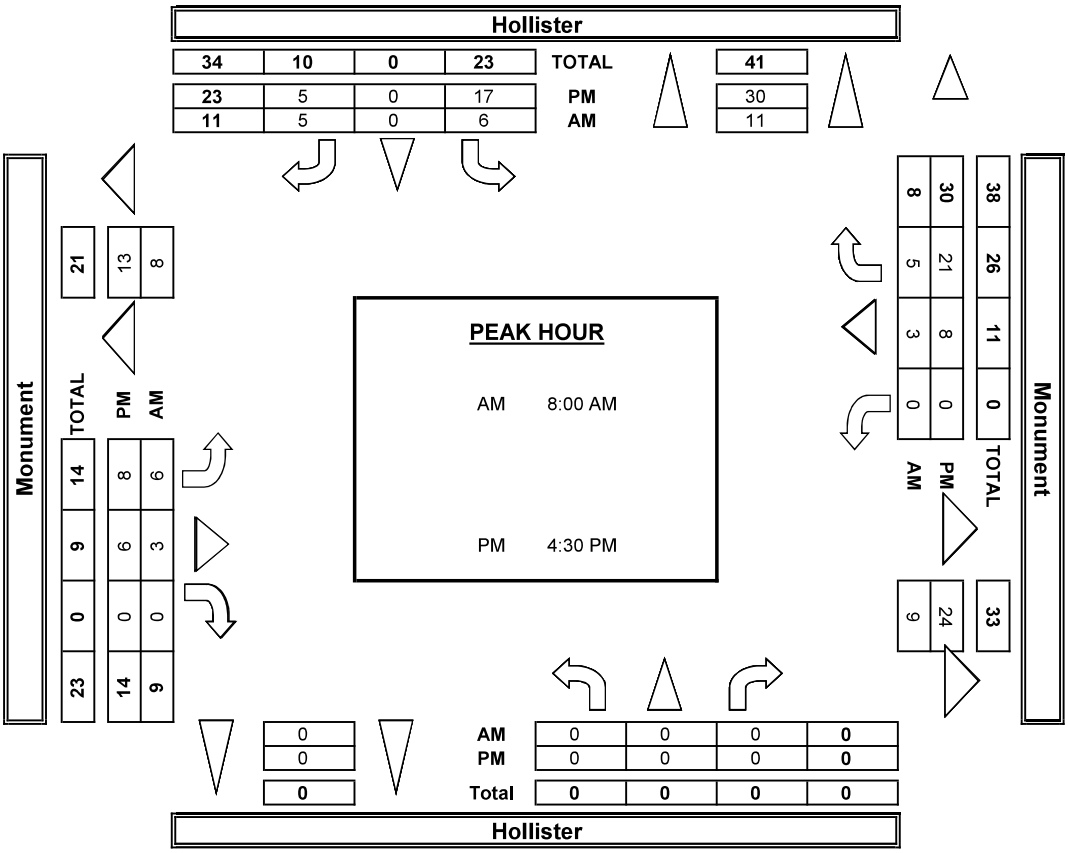


		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	3	0	3	6	0	0	0	0	0	0	3	0	3	6
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	3	0	3	6	0	0	0	0	0	0	3	0	3	6
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	1	0	0	1	2	0	0	0	0	0	1	0	0	1	2
	5:00 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	2	1	0	1	4	0	0	0	0	0	2	1	0	1	4

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

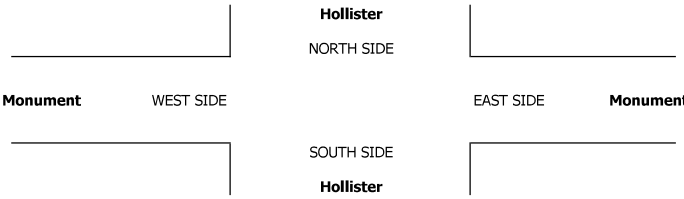
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Hollister	LOCATION #:	8
TUESDAY	EAST & WEST:	Monument	CONTROL:	STOP S

	NOTES:									
PCE Adjusted	Class	1	2	3	4	5	6			
	Factor	1	1.5	2	3	2	2			

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Hollister			SOUTHBOUND Hollister			EASTBOUND Monument			WESTBOUND Monument				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	2	0	4	6	0	0	0	1	1	14					0
	7:15 AM	0	0	0	0	0	6	0	2	0	0	1	5	13					0
	7:30 AM	0	0	0	1	0	0	2	0	0	0	0	0	3					0
	7:45 AM	0	0	0	1	0	0	0	2	0	0	1	3	7					0
	8:00 AM	0	0	0	3	0	0	2	1	0	0	2	2	9					0
	8:15 AM	0	0	0	1	0	3	2	1	0	0	3	1	11					0
	8:30 AM	0	0	0	1	0	3	2	0	0	0	1	1	7					0
	8:45 AM	0	0	0	3	0	2	4	3	0	0	0	1	13					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	0	0	11	0	18	17	8	0	0	9	14	75	0	0	0	0	0
	APPROACH %	0%	0%	0%	39%	0%	61%	67%	33%	0%	0%	39%	61%						
	APP/DEPART	0	/	30	29	/	0	25	/	19	22	/	26	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	7	0	8	9	5	0	0	6	5	39					
	APPROACH %	0%	0%	0%	48%	0%	52%	64%	36%	0%	0%	52%	48%						
	PEAK HR FACTOR		0.000			0.806			0.500			0.656		0.780					
	APP/DEPART	0	/	14	15	/	0	14	/	12	11	/	13	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	0	0	0	7	0	2	1	1	0	0	2	8	20					0
	4:15 PM	0	0	0	4	0	0	3	0	0	0	0	6	13					0
	4:30 PM	0	0	0	3	0	6	3	1	0	0	2	7	21					0
	4:45 PM	0	0	0	2	0	3	2	1	0	0	1	5	13					0
	5:00 PM	0	0	0	9	0	0	2	3	0	0	5	4	22					0
	5:15 PM	0	0	0	5	0	0	2	1	0	0	2	7	17					0
	5:30 PM	0	0	0	2	0	0	0	3	0	0	0	5	10					0
	5:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	2					0
	VOLUMES	0	0	0	33	0	10	12	10	0	0	11	40	116	0	0	0	0	0
	APPROACH %	0%	0%	0%	76%	0%	24%	55%	45%	0%	0%	22%	78%						
	APP/DEPART	0	/	52	43	/	0	22	/	43	51	/	21	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	18	0	8	9	6	0	0	9	22	72					
	APPROACH %	0%	0%	0%	69%	0%	31%	59%	41%	0%	0%	29%	71%						
	PEAK HR FACTOR		0.000			0.765			0.725			0.912		0.813					
	APP/DEPART	0	/	31	26	/	0	15	/	24	31	/	17	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

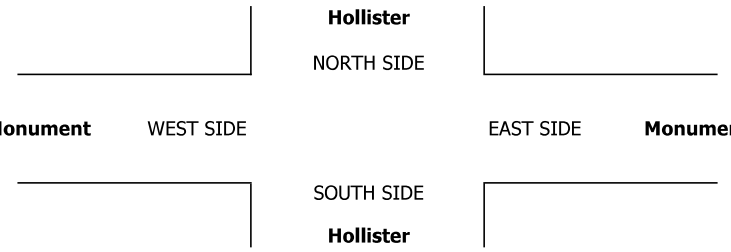
DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Hollister	LOCATION #:	8
TUESDAY	EAST & WEST:	Monument	CONTROL:	STOP S

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND (Hollister)			SOUTHBOUND (Hollister)			EASTBOUND (Monument)			WESTBOUND (Monument)				U-TURNS				
LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	0	0	2	0	1	1	0	0	0	1	1	6	0	0	0	0	0
7:15 AM	0	0	0	0	0	3	0	0	0	0	1	1	5	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:45 AM	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0
8:00 AM	0	0	0	1	0	0	2	1	0	0	0	2	6	0	0	0	0	0
8:15 AM	0	0	0	1	0	0	0	1	0	0	0	1	3	0	0	0	0	0
8:30 AM	0	0	0	1	0	1	0	0	0	0	1	1	4	0	0	0	0	0
8:45 AM	0	0	0	1	0	2	1	0	0	0	0	1	5	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	8	0	7	4	2	0	0	4	7	32	0	0	0	0	0
APPROACH %	0%	0%	0%	53%	0%	47%	67%	33%	0%	0%	36%	64%						
APP/DEPART	0	/	11	15	/	0	6	/	10	11	/	11	0					
BEGIN PEAK HR		8:00 AM																
VOLUMES	0	0	0	4	0	3	3	2	0	0	1	5	18					
APPROACH %	0%	0%	0%	57%	0%	43%	60%	40%	0%	0%	17%	83%						
PEAK HR FACTOR		0.000			0.583			0.417			0.750		0.750					
APP/DEPART	0	/	8	7	/	0	5	/	6	6	/	4	0					
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	5	0	2	1	1	0	0	2	6	17	0	0	0	0	0
4:15 PM	0	0	0	4	0	0	1	0	0	0	0	6	11	0	0	0	0	0
4:30 PM	0	0	0	1	0	1	3	1	0	0	2	5	13	0	0	0	0	0
4:45 PM	0	0	0	2	0	1	0	1	0	0	1	3	8	0	0	0	0	0
5:00 PM	0	0	0	7	0	0	2	3	0	0	3	4	19	0	0	0	1	1
5:15 PM	0	0	0	5	0	0	2	1	0	0	0	7	15	0	0	0	0	0
5:30 PM	0	0	0	2	0	0	0	0	0	0	0	3	5	0	0	0	0	0
5:45 PM	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0
VOLUMES	0	0	0	28	0	4	9	7	0	0	8	34	91	0	0	0	1	1
APPROACH %	0%	0%	0%	88%	0%	13%	56%	44%	0%	0%	19%	79%						
APP/DEPART	0	/	43	32	/	0	16	/	36	43	/	12	0					
BEGIN PEAK HR		4:30 PM																
VOLUMES	0	0	0	15	0	2	7	6	0	0	6	19	56					
APPROACH %	0%	0%	0%	88%	0%	12%	54%	46%	0%	0%	23%	73%						
PEAK HR FACTOR		0.000			0.607			0.650			0.813		0.700					
APP/DEPART	0	/	26	17	/	0	13	/	22	26	/	8	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Hollister	LOCATION #:	8
TUESDAY	EAST & WEST:	Monument	CONTROL:	STOP S

CLASS 2:	NOTES:
2-AXLE WORK VEHICLES/ TRUCKS	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Hollister			SOUTHBOUND Hollister			EASTBOUND Monument			WESTBOUND Monument				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	2	3	0	0	0	0	0
	8:00 AM	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	2	0	1	3	2	0	0	1	3	12	0	0	0	0	0
	APPROACH %	0%	0%	0%	67%	0%	33%	60%	40%	0%	0%	25%	75%						
	APP/DEPART	0	/	6	3	/	0	5	/	4	4	/	2	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	2	0	1	2	0	0	0	1	0	6					
	APPROACH %	0%	0%	0%	67%	0%	33%	100%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.750			0.500			0.250		0.750					
	APP/DEPART	0	/	2	3	/	0	2	/	2	1	/	2	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	1	0	1	0	0	0	0	0	1	3	0	0	0	0	0
	4:45 PM	0	0	0	0	0	1	1	0	0	0	0	1	3	0	0	0	0	0
	5:00 PM	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	2	0	0	0	1	3	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	3	0	2	2	2	0	0	2	4	15	0	0	0	0	0
	APPROACH %	0%	0%	0%	60%	0%	40%	50%	50%	0%	0%	33%	67%						
	APP/DEPART	0	/	6	5	/	0	4	/	5	6	/	4	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	2	0	2	1	0	0	0	2	2	9					
	APPROACH %	0%	0%	0%	50%	0%	50%	100%	0%	0%	0%	50%	50%						
	PEAK HR FACTOR		0.000			0.500			0.250			1.000		0.750					
	APP/DEPART	0	/	3	4	/	0	1	/	2	4	/	4	0					

Hollister

NORTH SIDE

Monument WEST SIDE EAST SIDE **Monument**

SOUTH SIDE

Hollister

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

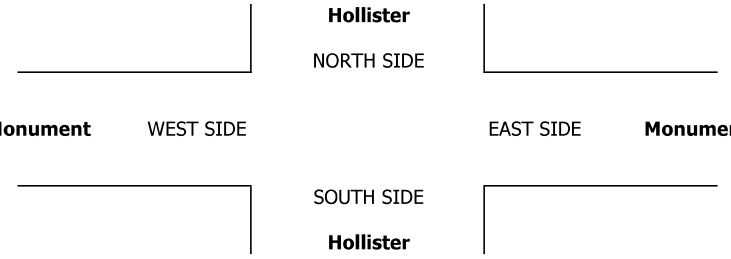
DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Hollister	LOCATION #:	8
TUESDAY	EAST & WEST:	Monument	CONTROL:	STOP S

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Hollister			SOUTHBOUND Hollister			EASTBOUND Monument			WESTBOUND Monument				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	0	/	1	0	/	0	0	/	0	1	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

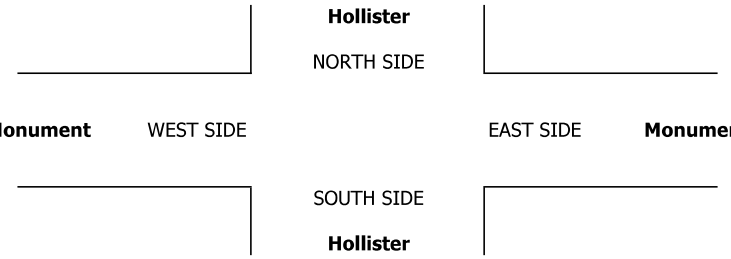
DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Hollister	LOCATION #:	8
TUESDAY	EAST & WEST:	Monument	CONTROL:	STOP S

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Hollister			SOUTHBOUND Hollister			EASTBOUND Monument			WESTBOUND Monument				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	1	0	0	0	0	1	0	2	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	3	2	1	0	0	1	0	7	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	67%	33%	0%	0%	100%	0%						
	APP/DEPART	0	/	2	3	/	0	3	/	1	1	/	4	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	0	1	1	1	0	0	1	0	4					
	APPROACH %	0%	0%	0%	0%	0%	100%	50%	50%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.250			0.250			0.250		0.500					
	APP/DEPART	0	/	1	1	/	0	2	/	1	1	/	2	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	1
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	1	0	0	0	0	0	0	2	0	1	0	0	1
	APPROACH %	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	1	2	/	0	0	/	0	0	/	1	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	1	0	0	0	0	0	0	2					
	APPROACH %	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.000		0.250					
	APP/DEPART	0	/	1	2	/	0	0	/	0	0	/	1	0					



INTERSECTION TURNING MOVEMENT COUNTS

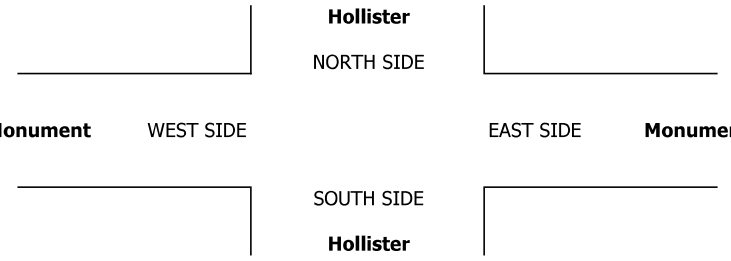
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Hollister	LOCATION #:	8
TUESDAY	EAST & WEST:	Monument	CONTROL:	STOP S

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Hollister			SOUTHBOUND Hollister			EASTBOUND Monument			WESTBOUND Monument				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	1	0	/	0	1	/	0	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Hollister	LOCATION #:	8
TUESDAY	EAST & WEST:	Monument	CONTROL:	STOP S

CLASS 6:	NOTES:	AM / PM / MD / OTHER / OTHER	▲ N ◄ W E ► S ▼
BUSES			

		NORTHBOUND Hollister			SOUTHBOUND Hollister			EASTBOUND Monument			WESTBOUND Monument				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 0	ST X	SR 0	EL 0	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Hollister

NORTH SIDE

Monument WEST SIDE EAST SIDE **Monument**

SOUTH SIDE

Hollister

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Jan 28, 20

LOCATION: San Diego
NORTH & SOUTH: Hollister
EAST & WEST: Tocayo

PROJECT #: SC2496
LOCATION #: 8
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

		NORTHBOUND Hollister			SOUTHBOUND Hollister			EASTBOUND Tocayo			WESTBOUND Tocayo				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	23	37	117	29	10	15	17	0	16	12	103	379	0	0	0	2	2
	7:15 AM	0	11	25	101	7	2	3	9	1	5	4	97	265	0	0	0	0	0
	7:30 AM	0	14	13	112	5	2	1	8	0	14	1	150	320	0	0	0	0	0
	7:45 AM	0	23	21	125	15	7	13	15	1	13	7	190	430	0	0	0	2	2
	8:00 AM	0	11	14	145	11	8	3	6	0	10	5	66	279	0	0	0	0	0
	8:15 AM	0	5	18	72	8	2	1	10	0	12	1	55	184	0	0	0	0	0
	8:30 AM	0	8	10	55	5	2	3	3	0	11	4	49	150	0	0	0	1	1
	8:45 AM	0	6	11	63	7	1	1	3	0	12	3	51	158	0	0	0	1	1
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	101	149	790	87	34	40	71	2	93	37	761	2,165	0	0	0	6	6
	APPROACH %	0%	40%	60%	87%	10%	4%	35%	63%	2%	10%	4%	85%						
	APP/DEPART	250	/	902	911	/	176	113	/	1,016	891	/	71	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	71	96	455	56	21	32	49	2	48	24	540	1,394					
	APPROACH %	0%	43%	57%	86%	11%	4%	39%	59%	2%	8%	4%	88%						
	PEAK HR FACTOR		0.696			0.853			0.648			0.729		0.810					
	APP/DEPART	167	/	643	532	/	102	83	/	604	612	/	45	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	1	16	20	123	22	2	2	12	0	21	6	103	328	0	0	0	0	0
	4:15 PM	0	9	15	107	13	6	1	5	0	24	12	79	271	0	0	0	1	1
	4:30 PM	0	11	26	113	11	2	2	11	0	21	20	102	319	0	0	0	0	0
	4:45 PM	0	16	23	122	15	3	2	7	2	25	11	98	324	0	0	0	0	0
	5:00 PM	0	13	10	90	18	10	5	8	3	19	16	80	272	0	0	0	0	0
	5:15 PM	0	20	19	80	11	4	1	5	1	21	11	120	293	0	0	0	1	1
	5:30 PM	0	8	21	108	7	3	5	9	0	22	17	121	321	0	0	0	1	1
	5:45 PM	1	18	19	93	12	5	2	9	0	15	12	100	286	0	0	0	0	0
	VOLUMES	2	111	153	836	109	35	20	66	6	168	105	803	2,414	0	0	0	3	3
	APPROACH %	1%	42%	58%	85%	11%	4%	22%	72%	7%	16%	10%	75%						
	APP/DEPART	266	/	934	980	/	280	92	/	1,058	1,076	/	142	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	1	52	84	465	61	13	7	35	2	91	49	382	1,242					
	APPROACH %	1%	38%	61%	86%	11%	2%	16%	80%	5%	17%	9%	73%						
	PEAK HR FACTOR		0.878			0.917			0.786			0.913		0.947					
	APP/DEPART	137	/	441	539	/	153	44	/	585	522	/	63	0					

Hollister

NORTH SIDE

Tocayo WEST SIDE EAST SIDE **Tocayo**

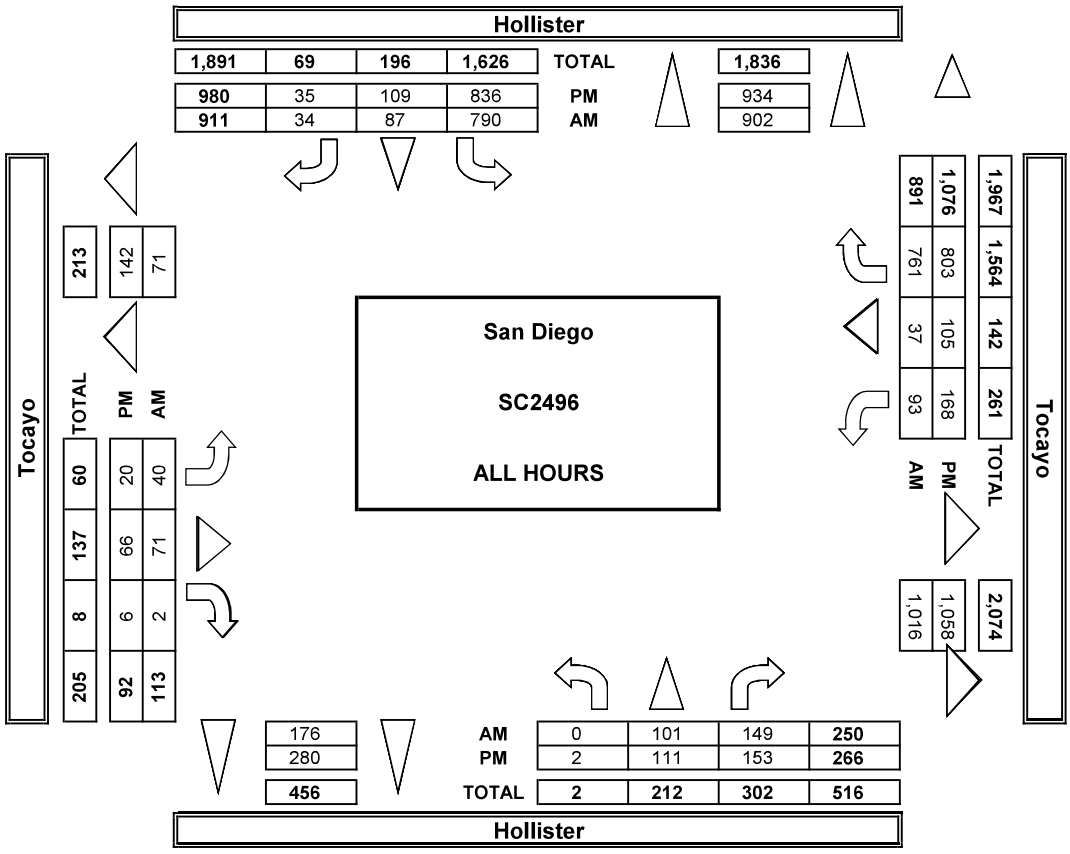
SOUTH SIDE

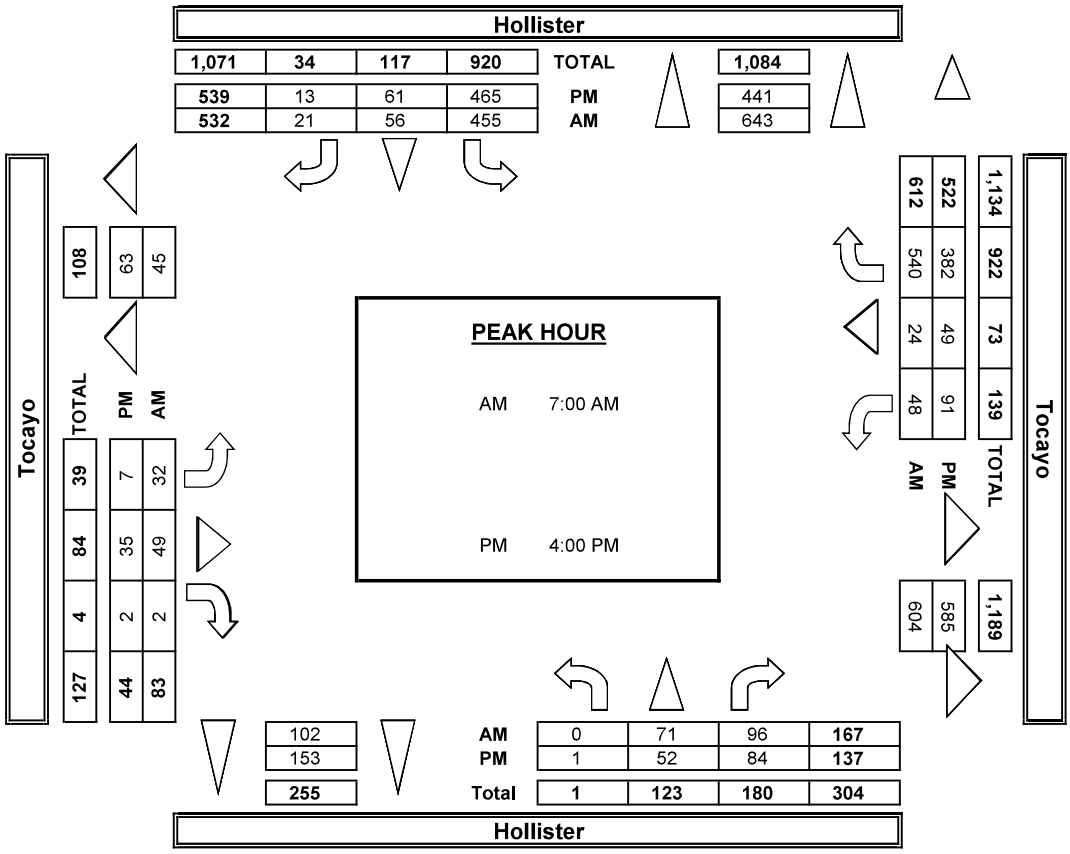
Hollister

		ALL PED AND BIKE					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	5	0	9	0	14	5	0	8	0	13	0	0	1	0	1
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	1	0	4	3	8	1	0	4	1	6	0	0	0	2	2
	7:45 AM	0	1	2	2	5	0	1	1	0	2	0	0	1	2	3
	8:00 AM	0	0	2	1	3	0	0	2	0	2	0	0	0	1	1
	8:15 AM	0	0	3	0	3	0	0	1	0	1	0	0	2	0	2
	8:30 AM	0	20	1	20	41	0	0	1	0	1	0	20	0	20	40
	8:45 AM	0	0	1	5	6	0	0	1	0	1	0	0	0	5	5
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	6	21	22	31	80	6	1	18	1	26	0	20	4	30	54
PM	3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	3	0	3	0	0	3	0	3	0	0	0	0	0
	4:15 PM	1	2	0	2	5	0	0	0	0	0	1	2	0	2	5
	4:30 PM	0	1	0	3	4	0	0	0	0	0	0	1	0	3	4
	4:45 PM	1	0	2	0	3	1	0	1	0	2	0	0	1	0	1
	5:00 PM	1	0	8	1	10	0	0	7	0	7	1	0	1	1	3
	5:15 PM	3	0	2	1	6	3	0	2	0	5	0	0	0	1	1
	5:30 PM	2	0	2	0	4	2	0	2	0	4	0	0	0	0	0
	5:45 PM	0	1	0	1	2	0	1	0	0	1	0	0	0	1	1
	TOTAL	8	4	17	8	37	6	1	15	0	22	2	3	2	8	15

AimTD LLC

TURNING MOVEMENT COUNTS





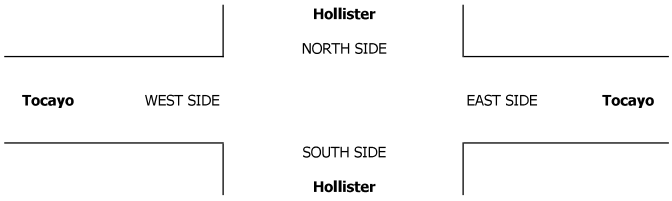
INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Hollister	LOCATION #:	8
TUESDAY	EAST & WEST:	Tocayo	CONTROL:	SIGNAL

	NOTES:											
PCE Adjusted	Class	1	2	3	4	5	6			AM / PM / MD / OTHER / OTHER	▲ N / ◄ W / E ► / S ▼	
	Factor	1	1.5	2	3	2	2					

		NORTHBOUND Hollister			SOUTHBOUND Hollister			EASTBOUND Tocayo			WESTBOUND Tocayo				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	24	44	126	33	11	17	17	0	16	12	106	404					0
	7:15 AM	0	13	28	106	7	3	3	9	1	6	4	101	280					0
	7:30 AM	0	14	14	115	5	2	1	8	0	16	1	155	330					0
	7:45 AM	0	24	25	129	15	7	13	16	1	14	7	192	441					0
	8:00 AM	0	11	15	149	11	8	3	6	0	10	5	70	288					0
	8:15 AM	0	6	19	78	8	2	1	10	0	15	1	60	199					0
	8:30 AM	0	9	11	59	5	2	3	3	0	13	4	52	159					0
	8:45 AM	0	8	11	68	8	1	1	3	0	13	3	56	172					0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	VOLUMES	0	107	166	828	92	36	42	72	2	102	37	790	2,272	0	0	0	0	0
	APPROACH %	0%	39%	61%	87%	10%	4%	36%	62%	2%	11%	4%	85%						
	APP/DEPART	272	/	938	956	/	196	115	/	1,065	929	/	73	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	74	110	475	60	23	34	50	2	52	24	553	1,455					
	APPROACH %	0%	40%	60%	85%	11%	4%	39%	58%	2%	8%	4%	88%						
	PEAK HR FACTOR		0.683			0.821			0.634			0.738		0.825					
	APP/DEPART	183	/	660	558	/	114	85	/	634	629	/	47	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0					0
	4:00 PM	1	17	22	126	25	2	2	13	0	22	6	110	344					0
	4:15 PM	0	10	15	113	14	6	1	6	0	29	13	82	287					0
	4:30 PM	0	11	27	117	12	2	2	11	0	25	20	106	332					0
	4:45 PM	0	17	24	125	16	3	2	7	2	26	11	101	333					0
	5:00 PM	0	16	10	92	20	11	5	9	3	21	16	82	283					0
	5:15 PM	0	20	20	82	11	4	1	5	1	24	12	122	302					0
	5:30 PM	0	8	22	110	7	3	5	9	0	23	18	125	328					0
	5:45 PM	1	19	19	97	12	5	2	9	0	15	12	102	293					0
	VOLUMES	2	117	158	860	116	36	20	68	6	183	108	829	2,501	0	0	0	0	0
	APPROACH %	1%	42%	57%	85%	11%	4%	21%	72%	6%	16%	10%	74%						
	APP/DEPART	277	/	965	1,012	/	305	94	/	1,086	1,119	/	145	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	1	54	88	480	66	13	7	36	2	101	50	398	1,296					
	APPROACH %	1%	38%	61%	86%	12%	2%	16%	80%	4%	18%	9%	72%						
	PEAK HR FACTOR		0.880			0.919			0.776			0.915		0.941					
	APP/DEPART	143	/	459	559	/	169	45	/	604	549	/	64	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

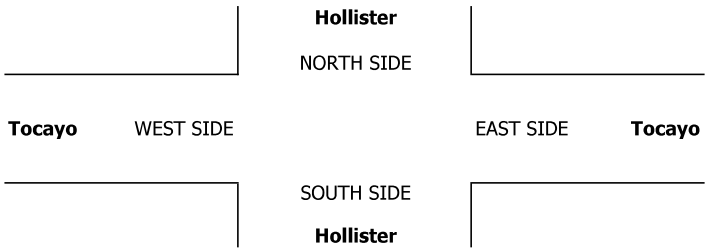
DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Hollister	LOCATION #:	8
TUESDAY	EAST & WEST:	Tocayo	CONTROL:	SIGNAL

CLASS 1: PASSENGER VEHICLES

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Hollister			SOUTHBOUND Hollister			EASTBOUND Tocayo			WESTBOUND Tocayo				U-TURNS				
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM 7:00 AM	0	22	30	107	27	9	13	17	0	16	12	100	353	0	0	0	2	2
7:15 AM	0	9	21	96	7	1	3	9	1	4	4	93	248	0	0	0	0	0
7:30 AM	0	14	12	108	5	2	1	8	0	11	1	144	306	0	0	0	0	0
7:45 AM	0	22	18	120	15	7	13	14	1	12	7	187	416	0	0	0	2	2
8:00 AM	0	11	12	139	11	8	3	6	0	10	5	61	266	0	0	0	0	0
8:15 AM	0	4	17	64	8	2	1	10	0	10	1	50	167	0	0	0	0	0
8:30 AM	0	7	8	50	5	2	3	3	0	9	4	45	136	0	0	0	0	0
8:45 AM	0	5	11	58	5	1	1	3	0	10	3	46	143	0	0	0	1	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	94	129	742	83	32	38	70	2	82	37	726	2,035	0	0	0	5	5
APPROACH %	0%	42%	58%	87%	10%	4%	35%	64%	2%	10%	4%	86%						
APP/DEPART	223	/	858	857	/	162	110	/	946	845	/	69	0					
BEGIN PEAK HR		7:00 AM																
VOLUMES	0	67	81	431	54	19	30	48	2	39	24	524	1,323					
APPROACH %	0%	45%	55%	86%	11%	4%	38%	60%	3%	7%	4%	89%						
PEAK HR FACTOR		0.712			0.881			0.667			0.717		0.795					
APP/DEPART	148	/	621	504	/	95	80	/	564	591	/	43	0					
PM 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	1	14	17	120	20	2	2	11	0	19	6	94	306	0	0	0	0	0
4:15 PM	0	8	15	101	11	6	1	4	0	19	10	75	250	0	0	0	1	1
4:30 PM	0	11	24	107	9	2	2	11	0	18	20	97	301	0	0	0	0	0
4:45 PM	0	15	21	118	14	3	2	7	2	23	11	94	310	0	0	0	0	0
5:00 PM	0	11	10	88	17	9	5	6	3	16	16	77	258	0	0	0	0	0
5:15 PM	0	20	17	77	11	4	1	5	1	18	9	117	280	0	0	0	1	1
5:30 PM	0	8	20	105	7	3	5	9	0	21	16	116	310	0	0	0	1	1
5:45 PM	1	16	19	89	12	5	2	9	0	15	12	97	277	0	0	0	0	0
VOLUMES	2	103	143	805	101	34	20	62	6	149	100	767	2,292	0	0	0	3	3
APPROACH %	1%	42%	58%	86%	11%	4%	23%	70%	7%	15%	10%	75%						
APP/DEPART	248	/	890	940	/	253	88	/	1,013	1,016	/	136	0					
BEGIN PEAK HR		4:00 PM																
VOLUMES	1	48	77	446	54	13	7	33	2	78	47	360	1,167					
APPROACH %	1%	38%	61%	87%	11%	3%	17%	79%	5%	16%	10%	74%						
PEAK HR FACTOR		0.875			0.903			0.808			0.900		0.941					
APP/DEPART	126	/	415	513	/	134	42	/	557	486	/	61	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Hollister	LOCATION #:	8
TUESDAY	EAST & WEST:	Tocayo	CONTROL:	SIGNAL

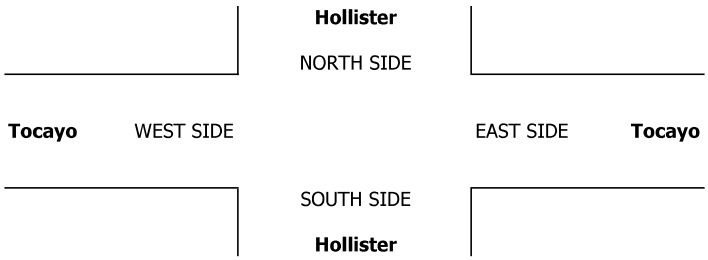
CLASS 2: 2-AXLE WORK VEHICLES/ TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Hollister			SOUTHBOUND Hollister			EASTBOUND Tocayo			WESTBOUND Tocayo				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	1	3	2	0	0	1	0	0	0	0	1	8	0	0	0	0	0
	7:15 AM	0	1	2	3	0	0	0	0	0	0	0	1	7	0	0	0	0	0
	7:30 AM	0	0	1	2	0	0	0	0	0	2	0	3	8	0	0	0	0	0
	7:45 AM	0	1	1	3	0	0	0	1	0	0	0	2	8	0	0	0	0	0
	8:00 AM	0	0	2	4	0	0	0	0	0	0	0	2	8	0	0	0	0	0
	8:15 AM	0	1	0	4	0	0	0	0	0	1	0	1	7	0	0	0	0	0
	8:30 AM	0	1	2	3	0	0	0	0	0	1	0	3	10	0	0	0	1	1
	8:45 AM	0	0	0	1	2	0	0	0	0	2	0	0	5	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	5	11	22	2	0	1	1	0	6	0	13	61	0	0	0	1	1
	APPROACH %	0%	31%	69%	92%	8%	0%	50%	50%	0%	32%	0%	68%						
	APP/DEPART	16	/	19	24	/	7	2	/	35	19	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	3	7	10	0	0	1	1	0	2	0	7	31					
	APPROACH %	0%	30%	70%	100%	0%	0%	50%	50%	0%	22%	0%	78%						
	PEAK HR FACTOR		0.625			0.833			0.500			0.450		0.969					
	APP/DEPART	10	/	11	10	/	2	2	/	18	9	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	2	3	1	1	0	0	1	0	2	0	4	14	0	0	0	0	0
	4:15 PM	0	1	0	3	2	0	0	1	0	3	2	2	14	0	0	0	0	0
	4:30 PM	0	0	2	4	2	0	0	0	0	1	0	3	12	0	0	0	0	0
	4:45 PM	0	1	2	2	1	0	0	0	0	2	0	3	11	0	0	0	0	0
	5:00 PM	0	1	0	1	0	1	0	2	0	3	0	2	10	0	0	0	0	0
	5:15 PM	0	0	2	2	0	0	0	0	0	2	2	2	10	0	0	0	0	0
	5:30 PM	0	0	1	2	0	0	0	0	0	1	1	3	8	0	0	0	0	0
	5:45 PM	0	2	0	1	0	0	0	0	0	0	0	2	5	0	0	0	0	0
	VOLUMES	0	7	10	16	6	1	0	4	0	14	5	21	84	0	0	0	0	0
	APPROACH %	0%	41%	59%	70%	26%	4%	0%	100%	0%	35%	13%	53%						
	APP/DEPART	17	/	28	23	/	20	4	/	30	40	/	6	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	4	7	10	6	0	0	2	0	8	2	12	51					
	APPROACH %	0%	36%	64%	63%	38%	0%	0%	100%	0%	36%	9%	55%						
	PEAK HR FACTOR		0.550			0.667			0.500			0.786		0.911					
	APP/DEPART	11	/	16	16	/	14	2	/	19	22	/	2	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

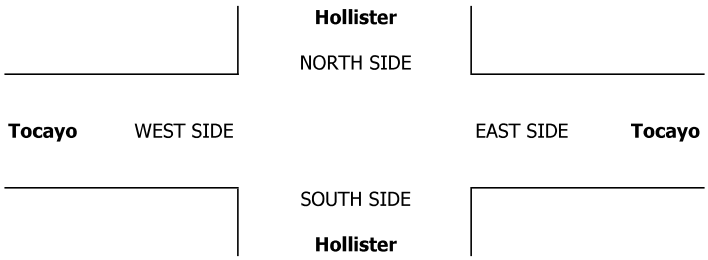
DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Hollister	LOCATION #:	8
TUESDAY	EAST & WEST:	Tocayo	CONTROL:	SIGNAL

CLASS 3: 3-AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Hollister			SOUTHBOUND Hollister			EASTBOUND Tocayo			WESTBOUND Tocayo				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	7:45 AM	0	0	1	1	0	0	0	0	0	1	0	0	3	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	1	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	5	4	0	0	0	0	0	3	0	0	13	0	0	0	0	0
	APPROACH %	0%	17%	83%	100%	0%	0%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	6	/	1	4	/	3	0	/	9	3	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	1	4	1	0	0	0	0	0	2	0	0	8					
	APPROACH %	0%	20%	80%	100%	0%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.625			0.250			0.000			0.500		0.667					
	APP/DEPART	5	/	1	1	/	2	0	/	5	2	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	2	0	0	0	0	0	2	0	1	5	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	67%	0%	33%						
	APP/DEPART	0	/	1	2	/	2	0	/	2	3	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	1	0	0	0	0	0	2	0	1	4					
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	67%	0%	33%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.750		1.000					
	APP/DEPART	0	/	1	1	/	2	0	/	1	3	/	0	0					



INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Hollister	LOCATION #:	8
TUESDAY	EAST & WEST:	Tocayo	CONTROL:	SIGNAL

CLASS 4: 4 OR MORE AXLE TRUCKS

NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

		NORTHBOUND Hollister			SOUTHBOUND Hollister			EASTBOUND Tocayo			WESTBOUND Tocayo				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	1	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
	7:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	2	1	2	0	0	0	0	1	0	0	7	0	0	0	0	0
	APPROACH %	0%	33%	67%	33%	67%	0%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	3	/	1	3	/	3	0	/	3	1	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	2	1	2	0	0	0	0	0	0	0	5					
	APPROACH %	0%	0%	100%	33%	67%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.375			0.000			0.000		0.417					
	APP/DEPART	2	/	0	3	/	2	0	/	3	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	1	0	0	0	0	0	1	0	0	2	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	1	0	1	2	0	0	0	0	3	0	0	7	0	0	0	0	0
	APPROACH %	0%	100%	0%	33%	67%	0%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	1	/	1	3	/	5	0	/	1	3	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	1	1	0	0	0	0	2	0	0	4					
	APPROACH %	0%	0%	0%	50%	50%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.000			0.500			0.000			0.500		0.500					
	APP/DEPART	0	/	0	2	/	3	0	/	1	2	/	0	0					

Hollister NORTH SIDE

Tocayo WEST SIDE EAST SIDE **Tocayo**

SOUTH SIDE **Hollister**

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Hollister	LOCATION #:	8
TUESDAY	EAST & WEST:	Tocayo	CONTROL:	SIGNAL

CLASS 5:	NOTES:
RV	

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Hollister			SOUTHBOUND Hollister			EASTBOUND Tocayo			WESTBOUND Tocayo				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	1	/	0	0	/	1	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
	APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					

Hollister

NORTH SIDE

Tocayo WEST SIDE EAST SIDE **Tocayo**

SOUTH SIDE

Hollister

INTERSECTION TURNING MOVEMENT COUNTS

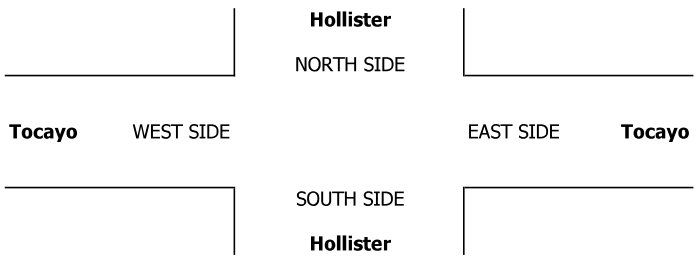
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	San Diego	PROJECT #:	SC2496
1/28/20	NORTH & SOUTH:	Hollister	LOCATION #:	9
TUESDAY	EAST & WEST:	Tocayo	CONTROL:	SIGNAL

CLASS 6:	NOTES:
BUSES	

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Hollister			SOUTHBOUND Hollister			EASTBOUND Tocayo			WESTBOUND Tocayo				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB	SB	EB	WB	TTL
AM	7:00 AM	0	0	1	8	0	1	1	0	0	0	0	2	13	0	0	0	0	0
	7:15 AM	0	0	1	1	0	1	0	0	0	1	0	3	7	0	0	0	0	0
	7:30 AM	0	0	0	2	0	0	0	0	0	0	0	3	5	0	0	0	0	0
	7:45 AM	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	8:00 AM	0	0	0	2	0	0	0	0	0	0	0	3	5	0	0	0	0	0
	8:15 AM	0	0	0	1	0	0	0	0	0	0	0	4	5	0	0	0	0	0
	8:30 AM	0	0	0	2	0	0	0	0	0	0	0	1	3	0	0	0	0	0
	8:45 AM	0	0	0	3	0	0	0	0	0	0	0	5	8	0	0	0	0	0
	9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	2	20	0	2	1	0	0	1	0	22	48	0	0	0	0	0
	APPROACH %	0%	0%	100%	91%	0%	9%	100%	0%	0%	4%	0%	96%						
	APP/DEPART	2	/	23	22	/	1	1	/	22	23	/	2	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	2	12	0	2	1	0	0	1	0	9	27					
	APPROACH %	0%	0%	100%	86%	0%	14%	100%	0%	0%	10%	0%	90%						
	PEAK HR FACTOR		0.500			0.389			0.250			0.625		0.519					
	APP/DEPART	2	/	10	14	/	1	1	/	14	10	/	2	0					
PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:00 PM	0	0	0	2	0	0	0	0	0	0	0	4	6	0	0	0	0	0
	4:15 PM	0	0	0	2	0	0	0	0	0	0	0	2	4	0	0	0	0	0
	4:30 PM	0	0	0	2	0	0	0	0	0	0	0	2	4	0	0	0	0	0
	4:45 PM	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	5:00 PM	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	5:15 PM	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	5:30 PM	0	0	0	1	0	0	0	0	0	0	0	2	3	0	0	0	0	0
	5:45 PM	0	0	0	2	0	0	0	0	0	0	0	1	3	0	0	0	0	0
	VOLUMES	0	0	0	12	0	0	0	0	0	0	0	14	26	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	0	/	14	12	/	0	0	/	12	14	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	7	0	0	0	0	0	0	0	9	16					
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.875			0.000			0.563		0.667					
	APP/DEPART	0	/	9	7	/	0	0	/	7	9	/	0	0					



A816

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 28, 2020
JOB #: SC2496

LOCATION# San Diego
CLASS1 Dairy Mart between I-5 and Camino De La Plaza

AM	NORTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
0:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
0:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
2:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
3:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
3:45	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:00	0	11	2	0	0	0	0	0	0	0	0	0	0	13
4:15	0	18	2	0	0	0	0	0	0	0	0	0	0	20
4:30	0	18	2	0	0	0	0	0	0	0	0	0	0	20
4:45	0	18	8	0	0	0	0	0	0	0	0	0	0	26
5:00	0	20	11	0	0	0	0	0	0	0	0	0	0	31
5:15	0	25	8	0	0	0	0	0	0	0	0	0	0	33
5:30	0	34	11	0	1	0	0	0	1	0	0	0	0	47
5:45	1	28	11	0	1	0	0	0	0	0	0	0	0	41
6:00	0	33	16	0	2	0	0	0	0	0	0	0	0	51
6:15	0	29	5	0	0	1	0	0	1	0	0	0	0	36
6:30	1	45	14	0	1	0	0	0	0	0	0	0	0	61
6:45	0	51	15	0	2	0	0	0	0	0	0	0	0	68
7:00	0	66	12	1	2	0	0	0	0	0	0	0	0	81
7:15	0	71	14	1	2	1	0	0	0	0	0	0	0	89
7:30	0	75	10	1	0	0	0	0	0	0	0	0	0	86
7:45	0	66	7	2	1	0	0	0	0	0	0	0	0	76
8:00	0	63	13	0	0	1	0	0	1	0	0	0	0	78
8:15	0	52	12	0	0	0	0	0	0	0	0	0	0	64
8:30	0	41	10	0	0	0	0	0	0	0	0	0	0	51
8:45	1	39	8	0	0	0	0	0	0	0	0	0	0	48
9:00	0	45	9	0	3	0	0	0	0	0	0	0	0	57
9:15	0	26	7	0	7	0	0	0	0	0	0	0	0	40
9:30	0	33	14	0	1	0	0	0	0	0	0	0	0	48
9:45	0	28	7	0	1	0	0	0	1	0	0	0	0	37
10:00	0	33	7	0	2	0	0	0	1	0	0	0	0	43
10:15	0	48	10	0	2	1	0	0	0	0	0	0	0	61
10:30	0	39	5	0	0	0	0	0	0	0	0	0	0	44
10:45	0	46	7	0	1	1	0	0	0	0	0	0	0	55
11:00	0	44	10	0	2	0	0	0	0	0	0	0	0	56
11:15	0	58	8	0	2	1	0	0	0	0	0	0	0	69
11:30	0	48	8	0	2	0	0	0	0	0	0	0	0	58
11:45	1	54	9	1	4	0	0	0	0	0	0	0	0	69
TOTAL	4	1,356	301	6	39	6	0	0	5	0	0	0	0	1,717

AM PEAK HOUR	7:00 AM
AM PEAK VOLUME	332

PM	NORTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	67	5	0	1	0	0	0	0	0	0	0	0	73
12:15	0	80	9	1	2	0	0	0	0	0	0	0	0	92
12:30	0	65	7	0	4	1	0	0	0	0	0	0	0	77
12:45	0	69	10	0	0	1	0	0	0	0	0	0	0	80
13:00	1	75	14	0	4	0	0	0	0	0	0	0	0	94
13:15	1	67	10	0	3	0	0	0	0	0	0	0	0	81
13:30	1	80	14	0	3	1	0	1	0	0	0	0	0	100
13:45	0	70	14	0	4	0	0	0	0	0	0	0	0	88
14:00	1	77	8	0	0	0	0	0	1	0	0	0	0	87
14:15	0	91	10	1	3	0	0	0	0	0	0	0	0	105
14:30	0	96	13	1	0	1	0	0	0	0	0	0	0	111
14:45	0	83	9	1	1	0	0	0	0	0	0	0	0	94
15:00	0	87	10	0	7	0	0	0	0	0	0	0	0	104
15:15	0	80	13	0	0	1	0	0	0	0	0	0	0	94
15:30	0	69	10	1	0	0	0	0	0	0	0	0	0	80
15:45	0	71	13	2	1	0	0	0	0	0	0	0	0	87
16:00	1	79	13	1	0	0	0	0	1	0	0	0	0	95
16:15	0	75	12	0	0	0	0	0	0	0	0	0	0	87
16:30	0	70	11	0	2	0	0	0	0	0	0	0	0	83
16:45	0	78	10	0	2	0	0	0	0	0	0	0	0	90
17:00	0	81	17	0	0	0	0	0	0	0	0	0	0	98
17:15	0	77	19	0	2	0	0	0	0	0	0	0	0	98
17:30	0	87	18	0	0	0	0	0	0	0	0	0	0	105
17:45	0	90	14	0	1	0	0	0	0	0	0	0	0	105
18:00	0	77	10	0	0	0	0	0	0	0	0	0	0	87
18:15	0	53	6	0	0	0	0	0	0	0	0	0	0	59
18:30	0	75	10	0	0	0	0	0	0	0	0	0	0	85
18:45	0	55	16	0	0	0	0	0	0	0	0	0	0	71
19:00	0	50	9	0	0	0	0	0	0	0	0	0	0	59
19:15	0	59	11	0	0	0	0	0	0	0	0	0	0	70
19:30	0	51	3	0	0	0	0	0	0	0	0	0	0	54
19:45	0	45	5	0	0	0	0	0	0	0	0	0	0	50
20:00	0	72	12	0	1	0	0	0	0	0	0	0	0	85
20:15	0	34	3	0	0	0	0	0	0	0	0	0	0	37
20:30	0	39	1	0	0	0	0	0	0	0	0	0	0	40
20:45	0	27	2	0	0	0	0	0	0	0	0	0	0	29
21:00	0	29	5	0	0	0	0	0	0	0	0	0	0	34
21:15	0	44	2	0	0	0	0	0	0	0	0	0	0	46
21:30	0	28	0	0	0	0	0	0	0	0	0	0	0	28
21:45	0	37	7	0	0	0	0	0	0	0	0	0	0	44
22:00	0	28	3	0	0	0	0	0	0	0	0	0	0	31
22:15	0	11	2	0	0	0	0	0	0	0	0	0	0	13
22:30	0	13	2	0	0	0	0	0	0	0	0	0	0	15
22:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
23:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
23:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
23:45	0	3	0	0	0	1	0	0	0	0	0	0	0	4
TOTAL	5	2,725	397	8	41	6	0	1	2	0	0	0	0	3,185

PM PEAK HOUR	2:15 PM
PM PEAK VOLUME	414

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	9	4,081	698	14	80	12	0	1	7	0	0	0	0	4,902
% OF TOTAL	0.2%	83.3%	14.2%	0.3%	1.6%	0.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	100.0%
Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	
TOTAL: ALL	23	8,212	1,348	22	153	24	0	2	9	0	0	0	0	9,793
% OF TOTAL	0.5%	167.5%	27.5%	0.4%	3.1%	0.5%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 28, 2020
JOB #: SC2496

LOCATION# San Diego
CLASS1 Dairy Mart between I-5 and Camino De La Plaza

AM	SOUTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	9	1	0	0	0	0	0	0	0	0	0	0	10
0:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
0:30	0	8	1	0	0	0	0	0	0	0	0	0	0	9
0:45	0	7	1	0	0	0	0	0	1	0	0	0	0	9
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
2:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15	0	5	0	1	0	0	0	0	0	0	0	0	0	6
4:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
4:45	0	6	1	0	0	0	0	0	1	0	0	0	0	8
5:00	1	3	2	0	0	0	0	0	0	0	0	0	0	6
5:15	0	8	8	0	0	0	0	0	0	0	0	0	0	16
5:30	0	8	7	0	0	0	0	0	0	0	0	0	0	15
5:45	0	26	9	0	0	1	0	0	0	0	0	0	0	36
6:00	0	8	4	0	1	1	0	0	0	0	0	0	0	14
6:15	0	14	6	0	1	0	0	0	0	0	0	0	0	21
6:30	0	18	3	0	1	0	0	0	0	0	0	0	0	22
6:45	0	21	6	0	1	1	0	0	0	0	0	0	0	29
7:00	0	22	8	2	0	0	0	0	0	0	0	0	0	32
7:15	0	31	8	0	1	0	0	0	0	0	0	0	0	40
7:30	0	27	8	2	0	0	0	0	0	0	0	0	0	37
7:45	0	56	9	0	1	0	0	0	0	0	0	0	0	66
8:00	0	45	6	0	0	0	0	0	0	0	0	0	0	51
8:15	0	32	6	0	1	1	0	0	0	0	0	0	0	40
8:30	0	28	7	0	3	1	0	0	0	0	0	0	0	39
8:45	0	52	11	0	4	0	0	0	0	0	0	0	0	67
9:00	0	33	12	0	3	0	0	0	0	0	0	0	0	48
9:15	0	34	10	0	3	0	0	0	0	0	0	0	0	47
9:30	0	34	4	0	2	0	0	0	0	0	0	0	0	40
9:45	0	54	5	0	4	0	0	0	0	0	0	0	0	63
10:00	0	57	8	0	2	1	0	0	0	0	0	0	0	68
10:15	1	45	4	0	1	0	0	0	0	0	0	0	0	51
10:30	0	59	6	0	2	0	0	0	0	0	0	0	0	67
10:45	2	53	11	0	1	1	0	0	0	0	0	0	0	68
11:00	1	62	6	0	3	1	0	0	0	0	0	0	0	73
11:15	0	43	7	0	1	0	0	0	0	0	0	0	0	51
11:30	1	52	8	0	2	0	0	0	0	0	0	0	0	63
11:45	1	66	9	1	3	0	0	0	0	0	0	0	0	80
TOTAL	7	1,071	206	6	41	8	0	0	2	0	0	0	0	1,341

AM PEAK HOUR	11:00 AM
AM PEAK VOLUME	267

PM	SOUTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	1	60	12	0	3	0	0	0	0	0	0	0	0	76
12:15	0	65	7	0	1	0	0	0	0	0	0	0	0	73
12:30	0	72	6	0	3	0	0	0	0	0	0	0	0	81
12:45	1	74	10	0	0	1	0	0	0	0	0	0	0	86
13:00	1	65	9	0	2	0	0	1	0	0	0	0	0	78
13:15	0	92	9	0	1	0	0	0	0	0	0	0	0	102
13:30	0	78	15	0	1	0	0	0	0	0	0	0	0	94
13:45	0	73	12	0	3	0	0	0	0	0	0	0	0	88
14:00	1	60	11	0	1	1	0	0	0	0	0	0	0	74
14:15	0	61	13	0	1	0	0	0	0	0	0	0	0	75
14:30	0	75	12	0	0	1	0	0	0	0	0	0	0	88
14:45	0	88	12	0	1	0	0	0	0	0	0	0	0	101
15:00	0	105	19	1	1	0	0	0	0	0	0	0	0	126
15:15	0	98	17	0	1	0	0	0	0	0	0	0	0	116
15:30	0	84	13	0	0	0	0	0	0	0	0	0	0	97
15:45	1	87	21	1	1	0	0	0	0	0	0	0	0	111
16:00	0	83	19	0	0	0	0	0	0	0	0	0	0	102
16:15	0	94	15	0	1	0	0	0	0	0	0	0	0	110
16:30	0	106	28	0	1	0	0	0	0	0	0	0	0	135
16:45	0	98	15	0	2	0	0	0	0	0	0	0	0	115
17:00	0	105	19	0	2	0	0	0	0	0	0	0	0	126
17:15	0	94	18	0	1	0	0	0	0	0	0	0	0	113
17:30	0	103	15	0	1	0	0	0	0	0	0	0	0	119
17:45	0	81	6	0	1	0	0	0	0	0	0	0	0	88
18:00	1	98	9	0	1	0	0	0	0	0	0	0	0	109
18:15	0	117	15	0	1	0	0	0	0	0	0	0	0	133
18:30	0	89	8	0	0	0	0	0	0	0	0	0	0	97
18:45	0	66	7	0	0	0	0	0	0	0	0	0	0	73
19:00	0	75	11	0	1	0	0	0	0	0	0	0	0	87
19:15	0	72	10	0	0	0	0	0	0	0	0	0	0	82
19:30	0	64	7	0	0	0	0	0	0	0	0	0	0	71
19:45	0	62	5	0	0	0	0	0	0	0	0	0	0	67
20:00	0	54	5	0	0	0	0	0	0	0	0	0	0	59
20:15	0	46	2	0	0	0	0	0	0	0	0	0	0	48
20:30	0	43	3	0	0	0	0	0	0	0	0	0	0	46
20:45	0	37	4	0	0	0	0	0	0	0	0	0	0	41
21:00	0	30	3	0	0	0	0	0	0	0	0	0	0	33
21:15	0	31	4	0	0	0	0	0	0	0	0	0	0	35
21:30	1	23	4	0	0	0	0	0	0	0	0	0	0	28
21:45	0	22	2	0	0	0	0	0	0	0	0	0	0	24
22:00	0	21	1	0	0	0	0	0	0	0	0	0	0	22
22:15	0	25	5	0	0	0	0	0	0	0	0	0	0	30
22:30	0	19	0	0	0	0	0	0	0	0	0	0	0	19
22:45	0	13	1	0	0	0	0	0	0	0	0	0	0	14
23:00	0	11	1	0	0	0	0	0	0	0	0	0	0	12
23:15	0	16	1	0	0	0	0	0	0	0	0	0	0	17
23:30	0	11	2	0	0	1	0	0	0	0	0	0	0	14
23:45	0	14	1	0	0	0	0	0	0	0	0	0	0	15
TOTAL	7	3,060	444	2	32	4	0	1	0	0	0	0	0	3,550

PM PEAK HOUR	4:30 PM
PM PEAK VOLUME	489

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	14	4,131	650	8	73	12	0	1	2	0	0	0	0	4,891
% OF TOTAL	0.3%	84.5%	13.3%	0.2%	1.5%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**

A816

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 28, 2020
JOB #: SC2496

LOCATION# San Diego
CLASS2 Dairy Mart between Camino De La Plaza and Clearwater

AM	NORTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45	0	1	2	0	1	0	0	0	0	0	0	0	0	4
6:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
6:15	0	2	1	0	0	1	0	0	0	0	0	0	0	4
6:30	0	4	3	0	1	0	0	0	0	0	0	0	0	8
6:45	0	0	2	0	1	0	0	0	0	0	0	0	0	3
7:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
7:15	0	1	3	0	2	1	0	0	0	0	0	0	0	7
7:30	0	2	5	0	1	0	0	0	0	0	0	0	0	8
7:45	0	2	0	0	1	0	0	0	0	0	0	0	0	3
8:00	0	1	1	0	0	1	0	0	1	0	0	0	0	4
8:15	0	5	0	0	0	0	0	0	0	0	0	0	0	5
8:30	0	3	4	0	0	0	0	0	0	0	0	0	0	7
8:45	0	2	3	0	0	0	0	0	0	0	0	0	0	5
9:00	0	8	3	0	3	0	0	0	0	0	0	0	0	14
9:15	0	3	3	0	3	0	0	0	0	0	0	0	0	9
9:30	0	5	3	0	2	0	0	0	0	0	0	0	0	10
9:45	0	2	4	0	1	0	0	0	0	0	0	0	0	7
10:00	0	1	3	0	2	0	0	0	0	0	0	0	0	6
10:15	0	4	1	0	1	1	0	0	0	0	0	0	0	7
10:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
10:45	0	7	3	0	0	1	0	0	0	0	0	0	0	11
11:00	1	4	3	0	2	0	0	0	0	0	0	0	0	10
11:15	0	5	3	0	0	1	0	0	0	0	0	0	0	9
11:30	0	3	2	0	1	0	0	0	0	0	0	0	0	6
11:45	0	10	1	0	3	0	0	0	0	0	0	0	0	14
TOTAL	1	90	57	0	26	6	0	0	1	0	0	0	0	181

AM PEAK HOUR	9:00 AM
AM PEAK VOLUME	40

PM	NORTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	5	0	0	1	0	0	0	0	0	0	0	0	6
12:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11
12:30	0	6	3	0	2	1	0	0	0	0	0	0	0	12
12:45	0	6	1	0	0	0	0	0	0	0	0	0	0	7
13:00	0	8	8	0	1	0	0	0	0	0	0	0	0	17
13:15	1	4	5	0	1	0	0	0	0	0	0	0	0	11
13:30	0	7	2	0	1	1	0	0	0	0	0	0	0	11
13:45	0	4	4	0	2	0	0	0	0	0	0	0	0	10
14:00	0	8	2	0	0	1	0	0	0	0	0	0	0	11
14:15	0	12	3	0	1	0	0	0	0	0	0	0	0	16
14:30	0	8	4	0	0	1	0	0	0	0	0	0	0	13
14:45	0	4	1	0	1	0	0	0	0	0	0	0	0	6
15:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
15:15	0	5	5	0	0	1	0	0	0	0	0	0	0	11
15:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8
15:45	0	5	3	0	1	0	0	0	0	0	0	0	0	9
16:00	1	13	5	0	0	0	0	0	0	0	0	0	0	19
16:15	0	6	6	0	0	0	0	0	0	0	0	0	0	12
16:30	0	6	2	0	1	0	0	0	0	0	0	0	0	9
16:45	0	12	6	0	0	0	0	0	0	0	0	0	0	18
17:00	1	9	7	0	0	0	0	0	0	0	0	0	0	17
17:15	0	8	5	0	0	0	0	0	0	0	0	0	0	13
17:30	0	4	5	0	0	0	0	0	0	0	0	0	0	9
17:45	0	5	4	0	0	0	0	0	0	0	0	0	0	9
18:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
18:15	0	4	1	0	0	0	0	0	0	0	0	0	0	5
18:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
18:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
19:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
19:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
22:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	3	199	94	0	13	5	0	0	0	0	0	0	0	314

PM PEAK HOUR	4:00 PM
PM PEAK VOLUME	58

TOTAL: AM+PM	4	289	151	0	39	11	0	0	1	0	0	0	0	495
% OF TOTAL	0.8%	58.4%	30.5%	0.0%	7.9%	2.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	8	588	310	1	77	26	0	0	1	0	0	0	0	1,011
% OF TOTAL	1.6%	118.8%	62.6%	0.2%	15.6%	5.3%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	100.0%

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 28, 2020
JOB #: SC2496

LOCATION# San Diego
CLASS2 Dairy Mart between Camino De La Plaza and Clearwater

AM	SOUTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	1	2	1	0	0	0	0	0	0	0	0	0	0	4
5:15	0	6	8	0	0	0	0	0	0	0	0	0	0	14
5:30	0	3	5	0	0	0	0	0	0	0	0	0	0	8
5:45	0	14	7	0	0	1	0	0	0	0	0	0	0	22
6:00	0	1	4	0	1	1	0	0	0	0	0	0	0	7
6:15	0	5	3	0	0	0	0	0	0	0	0	0	0	8
6:30	0	5	2	0	0	0	0	0	0	0	0	0	0	7
6:45	0	9	4	0	1	1	0	0	0	0	0	0	0	15
7:00	0	7	4	0	0	0	0	0	0	0	0	0	0	11
7:15	0	6	2	0	1	1	0	0	0	0	0	0	0	10
7:30	0	3	4	0	0	0	0	0	0	0	0	0	0	7
7:45	0	4	7	0	0	0	0	0	0	0	0	0	0	11
8:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15	0	4	1	0	0	1	0	0	0	0	0	0	0	6
8:30	0	6	5	0	3	1	0	0	0	0	0	0	0	15
8:45	0	12	4	0	3	0	0	0	0	0	0	0	0	19
9:00	0	5	3	0	1	0	0	0	0	0	0	0	0	9
9:15	0	5	2	0	3	0	0	0	0	0	0	0	0	10
9:30	0	5	0	0	1	0	0	0	0	0	0	0	0	6
9:45	0	9	1	0	2	0	0	0	0	0	0	0	0	12
10:00	0	3	2	0	0	1	0	0	0	0	0	0	0	6
10:15	0	5	3	0	1	0	0	0	0	0	0	0	0	9
10:30	0	4	3	0	1	0	0	0	0	0	0	0	0	8
10:45	1	4	3	0	1	1	0	0	0	0	0	0	0	10
11:00	0	7	0	0	3	1	0	0	0	0	0	0	0	11
11:15	0	5	3	0	1	0	0	0	0	0	0	0	0	9
11:30	0	4	2	0	1	0	0	0	0	0	0	0	0	7
11:45	0	4	4	0	2	0	0	0	0	0	0	0	0	10
TOTAL	2	152	88	0	26	9	0	0	0	0	0	0	0	277

AM PEAK HOUR	8:30 AM
AM PEAK VOLUME	53

PM	SOUTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	4	6	0	0	0	0	0	0	0	0	0	0	10
12:15	0	5	0	0	1	0	0	0	0	0	0	0	0	6
12:30	0	4	3	0	1	0	0	0	0	0	0	0	0	8
12:45	0	7	2	1	0	3	0	0	0	0	0	0	0	13
13:00	1	3	3	0	2	0	0	0	0	0	0	0	0	9
13:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
13:30	0	8	5	0	0	0	0	0	0	0	0	0	0	13
13:45	0	3	3	0	1	0	0	0	0	0	0	0	0	7
14:00	0	7	4	0	1	1	0	0	0	0	0	0	0	13
14:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
14:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
14:45	0	5	3	0	0	0	0	0	0	0	0	0	0	8
15:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
15:15	0	6	0	0	1	0	0	0	0	0	0	0	0	7
15:30	0	6	0	0	0	0	0	0	0	0	0	0	0	6
15:45	0	5	4	0	1	0	0	0	0	0	0	0	0	10
16:00	0	3	1	0	0	1	0	0	0	0	0	0	0	5
16:15	0	3	2	0	1	0	0	0	0	0	0	0	0	6
16:30	0	5	6	0	1	0	0	0	0	0	0	0	0	12
16:45	0	8	2	0	0	0	0	0	0	0	0	0	0	10
17:00	0	5	4	0	1	0	0	0	0	0	0	0	0	10
17:15	0	3	3	0	1	0	0	0	0	0	0	0	0	7
17:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
17:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
18:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
18:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
18:30	1	4	0	0	0	0	0	0	0	0	0	0	0	5
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
19:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
19:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
20:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
21:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2	147	71	1	12	6	0	0	0	0	0	0	0	239

PM PEAK HOUR	1:30 PM
PM PEAK VOLUME	41

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	4	299	159	1	38	15	0	0	0	0	0	0	0	516
% OF TOTAL	0.8%	57.9%	30.8%	0.2%	7.4%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**

A816

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 28, 2020
JOB #: SC2496

LOCATION# San Diego
CLASS3 Dairy Mart between Clearwater and Monument

AM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:30	0	2	2	0	1	1	0	0	0	0	0	0	0	6
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
7:15	0	2	1	0	1	0	0	0	0	0	0	0	0	4
7:30	0	3	2	0	0	1	0	0	0	0	0	0	0	6
7:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
8:00	0	1	0	0	0	1	0	0	0	0	0	0	0	2
8:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
8:45	0	3	3	0	0	0	0	0	0	0	0	0	0	6
9:00	0	4	0	0	0	1	0	0	0	0	0	0	0	5
9:15	0	2	5	0	1	0	0	0	0	0	0	0	0	8
9:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
9:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3
10:00	0	0	4	0	1	0	0	0	0	0	0	0	0	5
10:15	0	6	2	0	0	1	0	0	0	0	0	0	0	9
10:30	0	3	3	0	0	0	0	0	0	0	0	0	0	6
10:45	0	5	1	0	0	1	0	0	0	0	0	0	0	7
11:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
11:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
11:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:45	0	7	1	0	2	0	0	0	0	0	0	0	0	10
TOTAL	0	75	36	0	6	6	0	0	0	0	0	0	0	123

AM PEAK HOUR	10:15 AM
AM PEAK VOLUME	28

PM	EASTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
12:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
12:30	0	7	1	0	0	1	0	0	0	0	0	0	0	9
12:45	0	4	1	0	0	0	0	0	0	0	0	0	0	5
13:00	0	7	5	0	0	1	0	0	0	0	0	0	0	13
13:15	0	2	3	0	0	0	0	0	0	0	0	0	0	5
13:30	1	3	2	0	0	1	0	0	0	0	0	0	0	7
13:45	0	3	3	0	1	0	0	0	0	0	0	0	0	7
14:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
14:15	0	12	2	0	1	0	0	0	0	0	0	0	0	15
14:30	0	3	3	0	0	0	0	0	0	0	0	0	0	6
14:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
15:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
15:15	0	4	1	0	0	1	0	0	0	0	0	0	0	6
15:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
15:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
16:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
16:15	0	4	5	0	0	0	0	0	0	0	0	0	0	9
16:30	0	2	3	0	1	0	0	0	0	0	0	0	0	6
16:45	0	12	3	0	0	0	0	0	0	0	0	0	0	15
17:00	0	9	3	0	0	0	0	0	0	0	0	0	0	12
17:15	0	9	4	0	0	0	0	0	0	0	0	0	0	13
17:30	0	2	0	0	1	0	0	0	0	0	0	0	0	3
17:45	1	2	1	0	0	0	0	0	0	0	0	0	0	4
18:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
20:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
20:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2	134	53	0	4	4	0	0	0	0	0	0	0	197

PM PEAK HOUR	4:30 PM
PM PEAK VOLUME	46

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	2	209	89	0	10	10	0	0	0	0	0	0	0	320
% OF TOTAL	0.6%	65.3%	27.8%	0.0%	3.1%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	
TOTAL: ALL	5	460	188	0	29	20	0	0	0	0	0	0	0	702
% OF TOTAL	1.6%	143.8%	58.8%	0.0%	9.1%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 28, 2020
JOB #: SC2496

LOCATION# San Diego
CLASS3 Dairy Mart between Clearwater and Monument

AM	WESTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
5:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
5:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
6:00	0	1	1	0	2	0	0	0	0	0	0	0	0	4
6:15	0	4	2	0	0	1	0	0	0	0	0	0	0	7
6:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
6:45	0	5	2	0	1	0	0	0	0	0	0	0	0	8
7:00	0	10	4	0	0	1	0	0	0	0	0	0	0	15
7:15	0	5	2	0	1	1	0	0	0	0	0	0	0	9
7:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
7:45	0	3	3	0	0	0	0	0	0	0	0	0	0	6
8:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
8:15	0	1	0	0	0	1	0	0	0	0	0	0	0	2
8:30	0	4	1	0	0	1	0	0	0	0	0	0	0	6
8:45	0	9	2	0	1	0	0	0	0	0	0	0	0	12
9:00	0	7	3	0	2	0	0	0	0	0	0	0	0	12
9:15	0	4	2	0	1	0	0	0	0	0	0	0	0	7
9:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:45	0	5	4	0	2	0	0	0	0	0	0	0	0	11
10:00	0	3	3	0	1	0	0	0	0	0	0	0	0	7
10:15	0	3	2	0	1	0	0	0	0	0	0	0	0	6
10:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:45	1	7	1	0	0	0	0	0	0	0	0	0	0	9
11:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
11:15	0	2	2	0	0	1	0	0	0	0	0	0	0	5
11:30	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:45	0	5	0	0	1	0	0	0	0	0	0	0	0	6
TOTAL	1	119	41	0	13	6	0	0	0	0	0	0	0	180

AM PEAK HOUR	8:30 AM
AM PEAK VOLUME	37

PM	WESTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
12:15	0	4	2	0	1	0	0	0	0	0	0	0	0	7
12:30	0	3	3	0	1	0	0	0	0	0	0	0	0	7
12:45	0	3	0	0	0	1	0	0	0	0	0	0	0	4
13:00	0	4	2	0	1	1	0	0	0	0	0	0	0	8
13:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
13:30	0	7	1	0	1	0	0	0	0	0	0	0	0	9
13:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7
14:00	0	9	3	0	0	1	0	0	0	0	0	0	0	13
14:15	0	7	2	0	0	0	0	0	0	0	0	0	0	9
14:30	0	6	0	0	0	1	0	0	0	0	0	0	0	7
14:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
15:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
15:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
15:30	0	5	1	0	0	0	0	0	0	0	0	0	0	6
15:45	1	3	0	0	1	0	0	0	0	0	0	0	0	5
16:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
16:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
16:30	0	4	5	0	0	0	0	0	0	0	0	0	0	9
16:45	0	6	3	0	0	0	0	0	0	0	0	0	0	9
17:00	0	5	4	0	0	0	0	0	0	0	0	0	0	9
17:15	0	3	3	0	1	0	0	0	0	0	0	0	0	7
17:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
17:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
18:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
18:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:45	1	0	1	0	0	0	0	0	0	0	0	0	0	2
19:00	0	3	1	0	0	0	0	0	0	0	0	0	0	4
19:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
22:45	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL	2	132	58	0	6	4	0	0	0	0	0	0	0	202

PM PEAK HOUR	1:30 PM
PM PEAK VOLUME	38

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	3	251	99	0	19	10	0	0	0	0	0	0	0	382
% OF TOTAL	0.8%	65.7%	25.9%	0.0%	5.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**

A816

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 28, 2020
JOB #: SC2496

LOCATION# San Diego
CLASS4 Monument between Hollister and Dairy Mart

AM	EASTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
6:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
7:15	0	0	0	0	1	0	0	0	0	0	0	0	0	1
7:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45	0	1	0	0	1	0	0	0	0	0	0	0	0	2
8:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
8:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45	0	1	0	0	1	1	0	0	0	0	0	0	0	3
9:00	0	2	1	0	0	1	0	0	0	0	0	0	0	4
9:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
9:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
9:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:00	0	1	4	0	0	0	0	0	0	0	0	0	0	5
10:15	0	5	2	0	0	1	0	0	0	0	0	0	0	8
10:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:45	0	3	2	0	0	1	0	0	0	0	0	0	0	6
11:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
TOTAL	0	46	24	0	3	4	0	0	0	0	0	0	0	77

AM PEAK HOUR	10:00 AM
AM PEAK VOLUME	21

PM	EASTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
12:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12:30	0	3	1	0	0	1	0	0	0	0	0	0	0	5
12:45	1	5	3	0	1	0	0	0	0	0	0	0	0	10
13:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
13:15	0	0	3	0	0	0	0	0	0	0	0	0	0	3
13:30	1	1	5	0	0	0	0	0	0	0	0	0	0	7
13:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
14:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
14:15	0	9	1	0	0	0	0	0	0	0	0	0	0	10
14:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
14:45	0	6	2	0	0	0	0	0	0	0	0	0	0	8
15:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
15:15	0	3	1	0	0	1	0	0	0	0	0	0	0	5
15:30	0	1	3	0	0	0	0	0	0	0	0	0	0	4
15:45	0	2	3	0	0	0	0	0	0	0	0	0	0	5
16:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
16:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
16:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
16:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
17:00	0	8	3	0	0	0	0	0	0	0	0	0	0	11
17:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
17:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
17:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
18:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
18:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
18:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2
19:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
20:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3
21:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:30	1	0	0	0	0	0	0	0	0	0	0	0	0	1
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	3	106	55	0	1	2	0	0	0	0	0	0	0	167

PM PEAK HOUR	2:00 PM
PM PEAK VOLUME	34

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	3	152	79	0	4	6	0	0	0	0	0	0	0	244
% OF TOTAL	1.2%	62.3%	32.4%	0.0%	1.6%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	
TOTAL: ALL	6	338	160	0	13	12	0	0	0	0	0	0	0	529
% OF TOTAL	2.5%	138.5%	65.6%	0.0%	5.3%	4.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 28, 2020
JOB #: SC2496

LOCATION# San Diego
CLASS4 Monument between Hollister and Dairy Mart

AM	WESTBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:30	0	6	1	0	0	0	0	0	0	0	0	0	0	7
6:45	0	2	0	0	1	0	0	0	0	0	0	0	0	3
7:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
7:15	0	2	0	0	1	1	0	0	0	0	0	0	0	4
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	2	0	1	0	0	0	0	0	0	0	0	3
8:00	0	2	0	0	1	0	0	0	0	0	0	0	0	3
8:15	0	0	1	0	0	1	0	0	0	0	0	0	0	2
8:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
8:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
9:15	0	2	0	0	2	1	0	0	0	0	0	0	0	5
9:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
9:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
10:00	0	3	2	0	0	0	0	0	0	0	0	0	0	5
10:15	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:30	0	0	4	0	0	0	0	0	0	0	0	0	0	4
10:45	1	4	3	0	0	0	0	0	0	0	0	0	0	8
11:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
11:15	0	2	2	0	0	1	0	0	0	0	0	0	0	5
11:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:45	0	3	1	0	1	0	0	0	0	0	0	0	0	5
TOTAL	1	54	27	0	7	4	0	0	0	0	0	0	0	93

AM PEAK HOUR	10:30 AM
AM PEAK VOLUME	24

PM	WESTBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
12:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
12:30	0	3	0	0	1	0	0	0	0	0	0	0	0	4
12:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
13:00	0	2	3	0	0	1	0	0	0	0	0	0	0	6
13:15	0	1	4	0	0	0	0	0	0	0	0	0	0	5
13:30	0	4	4	0	0	0	0	0	0	0	0	0	0	8
13:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
14:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
14:15	0	7	1	0	0	0	0	0	0	0	0	0	0	8
14:30	1	7	2	0	0	1	0	0	0	0	0	0	0	11
14:45	0	5	1	0	0	0	0	0	0	0	0	0	0	6
15:00	0	4	3	0	0	0	0	0	0	0	0	0	0	7
15:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
15:30	0	6	3	0	0	0	0	0	0	0	0	0	0	9
15:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
16:00	0	2	6	0	1	0	0	0	0	0	0	0	0	9
16:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
16:30	0	3	5	0	0	0	0	0	0	0	0	0	0	8
16:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
17:00	0	4	4	0	0	0	0	0	0	0	0	0	0	8
17:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
17:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	6	0	0	0	0	0	0	0	0	0	0	0	6
18:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
18:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
18:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
19:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
21:30	1	1	0	0	0	0	0	0	0	0	0	0	0	2
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
22:30	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2	132	54	0	2	2	0	0	0	0	0	0	0	192

PM PEAK HOUR	2:00 PM
PM PEAK VOLUME	36

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	3	186	81	0	9	6	0	0	0	0	0	0	0	285
% OF TOTAL	1.1%	65.3%	28.4%	0.0%	3.2%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**

A816

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 28, 2020
JOB #: SC2496

LOCATION# San Diego
CLASS5 Hollister between Tocayo and Sunset

AM	NORTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00	0	3	2	0	1	0	0	0	0	0	0	0	0	6
4:15	0	6	0	0	0	0	0	0	0	0	0	0	0	6
4:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:00	1	7	2	0	1	0	0	0	0	0	0	0	0	11
5:15	0	10	8	0	1	0	0	0	0	0	0	0	0	19
5:30	0	9	4	0	0	0	0	0	0	0	0	0	0	13
5:45	0	8	5	0	1	1	0	0	3	0	0	0	0	18
6:00	0	10	5	0	1	1	0	0	0	0	0	0	0	17
6:15	0	9	4	0	0	2	0	0	2	0	0	0	0	17
6:30	1	24	9	0	0	1	0	0	0	0	0	0	0	35
6:45	2	36	8	1	4	1	0	0	0	0	0	0	0	52
7:00	1	46	5	1	6	1	0	0	0	0	0	0	0	60
7:15	0	24	7	0	4	1	0	0	0	0	0	0	0	36
7:30	1	17	9	0	0	0	0	0	0	0	0	0	0	27
7:45	2	34	7	0	0	1	0	0	0	0	0	0	0	44
8:00	0	16	9	0	0	0	0	0	0	0	0	0	0	25
8:15	0	17	5	0	0	1	0	0	0	0	0	0	0	23
8:30	0	12	5	0	1	0	0	0	0	0	0	0	0	18
8:45	0	14	3	0	0	0	0	0	0	0	0	0	0	17
9:00	0	23	5	0	0	0	0	0	1	0	0	0	0	29
9:15	0	11	4	0	1	0	0	0	0	0	0	0	0	16
9:30	0	12	4	0	1	0	0	0	0	0	0	0	0	17
9:45	0	12	3	0	1	0	0	0	0	0	0	0	0	16
10:00	0	16	6	2	1	0	0	0	0	0	0	0	0	25
10:15	0	11	4	0	0	0	0	0	0	0	0	0	0	15
10:30	0	12	2	0	1	2	0	0	0	0	0	0	0	17
10:45	0	21	5	0	0	1	0	0	0	0	0	0	0	27
11:00	0	12	7	0	0	0	0	0	0	0	0	0	0	19
11:15	1	20	7	0	1	1	0	0	0	0	0	0	0	30
11:30	0	14	4	0	1	1	0	0	0	0	0	0	0	20
11:45	1	17	3	0	1	1	0	0	0	0	0	0	0	23
TOTAL	10	504	155	4	28	16	0	0	6	0	0	0	0	723

AM PEAK HOUR	6:30 AM
AM PEAK VOLUME	183

PM	NORTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	22	6	0	0	1	0	0	0	0	0	0	0	29
12:15	0	19	1	0	2	0	0	0	0	0	0	0	0	22
12:30	0	18	4	0	1	0	0	0	0	0	0	0	0	23
12:45	0	13	2	0	1	1	0	0	0	0	0	0	0	17
13:00	0	14	5	0	0	0	0	0	0	0	0	0	0	19
13:15	0	20	7	2	0	1	0	0	0	0	0	0	0	30
13:30	0	20	3	0	1	0	0	0	0	0	0	0	0	24
13:45	0	20	4	0	1	1	0	0	0	0	0	0	0	26
14:00	0	20	14	0	1	0	0	0	0	0	0	0	0	35
14:15	0	33	13	2	0	0	0	0	0	0	0	0	0	48
14:30	1	24	10	0	0	1	0	0	0	0	0	0	0	36
14:45	1	28	9	0	0	0	0	0	0	0	0	0	0	38
15:00	0	21	15	0	0	0	0	0	0	0	0	0	0	36
15:15	0	31	7	0	1	0	0	0	0	0	0	0	0	39
15:30	0	26	4	0	0	1	0	0	0	0	0	0	0	31
15:45	1	16	18	0	0	0	0	0	0	0	0	0	0	35
16:00	0	20	16	0	1	0	0	0	0	0	0	0	0	37
16:15	2	15	7	0	0	0	0	0	0	0	0	0	0	24
16:30	0	24	13	0	0	0	0	0	0	0	0	0	0	37
16:45	0	20	17	0	2	0	0	0	0	0	0	0	0	39
17:00	0	17	5	1	0	0	0	0	0	0	0	0	0	23
17:15	1	26	12	0	0	0	0	0	0	0	0	0	0	39
17:30	0	17	12	0	0	0	0	0	0	0	0	0	0	29
17:45	0	26	12	0	0	0	0	0	0	0	0	0	0	38
18:00	0	26	12	0	2	0	0	0	0	0	0	0	0	40
18:15	0	22	11	0	0	2	0	0	0	0	0	0	0	35
18:30	2	11	4	0	0	0	0	0	0	0	0	0	0	17
18:45	0	19	6	0	0	0	0	0	0	0	0	0	0	25
19:00	0	14	2	0	0	0	0	0	0	0	0	0	0	16
19:15	0	11	4	0	0	0	0	0	0	0	0	0	0	15
19:30	0	8	4	0	0	0	0	0	0	0	0	0	0	12
19:45	0	8	4	0	0	0	0	0	0	0	0	0	0	12
20:00	0	11	3	0	1	0	0	0	0	0	0	0	0	15
20:15	0	10	4	0	0	0	0	0	0	0	0	0	0	14
20:30	0	16	3	0	0	0	0	0	0	0	0	0	0	19
20:45	0	9	1	0	0	0	0	0	0	0	0	0	0	10
21:00	0	6	3	0	0	0	0	0	0	0	0	0	0	9
21:15	0	1	4	0	0	0	0	0	0	0	0	0	0	5
21:30	0	6	2	0	0	0	0	0	0	0	0	0	0	8
21:45	0	5	0	0	0	0	0	0	0	0	0	0	0	5
22:00	2	4	1	0	0	0	0	0	0	0	0	0	0	7
22:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
22:30	4	9	2	0	1	0	0	0	0	0	0	0	0	16
22:45	0	10	1	0	0	0	0	0	0	0	0	0	0	11
23:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
23:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
TOTAL	14	727	291	5	15	8	0	0	0	0	0	0	0	1,060

PM PEAK HOUR	2:15 PM
PM PEAK VOLUME	158

CLASS 1	Class 1 — Motorcycles	CLASS 8	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	CLASS 9	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	CLASS 10	6 or More Axles, Single Trailer
CLASS 4	Buses	CLASS 11	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	CLASS 12	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	CLASS 13	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: AM+PM	24	1,231	446	9	43	24	0	0	6	0	0	0	0	1,783
% OF TOTAL	1.3%	69.0%	25.0%	0.5%	2.4%	1.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	100.0%
Class	1	2	3	4	5	6	7	8	9	10	11	12	13	
TOTAL: ALL	46	2,388	866	19	75	47	0	0	12	0	0	0	0	3,453
% OF TOTAL	2.6%	133.9%	48.6%	1.1%	4.2%	2.6%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 28, 2020
JOB #: SC2496

LOCATION# San Diego
CLASS5 Hollister between Tocayo and Sunset

AM	SOUTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45	0	3	0	0	0	1	0	0	0	0	0	0	0	4
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30	0	3	2	0	0	0	0	0	0	0	0	0	0	5
3:45	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	1	2	0	1	0	0	0	0	0	0	0	0	4
4:45	0	1	2	0	0	0	0	0	0	0	0	0	0	3
5:00	1	4	1	0	1	0	0	0	0	0	0	0	0	7
5:15	0	4	2	0	0	0	0	0	0	0	0	0	0	6
5:30	0	9	6	0	0	0	0	0	0	0	0	0	0	15
5:45	0	13	7	0	0	0	0	0	0	0	0	0	0	20
6:00	0	9	4	0	0	0	0	0	0	0	0	0	0	13
6:15	0	12	9	0	1	0	0	0	0	0	0	0	0	22
6:30	0	15	6	1	0	0	0	0	0	0	0	0	0	22
6:45	1	16	6	1	0	0	0	0	0	0	0	0	0	24
7:00	0	34	9	0	0	0	0	0	0	0	0	0	0	43
7:15	1	9	2	1	0	0	0	0	0	0	0	0	0	13
7:30	1	9	8	0	0	1	0	0	0	0	0	0	0	19
7:45	0	24	2	0	0	1	0	0	0	0	0	0	0	27
8:00	0	16	5	0	0	0	0	0	0	0	0	0	0	21
8:15	0	13	6	0	0	0	0	0	1	0	0	0	0	20
8:30	0	13	1	0	0	1	0	0	0	0	0	0	0	15
8:45	0	11	6	0	1	0	0	0	0	0	0	0	0	18
9:00	0	16	6	0	1	0	0	0	0	0	0	0	0	23
9:15	1	12	8	0	1	0	0	0	0	0	0	0	0	22
9:30	0	16	2	0	0	0	0	0	0	0	0	0	0	18
9:45	0	17	7	2	1	1	0	0	0	0	0	0	0	28
10:00	0	13	5	0	0	1	0	0	0	0	0	0	0	19
10:15	0	8	5	0	1	1	0	0	0	0	0	0	0	15
10:30	1	18	5	0	0	1	0	0	0	0	0	0	0	25
10:45	0	12	9	0	1	0	0	0	0	0	0	0	0	22
11:00	0	19	4	0	0	0	0	0	0	0	0	0	0	23
11:15	0	13	5	0	0	0	0	0	0	0	0	0	0	18
11:30	0	13	1	0	0	2	0	0	0	0	0	0	0	16
11:45	0	14	4	0	0	1	0	0	1	0	0	0	0	20
TOTAL	6	404	148	5	10	11	0	0	2	0	0	0	0	586

AM PEAK HOUR	6:15 AM
AM PEAK VOLUME	111

PM	SOUTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	17	4	0	0	0	0	0	0	0	0	0	0	21
12:15	0	18	5	1	0	1	0	0	0	0	0	0	0	25
12:30	0	12	1	0	0	1	0	0	0	0	0	0	0	14
12:45	0	26	9	1	2	0	0	0	0	0	0	0	0	38
13:00	1	15	8	0	0	2	0	0	0	0	0	0	0	26
13:15	0	11	8	0	1	0	0	0	0	0	0	0	0	20
13:30	0	19	6	0	3	0	0	0	0	0	0	0	0	28
13:45	0	20	9	0	0	1	0	0	1	0	0	0	0	31
14:00	0	20	6	2	1	0	0	0	0	0	0	0	0	29
14:15	2	20	3	0	4	2	0	0	0	0	0	0	0	31
14:30	2	38	14	0	0	0	0	0	0	0	0	0	0	54
14:45	1	25	12	1	0	0	0	0	0	0	0	0	0	39
15:00	0	20	11	0	0	1	0	0	0	0	0	0	0	32
15:15	0	26	10	0	2	0	0	0	1	0	0	0	0	39
15:30	0	28	16	0	3	0	0	0	0	0	0	0	0	47
15:45	0	17	18	0	0	1	0	0	0	0	0	0	0	36
16:00	1	25	17	0	0	0	0	0	0	0	0	0	0	43
16:15	0	18	16	0	0	1	0	0	1	0	0	0	0	36
16:30	1	20	10	0	0	1	0	0	0	0	0	0	0	32
16:45	0	29	13	0	0	0	0	0	0	0	0	0	0	42
17:00	1	30	6	0	3	0	0	0	0	0	0	0	0	40
17:15	2	16	13	0	0	0	0	0	1	0	0	0	0	32
17:30	0	23	5	0	0	0	0	0	0	0	0	0	0	28
17:45	0	19	8	0	0	0	0	0	0	0	0	0	0	27
18:00	1	20	2	0	0	0	0	0	0	0	0	0	0	23
18:15	0	20	9	0	0	0	0	0	0	0	0	0	0	29
18:30	0	16	3	0	0	0	0	0	0	0	0	0	0	19
18:45	2	6	1	0	2	0	0	0	0	0	0	0	0	11
19:00	0	13	3	0	0	0	0	0	0	0	0	0	0	16
19:15	0	11	5	0	1	0	0	0	0	0	0	0	0	17
19:30	1	18	2	0	0	0	0	0	0	0	0	0	0	21
19:45	0	11	2	0	0	1	0	0	0	0	0	0	0	14
20:00	0	21	3	0	0	0	0	0	0	0	0	0	0	24
20:15	0	7	0	0	0	0	0	0	0	0	0	0	0	7
20:30	0	8	0	0	0	0	0	0	0	0	0	0	0	8
20:45	0	15	3	0	0	0	0	0	0	0	0	0	0	18
21:00	0	2	2	0	0	0	0	0	0	0	0	0	0	4
21:15	0	13	1	0	0	0	0	0	0	0	0	0	0	14
21:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
21:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
22:00	0	8	2	0	0	0	0	0	0	0	0	0	0	10
22:15	0	11	2	0	0	0	0	0	0	0	0	0	0	13
22:30	1	10	0	0	0	0	0	0	0	0	0	0	0	11
22:45	0	6	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	9	2	0	0	0	0	0	0	0	0	0	0	11
23:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
23:45	0	3	1	0	0	0	0	0	0	0	0	0	0	4
TOTAL	16	753	272	5	22	12	0	0	4	0	0	0	0	1,084

PM PEAK HOUR	3:15 PM
PM PEAK VOLUME	165

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	22	1,157	420	10	32	23	0	0	6	0	0	0	0	1,670
% OF TOTAL	1.3%	69.3%	25.1%	0.6%	1.9%	1.4%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**

A816

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 28, 2020
JOB #: SC2496

LOCATION# San Diego
CLASS6 Hollister between Sunset and Monument

AM	NORTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:30	1	11	2	0	0	0	0	0	0	0	0	0	0	14
6:45	0	6	0	0	1	0	0	0	0	0	0	0	0	7
7:00	0	2	1	0	0	1	0	0	0	0	0	0	0	4
7:15	0	1	0	0	1	1	0	0	0	0	0	0	0	3
7:30	0	0	0	0	0	1	0	0	0	0	0	0	0	1
7:45	0	0	1	0	1	0	0	0	0	0	0	0	0	2
8:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
8:15	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2
8:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
9:00	0	3	0	0	0	1	0	0	0	0	0	0	0	4
9:15	0	2	0	0	2	0	0	0	0	0	0	0	0	4
9:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
9:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
10:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
10:15	0	5	1	0	0	0	0	0	0	0	0	0	0	6
10:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
10:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:00	1	4	2	0	0	0	0	0	0	0	0	0	0	7
11:15	0	4	3	0	0	0	0	0	0	0	0	0	0	7
11:30	0	3	0	0	0	1	0	0	0	0	0	0	0	4
11:45	0	4	1	0	1	0	0	0	0	0	0	0	0	6
TOTAL	2	69	28	0	6	5	0	0	0	0	0	0	0	110

AM PEAK HOUR	6:30 AM
AM PEAK VOLUME	28

PM	NORTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	5	1	0	0	0	0	0	0	0	0	0	0	6
12:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
12:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
13:00	0	2	3	0	0	0	0	0	0	0	0	0	0	5
13:15	0	0	3	0	0	1	0	0	0	0	0	0	0	4
13:30	0	2	4	0	0	0	0	0	0	0	0	0	0	6
13:45	0	5	2	0	0	0	0	0	0	0	0	0	0	7
14:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
14:15	0	9	2	0	0	0	0	0	0	0	0	0	0	11
14:30	1	10	3	0	0	0	0	0	0	0	0	0	0	14
14:45	0	10	2	0	0	0	0	0	0	0	0	0	0	12
15:00	0	4	2	0	0	0	0	0	0	0	0	0	0	6
15:15	0	6	1	0	0	0	0	0	0	0	0	0	0	7
15:30	0	6	4	0	0	0	0	0	0	0	0	0	0	10
15:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
16:00	0	2	5	0	1	0	0	0	0	0	0	0	0	8
16:15	0	6	2	0	0	0	0	0	0	0	0	0	0	8
16:30	0	3	6	0	0	0	0	0	0	0	0	0	0	9
16:45	0	2	3	0	0	0	0	0	0	0	0	0	0	5
17:00	0	2	4	0	0	0	0	0	0	0	0	0	0	6
17:15	1	7	1	0	0	0	0	0	0	0	0	0	0	9
17:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
17:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
18:00	0	5	0	0	0	0	0	0	0	0	0	0	0	5
18:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
18:30	1	1	1	0	0	0	0	0	0	0	0	0	0	3
18:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
19:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
19:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
19:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
20:00	0	3	0	0	0	0	0	0	0	0	0	0	0	3
20:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:30	0	4	1	0	0	0	0	0	0	0	0	0	0	5
20:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
21:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
21:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
22:00	2	1	1	0	0	0	0	0	0	0	0	0	0	4
22:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:30	4	6	2	0	0	0	0	0	0	0	0	0	0	12
22:45	0	3	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	9	151	65	0	1	1	0	0	0	0	0	0	0	227

PM PEAK HOUR	2:00 PM
PM PEAK VOLUME	44

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	11	220	93	0	7	6	0	0	0	0	0	0	0	337
% OF TOTAL	3.3%	65.3%	27.6%	0.0%	2.1%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	
TOTAL: ALL	20	401	181	0	11	11	0	0	0	0	0	0	0	624
% OF TOTAL	5.9%	119.0%	53.7%	0.0%	3.3%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

24-HOUR ROADWAY SEGMENT COUNTS (WITH FHWA CLASSIFICATION)

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tuesday, January 28, 2020
JOB #: SC2496

LOCATION# San Diego
CLASS6 Hollister between Sunset and Monument

AM	SOUTHBOUND													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:30	0	7	1	0	0	0	0	0	0	0	0	0	0	8
6:45	0	4	1	0	2	0	0	0	0	0	0	0	0	7
7:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
7:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
7:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
8:15	0	1	0	0	0	1	0	0	0	0	0	0	0	2
8:30	0	1	2	0	0	0	0	0	0	0	0	0	0	3
8:45	0	2	1	0	1	0	0	0	0	0	0	0	0	4
9:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
9:15	0	1	1	0	0	0	0	0	0	0	0	0	0	2
9:30	0	3	1	0	0	0	0	0	0	0	0	0	0	4
9:45	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:00	0	3	3	0	0	0	0	0	0	0	0	0	0	6
10:15	0	5	2	0	0	1	0	0	0	0	0	0	0	8
10:30	0	2	2	0	0	0	0	0	0	0	0	0	0	4
10:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
11:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:15	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:30	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
TOTAL	0	59	28	0	3	2	0	0	0	0	0	0	0	92

AM PEAK HOUR	6:30 AM
AM PEAK VOLUME	23

PM	SOUTHBOUND													
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	TOTAL
12:00	0	4	1	0	0	0	0	0	0	0	0	0	0	5
12:15	0	4	0	0	0	1	0	0	0	0	0	0	0	5
12:30	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:45	0	6	3	0	1	0	0	0	0	0	0	0	0	10
13:00	0	1	3	0	0	0	0	0	0	0	0	0	0	4
13:15	0	0	2	0	0	0	0	0	0	0	0	0	0	2
13:30	1	1	4	0	0	0	0	0	0	0	0	0	0	6
13:45	0	3	2	0	0	0	0	0	0	0	0	0	0	5
14:00	0	5	2	0	0	0	0	0	0	0	0	0	0	7
14:15	1	10	2	0	0	0	0	0	0	0	0	0	0	13
14:30	4	10	1	0	0	0	0	0	0	0	0	0	0	15
14:45	0	5	4	0	0	0	0	0	0	0	0	0	0	9
15:00	0	5	0	0	0	1	0	0	0	0	0	0	0	6
15:15	0	3	1	0	0	0	0	0	0	0	0	0	0	4
15:30	0	2	3	0	0	0	0	0	0	0	0	0	0	5
15:45	0	2	4	0	0	0	0	0	0	0	0	0	0	6
16:00	0	6	2	0	0	0	0	0	0	0	0	0	0	8
16:15	0	2	2	0	0	0	0	0	0	0	0	0	0	4
16:30	0	2	2	0	0	1	0	0	0	0	0	0	0	5
16:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
17:00	0	5	3	0	0	0	0	0	0	0	0	0	0	8
17:15	0	3	2	0	0	0	0	0	0	0	0	0	0	5
17:30	0	1	1	0	0	0	0	0	0	0	0	0	0	2
17:45	0	2	1	0	0	0	0	0	0	0	0	0	0	3
18:00	1	2	1	0	0	0	0	0	0	0	0	0	0	4
18:15	0	2	3	0	0	0	0	0	0	0	0	0	0	5
18:30	0	0	1	0	0	0	0	0	0	0	0	0	0	1
18:45	1	4	0	0	0	0	0	0	0	0	0	0	0	5
19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	1	0	0	0	0	0	0	0	0	0	0	0	1
19:30	0	0	2	0	0	0	0	0	0	0	0	0	0	2
19:45	0	4	0	0	0	0	0	0	0	0	0	0	0	4
20:00	0	4	0	0	0	0	0	0	0	0	0	0	0	4
20:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
20:45	0	2	2	0	0	0	0	0	0	0	0	0	0	4
21:00	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:30	0	1	0	0	0	0	0	0	0	0	0	0	0	1
21:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	0	0	1	0	0	0	0	0	0	0	0	0	0	1
22:15	0	2	1	0	0	0	0	0	0	0	0	0	0	3
22:30	1	4	0	0	0	0	0	0	0	0	0	0	0	5
22:45	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	3
23:15	0	0	1	0	0	0	0	0	0	0	0	0	0	1
23:30	0	2	0	0	0	0	0	0	0	0	0	0	0	2
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	9	122	60	0	1	3	0	0	0	0	0	0	0	195

PM PEAK HOUR	2:00 PM
PM PEAK VOLUME	44

CLASS 1	Class 1 — Motorcycles	**CLASS 8**	3 to 4 Axles, Single Trailer
CLASS 2	Passenger Cars	**CLASS 9**	5 Axles, Single Trailer
CLASS 3	2 Axles, 4-Tire Single Units	**CLASS 10**	6 or More Axles, Single Trailer
CLASS 4	Buses	**CLASS 11**	5 or Less Axles, Multi-Trailers
CLASS 5	2 Axles, 6-Tire Single Units	**CLASS 12**	6 Axles, Multi-Trailers
CLASS 6	3 Axles, Single Unit	**CLASS 13**	7 or More Axles, Multi-Trailers
CLASS 7	4 or More Axles, Single Unit		

TOTAL: AM+PM	9	181	88	0	4	5	0	0	0	0	0	0	0	287
% OF TOTAL	3.1%	63.1%	30.7%	0.0%	1.4%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%

Class	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**

LOCATION: **RTE 5 @ W. SAN YSIDRO BLVD.**

CALTRANS C8 Version 3 DATE: 06/01/15 PAGE 1

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	1	**1**	1	**1**	**1**	**1**	1	1	CLK RST
1	DONT WALK	1	**1**	1	**1**	**1**	**1**	1	1	
2	MIN GREEN	1	**5**	1	**5**	**5**	**5**	1	1	
3	TYPE 3 DET	0	**0**	0	**0**	**0**	**0**	0	0	
4	ADD/VEH	0.0	**0.0**	0.0	**0.0**	**0.0**	**0.0**	0.0	0.0	
5	PASSAGE	0.9	**6.2**	0.9	**2.0**	**2.0**	**6.2**	9.0	0.9	
6	MAX GAP	0.9	**8.2**	0.9	**2.0**	**2.0**	**8.2**	9.0	0.9	
7	MIN GAP	0.9	**3.0**	0.9	**2.0**	**2.0**	**3.0**	9.0	0.9	
8	MAX EXT	9	**35**	9	**25**	**25**	**35**	9	9	
9	MAX 2									YR
A	MAX 3									MO
B										DAY
C	REDUCE BY	0.0	**0.1**	0.0	**0.0**	**0.0**	**0.1**	0.0	0.0	DOW
D	EVERY	1.0	**0.5**	1.0	**1.0**	**1.0**	**0.5**	1.0	1.0	HR
E	YELLOW	3.0	**4.1**	3.0	**4.1**	**3.7**	**4.1**	3.0	3.0	MIN
F	RED	0.0	**1.0**	0.0	**1.0**	**1.0**	**1.0**	0.0	0.0	SEC
	PED XING FT									

	PRE-EMPTION E	
EV SEL	0
RR1 CLR	5
EVA DLY	0
EVA CLR	5
EVB DLY	0
EVB CLR	5
EVC DLY	0
EVC CLR	5
EVD DLY	0
EVD CLR	5
MAX EV	255
RR2 CLR	5

	F FLAGS	1	2	3	4	5	6	7	8	
PERMIT			**2**		**4**	**5**	**6**			0
RED LOCK										1
YEL LOCK										2
V RECALL			**2**				**6**			3
P RECALL										4
PED PHASES										5
RT OLA										6
RT OLB										7
DBL ENTRY										8
MAX 2 PHASES										9
LAG PHASES	READ ONLY									A
RED REST										B
REST IN WALK										C
MAX 3 PHASES										D
YEL START UP			**2**				**6**			E
FIRST PHASE					**4**					F
	1	2	3	4	5	6	7	8		

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	**0**
FOF	**5**

FCO	**3**
FC1	**3**
FC2	**10**
FCA	**3.0**
FCB	**0.0**
FCC	**2.0**
FCD	**0.0**

FDO TB SELECT	**1**
FD3 PED SELECT	**0**
FD4 7 WIRE	**0**
FD5 PERMISSIVE	**0**
FD8 OS SEEKING	**1**

CO5 FLASH TYPE	**1**
CC2 DOWNLOAD	**1**

NOTES: **MPH = 35**

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY ▒

		CONTROL PLANS									Y-COORD			LAG PHASE	FLAGS									
		1	2	3	4	5	6	7	8	9		C	D	E	F	1	2	3	4	5	6	7	8	
0	CYCLE LENGTH														LAG FZ FREE		2		4		6		8	0
1	FZ1 GRN FCTR													GAPOUT CP1	LAG FZ CP 1									1
2														GAPOUT CP2	LAG FZ CP 2									2
3	FZ3 GRN FCTR													GAPOUT CP3	LAG FZ CP 3									3
4	FZ4 GRN FCTR										PERM TIME			GAPOUT CP4	LAG FZ CP 4									4
5	FZ5 GRN FCTR										LAG OFFSET			GAPOUT CP5	LAG FZ CP 5									5
6											FORCE OFF			GAPOUT CP6	LAG FZ CP 6									6
7	FZ7 GRN FCTR										LONG GRN			GAPOUT CP7	LAG FZ CP 7									7
8	FZ8 GRN FCTR										NO GREEN			GAPOUT CP8	LAG FZ CP 8									8
9	MULTI CYCLE													GAPOUT CP9	LAG FZ CP 9									9
A	OFFSET A										OFFSET				LAG C COORD									A
B	OFFSET B														LAG D COORD									B
C	OFFSET C														COORD FAZES		2				6			C
D	FZ 3 EXT																							D
E	FZ 7 EXT																							E
F	OFFSET INTRPT																							F
																1	2	3	4	5	6	7	8	

CO1 MANUAL CP
CO2 MASTER CP
CO3 CURRENT CP
CO4 LAST CP
CO7 TRNSMT CP
COD MANUAL OFFSET
CAO LOCAL CYCLE TIMER
CBO MASTER CYCLE TIMER
CAA LOCAL OFFSET
CBA MASTER OFFSET

SYSTEM MASTER:
SB OFF RAMP
DAIRY MART

FEATURE	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8		

LOCATION	OFF	ON
1		1
2		
3		
4		
5		
6		
7		
8		

COO = 1

CCB/CDB OFFSET TIMER
CCC/CDC LAG GREEN TIMER
CCD/CDD FORCE OFF TIMER
CCE/CDE LONG GREEN TIMER
CCF/CDF NO GREEN TIMER

D PAGE

	D	FLAGS								E	FLAGS								F	FLAGS							
	MAX	1	2	3	4	5	6	7	8	MIN	1	2	3	4	5	6	7	8	PED	1	2	3	4	5	6	7	8
0	RCL									RCL									RCL								
1	CP 1									CP 1									CP 1								
2	CP 2									CP 2									CP 2								
3	CP 3									CP 3									CP 3								
4	CP 4									CP 4									CP 4								
5	CP 5									CP 5									CP 5								
6	CP 6									CP 6									CP 6								
7	CP 7									CP 7									CP 7								
8	CP 8									CP 8									CP 8								
9	CP 9									CP 9									CP 9								
A																			RCL 1								
B																			RCL 2								
C																											
D																											
E																											
F																											
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8

E PAGE

	E	FLAGS								F	FLAGS								
	FUNCTION	1	2	3	4	5	6	7	8	FUNCTION	1	2	3	4	5	6	7	8	
0										CODE 4									0
1										CODE 5									1
2										C-RECALL									2
3										D-RECALL									3
4										EXCLUSIVE									4
5										2 PED		2							5
6										6 PED						6			6
7										4 PED				4					7
8										8 PED								8	8
9																			9
A	OLA NOT									OLA ON									A
B	OLB NOT									OLB ON									B
C	OLC NOT									OLC ON									C
D	OLD NOT									OLD ON									D
E																			E
F																			F
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8	

LAST POWER FAILURE REGISTER

HOUR = D-A-E
MINUTE = D-B-E
DAY = D-C-E

RCL 1 = TIME OF DAY MAX RECALL (1ST SELECT) PHASES
(CALL ACTIVE LIGHTS)
RCL 2 = TIME OF DAY MAX RECALL (2ND SELECT) PHASES
(CALL ACTIVE LIGHTS)

LAST FLASH TIME REGISTER

HOUR = D-A-F
MINUTE = D-B-F
DAY = D-C-F

D-E-E = C8 VERSION NUMBER
D-E-F = LITHIUM BATTERY CONDITION
84 = BAD
85 = GOOD

LOCATION: **RTE 5 @ W. SAN YSIDRO BLVD.**

CALTRANS C8 Version 3 DATE: 05/28/08

7 PAGE

9 PAGE C09 = 0 or 1

9 PAGE C09 = 2

TIME OF DAY ACTIVITY TABLE											
7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS											
	HR	MIN	ACT	ON/ OFF	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

CONTROL PLAN TIME OF DAY											
9+EVENT+HR+MIN+CP+OS+E+DOW											
	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

CONTROL PLAN TIME OF DAY											
9+EVENT+HR+MIN+CP+OS+E+DOW											
	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

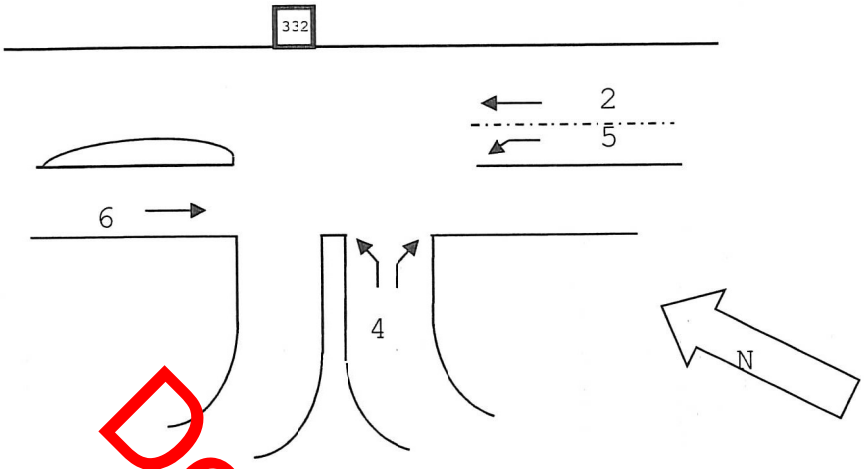
ACTIVITY CODE

1 TYPE OF MAX TERMINATION
2 MAX 2
3 MAX 3
4 COND SERV (1ST SELECT)
5 COND SERV (2ND SELECT)
6 ENERGIZE AUX OUTPUT-RED
7 ENERGIZE AUX OUTPUT-GREEN
8 ENERGIZE AUX OUTPUT-YELLOW
9 TIME OF DAY MAX RECALL (1ST SELECT)
A TRAFFIC ACT. MAX 2 OPERATION
B TIME OF DAY MAX RECALL (2ND SELECT)
C YELLOW YIELD COORDINATION
D YELLOW YIELD COORDINATION
E TIME OF DAY FREE OPERATION
F FLASHING OPERATION

DATE: 08/05/14

LOCATION: RTE 5 @ W. SAN YSIDRO BLVD.

CONFLICT MONITOR PROGRAM



CONSTRUCTION NOTES

[5] THRU [25] (SEE SHEET "1)

SDG&E TYPE "H" — L 2.260 — A 2.24 120/240 V.

A 2.26 TYPE A 480V. [5] EX. PP #288460

[18] 2" C., SDG&E APPROVED CONDUCTORS.

[18] 2"(53mm)C.; 2#6(S)

[18] 2"(53mm)C.; 2#10(L), 3#14(PEU), 2#10(TDC).

[19] 1" (27mm)C.,1 SIC

[19] 1" (27mm)C.,2#10,TDC

[18] 2" (53mm)C.,NT. CONDUCTORS BY PACBELL.

*NOTE: TRENCH AND INSTALL CONDUIT TO TELEPHONE SERVICE POINT (TSP). LOCATION TO BE DETERMINED BY PACBELL.

[18] 2"(53mm) C., 6 DLC

[18] 2"(53mm) C., 3 DLC

[18] 2"(53mm) C., 1 DLC

CHANNEL

CHANNEL UNDERPASS

TSP

W. SAN YSIDRO BL

SIC TO DAIRY MART PD CONTROLLER CABINET NOTE: INSTALL #5 PULL BOXES AT 200' (APPROX.) INTERVALS.

E2.264

[18] 2"(53mm) CL. 4 TWISTED PAIR, LOOP CONDUCTORS

Ø2 Ø4 Ø5 Ø6

EVC

4S (DETAIL A)

[12] R34A

[12] R60-B

[12] 6E

[12] R34-2

EVA

112.5'(34m) TO STOP BAR

225'(69m) TO LIMIT LINE

225'(69m) TO STOP BAR

L 2.286 P&C (480V. LIGHTING & SIGN CONTROL)

OLA

5S OLA Ø6+Ø7*

E2.258

E2.242

L 2.232

L 2.258

V 2.262

TYPE III MEUC 125

Ø4 Ø17' (5.2m)

[18] 2"(53mm)C., 5 DLC

[18] 2"(53mm)C., 1 DLC

[18] 2"(53mm)C., 3 DLC

[8] 2"(53mm) C., 1 DLC

AC (43'9") TO STOP BAR

I-5 ON

I-5 OFF

TO L2.168

SCALE 1"=20'

4S HEAD

MAS B

R Y G Ø7

DETAIL "A"

NO SCALE

CIRCUIT BREAKERS

MAIN 2P-100 AMP

A - 1P - 15 AMP SPARE

B - 1P - 50 AMP

C - 1P - 15 AMP

D - 1P - 15 AMP

E - 2P - 30 AMP

AUTO TEST

① - LIGHTING
② - TDC
③ - SIGNAL
④ - PEU

WIRING DIAGRAM DETAIL

TYPE III - SERVICE EQUIPMENT ENCLOSURE SEE ES-2C AND ES-2E

CONDUIT/CONDUCTOR SCHEDULE

AWG SIZE OR CABLE TYPE	PHASE	POLE OR CIRCUIT	CONDUIT SIZE & RUN 3" 78mm (1)	3" 78mm (2)	3" 78mm (3)	3" 78mm (4)	2-3" 78mm (5)	3" 78mm (6)
CONDUCTORS 3 / 12		POLE - A	- / -	1 / -	- / -	- / -	- / 1	- / -
		POLE - B	- / -	1 / -	- / -	- / 1	- / -	- / -
		POLE - C	- / -	- / -	- / -	1 / 2	- / -	- / -
		POLE - D	- / -	- / -	- / -	1 / 2	- / -	- / -
TOTAL CABLES		3 CONDUCT. / 12 CONDUCT.	- / 1	2 / -	2 / -	2 / 4	1 / 6	- / -
14		PEU	-	3	-	-	-	-
6		SIGNAL	-	-	-	-	-	-
10		LIGHTING	2	2	2	2	-	-
6 PAIR NO.22	(SIC)	INTERCONNECT CABLE	-	-	-	1	1	1
		LOOP DETECTOR						
TYPE "B" DLC	2	" "	-	4	-	-	4	-
	4	" "	3	3	-	-	3	-
	5	" "	-	2	-	-	-	-
	OLA	" "	-	-	1	1	1	-
		TOTAL ULC	3	11	5	5	12	-
EMERGENCY VEHICLE DETECTOR (EV-DLC)			1	2	-	1	2	-
TOTAL CABLES/CONDUCTORS			7	20	9	13	32	1

POLE SCHEDULE

No.	STANDARD TYPE	MOT.	SIG. M.A.	LUM. M.A.	LUMINAIRE CO-HPS	PLACEMENT A	PLACEMENT B	SIGNAL MOUNTING VEHICLE			PEDESTRIAN SIGNAL	PEDESTRIAN PPB	REMARKS
(A)	17-2-129	9.1m	6.1m	-	-	6.4m	1.2m	MAS	4B	SV-2-TB	-	-	EVD PEU 4S
(B)	26-3-129	9.1m	12.2m	4.6m	200W.	10.4	1.2m	MAS	-	SV-2-TB	-	-	EVA 5S [A]
(C)	TYPE 15	9.1m	-	4.6m	200W.	*	1.2m	-	-	SV-1-T&1 SV-1-1	-	-	Ø4 SV-1-T&17' (5.2m) MT.
(D)	26-3-129	9.1m	12.2m	4.6m	200W.	*	1.2m	MAT	MAS	SV-2-T	-	-	EVC

ALL VEHICLE SIGNAL HEADS SHALL BE 12" (300mm) WITH BACKPLATES.
ALL VEHICLE AND PEDESTRIAN SIGNAL HEADS SHALL HAVE L.E.D. LENSES.
ALL VISORS SHALL BE TUNNEL STYLE.
ANCHOR BOLT NUT COVERS SHALL BE PROVIDED.

* TO BE DETERMINED IN THE FIELD WITH RESIDENT ENGINEER.

[A] CONTRACTOR TO CAP UNUSED TENON WITH WEATHER TIGHT SEAL

PHASE DIAGRAM

Ø5	Ø6	NOT USED	NOT USED
NOT USED	Ø2	OLA Ø6+Ø7*	NOT USED

FLASHING OPERATION SHALL BE ALL RED.
* Ø7 = "DUMMY" PHASE

I-5

SIGNAL No. P2.250

FOR REDUCED PLANS ORIGINAL SCALE IS IN INCHES 0 1 2 3

SPECIFICATION NO. Ø13427
CITY CONTRACT, CIP No. 68-002.1

REGISTERED PROFESSIONAL ENGINEER FRANK BELOCK JR. No. 34308 Exp. 12-31-05 CIVIL STATE OF CALIFORNIA

PLANS FOR THE CONSTRUCTION OF

TRAFFIC SIGNAL
W. SAN YSIDRO BL. @ STATE ROUTE 5
NORTHBOUND RAMPS
ELECTRICAL

CITY OF SAN DIEGO, CALIFORNIA
ENGINEERING & CAPITAL PROJECTS DEPARTMENT
SHEET 2 OF 5 SHEETS

W.O. NO. 680021

CONTRACTOR MUST NOTIFY THE BELOW LISTED AGENCY AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCEMENT OF EXCAVATION :

UNDERGROUND SERVICE ALERT (USA) 1-800-422-4133

FOR CITY ENGINEER — DATE 9/27/05

DESCRIPTION	BY	APPROVED	DATE	FILMED
TITLE SHEET, DATES 2/27/02 REVISION 8/11/03	URIAS			

AS-BUILT

CONTRACTOR — DATE STARTED
INSPECTOR — DATE COMPLETED

DUNCAN HUGHI — SECTION HEAD
QUAN HANG — PROJECT MANAGER
BARRY URIAS — DESIGN ENGINEER
143-17T50
1783-4587
29927-4-[illegible]

LOCATION: **RTE 5 SB @ DAIRY MART ROAD**

CALTRANS C8 Version 3 DATE: 05/06/19 PAGE 1

F PAGE

	INTERVAL	PHASE TIMING 1	2	3	4	5	6	7	8	9
0	WALK	**1**	**7**	1	**7**	1	**7**	1	1	CLK RST
1	DONT WALK	**1**	**9**	1	**24**	1	**14**	1	1	
2	MIN GREEN	**5**	**5**	1	**5**	1	**5**	1	1	
3	TYPE 3 DET	**0**	**0**	0	**0**	0	**0**	0	0	
4	ADD/VEH	**0.0**	**0.0**	0.0	**0.0**	0.0	**0.0**	0.0	0.0	
5	PASSAGE	**2.0**	**3.9**	0.9	**2.0**	0.9	**3.9**	0.9	0.9	
6	MAX GAP	**2.0**	**5.9**	0.9	**2.0**	0.9	**5.9**	0.9	0.9	
7	MIN GAP	**2.0**	**3.0**	0.9	**2.0**	0.9	**3.0**	0.9	0.9	
8	MAX EXT	**25**	**30**	9	**25**	9	**30**	9	9	
9	MAX 2		**40**		**35**		**40**			
A	MAX 3									MO
B										DAY
C	REDUCE BY	**0.0**	**0.1**	0.0	**0.0**	0.0	**0.1**	0.0	0.0	DOW
D	EVERY	**1.0**	**0.9**	1.0	**1.0**	1.0	**0.9**	1.0	1.0	HR
E	YELLOW	**3.7**	**4.1**	3.0	**4.1**	3.0	**4.1**	3.0	3.0	MIN
F	RED	**1.0**	**1.0**	0.0	**1.0**	0.0	**1.0**	0.0	0.0	SEC
3.5'	PED XING FT		44'		98'		63'			

	PRE-EMPTION E		F FLAGS	1	2	3	4	5	6	7	8	
0	EV SEL	**0**	PERMIT	**1**	**2**		**4**		**6**			0
1	RR1 CLR	**5**	RED LOCK									1
2	EVA DLY	**0**	YEL LOCK									2
3	EVA CLR	**5**	V RECALL		**2**				**6**			3
4	EVB DLY	**0**	P RECALL									4
5	EVB CLR	**5**	PED PHASES		**2**		**4**		**6**			5
6	EVC DLY	**0**	RT OLA									6
7	EVC CLR	**5**	RT OLB									7
8	EVD DLY	**0**	DBL ENTRY									8
9	EVD CLR	**5**	MAX 2 PHASES		**2**		**4**		**6**			9
A	MAX EV	**255**	LAG PHASES	READ ONLY								A
B	RR2 CLR	**5**	RED REST									B
C			REST IN WALK									C
D			MAX 3 PHASES									D
E			YEL START UP		**2**				**6**			E
F			FIRST PHASE				**4**					F
				1	2	3	4	5	6	7	8	

FOC LONG FAILURE	
FOD SHORT FAILURE	
FOE	**0**
FOF	**5**

FCO	**3**
FC1	**3**
FC2	**10**
FCA	**0.0**
FCB	**0.0**
FCC	**0.0**
FCD	**0.0**

FDO TB SELECT	**1**
FD3 PED SELECT	**0**
FD4 7 WIRE	**0**
FD5 PERMISSIVE	**0**
FD8 OS SEEKING	**1**

CO5 FLASH TYPE	**1**
CC2 DOWNLOAD	**1**

NOTES: MPH = 40

ENTRIES IN THESE LOCATIONS CAN BE CHANGED IN CC1 FLASH ONLY ▒

LOCATION: **RTE 5 SB @ DAIRY MART ROAD**

CALTRANS C8 Version 3 DATE: 11/14/11 PAGE 2

C PAGE

		CONTROL PLANS									Y-COORD			LAG PHASE	FLAGS								
		1	2	3	4	5	6	7	8	9		C	D	E	F	1	2	3	4	5	6	7	8	
0	CYCLE LENGTH														LAG FZ FREE		2		4		6		8	0
1	FZ1 GRN FCTR													GAPOUT CP1	LAG FZ CP 1									1
2														GAPOUT CP2	LAG FZ CP 2									2
3	FZ3 GRN FCTR													GAPOUT CP3	LAG FZ CP 3									3
4	FZ4 GRN FCTR										PERM TIME			GAPOUT CP4	LAG FZ CP 4									4
5	FZ5 GRN FCTR										LAG OFFSET			GAPOUT CP5	LAG FZ CP 5									5
6											FORCE OFF			GAPOUT CP6	LAG FZ CP 6									6
7	FZ7 GRN FCTR										LONG GRN			GAPOUT CP7	LAG FZ CP 7									7
8	FZ8 GRN FCTR										NO GREEN			GAPOUT CP8	LAG FZ CP 8									8
9	MULTI CYCLE													GAPOUT CP9	LAG FZ CP 9									9
A	OFFSET A										OFFSET				LAG C COORD									A
B	OFFSET B														LAG D COORD									B
C	OFFSET C														COORD FAZES		2				6			C
D	FZ 3 EXT																							D
E	FZ 7 EXT																							E
F	OFFSET INTRPT																							F
																1	2	3	4	5	6	7	8	

CO1 MANUAL CP
CO2 MASTER CP
CO3 CURRENT CP
CO4 LAST CP
CO7 TRNSMT CP
COD MANUAL OFFSET
CAO LOCAL CYCLE TIMER
CBO MASTER CYCLE TIMER
CAA LOCAL OFFSET
CBA MASTER OFFSET

SYSTEM MASTER:

FEATURE	OFF	ON
1		
2		
3		
4		
5		
6		
7		
8		

LOCATION	OFF	ON
1		1
2		
3		
4		
5		
6		
7		
8		

COO = 1

CCB/CDB OFFSET TIMER
CCC/CDC LAG GREEN TIMER
CCD/CDD FORCE OFF TIMER
CCE/CDE LONG GREEN TIMER
CCF/CDF NO GREEN TIMER

D PAGE

	D	FLAGS								E	FLAGS								F	FLAGS							
	MAX	1	2	3	4	5	6	7	8	MIN	1	2	3	4	5	6	7	8	PED	1	2	3	4	5	6	7	8
0	RCL									RCL									RCL								
1	CP 1									CP 1									CP 1								
2	CP 2									CP 2									CP 2								
3	CP 3									CP 3									CP 3								
4	CP 4									CP 4									CP 4								
5	CP 5									CP 5									CP 5								
6	CP 6									CP 6									CP 6								
7	CP 7									CP 7									CP 7								
8	CP 8									CP 8									CP 8								
9	CP 9									CP 9									CP 9								
A																			RCL 1								
B																			RCL 2								
C																											
D																											
E																											
F																											
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8

E PAGE

	E	FLAGS								F	FLAGS								
	FUNCTION	1	2	3	4	5	6	7	8	FUNCTION	1	2	3	4	5	6	7	8	
0										CODE 4									0
1										CODE 5									1
2										C-RECALL									2
3										D-RECALL									3
4										EXCLUSIVE									4
5										2 PED		2							5
6										6 PED						6			6
7										4 PED				4					7
8										8 PED								8	8
9																			9
A	OLA NOT									OLA ON									A
B	OLB NOT									OLB ON									B
C	OLC NOT									OLC ON									C
D	OLD NOT									OLD ON									D
E																			E
F																			F
		1	2	3	4	5	6	7	8		1	2	3	4	5	6	7	8	

LAST POWER FAILURE REGISTER

HOUR = D-A-E
MINUTE = D-B-E
DAY = D-C-E

RCL 1 = TIME OF DAY MAX RECALL (1ST SELECT) PHASES
(CALL ACTIVE LIGHTS)
RCL 2 = TIME OF DAY MAX RECALL (2ND SELECT) PHASES
(CALL ACTIVE LIGHTS)

[illegible] TIME REGISTER

HOUR = D-A-F
MINUTE = D-B-F
DAY = D-C-F

D-E-E = C8 VERSION NUMBER
D-E-F = LITHIUM BATTERY CONDITION
84 = BAD
85 = GOOD

7 PAGE

TIME OF DAY ACTIVITY TABLE

7+EVENT+HR+MIN+ACT+"E"+ON/OFF+DOW LTS

	HR	MIN	ACT	ON/OFF	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0	06	00	2	ON/		2	3	4	5	6	
1	08	00	2			2	3	4	5	6	
2	14	00	2	ON/		2	3	4	5	6	
3	21	00	2			2	3	4	5	6	
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

9 PAGE C09 = 0 or 1

CONTROL PLAN TIME OF DAY

9+EVENT+HR+MIN+CP+OS+E+DOW

	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

9 PAGE C09 = 2

CONTROL PLAN TIME OF DAY

9+EVENT+HR+MIN+CP+OS+E+DOW

	HR	MIN	CP	OS	S 1	M 2	T 3	W 4	T 5	F 6	S 7
0											
1											
2											
3											
4											
5											
6											
7											
8											
9											
A											
B											
C											
D											
E											
F											

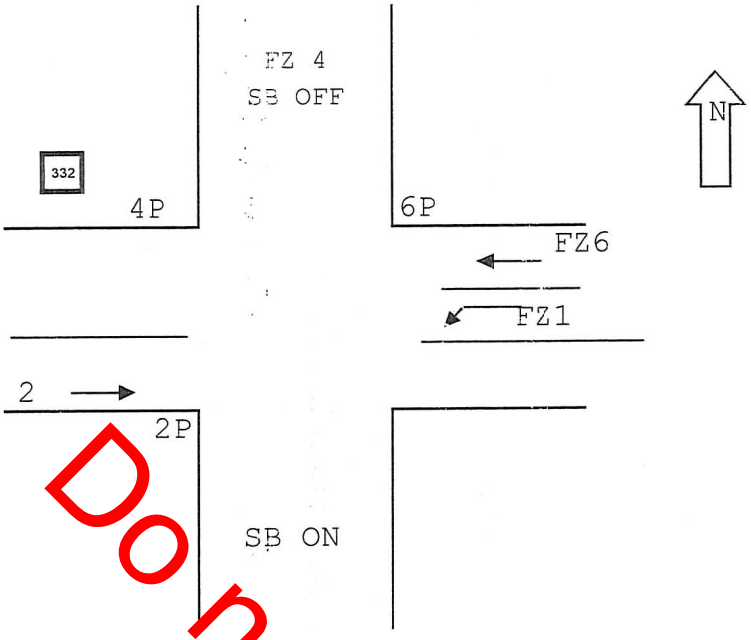
ACTIVITY CODE

1 TYPE OF MAX TERMINATION
2 MAX 2
3 MAX 3
4 COND SERV (1ST SELECT)
5 COND SERV (2ND SELECT)
6 ENERGIZE AUX OUTPUT-RED
7 ENERGIZE AUX OUTPUT-GREEN
8 ENERGIZE AUX OUTPUT-YELLOW
9 TIME OF DAY MAX RECALL (1ST SELECT)
A TRAFFIC ACT. MAX 2 OPERATION
B TIME OF DAY MAX RECALL (2ND SELECT)
C YELLOW YIELD COORDINATION
D YELLOW YIELD COORDINATION
E TIME OF DAY FREE OPERATION
F FLASHING OPERATION

DATE: 11/14/11

LOCATION: RTE 5 SB @ DAIRY MART ROAD

CONFLICT MONITOR PROGRAM

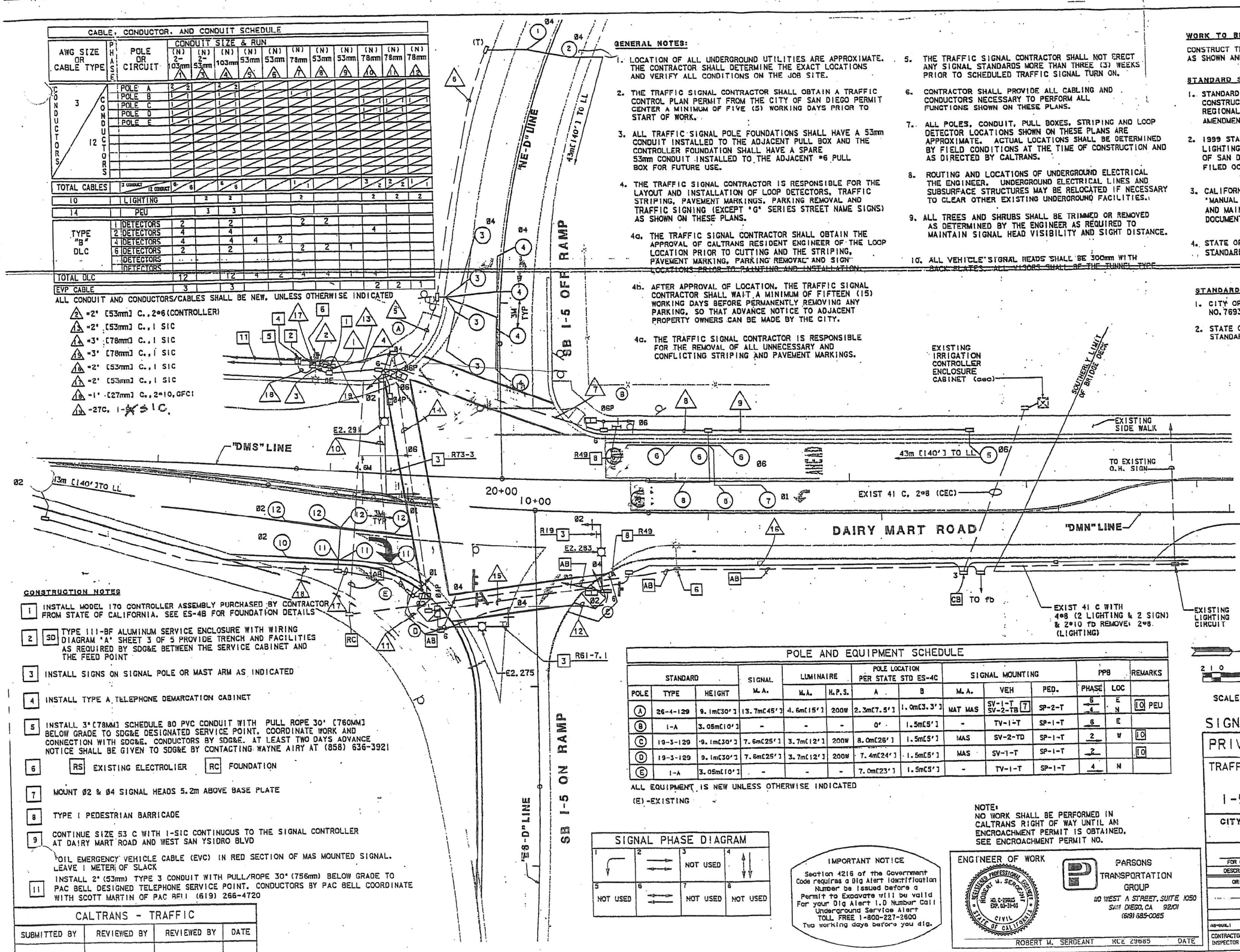


CABLE, CONDUCTOR, AND CONDUIT SCHEDULE

AWG SIZE OR CABLE TYPE	PHASE	POLE OR CIRCUIT	CONDUIT SIZE & RUN (N) 2- 103mm 1	(N) 2- 53mm 3	(N) 103mm 4	(N) 53mm 5	(N) 53mm 6	(N) 78mm 7	(N) 53mm 8	(N) 53mm 9	(N) 78mm 10	(N) 78mm 11	(N) 78mm 12
3 CONDUCTORS		POLE A	2	2	2	2							
		POLE B	1	1	1			1	1		1	1	
		POLE C	1		1						1	1	1
		POLE D	1		1						1	1	1
		POLE E	1		1								
12 CONDUCTORS													
TOTAL CABLES		3 CONDUCT / 12 CONDUCT	6 / 6		6 / 6				1 / 1		3 / 2	2 / 1	
10		LIGHTING		2	2			2			2	2	2
14		PEU		3	3								
TYPE "B" DLC	1	DETECTORS	2		2			2	2				
	2	DETECTORS	4		4						4		
	4	DETECTORS	4			4	2						
	6	DETECTORS	2		2			2	2	1			
	..	DETECTORS	..		..			..	..	..	..		
	..	DETECTORS	..		..			..	..	..	..		
TOTAL DLC			12		12	4	2	4	4	1	4		
EVP CABLE			3		3						2	2	1

ALL CONDUIT AND CONDUCTORS/CABLES SHALL BE NEW, UNLESS OTHERWISE INDICATED

2 =2" [53mm] C., 2#6(CONTROLLER)
3 =2" [53mm] C., 1 SIC
4 =3" [78mm] C., 1 SIC
5 =3" [78mm] C., 1 SIC
6 =2" [53mm] C., 1 SIC
7 =2" [53mm] C., 1 SIC
8 =1" [27mm] C., 2#10, GFCI
9 -27C, 1-#8 1C.



CONSTRUCTION NOTES

1. INSTALL MODEL 170 CONTROLLER ASSEMBLY PURCHASED BY CONTRACTOR FROM STATE OF CALIFORNIA. SEE ES-4B FOR FOUNDATION DETAILS
2. [SD] TYPE III-BF ALUMINUM SERVICE ENCLOSURE WITH WIRING DIAGRAM "A" SHEET 3 OF 5 PROVIDE TRENCH AND FACILITIES AS REQUIRED BY SDG&E BETWEEN THE SERVICE CABINET AND THE FEED POINT
3. INSTALL SIGNS ON SIGNAL POLE OR MAST ARM AS INDICATED
4. INSTALL TYPE A TELEPHONE DEMARCATION CABINET
5. INSTALL 3" [78MM] SCHEDULE 80 PVC CONDUIT WITH PULL ROPE 30' [760MM] BELOW GRADE TO SDG&E DESIGNATED SERVICE POINT. COORDINATE WORK AND CONNECTION WITH SDG&E. CONDUCTORS BY SDG&E. AT LEAST TWO DAYS ADVANCE NOTICE SHALL BE GIVEN TO SDG&E BY CONTACTING WAYNE AIRY AT (858) 636-3921
6. [RS] EXISTING ELECTROLIER [RC] FOUNDATION
7. MOUNT Ø2 & Ø4 SIGNAL HEADS 5.2m ABOVE BASE PLATE
8. TYPE I PEDESTRIAN BARRICADE
9. CONTINUE SIZE 53 C WITH 1-SIC CONTINUOUS TO THE SIGNAL CONTROLLER AT DAIRY MART ROAD AND WEST SAN YSIDRO BLVD
10. COIL EMERGENCY VEHICLE CABLE (EVC) IN RED SECTION OF MAS MOUNTED SIGNAL. LEAVE 1 METER OF SLACK
11. INSTALL 2" (53mm) TYPE 3 CONDUIT WITH PULL/ROPE 30' (756mm) BELOW GRADE TO PAC BELL DESIGNED TELEPHONE SERVICE POINT. CONDUCTORS BY PAC BELL COORDINATE WITH SCOTT MARTIN OF PAC BELL (619) 266-4720

CALTRANS - TRAFFIC			
SUBMITTED BY	REVIEWED BY	REVIEWED BY	DATE

GENERAL NOTES:

1. LOCATION OF ALL UNDERGROUND UTILITIES ARE APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATIONS AND VERIFY ALL CONDITIONS ON THE JOB SITE.
2. THE TRAFFIC SIGNAL CONTRACTOR SHALL OBTAIN A TRAFFIC CONTROL PLAN PERMIT FROM THE CITY OF SAN DIEGO PERMIT CENTER A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO START OF WORK.
3. ALL TRAFFIC SIGNAL POLE FOUNDATIONS SHALL HAVE A 53mm CONDUIT INSTALLED TO THE ADJACENT PULL BOX AND THE CONTROLLER FOUNDATION SHALL HAVE A SPARE 53mm CONDUIT INSTALLED TO THE ADJACENT #6 PULL BOX FOR FUTURE USE.
4. THE TRAFFIC SIGNAL CONTRACTOR IS RESPONSIBLE FOR THE LAYOUT AND INSTALLATION OF LOOP DETECTORS, TRAFFIC STRIPING, PAVEMENT MARKINGS, PARKING REMOVAL AND TRAFFIC SIGNING (EXCEPT "G" SERIES STREET NAME SIGNS) AS SHOWN ON THESE PLANS.

4a. THE TRAFFIC SIGNAL CONTRACTOR SHALL OBTAIN THE APPROVAL OF CALTRANS RESIDENT ENGINEER OF THE LOOP LOCATION PRIOR TO CUTTING AND THE STRIPING, PAVEMENT MARKING, PARKING REMOVAL AND SIGN LOCATIONS PRIOR TO PAINTING AND INSTALLATION.

4b. AFTER APPROVAL OF LOCATION, THE TRAFFIC SIGNAL CONTRACTOR SHALL WAIT A MINIMUM OF FIFTEEN (15) WORKING DAYS BEFORE PERMANENTLY REMOVING ANY PARKING, SO THAT ADVANCE NOTICE TO ADJACENT PROPERTY OWNERS CAN BE MADE BY THE CITY.

4c. THE TRAFFIC SIGNAL CONTRACTOR IS RESPONSIBLE FOR THE REMOVAL OF ALL UNNECESSARY AND CONFLICTING STRIPING AND PAVEMENT MARKINGS.

5. THE TRAFFIC SIGNAL CONTRACTOR SHALL NOT ERECT ANY SIGNAL STANDARDS MORE THAN THREE (3) WEEKS PRIOR TO SCHEDULED TRAFFIC SIGNAL TURN ON.
6. CONTRACTOR SHALL PROVIDE ALL CABLING AND CONDUCTORS NECESSARY TO PERFORM ALL FUNCTIONS SHOWN ON THESE PLANS.
7. ALL POLES, CONDUIT, PULL BOXES, STRIPING AND LOOP DETECTOR LOCATIONS SHOWN ON THESE PLANS ARE APPROXIMATE. ACTUAL LOCATIONS SHALL BE DETERMINED BY FIELD CONDITIONS AT THE TIME OF CONSTRUCTION AND AS DIRECTED BY CALTRANS.
8. ROUTING AND LOCATIONS OF UNDERGROUND ELECTRICAL THE ENGINEER. UNDERGROUND ELECTRICAL LINES AND SUBSURFACE STRUCTURES MAY BE RELOCATED IF NECESSARY TO CLEAR OTHER EXISTING UNDERGROUND FACILITIES.
9. ALL TREES AND SHRUBS SHALL BE TRIMMED OR REMOVED AS DETERMINED BY THE ENGINEER AS REQUIRED TO MAINTAIN SIGNAL HEAD VISIBILITY AND SIGHT DISTANCE.
10. ALL VEHICLE SIGNAL HEADS SHALL BE 300mm WITH BACK PLATES. ALL VISORS SHALL BE THE TUNNEL TYPE

WORK TO BE DONE:

CONSTRUCT TRAFFIC SIGNAL AND INTERCONNECT SYSTEM AS SHOWN AND NOTED ON THIS PLAN.

STANDARD SPECIFICATIONS:

1. STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (1997 EDITION), INCLUDING THE REGIONAL AND CITY OF SAN DIEGO SUPPLEMENT AMENDMENTS, DOCUMENT NO. 769331, FILED MAY 2, 1997.
2. 1999 STANDARD SPECIAL PROVISIONS FOR STREET LIGHTING & TRAFFIC SIGNAL SYSTEMS OF THE CITY OF SAN DIEGO, DOCUMENT NO. 769842, FILED OCTOBER 22, 19999.
3. CALIFORNIA DEPARTMENT OF TRANSPORTATION, "MANUAL OF TRAFFIC CONTROLS FOR CONSTRUCTION AND MAINTENANCE WORK ZONES" (1996 EDITION), DOCUMENT NO. 769843, FILED JANUARY 24, 2000.
4. STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION. STANDARD SPECIFICATIONS, JULY 1999.

STANDARD DRAWINGS:

1. CITY OF SAN DIEGO STANDARD DRAWINGS, DOCUMENT NO. 769322, FILED MAY 2, 1997.
2. STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION STANDARD PLANS, JULY 1999.

POLE AND EQUIPMENT SCHEDULE

POLE	STANDARD TYPE	STANDARD HEIGHT	SIGNAL M.A.	LUMINAIRE M.A.	LUMINAIRE H.P.S.	POLE LOCATION PER STATE STD ES-4C A	POLE LOCATION PER STATE STD ES-4C B	SIGNAL MOUNTING M.A.	SIGNAL MOUNTING VEH	SIGNAL MOUNTING PED.	PPB PHASE	PPB LOC	REMARKS
(A)	26-4-129	9.1m[30']	13.7m[45']	4.6m[15']	200W	2.3m[7.5']	1.0m[3.3']	MAT MAS	SV-1-T / SV-2-TB [7]	SP-2-T	6 / 4	E / N	[10] PEU
(B)	1-A	3.05m[10']	-	-	-	0'	1.5m[5']	-	TV-1-T	SP-1-T	6	E	
(C)	19-3-129	9.1m[30']	7.6m[25']	3.7m[12']	200W	8.0m[26']	1.5m[5']	MAS	SV-2-TD	SP-1-T	2	W	[10]
(D)	19-3-129	9.1m[30']	7.6m[25']	3.7m[12']	200W	7.4m[24']	1.5m[5']	MAS	SV-1-T	SP-1-T	2		[10]
(E)	1-A	3.05m[10']	-	-	-	7.0m[23']	1.5m[5']	-	TV-1-T	SP-1-T	4	N	

ALL EQUIPMENT IS NEW UNLESS OTHERWISE INDICATED
(E)-EXISTING

SIGNAL PHASE DIAGRAM

1	2	3 NOT USED	4
5 NOT USED	6	7 NOT USED	8 NOT USED

IMPORTANT NOTICE
Section 4216 of the Government Code requires a Dig Alert Identification Number be issued before a Permit to Excavate will be valid For your Dig Alert I.D Number Call Underground Service Alert TOLL FREE 1-800-227-2600 Two working days before you dig.

NOTE:
NO WORK SHALL BE PERFORMED IN CALTRANS RIGHT OF WAY UNTIL AN ENCROACHMENT PERMIT IS OBTAINED, SEE ENCROACHMENT PERMIT NO.

SCALE: 1:200

Caltrans Metric

SIGNAL No. P2.287

PRIVATE CONTRACT

TRAFFIC SIGNAL PLAN FOR:
DIARY MART ROAD &
I-5 SOUTHBOUND ON/OFF RAMP

CITY OF SAN DIEGO, CALIFORNIA
ENGINEERING DEPARTMENT
SHEET 2 OF 5 SHEETS

TW 40-0338
W.O. NO. 400916

FOR CITY ENGINEER DESCRIPTION	BY	DATE APPROVED	DATE	FILMED
ORIGINAL	PTG			
AS-BUILT				

1784-6309
NAD 83 COORDINATES
144-1749
LAMBERT COORDINATES

CONTRACTOR _____ DATE STARTED _____
INSPECTOR _____ DATE COMPLETED _____

31256-2-D

ENGINEER OF WORK
REGISTERED PROFESSIONAL ENGINEER ROBERT M. SERGEANT NO. C-29685 EXP. 03-31-03 CIVIL STATE OF CALIFORNIA
ROBERT M. SERGEANT RCE 29685 DATE

PARSONS TRANSPORTATION GROUP
110 WEST A STREET, SUITE 1050
SAN DIEGO, CA 92101
(619) 685-0065

Signal Length Timing Study

City: San Diego

Intersection: Dairy Mart and San Ysidro

Date: 1/28/2020

Day: Tuesday

7:30 am - 7:45 am

Cycle	Phase	Duration	
1	NL/SL	*0:00:15*	0:01:00
	NT/ST	*0:00:20*	
	WT/WL	*0:00:10*	
	ET/WT	*0:00:15*	
2	NL/NT	*0:00:10*	0:01:25
	NT/ST	*0:00:25*	
	WL/WT	*0:00:25*	
	ET/WT	*0:00:25*	
3	NL/SL	*0:00:20*	0:01:40
	NT/ST	*0:00:35*	
	WL/WT	*0:00:15*	
	ET/WT	*0:00:30*	
4	NL/SL	*0:00:20*	0:01:20
	ST/SL	*0:00:10*	
	NT/ST	*0:00:20*	
	EL/ET	*0:00:15*	
	ET/WT	*0:00:15*	
5	NL/NT	*0:00:15*	0:01:15
	NT/ST	*0:00:25*	
	EL/ET	*0:00:15*	
	ET/WT	*0:00:20*	
6	NL/SL	*0:00:20*	0:01:25
	ET/WT	*0:00:35*	
	EL/ET	*0:00:10*	
	ET/WT	*0:00:20*	
7	NL/SL	*0:00:20*	0:01:00
	NT/ST	*0:00:10*	
	ET/WT	*0:00:30*	
8	NT/ST	*0:00:35*	0:01:05
	ET/WT	*0:00:30*	
9	NL/SL	*0:00:15*	0:01:30
	NT/ST	*0:01:15*	
10	NL/SL	*0:00:10*	0:00:50
	WL/WT	*0:00:10*	
	ET/WT	*0:00:30*	

4:30 pm - 4:45 pm

Cycle	Phase	Duration
1	EL/WL	*0:00:10*
	WL/WT	*0:00:10*
	ET/WT	*0:00:20*
	NL/SL	*0:00:15*
	NT/ST	*0:01:20*
2	EL/WL	*0:00:15*
	WT/WL	*0:00:25*
	ET/WT	*0:00:25*
	NL/SL	*0:00:25*
	NT/ST	*0:01:25*
3	WL/WT	*0:00:30*
	ET/WT	*0:00:20*
	NL/SL	*0:00:15*
	NT/ST	*0:00:55*
4	WL/WT	*0:00:20*
	ET/WT	*0:00:20*
	NT/ST	*0:00:20*
5	EL/WL	*0:00:15*
	ET/WT	*0:00:30*
	NL/NT	*0:00:20*
	NT/ST	*0:00:30*
6	EL/WL	*0:00:15*
	ET/WT	*0:00:35*
	NL/SL	*0:00:15*
	NT/ST	*0:00:45*
7	WL/WT	*0:00:25*
	ET/WT	*0:00:30*
	NL/SL	*0:00:25*
	NT/ST	*0:01:05*
8	EL/WL	*0:00:10*
	ET/WT	*0:00:30*

11	NL/SL	*0:00:15*	0:01:15			
	NT/ST	*0:00:25*				
	EL/ET	*0:00:15*				
	ET/WT	*0:00:20*				
12	NL/NT	*0:00:15*	0:00:55			
	NT/ST	*0:00:10*				
	WL/WT	*0:00:15*				
	ET/WT	*0:00:15*				
13	NL/NT	*0:00:10*	0:00:50			
	NT/ST	*0:00:40*				
			avg			
			0:01:12			

Prepared by AimTD LLC
cs@aimtd.com
714.253.7888

Signal Length Timing Study

City: San Diego

Intersection: Dairy Mart and I-5 SB Ramps

Date: 1/28/2020

Day: Tuesday

7:30 am - 7:45 am

Cycle	Phase	Duration	
1	NT/ST	*0:00:25*	0:00:50
	EL/ET	*0:00:15*	
	SL/ST	*0:00:10*	
2	NT/ST	*0:00:20*	0:00:50
	EL/ET	*0:00:15*	
	SL/ST	*0:00:15*	
3	NT/ST	*0:01:15*	0:01:45
	EL/ET	*0:00:30*	
4	NT/ST	*0:00:40*	0:01:05
	EL/ET	*0:00:15*	
	SL/ST	*0:00:10*	
5	NT/ST	*0:00:40*	0:01:25
	EL/ET	*0:00:35*	
	SL/ST	*0:00:10*	
6	NT/ST	*0:00:45*	0:01:30
	EL/ET	*0:00:35*	
	SL/ST	*0:00:10*	
7	NT/ST	*0:01:05*	0:01:15
	EL/ET	*0:00:10*	
8	NT/ST	*0:00:35*	0:01:05
	EL/ET	*0:00:20*	
	SL/ST	*0:00:10*	
9	NT/ST	*0:00:55*	0:01:35
	EL/ET	*0:00:30*	
	SL/ST	*0:00:10*	
10	NT/ST	*0:00:50*	0:01:30
	EL/ET	*0:00:30*	
	SL/ST	*0:00:10*	
11	NT/ST	*0:00:45*	0:01:25
	EL/ET	*0:00:30*	
	SL/ST	*0:00:10*	
12	NT/ST	*0:00:40*	0:01:10
	EL/ET	*0:00:30*	
			avg
			0:01:19

4:30 pm - 4:45 pm

Cycle	Phase	Duration
1	EL/ET	*0:00:45*
	SL/ST	*0:00:15*
	NT/ST	*0:00:50*
2	EL/ET	*0:00:45*
	SL/ST	*0:00:20*
	NT/ST	*0:00:50*
3	EL/ET	*0:00:40*
	SL/ST	*0:00:30*
	NT/ST	*0:00:45*
4	EL/ET	*0:00:50*
	SL/ST	*0:00:20*
	NT/ST	*0:00:25*
5	EL/ET	*0:00:45*
	SL/ST	*0:00:20*
	NT/ST	*0:00:35*
6	EL/ET	*0:00:45*
	SL/ST	*0:00:20*
	NT/ST	*0:00:35*
7	EL/ET	*0:00:45*
	SL/ST	*0:00:10*
	NT/ST	*0:00:45*
8	EL/ET	*0:00:45*
	SL/ST	*0:00:20*
	NT/ST	*0:00:45*
9	EL/ET	*0:00:30*
	SL/ST	*0:00:20*
	NT/ST	*0:00:50*

Signal Length Timing Study

City: San Diego

Intersection: I-5 NB Ramps and San Ysidro

Date: 1/28/2020

Day: Tuesday

7:30 am - 7:45 am

Cycle	Phase	Duration	
1	ET/WT	*0:01:00*	0:01:45
	NL/NR	*0:00:10*	
	WT/WL	*0:00:35*	
2	ET/WT	*0:00:30*	0:01:20
	NL/NR	*0:00:20*	
	WT/WL	*0:00:30*	
3	ET/WT	*0:00:50*	0:01:30
	NL/NR	*0:00:20*	
	WT/WL	*0:00:20*	
4	ET/WT	*0:00:50*	0:01:20
	NL/NR	*0:00:10*	
	WT/WL	*0:00:20*	
5	ET/WT	*0:00:30*	0:01:00
	WT/WL	*0:00:30*	
6	ET/WT	*0:00:35*	0:01:20
	NL/NR	*0:00:10*	
	WT/WL	*0:00:35*	
7	ET/WT	*0:00:35*	0:01:10
	NL/NR	*0:00:10*	
	WT/WL	*0:00:25*	
8	ET/WT	*0:00:45*	0:01:25
	NL/NR	*0:00:15*	
	WT/WL	*0:00:25*	
9	ET/WT	*0:00:35*	0:01:15
	NL/NR	*0:00:10*	
	WT/WL	*0:00:30*	
10	ET/WT	*0:00:40*	0:01:10
	NL/NR	*0:00:15*	
	WT/WL	*0:00:15*	
11	ET/WT	*0:00:45*	0:01:25
	NL/NR	*0:00:10*	
	WT/WL	*0:00:30*	
12	ET/WT	*0:00:45*	0:00:45

5:00 pm - 5:15 pm

Cycle	Phase	Duration
1	WT/WL	*0:00:20*
	ET/WT	*0:00:45*
	NL/NR	*0:00:15*
2	WT/WL	*0:00:20*
	ET/WT	*0:00:55*
	NL/NR	*0:00:15*
3	WT/WL	*0:00:25*
	ET/WT	*0:00:35*
	NL/NR	*0:00:15*
4	WT/WL	*0:00:25*
	ET/WT	*0:00:20*
	NL/NR	*0:00:15*
5	WT/WL	*0:00:10*
	ET/WT	*0:00:45*
6	WT/WL	*0:00:20*
	ET/WL	*0:00:30*
7	WT/WL	*0:00:15*
	ET/WT	*0:00:35*
	NL/NR	*0:00:10*
8	WT/WL	*0:00:30*
	ET/WT	*0:00:45*
9	WT/WL	*0:00:25*
	ET/WT	*0:00:40*
	NL/NR	*0:00:15*
10	WT/WL	*0:00:20*
	ET/WT	*0:00:25*
	NL/NR	*0:00:15*
11	WT/WL	*0:00:15*
	ET/WT	*0:00:30*
12	WT/WL	*0:00:20*
	ET/WT	*0:00:30*
	NL/NR	*0:00:15*
13	WT/WL	*0:00:15*
	ET/WT	*0:00:45*
	NL/NR	*0:00:15*

avg
0:01:17

14	WT/WL	*0:00:25*

Prepared by AimTD LLC
cs@aimtd.com
714.253.7888

Signal Length Timing Study

City: San Diego

Intersection: Hollister and Tocayo

Date: 1/28/2020

Day: Tuesday

7:00 am - 7:15 am

Cycle	Phase	Duration	
1	ET/WT	*0:01:15*	0:03:10
	ST/SL	*0:00:35*	
	NT/ST	*0:00:55*	
	EL/WL	*0:00:25*	
2	ET/WT	*0:00:55*	0:02:50
	ST/SL	*0:00:40*	
	NT/ST	*0:00:35*	
	EL/WL	*0:00:25*	
	EL/ET	*0:00:15*	
3	ET/WT	*0:00:50*	0:02:15
	ST/SL	*0:00:35*	
	NT/ST	*0:00:35*	
	EL/WL	*0:00:15*	
4	ET/WT	*0:00:35*	0:02:00
	ST/SL	*0:00:50*	
	NT/ST	*0:00:35*	
5	EL/WL	*0:00:15*	0:01:10
	ST/SL	*0:00:40*	
	NT/ST	*0:00:15*	
6	ET/WT	*0:00:20*	0:01:35
	ST/SL	*0:00:40*	
	NT/ST	*0:00:20*	
	ET/EL	*0:00:15*	
7	ET/WT	*0:00:25*	0:01:50
	ST/SL	*0:00:35*	
	NT/ST	*0:00:35*	
	EL/WL	*0:00:15*	
			avg
			0:02:07

4:00 pm - 4:15 pm

Cycle	Phase	Duration
1	NL/SL	*0:00:20*
	NT/ST	*0:00:15*
	ET/WT	*0:00:15*
2	ST/SL	*0:00:45*
	NT/ST	*0:00:30*
	WT/WL	*0:00:15*
	ET/EL	*0:00:15*
3	NL/SL	*0:00:45*
	NT/ST	*0:00:15*
	WT/WL	*0:00:20*
	ET/EL	*0:00:30*
4	NL/SL	*0:00:35*
	NT/ST	*0:00:15*
	EL/WL	*0:00:10*
	ET/WT	*0:00:25*
5	NL/SL	*0:00:40*
	ST/SL	*0:00:25*
	EL/WL	*0:00:25*
6	NL/SL	*0:00:10*
	NT/NL	*0:00:25*
7	NL/SL	*0:00:10*
	ST/SL	*0:00:30*
	ET/WT	*0:00:25*
8	NL/SL	*0:00:20*
	NL/NT	*0:00:15*
9	NL/SL	*0:00:35*
	WT/WL	*0:00:20*
	ET/EL	*0:00:15*
10	NL/SL	*0:00:20*
	NT/ST	*0:00:45*
	WT/WL	*0:00:20*
	ET/WT	*0:00:15*
11	NL/SL	*0:00:25*
	NT/NL	*0:00:15*
	NT/ST	*0:00:30*

	EL/WL	*0:00:10*
12	NL/SL	*0:00:55*
	ST/SL	*0:00:20*

Prepared by AimTD LLC
cs@aimtd.com
714.253.7888

Appendix B

Data from CDPR and TETRP II Project

Date	Haul Total (cy)	Invoice #	# Truck Trips	Truck Type	Project Location	Customer
11/7/2016	320	139	8	*(8) 40 cy roll off container	Missing Daily Spreadsheets for roll-off containers	
10/29/2016	11,408		368			
10/14/2016	3,596		116	637 Cat Scraper (2 scrappers, on an average 58 loads per day)	Border Field State Park	State Parks
10/17/2016	2,666		86	637 Cat Scraper (2 scrappers, on an average 43 loads per day)	Border Field State Park	State Parks
10/18/2016	1,116		36	637 Cat Scraper (2 scrappers, on an average 17 loads per day)	Border Field State Park	State Parks
10/19/2016	4,030		130	637 Cat Scraper (2 scrappers, on an average 65 loads per day)	Border Field State Park	State Parks
3/7/2017	2314	151	172		Missing Daily Spreadsheets	
3/7/2017	80	151	2	*(2) 40 cy roll off container	Missing Daily Spreadsheets	
4/15/2017	2236	155	172			
3/4/2017	104		8	export, super tens (1 truck)	Border Field Park	Hofer
3/8/2017	208		16	export super tens(2 trucks, 8 loads each)	Border Field Park	Hofer
3/9/2017	208		16	export super tens(2 trucks, 8 loads each)	Border Field Park	Hofer
4/10/2017	1105		85	export, super tens, (11 trucks, on an average 6-8 loads each)	Border Patrol	Otay Mesa
4/11/2017	611		47	export, super tens, (10 trucks, on an average 4-5 loads each)	Border Patrol	Otay Mesa
		Avg	**34**			
4/29/2017	4710	156	314			
4/24/2017	1155		77	bottom dumps, (14 trucks, on an average 6-7 loads per day)	Otay Mesa	Caltrans
4/25/2017	990		66	bottom dumps, (11 trucks, on an average 6 loads per day)		Caltrans
4/26/2017	1155		77	bottom dumps, (11 trucks, on an average 7 loads per day)	Otay Mesa	Caltrans
4/27/2017	1410		94	bottom dumps, (15 trucks, on an average 6-7 loads per day)	Otay Mesa	Caltrans
		Avg	**79**			
5/13/2017	5919	157	443			
5/1/2017	780		60	super tens, (10 trucks, on an average 6 loads per day)	Otay Mesa	Cerrudo
5/2/2017	1092		84	super tens, (11 trucks, on an average 6-8 loads per day)	Otay Mesa	Cerrudo
5/3/2017	1144		88	super tens, (11 trucks, on an average8 loads per day)	Otay Mesa	Cerrudo
5/4/2017	182		14	super tens, (2 trucks, on an average 7 loads per day)	Otay Mesa	Cerrudo
5/9/2017	1014		78	super tens, (12 trucks, on an average 6-7 loads per day)	Otay Mesa	Cerrudo
5/11/2017	1200		80	super tens, (10 trucks, on an average 8 loads per day)	Otay Mesa	Cerrudo
5/12/2017	507		39	super tens, (6 trucks, on an average 6-7 loads per day)		
		Avg	**63**			
5/22/2017-6/18/2017	2175	158	145	export, bottom dumps (17 trucks, on an average 7-10 loads per day)	Terra Bella Nursery, Chula Vista	Western
6/18/2017	400	158	10	*(10) 40 cy roll off container		
6/18/2017	360	158	9	*(9) 40 cy roll off container		
7/27/2017	4895	161	361		Hofer Facility, Chula Vista	
	1515		101	export, bottom dumps 15 cy (10 trucks, on an average 9-10 truck loads)	Airway Rd	
	1716		132	super tens (13 cy) (15 trucks, 8-9 per day)	Border Field State Park	
	1664		128	export, super tens (14 trucks, 9-10 loads per day)		
		Avg	**120**			
7/27/2017	160	161	4	*(4) 40 cy roll off container of matrial from lower basin and removed off-site.		
8/20/2017	1586	165	122	export, super tens (12 trucks, 10-11 loads per day)	From Goat Canyon to Hofer Facility	
8/11/2017			178	(2 trucks, every 5 minutes)	Border Field State Park	
8/14/2017			88	(2 trucks, every 5 minutes)	Border Field State Park	
8/15/2017			123	(2 trucks, every 5 minutes)	Border Field State Park	

Date	Invoice #	Haul Total (cy)	# Truck Trips	Truck Type	Project Location	Customer	Truck Volume/load (cy)
10/1/2017	170	41984	1388				
8/15/2017		3434	123	(2 trucks, 60-63 loads per day)	Border Field		31
8/16/2017		3434	136	(2 trucks, 63-73 loads per day)	Border Field		31
8/17/2017		4030	130	(2trucks, 65 loads per day)	Border Field		31
8/18/2017		4712	152	(2 trucks, 74-78 loads per day)	Border Field		31
8/21/2017		4526	146	(2 trucks, 73 loads per day)	Border Field		31
8/25/2017		3937	127	(2 trucks, 61-66 loads per day)	Border Field		31
8/28/2017		4185	135	(2 trucks, 66-67 loads per day)	Border Field		31
8/29/2017		4557	147	(2 trucks, 73-74 loads per day)	Border Field		31
8/30/2017		4154	134	(2 trucks, 67 loads per day)	Border Field		31
8/31/2017		4495	145	(2 trucks, 72-73 loads per day)	Border Field		31
		520	13	40 CY Roll-Off Containers			40
		Avg	**126**				
3/8/2018	185	4053	292				
10/9/17, 10/20/17, 10/23/17		690	138		Trash to Otay Landfill		5
10/9/17, 10/20/17, 10/23/17		200	5		Trash to Otay Landfill		40
11/29/2017		78	6	export, super ten (1 truck, 6 loads per day)	Sediment to Southland Paving		13
12/1/2017		26	2	export, super ten (1 truck, 2 loads per day)	Sediment to Southland Paving		13
12/13/2017		39	3	export, super ten (1 truck, 3 loads per day)	Sediment to Southland Paving		13
2/20/2018		644	28	40 CY Containers (5 tucks, 2-7 loads per day)	Trash to Otay Landfill		23
2/21/2018		690	30	40 CY Containers (5 tucks, 1-9 loads per day)	Trash to Otay Landfill		23
2/22/2018		598	26	40 CY Containers (4 tucks, 5-7 loads per day)	Trash to Otay Landfill		23
2/23/2018		644	28	40 CY Containers (4 tucks, 5-8 loads per day)	Trash to Otay Landfill		23
2/26/2018		444	26	export, 40 CY & 25 CY Containers (4 trucks, 5-7 loads per day)	Trash to Otay Landfill		12, 23
		Avg	**29**				
3/28/2018	188	2850	190				
3/26/2018		2850	190	export, bottom dumps (39 trucks, 4-5 loads per day)	Lakeside, CA		15
4/26/2018	189	3930	262				
4/20/2018		1830	122	bottom dumps (10 trucks, 12-13 loads per day)	Terra Bella Nursery		15
4/21/2018		2100	140	bottom dumps (12 trucks, 10-12 loads per day)	Terra Bella Nursery		15
		Avg	**131**				
8/3/2018	194	15561	1067				
7/23/2018		1911	147	export, superten (12 trucks, 9-14 loads per day)	Border Fence (US ACOE)		13
7/24/2018		645	43	export, bottom dumps (5 trucks, 6-10 loads per day)	Border Fence (US ACOE)		15
7/24/2018		208	16	export, superten (2 trucks, 8 loads per day)	Border Fence (US ACOE)		13
7/25/2018		1680	112	export, bottom dumps (4 trucks, 13 loads per day)	Border Fence (US ACOE)		15
7/25/2018		312	24	export, superten (2 trucks, 12 loads per day)	Border Fence (US ACOE)		13
7/26/2018		2010	134	export, bottom dumps (8 trucks, 13-19 loads per day)	Border Fence (US ACOE)		15
7/26/2018		455	35	export, superten (2 trucks, 17-18 loads per day)	Border Fence (US ACOE)		13
7/27/2018		2085	139	export, bottom dumps (9 trucks, 15-16 loads per day)	Border Fence (US ACOE)		15
7/30/2018		3810	254	bottom dumps (32 trucks, 7-8 loads per day)	Border Fence (US ACOE)		15
7/31/2018		1080	72	bottom dumps (12 trucks, 6 loads per day)	Border Fence (US ACOE)		15
8/2/2018		1365	91	bottom dumps (13 trucks, 7 loads per day)	Border Fence (US ACOE)		15
		Avg	**97**				
9/5/2018	195	4368	336				
8/6/2018		1105	85	export, superten (13 trucks, 7-8 loads per day)	Valley View Construction		13
8/7/2018		1144	88	export, superten (9 trucks, 10 loads per day)	Valley View Construction		13
8/9/2018		910	70	export, superten (35 trucks, 2 loads per day)	Valley View Construction		13
8/11/2018		897	69	export, superten (25 trucks, 2-3 loads per day)	Valley View Construction		13
8/29/2018		312	24	export, superten (2 trucks, 12 loads per day)	ACOE		13

Scenario 1A: TETRP II with Screening at Nelson Sloan Site

Operations occur 6 mo/year (applicable to two-year timeframe of TETRP and remaining Nelson Sloan Project timeline)
During two-year duration of TETRP II, Nelson Sloan would accept 200,000 CY of sediment per year
Once TETRP is complete, Nelson Sloan operations would continue at 6 mo/year frequency until site/project goal of 1 M CY of sediment (assumes annual available CY of sediment is 75,000 CY (similar to Draft EIR)
Total project duration = 10 years

Phase	Year	Cubic Yards	One-Way Haul Trips per Year	Daily Haul Trips	Daily Vendor Trucks	Work Trucks	PhaseStartDate	PhaseEndDate	
1-1	1	100000	12500	48	3	11	1-Jan-23	15-Mar-23	TETRP
1-2	1	100000	12500	48	3	11	15-Sep-23	31-Dec-23	TETRP
2-1	2	100000	12500	48	3	11	1-Jan-24	15-Mar-24	TETRP
2-2	2	100000	12500	48	3	11	15-Sep-24	31-Dec-24	TETRP
3-1	3	37500	4687.5	18	3	11	1-Jan-25	15-Mar-25	
3-2	3	37500	4687.5	18	3	11	15-Sep-25	31-Dec-25	
4-1	4	37500	4687.5	18	3	11	1-Jan-26	15-Mar-26	
4-2	4	37500	4687.5	18	3	11	15-Sep-26	31-Dec-26	
5-1	5	37500	4687.5	18	3	11	1-Jan-27	15-Mar-27	
5-2	5	37500	4687.5	18	3	11	15-Sep-27	31-Dec-27	
6-1	6	37500	4687.5	18	3	11	1-Jan-28	15-Mar-28	
6-2	6	37500	4687.5	18	3	11	15-Sep-28	31-Dec-28	
7-1	7	37500	4687.5	18	3	11	1-Jan-29	15-Mar-29	
7-2	7	37500	4687.5	18	3	11	15-Sep-29	31-Dec-29	
8-1	8	37500	4687.5	18	3	11	1-Jan-30	15-Mar-30	
8-2	8	37500	4687.5	18	3	11	15-Sep-30	31-Dec-30	
9-1	9	37500	4687.5	18	3	11	1-Jan-31	15-Mar-31	
9-2	9	37500	4687.5	18	3	11	15-Sep-31	31-Dec-31	
10-1	10	37500	4687.5	18	3	11	1-Jan-32	15-Mar-32	
10-2	10	37500	4687.5	18	3	11	15-Sep-32	31-Dec-32	

Scenario 1B: Once TETRP is complete, Nelson Sloan operations would continue at 12 mo/year frequency until site/project goal of 1 M CY of sediment (assumes annual available CY of sediment is 75,000 CY (similar to Draft EIR)

Total project duration = approximately 7 years

Year	Cubic Yards	One-Way Haul Trips per Year	Daily Haul Trips	Daily Vendor Trucks	Work Trucks	PhaseStartDate	PhaseEndDate	
1	325000	40625	78	3	11	1-Jan-23	31-Dec-23	TETRP
2	325000	40625	78	3	11	1-Jan-24	31-Dec-24	TETRP
3	75000	9375	18	3	11	1-Jan-25	31-Dec-25	
4	75000	9375	18	3	11	1-Jan-26	31-Dec-26	
5	75000	9375	18	3	11	1-Jan-27	31-Dec-27	
6	75000	9375	18	3	11	1-Jan-28	31-Dec-28	
7	50000	6250	12	3	11	1-Jan-29	31-Dec-29	

Scenario 2A: TETRP II with NO Screening at Nelson Sloan Site

Operations occur 6 mo/year (applicable to two-year timeframe of TETRP and remaining Nelson Sloan Project timeline)
During two-year duration of TETRP II, Nelson Sloan would accept 200,000 CY of sediment per year
Once TETRP is complete, Nelson Sloan operations would continue at 6 mo/year frequency until site/project goal of 1 M CY of sediment (assumes annual available CY of sediment is 75,000 CY (similar to Draft EIR)
Total project duration = 10 years

Phase	Year	Cubic Yards	One-Way Haul Trips per Year	Daily Haul Trips	Daily Vendor Trucks	Work Trucks	PhaseStartDate	PhaseEndDate	
1-1	1	100000	12500	48	3	10	1-Jan-23	15-Mar-23	TETRP
1-2	1	100000	12500	48	3	10	15-Sep-23	31-Dec-23	TETRP
2-1	2	100000	12500	48	3	10	1-Jan-24	15-Mar-24	TETRP
2-2	2	100000	12500	48	3	10	15-Sep-24	31-Dec-24	TETRP
3-1	3	37500	4687.5	18	3	10	1-Jan-25	15-Mar-25	
3-2	3	37500	4687.5	18	3	10	15-Sep-25	31-Dec-25	
4-1	4	37500	4687.5	18	3	10	1-Jan-26	15-Mar-26	
4-2	4	37500	4687.5	18	3	10	15-Sep-26	31-Dec-26	
5-1	5	37500	4687.5	18	3	10	1-Jan-27	15-Mar-27	
5-2	5	37500	4687.5	18	3	10	15-Sep-27	31-Dec-27	
6-1	6	37500	4687.5	18	3	10	1-Jan-28	15-Mar-28	
6-2	6	37500	4687.5	18	3	10	15-Sep-28	31-Dec-28	
7-1	7	37500	4687.5	18	3	10	1-Jan-29	15-Mar-29	
7-2	7	37500	4687.5	18	3	10	15-Sep-29	31-Dec-29	
8-1	8	37500	4687.5	18	3	10	1-Jan-30	15-Mar-30	
8-2	8	37500	4687.5	18	3	10	15-Sep-30	31-Dec-30	
9-1	9	37500	4687.5	18	3	10	1-Jan-31	15-Mar-31	
9-2	9	37500	4687.5	18	3	10	15-Sep-31	31-Dec-31	
10-1	10	37500	4687.5	18	3	10	1-Jan-32	15-Mar-32	
10-2	10	37500	4687.5	18	3	10	15-Sep-32	31-Dec-32	

Scenario 2B: TETRP II with NO Screening at Nelson Sloan Site

Operations occur 12 mo/year (applicable to two-year timeframe of TETRP and remaining Nelson Sloan Project timeline)
During two-year duration of TETRP II, Nelson Sloan would accept 400,000 CY of sediment per year
Once TETRP is complete, Nelson Sloan operations would continue at 12 mo/year frequency until site/project goal of 1 M CY of sediment (assumes annual available CY of sediment is 75,000 CY (similar to Draft EIR)
Total project duration = 10 years

Year	Cubic Yards	One-Way Haul Trips per Year	Daily Haul Trips	Daily Vendor Trucks	Work Trucks	PhaseStartDate	PhaseEndDate	
1	400000	50000	96	3	10	1-Jan-23	31-Dec-23	TETRP
2	400000	50000	96	3	10	1-Jan-24	31-Dec-24	TETRP
3	75000	9375	18	3	10	1-Jan-25	31-Dec-25	
4	75000	9375	18	3	10	1-Jan-26	31-Dec-26	
5	50000	6250	12	3	10	1-Jan-27	31-Dec-27	

Tijuana Estuary Tidal Restoration Program II, Phase 1

Local Mobility Analysis

AUGUST 2021

Prepared for

AECOM
401 West A Street, Suite 1200
San Diego, CA 92101

Prepared by

3900 Fifth Ave, Suite 310
San Diego, CA 92103

1.0 Introduction

The purpose of this Local Mobility Analysis (LMA) is to evaluate how construction traffic associated with the Tijuana Estuary Tidal Restoration (TETR) Program II, Phase 1 (the "Proposed Project") will affect the surrounding local transportation network, as well as to determine if additional transportation improvements will be needed.

1.1 Project Description

The Proposed Project is located on the south westernmost corner of San Diego County, just north of the USA/Mexico border, within City of San Diego and City of Imperial Beach. The project seeks to establish and restore wetland habitats as well as widen and deepen the existing tidal channel connecting the project site and the ocean. **Figure 1.1** displays the Proposed Project's regional location. **Figure 1.2** displays the Proposed Project site plan.

Access to the Proposed Project site will be provided via Monument Road. Large and heavy equipment would be transported to the project site during off-peak traffic hours to minimize effects on the transportation network.

It is important to note that the Tijuana Estuary, after being restored, will generate marginal trips related to maintenance. Therefore, the analyses conducted herein, focus on the construction activities, specifically during earthwork, and the construction trips associated with it.

1.2 Project Trip Generation, Distribution, and Assignment

Project Trip Generation

Since the Proposed Project is not anticipated to generate a significant number of vehicular trips when the restoration is complete, this analysis focuses on construction traffic during the earthwork activities, which would generate the highest number of trips during construction. Earthwork activities are anticipated to last approximately 16 months, between October 1, 2022 and January 31, 2024.

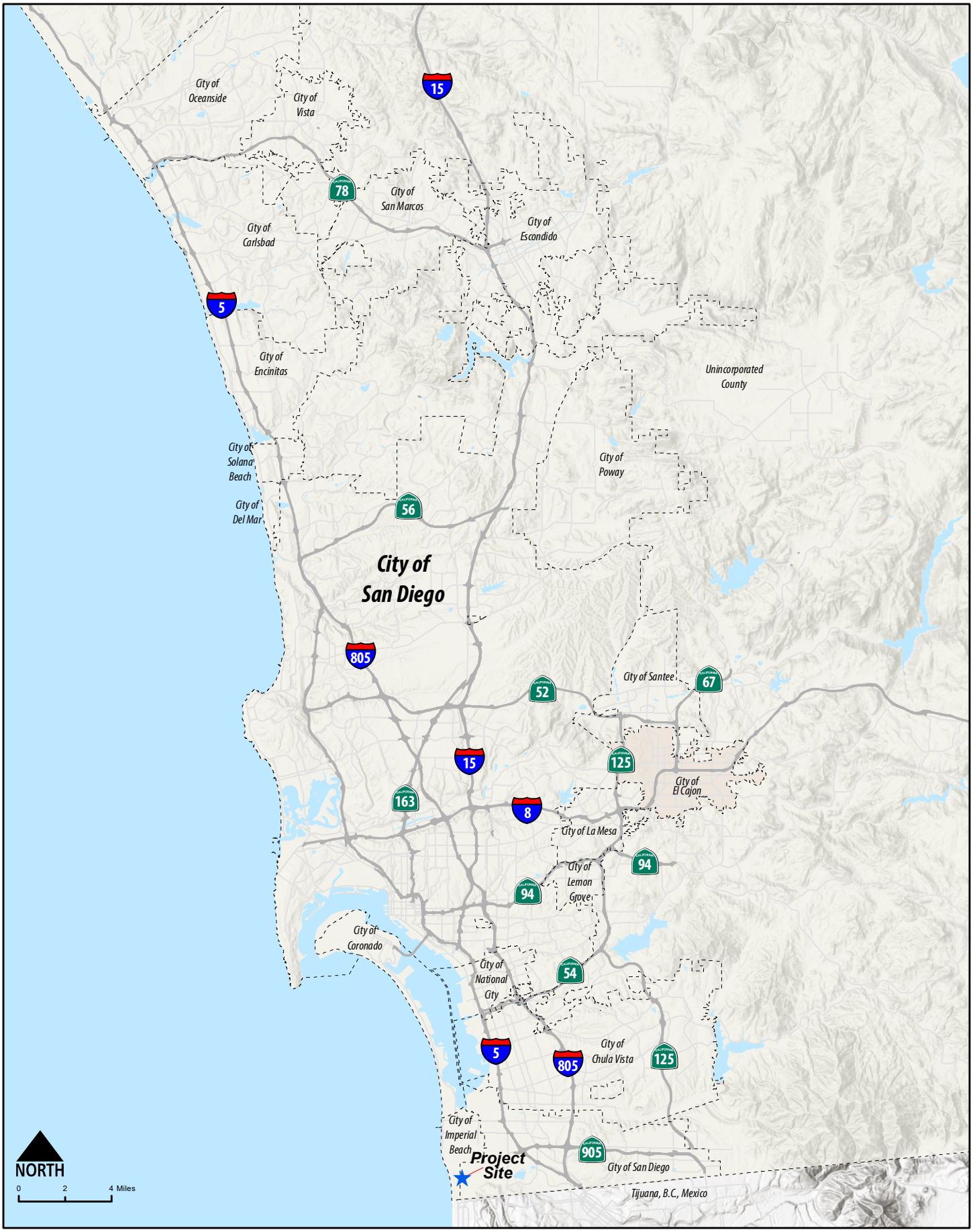
Project trip generation estimates were developed based on information provided in the Tijuana Estuary Tidal Restoration Program (TETRP) Construction Methods and Soil Management, July 2021. **Table 1.1** displays the anticipated construction trip generation.

Table 1.1 - Proposed Project Construction Trip Generation

Land Use	Units	Trip Rate	PCE[1]	ADT	AM Peak Hour					PM Peak Hour				
					%	Trips	Split	In	Out	%	Trips	Split	In	Out
Dump Trucks	52	4	2.5	520	12%	63	5:5	32	31	12%	63	5:5	31	32
Construction Workers	29	2	1	58	22%	13	10:0	13	0	22%	13	0:10	0	13
		Total		**578**	**-**	**76**	**-**	**45**	**31**	**-**	**76**	**-**	**31**	**45**

Note:
PCE = Passenger Car Equivalency.

As shown in Table 1.1, during the earthwork activity, the Proposed Project is anticipated to generate 578 daily trips, with 76 (45-in / 31-out) during the AM peak hour and 76 (31-in / 45-out) during the PM peak hour.



TETR Program II, Phase 1
Local Mobility Analysis

C+R

Figure 1.1
Project Regional Location

TETR Program II, Phase 1
Local Mobility Analysis

Figure 1.2
Project Site Plan

1.3 Project Study Area

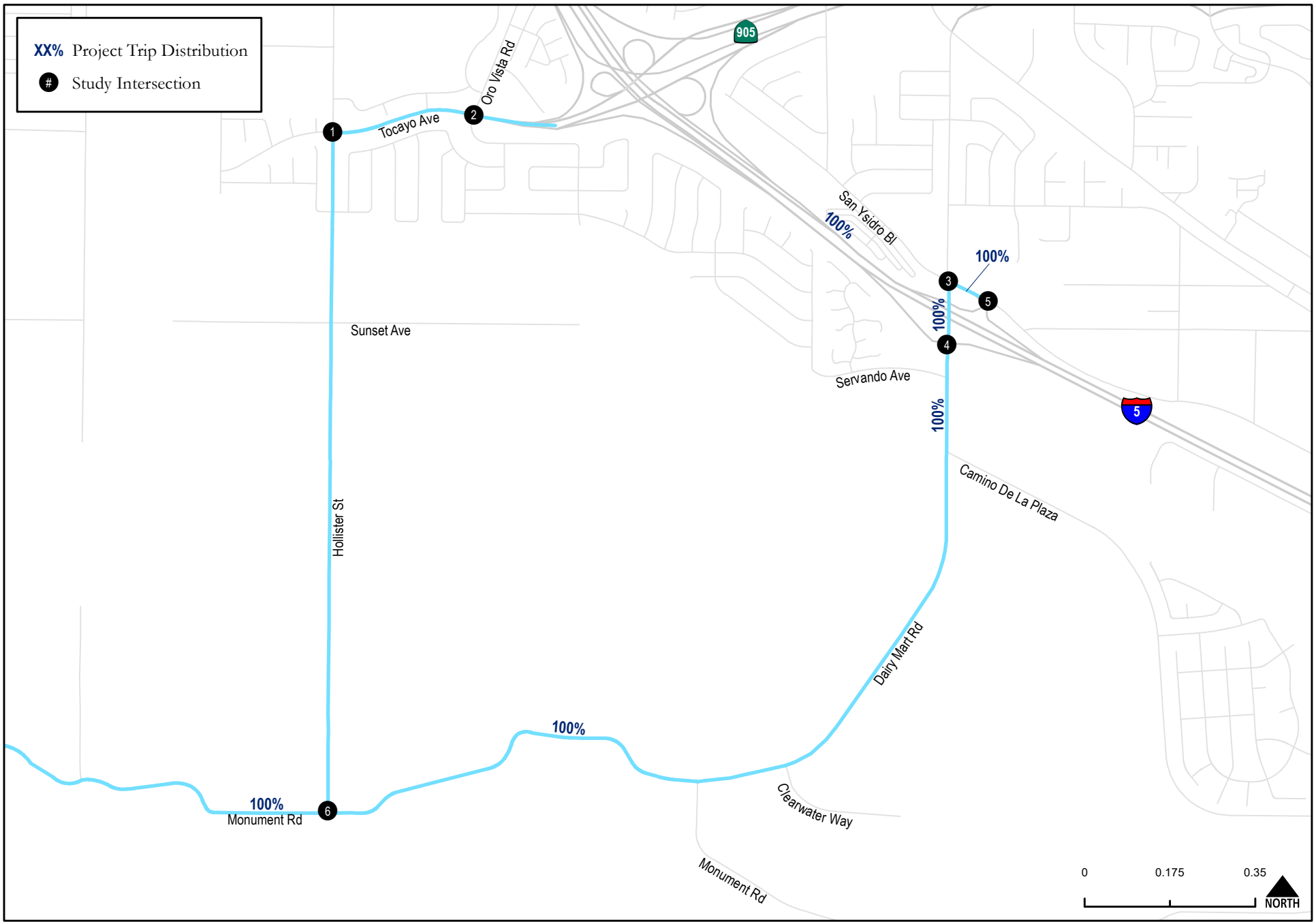
This section describes the LMA analysis requirements, including the Proposed Project trip distribution, assignment, and project study area.

Project Trip Distribution

The trip distribution for the Proposed Project was developed based on the proposed mobilization route identified by the construction team. As a conservative approach, the selected mobilization route to be analyzed in this report is based on the roadway segments and intersections identified as the most congested in Section 4.3. **Figure 1.3** displays the Proposed Project trip distribution patterns for the project.

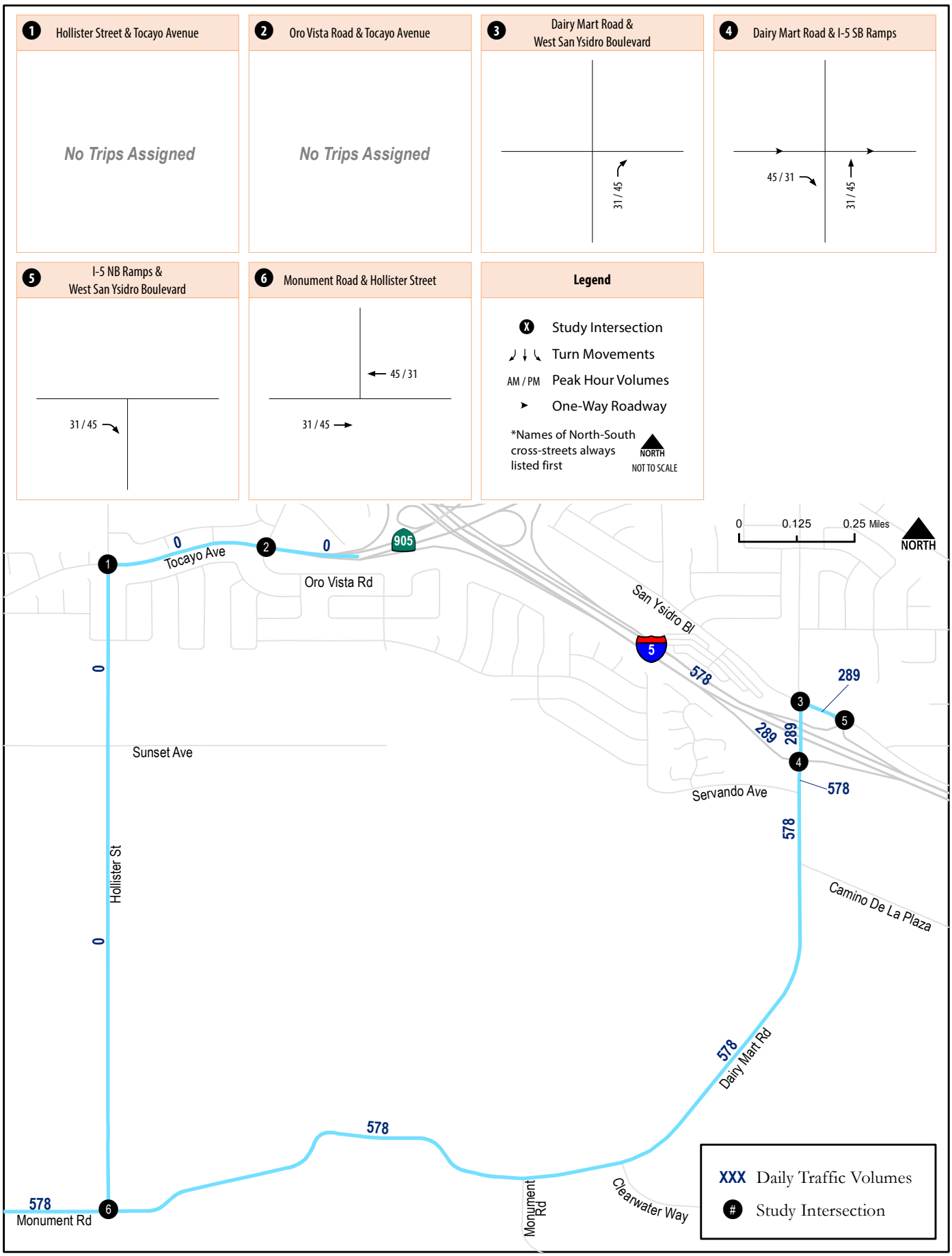
Project Trip Assignment

Based upon the project trip distribution patterns, daily and AM/PM peak hour project trips were assigned to the adjacent roadway network for each project land use. **Figure 1.4** displays the Proposed Project trip assignment for the project.



TETR Program II, Phase 1
Local Mobility Analysis

Figure 1.3
Project Trip Distribution



TETR Program II, Phase 1
Local Mobility Analysis

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Figure 1.4
Project Trip Assignment

Appendix C
Synchro Worksheets

- Existing Conditions

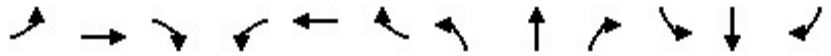
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	363	651	385	262	58	84
Future Volume (veh/h)	363	651	385	262	58	84
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	382	685	405	276	61	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1785	921	422	2822	141	125
Arrive On Green	0.51	0.51	0.24	0.80	0.08	0.08
Sat Flow, veh/h	3618	1572	1767	3618	1767	1572
Grp Volume(v), veh/h	382	685	405	276	61	88
Grp Sat Flow(s),veh/h/ln	1763	1572	1767	1763	1767	1572
Q Serve(g_s), s	5.1	27.2	19.2	1.4	2.8	4.6
Cycle Q Clear(g_c), s	5.1	27.2	19.2	1.4	2.8	4.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1785	921	422	2822	141	125
V/C Ratio(X)	0.21	0.74	0.96	0.10	0.43	0.70
Avail Cap(c_a), veh/h	1785	921	422	2822	414	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.6	12.9	31.9	1.8	37.3	38.1
Incr Delay (d2), s/veh	0.2	3.8	33.4	0.1	2.1	7.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	11.6	11.8	0.3	1.3	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.8	16.7	65.4	1.9	39.4	45.2
LnGrp LOS	B	B	E	A	D	D
Approach Vol, veh/h	1067			681	149	
Approach Delay, s/veh	14.9			39.7	42.8	
Approach LOS	B			D	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.1		11.9	25.0	48.1
Change Period (Y+Rc), s		5.1		5.1	* 4.7	5.1
Max Green Setting (Gmax), s		29.9		19.9	* 20	29.9
Max Q Clear Time (g_c+I1), s		3.4		6.6	21.2	29.2
Green Ext Time (p_c), s		1.8		0.3	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	272	61	50	114	160	132	162	549	192	80	53
Future Volume (veh/h)	30	272	61	50	114	160	132	162	549	192	80	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	35	316	71	58	133	186	153	188	638	223	93	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	64	412	343	88	438	363	684	630	607	480	683	
Arrive On Green	0.04	0.22	0.22	0.05	0.24	0.24	0.08	0.34	0.34	0.11	0.37	0.00
Sat Flow, veh/h	1767	1856	1544	1767	1856	1536	1767	1856	1554	1767	1856	1572
Grp Volume(v), veh/h	35	316	71	58	133	186	153	188	638	223	93	0
Grp Sat Flow(s),veh/h/ln	1767	1856	1544	1767	1856	1536	1767	1856	1554	1767	1856	1572
Q Serve(g_s), s	1.3	10.3	2.4	2.1	3.8	6.8	3.5	4.8	22.0	5.1	2.2	0.0
Cycle Q Clear(g_c), s	1.3	10.3	2.4	2.1	3.8	6.8	3.5	4.8	22.0	5.1	2.2	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	64	412	343	88	438	363	684	630	607	480	683	
V/C Ratio(X)	0.55	0.77	0.21	0.66	0.30	0.51	0.22	0.30	1.05	0.46	0.14	
Avail Cap(c_a), veh/h	246	630	525	246	630	522	785	630	607	531	683	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	30.7	23.6	20.5	30.2	20.4	21.5	11.9	15.7	19.8	11.5	13.6	0.0
Incr Delay (d2), s/veh	7.2	3.0	0.3	8.0	0.4	1.1	0.2	1.2	50.9	0.7	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	4.6	0.9	1.0	1.6	2.4	1.3	2.1	16.6	1.9	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.9	26.7	20.8	38.2	20.7	22.6	12.0	16.9	70.6	12.2	14.0	0.0
LnGrp LOS	D	C	C	D	C	C	B	B	F	B	B	
Approach Vol, veh/h		422			377			979			316	
Approach Delay, s/veh		26.6			24.4			51.2			12.7	
Approach LOS		C			C			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	26.5	7.7	18.9	9.8	28.3	6.8	19.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.6	22.0	9.0	22.0	9.0	22.0	9.0	22.0
Max Q Clear Time (g_c+I1), s	7.1	24.0	4.1	12.3	5.5	4.2	3.3	8.8
Green Ext Time (p_c), s	0.1	0.0	0.0	1.5	0.1	0.4	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	35.6
HCM 6th LOS	D

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	285	1	179	0	0	0	0	558	10	58	131	0
Future Volume (veh/h)	285	1	179	0	0	0	0	558	10	58	131	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	320	1	201				0	627	11	65	147	0
Peak Hour Factor	0.89	0.89	0.89				0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	380	1	339				0	1115	945	85	1283	0
Arrive On Green	0.22	0.22	0.22				0.00	0.60	0.60	0.05	0.69	0.00
Sat Flow, veh/h	1762	6	1572				0	1856	1572	1767	1856	0
Grp Volume(v), veh/h	321	0	201				0	627	11	65	147	0
Grp Sat Flow(s),veh/h/ln	1767	0	1572				0	1856	1572	1767	1856	0
Q Serve(g_s), s	19.1	0.0	12.6				0.0	22.4	0.3	4.0	2.9	0.0
Cycle Q Clear(g_c), s	19.1	0.0	12.6				0.0	22.4	0.3	4.0	2.9	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	381	0	339				0	1115	945	85	1283	0
V/C Ratio(X)	0.84	0.00	0.59				0.00	0.56	0.01	0.77	0.11	0.00
Avail Cap(c_a), veh/h	641	0	570				0	1115	945	326	1283	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.99	0.99	0.00
Uniform Delay (d), s/veh	41.4	0.0	38.8				0.0	13.2	8.8	51.8	5.7	0.0
Incr Delay (d2), s/veh	5.1	0.0	1.7				0.0	2.1	0.0	13.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	0.0	5.0				0.0	9.4	0.1	2.1	1.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.5	0.0	40.5				0.0	15.3	8.8	65.2	5.9	0.0
LnGrp LOS	D	A	D				A	B	A	E	A	A
Approach Vol, veh/h		522						638			212	
Approach Delay, s/veh		44.2						15.2			24.0	
Approach LOS		D						B			C	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	10.0	71.2	28.8	81.2
Change Period (Y+Rc), s*	4.7	5.1	5.1	5.1
Max Green Setting (Gmax), s	6.3	34.9	39.9	34.9
Max Q Clear Time (g_c+I1), s	6.0	24.4	21.1	4.9
Green Ext Time (p_c), s	0.1	3.1	2.6	0.8

Intersection Summary	
HCM 6th Ctrl Delay	27.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	16.5
Intersection LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	266	20	6	325	183	114
Future Vol, veh/h	266	20	6	325	183	114
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	302	23	7	369	208	130
Number of Lanes	1	0	0	1	2	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	3	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	20	19.9	9.3
HCM LOS	C	C	A

Lane	NBLn1	EBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	2%	93%	0%	0%	0%
Vol Thru, %	98%	0%	100%	100%	0%
Vol Right, %	0%	7%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	331	286	92	92	114
LT Vol	6	266	0	0	0
Through Vol	325	0	92	92	0
RT Vol	0	20	0	0	114
Lane Flow Rate	376	325	104	104	130
Geometry Grp	7	7	7	7	7
Degree of Util (X)	0.65	0.617	0.184	0.184	0.139
Departure Headway (Hd)	6.225	6.834	6.354	6.354	3.856
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	579	527	563	563	921
Service Time	3.985	4.586	4.118	4.118	1.619
HCM Lane V/C Ratio	0.649	0.617	0.185	0.185	0.141
HCM Control Delay	19.9	20	10.6	10.6	7.3
HCM Lane LOS	C	C	B	B	A
HCM 95th-tile Q	4.7	4.1	0.7	0.7	0.5

Intersection	
Intersection Delay, s/veh	10.3
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	319	16	6	169	26
Future Vol, veh/h	5	319	16	6	169	26
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	5	351	18	7	186	29
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	10.6	8.1	10.1
HCM LOS	B	A	B

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	87%
Vol Thru, %	73%	0%	0%	13%
Vol Right, %	27%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	22	5	319	195
LT Vol	0	5	0	169
Through Vol	16	0	0	26
RT Vol	6	0	319	0
Lane Flow Rate	24	5	351	214
Geometry Grp	2	7	7	2
Degree of Util (X)	0.033	0.009	0.434	0.296
Departure Headway (Hd)	4.893	5.664	4.458	4.975
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	728	632	806	720
Service Time	2.947	3.393	2.187	3.015
HCM Lane V/C Ratio	0.033	0.008	0.435	0.297
HCM Control Delay	8.1	8.4	10.6	10.1
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.1	0	2.2	1.2

Intersection	
Int Delay, s/veh	2.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	19	6	12	33	7	8
Future Vol, veh/h	19	6	12	33	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	235	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	24	8	15	42	9	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	32	0	100	28
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	72	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1574	-	896	1044
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1574	-	887	1044
Mov Cap-2 Maneuver	-	-	-	-	887	-
Stage 1	-	-	-	-	992	-
Stage 2	-	-	-	-	939	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.9	8.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	964	-	-	1574	-
HCM Lane V/C Ratio	0.02	-	-	0.01	-
HCM Control Delay (s)	8.8	-	-	7.3	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	11	0	18	17	2	6
Future Vol, veh/h	11	0	18	17	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	61	61	61	61	61	61
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	18	0	30	28	3	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	18	0	106	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	88	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1592	-	889	1058
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	933	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1592	-	872	1058
Mov Cap-2 Maneuver	-	-	-	-	872	-
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	915	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.8	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1004	-	-	1592	-
HCM Lane V/C Ratio	0.013	-	-	0.019	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	-

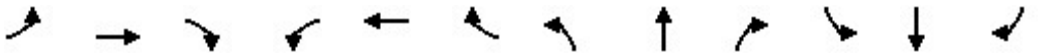
Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	3	3	5	6	5
Future Vol, veh/h	6	3	3	5	6	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	7	3	3	6	7	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	9	0	-	0	23	6
Stage 1	-	-	-	-	6	-
Stage 2	-	-	-	-	17	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1604	-	-	-	991	1074
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1003	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1604	-	-	-	987	1074
Mov Cap-2 Maneuver	-	-	-	-	987	-
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1003	-

Approach	EB	WB	SB
HCM Control Delay, s	4.8	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1604	-	-	-	1025
HCM Lane V/C Ratio	0.004	-	-	-	0.012
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	50	2	49	24	551	0	72	98	464	57	21
Future Volume (veh/h)	33	50	2	49	24	551	0	72	98	464	57	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	41	62	2	60	30	680	0	89	121	573	70	26
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	59	1030	33	78	540	477	2	215	292	321	681	253
Arrive On Green	0.03	0.30	0.30	0.04	0.31	0.31	0.00	0.31	0.31	0.18	0.53	0.53
Sat Flow, veh/h	1767	3485	112	1767	1763	1557	1767	701	953	1767	1282	476
Grp Volume(v), veh/h	41	31	33	60	30	680	0	0	210	573	0	96
Grp Sat Flow(s),veh/h/ln	1767	1763	1834	1767	1763	1557	1767	0	1654	1767	0	1758
Q Serve(g_s), s	2.4	1.3	1.3	3.5	1.3	32.0	0.0	0.0	10.5	19.0	0.0	2.8
Cycle Q Clear(g_c), s	2.4	1.3	1.3	3.5	1.3	32.0	0.0	0.0	10.5	19.0	0.0	2.8
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.58	1.00		0.27
Lane Grp Cap(c), veh/h	59	521	542	78	540	477	2	0	507	321	0	934
V/C Ratio(X)	0.70	0.06	0.06	0.77	0.06	1.43	0.00	0.00	0.41	1.78	0.00	0.10
Avail Cap(c_a), veh/h	321	540	562	321	540	477	321	0	507	321	0	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.0	26.4	26.4	49.4	25.6	36.2	0.0	0.0	28.8	42.7	0.0	12.1
Incr Delay (d2), s/veh	13.8	0.0	0.0	14.6	0.0	203.5	0.0	0.0	2.5	364.7	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.6	0.6	1.8	0.5	38.7	0.0	0.0	4.5	40.7	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	26.4	26.5	64.0	25.6	239.8	0.0	0.0	31.3	407.4	0.0	12.4
LnGrp LOS	E	C	C	E	C	F	A	A	C	F	A	B
Approach Vol, veh/h		105			770			210			669	
Approach Delay, s/veh		41.0			217.7			31.3			350.7	
Approach LOS		D			F			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.5	36.5	9.1	35.4	0.0	60.0	8.0	36.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.0	32.0	19.0	32.0	19.0	32.0	19.0	32.0
Max Q Clear Time (g_c+I1), s	21.0	12.5	5.5	3.3	0.0	4.8	4.4	34.0
Green Ext Time (p_c), s	0.0	1.2	0.1	0.3	0.0	0.5	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	235.6
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	1019	1081	1615	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1019	1081	1615	-	-	-
Mov Cap-2 Maneuver	1019	-	-	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1615	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

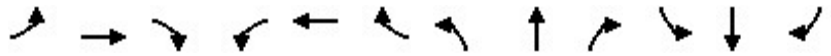
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	580	471	283	336	89	52
Future Volume (veh/h)	580	471	283	336	89	52
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	604	491	295	350	93	54
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1969	998	336	2834	135	120
Arrive On Green	0.56	0.56	0.19	0.80	0.08	0.08
Sat Flow, veh/h	3618	1572	1767	3618	1767	1572
Grp Volume(v), veh/h	604	491	295	350	93	54
Grp Sat Flow(s),veh/h/ln	1763	1572	1767	1763	1767	1572
Q Serve(g_s), s	7.8	14.1	13.8	1.8	4.4	2.8
Cycle Q Clear(g_c), s	7.8	14.1	13.8	1.8	4.4	2.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1969	998	336	2834	135	120
V/C Ratio(X)	0.31	0.49	0.88	0.12	0.69	0.45
Avail Cap(c_a), veh/h	1969	998	422	2834	414	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.0	8.3	33.5	1.8	38.3	37.6
Incr Delay (d2), s/veh	0.3	1.2	15.8	0.1	6.2	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	5.7	7.2	0.4	2.1	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.3	9.4	49.3	1.9	44.5	40.2
LnGrp LOS	B	A	D	A	D	D
Approach Vol, veh/h	1095			645	147	
Approach Delay, s/veh	9.9			23.6	42.9	
Approach LOS	A			C	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.4		11.6	20.9	52.6
Change Period (Y+Rc), s		5.1		5.1	* 4.7	5.1
Max Green Setting (Gmax), s		29.9		19.9	* 20	29.9
Max Q Clear Time (g_c+I1), s		3.8		6.4	15.8	16.1
Green Ext Time (p_c), s		2.4		0.3	0.4	5.2

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	180	112	155	103	153	153	214	667	210	207	58
Future Volume (veh/h)	27	180	112	155	103	153	153	214	667	210	207	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.97	0.99		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	28	188	117	161	107	159	159	223	695	219	216	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	52	312	249	206	474	388	601	697	750	452	742	
Arrive On Green	0.03	0.17	0.17	0.12	0.26	0.26	0.08	0.38	0.38	0.10	0.40	0.00
Sat Flow, veh/h	1767	1856	1484	1767	1856	1518	1767	1856	1509	1767	1856	1572
Grp Volume(v), veh/h	28	188	117	161	107	159	159	223	695	219	216	0
Grp Sat Flow(s),veh/h/ln	1767	1856	1484	1767	1856	1518	1767	1856	1509	1767	1856	1572
Q Serve(g_s), s	1.2	7.2	5.4	6.8	3.5	6.6	4.1	6.5	28.6	5.6	6.0	0.0
Cycle Q Clear(g_c), s	1.2	7.2	5.4	6.8	3.5	6.6	4.1	6.5	28.6	5.6	6.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	312	249	206	474	388	601	697	750	452	742	
V/C Ratio(X)	0.54	0.60	0.47	0.78	0.23	0.41	0.26	0.32	0.93	0.48	0.29	
Avail Cap(c_a), veh/h	141	474	379	961	1335	1092	704	697	750	628	742	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.5	29.4	28.7	32.7	22.4	23.6	12.6	16.9	18.2	12.2	15.5	0.0
Incr Delay (d2), s/veh	8.5	1.9	1.4	6.3	0.2	0.7	0.2	1.2	19.2	0.8	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.2	2.0	3.2	1.5	2.4	1.5	2.9	14.1	2.1	2.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.0	31.2	30.0	39.0	22.7	24.3	12.8	18.1	37.4	13.1	16.5	0.0
LnGrp LOS	D	C	C	D	C	C	B	B	D	B	B	
Approach Vol, veh/h		333			427			1077			435	
Approach Delay, s/veh		32.0			29.4			29.8			14.8	
Approach LOS		C			C			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	33.1	13.4	17.3	10.5	35.0	6.7	24.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.5	25.5	41.5	19.5	10.5	30.5	6.1	54.9
Max Q Clear Time (g_c+I1), s	7.6	30.6	8.8	9.2	6.1	8.0	3.2	8.6
Green Ext Time (p_c), s	0.4	0.0	0.5	1.0	0.2	1.2	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	27.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	559	1	465	0	0	0	0	479	44	192	283	0
Future Volume (veh/h)	559	1	465	0	0	0	0	479	44	192	283	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	570	1	474				0	489	45	196	289	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	613	1	546				0	720	598	228	1039	0
Arrive On Green	0.35	0.35	0.35				0.00	0.39	0.39	0.13	0.56	0.00
Sat Flow, veh/h	1764	3	1571				0	1856	1540	1767	1856	0
Grp Volume(v), veh/h	571	0	474				0	489	45	196	289	0
Grp Sat Flow(s),veh/h/ln	1767	0	1571				0	1856	1540	1767	1856	0
Q Serve(g_s), s	34.3	0.0	31.0				0.0	24.1	2.0	12.0	8.9	0.0
Cycle Q Clear(g_c), s	34.3	0.0	31.0				0.0	24.1	2.0	12.0	8.9	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	614	0	546				0	720	598	228	1039	0
V/C Ratio(X)	0.93	0.00	0.87				0.00	0.68	0.08	0.86	0.28	0.00
Avail Cap(c_a), veh/h	641	0	570				0	720	598	326	1039	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.93	0.93	0.00
Uniform Delay (d), s/veh	34.6	0.0	33.5				0.0	28.0	21.2	46.9	12.6	0.0
Incr Delay (d2), s/veh	19.8	0.0	13.1				0.0	5.1	0.2	13.8	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.8	0.0	13.6				0.0	11.5	0.8	6.1	3.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	0.0	46.7				0.0	33.1	21.5	60.7	13.2	0.0
LnGrp LOS	D	A	D				A	C	C	E	B	A
Approach Vol, veh/h		1045						534			485	
Approach Delay, s/veh		50.9						32.1			32.4	
Approach LOS		D						C			C	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	18.9	47.8	43.3	66.7
Change Period (Y+Rc), s*	4.7	5.1	5.1	5.1
Max Green Setting (Gmax), s	14.2	34.9	39.9	34.9
Max Q Clear Time (g_c+I1), s	14.0	26.1	36.3	10.9
Green Ext Time (p_c), s	0.3	2.2	1.9	1.7

Intersection Summary	
HCM 6th Ctrl Delay	41.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	15
Intersection LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	168	19	16	375	466	260
Future Vol, veh/h	168	19	16	375	466	260
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	177	20	17	395	491	274
Number of Lanes	1	0	0	1	2	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	3	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	15.3	22.7	10.7
HCM LOS	C	C	B

Lane	NBLn1	EBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	4%	90%	0%	0%	0%
Vol Thru, %	96%	0%	100%	100%	0%
Vol Right, %	0%	10%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	391	187	233	233	260
LT Vol	16	168	0	0	0
Through Vol	375	0	233	233	0
RT Vol	0	19	0	0	260
Lane Flow Rate	412	197	245	245	274
Geometry Grp	7	7	7	7	7
Degree of Util (X)	0.709	0.409	0.402	0.402	0.26
Departure Headway (Hd)	6.201	7.472	5.906	5.906	3.418
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	580	480	608	608	1043
Service Time	3.954	5.228	3.656	3.656	1.167
HCM Lane V/C Ratio	0.71	0.41	0.403	0.403	0.263
HCM Control Delay	22.7	15.3	12.6	12.6	7.4
HCM Lane LOS	C	C	B	B	A
HCM 95th-tile Q	5.7	2	1.9	1.9	1

Intersection	
Intersection Delay, s/veh	17.7
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	350	43	15	468	14
Future Vol, veh/h	16	350	43	15	468	14
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	16	361	44	15	482	14
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	14.1	9.2	21.4
HCM LOS	B	A	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	97%
Vol Thru, %	74%	0%	0%	3%
Vol Right, %	26%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	16	350	482
LT Vol	0	16	0	468
Through Vol	43	0	0	14
RT Vol	15	0	350	0
Lane Flow Rate	60	16	361	497
Geometry Grp	2	7	7	2
Degree of Util (X)	0.093	0.03	0.54	0.732
Departure Headway (Hd)	5.625	6.599	5.384	5.303
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	636	543	671	686
Service Time	3.666	4.331	3.115	3.327
HCM Lane V/C Ratio	0.094	0.029	0.538	0.724
HCM Control Delay	9.2	9.5	14.3	21.4
HCM Lane LOS	A	A	B	C
HCM 95th-tile Q	0.3	0.1	3.2	6.4

Intersection	
Int Delay, s/veh	1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	40	2	4	38	3	9
Future Vol, veh/h	40	2	4	38	3	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	235	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	49	2	5	47	4	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	51	0	107	50
Stage 1	-	-	-	-	50	-
Stage 2	-	-	-	-	57	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1549	-	888	1015
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1549	-	885	1015
Mov Cap-2 Maneuver	-	-	-	-	885	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	960	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	979	-	-	1549	-
HCM Lane V/C Ratio	0.015	-	-	0.003	-
HCM Control Delay (s)	8.7	-	-	7.3	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	28	1	2	33	2	15
Future Vol, veh/h	28	1	2	33	2	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	34	1	2	40	2	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	35	0	79	35
Stage 1	-	-	-	-	35	-
Stage 2	-	-	-	-	44	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1570	-	921	1035
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	976	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1570	-	920	1035
Mov Cap-2 Maneuver	-	-	-	-	920	-
Stage 1	-	-	-	-	985	-
Stage 2	-	-	-	-	975	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1020	-	-	1570	-
HCM Lane V/C Ratio	0.02	-	-	0.002	-
HCM Control Delay (s)	8.6	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

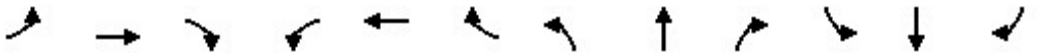
Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	6	8	21	17	5
Future Vol, veh/h	8	6	8	21	17	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	11	8	11	28	22	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	39	0	-	0	55	25
Stage 1	-	-	-	-	25	-
Stage 2	-	-	-	-	30	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1565	-	-	-	950	1048
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	990	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1565	-	-	-	943	1048
Mov Cap-2 Maneuver	-	-	-	-	943	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	990	-

Approach	EB	WB	SB
HCM Control Delay, s	4.2	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1565	-	-	-	965
HCM Lane V/C Ratio	0.007	-	-	-	0.03
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	36	2	93	50	390	1	53	86	474	62	13
Future Volume (veh/h)	7	36	2	93	50	390	1	53	86	474	62	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	7	38	2	98	53	411	1	56	91	499	65	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	16	632	33	125	436	380	2	150	243	543	803	173
Arrive On Green	0.01	0.19	0.19	0.07	0.25	0.25	0.00	0.24	0.24	0.31	0.54	0.54
Sat Flow, veh/h	1767	3403	177	1767	1763	1536	1767	628	1021	1767	1475	318
Grp Volume(v), veh/h	7	20	20	98	53	411	1	0	147	499	0	79
Grp Sat Flow(s),veh/h/ln	1767	1763	1817	1767	1763	1536	1767	0	1650	1767	0	1792
Q Serve(g_s), s	0.4	0.8	0.8	5.0	2.1	22.5	0.1	0.0	6.8	24.8	0.0	1.9
Cycle Q Clear(g_c), s	0.4	0.8	0.8	5.0	2.1	22.5	0.1	0.0	6.8	24.8	0.0	1.9
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.62	1.00		0.18
Lane Grp Cap(c), veh/h	16	327	338	125	436	380	2	0	393	543	0	976
V/C Ratio(X)	0.44	0.06	0.06	0.79	0.12	1.08	0.41	0.00	0.37	0.92	0.00	0.08
Avail Cap(c_a), veh/h	97	349	360	185	436	380	97	0	393	690	0	976
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.8	30.5	30.5	41.6	26.5	34.2	45.4	0.0	29.0	30.4	0.0	9.9
Incr Delay (d2), s/veh	18.4	0.1	0.1	12.4	0.1	69.8	85.2	0.0	2.7	15.0	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.4	0.4	2.5	0.9	15.4	0.1	0.0	2.9	12.4	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	30.6	30.6	54.0	26.7	104.0	130.6	0.0	31.7	45.4	0.0	10.0
LnGrp LOS	E	C	C	D	C	F	F	A	C	D	A	B
Approach Vol, veh/h		47			562			148			578	
Approach Delay, s/veh		35.4			88.0			32.3			40.6	
Approach LOS		D			F			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.5	26.2	10.9	21.4	4.6	54.0	5.3	27.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	35.5	19.0	9.5	18.0	5.0	49.5	5.0	22.5
Max Q Clear Time (g_c+I1), s	26.8	8.8	7.0	2.8	2.1	3.9	2.4	24.5
Green Ext Time (p_c), s	1.2	0.5	0.0	0.1	0.0	0.4	0.0	0.0

Intersection Summary			
HCM 6th Ctrl Delay		59.4	
HCM 6th LOS		E	

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	1019	1081	1615	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1019	1081	1615	-	-	-
Mov Cap-2 Maneuver	1019	-	-	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1615	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

- 2024 Conditions

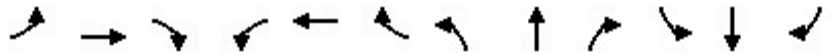
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	368	711	390	265	70	84
Future Volume (veh/h)	368	711	390	265	70	84
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	387	748	411	279	74	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1782	921	422	2819	142	127
Arrive On Green	0.51	0.51	0.24	0.80	0.08	0.08
Sat Flow, veh/h	3618	1572	1767	3618	1767	1572
Grp Volume(v), veh/h	387	748	411	279	74	88
Grp Sat Flow(s),veh/h/ln	1763	1572	1767	1763	1767	1572
Q Serve(g_s), s	5.2	31.9	19.6	1.5	3.4	4.6
Cycle Q Clear(g_c), s	5.2	31.9	19.6	1.5	3.4	4.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1782	921	422	2819	142	127
V/C Ratio(X)	0.22	0.81	0.97	0.10	0.52	0.70
Avail Cap(c_a), veh/h	1782	921	422	2819	414	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.7	13.9	32.1	1.9	37.5	38.1
Incr Delay (d2), s/veh	0.2	5.0	36.9	0.1	2.9	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	13.8	12.4	0.3	1.6	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.9	18.9	68.9	1.9	40.4	44.7
LnGrp LOS	B	B	E	A	D	D
Approach Vol, veh/h	1135			690	162	
Approach Delay, s/veh	16.5			41.8	42.8	
Approach LOS	B			D	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.1		11.9	25.0	48.1
Change Period (Y+Rc), s		5.1		5.1	* 4.7	5.1
Max Green Setting (Gmax), s		29.9		19.9	* 20	29.9
Max Q Clear Time (g_c+I1), s		3.5		6.6	21.6	33.9
Green Ext Time (p_c), s		1.8		0.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	273	61	62	115	163	132	169	595	210	87	53
Future Volume (veh/h)	30	273	61	62	115	163	132	169	595	210	87	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	35	317	71	72	134	190	153	197	692	244	101	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	63	410	341	98	446	370	677	618	604	475	685	
Arrive On Green	0.04	0.22	0.22	0.06	0.24	0.24	0.08	0.33	0.33	0.12	0.37	0.00
Sat Flow, veh/h	1767	1856	1544	1767	1856	1537	1767	1856	1554	1767	1856	1572
Grp Volume(v), veh/h	35	317	71	72	134	190	153	197	692	244	101	0
Grp Sat Flow(s),veh/h/ln	1767	1856	1544	1767	1856	1537	1767	1856	1554	1767	1856	1572
Q Serve(g_s), s	1.3	10.6	2.5	2.7	3.9	7.1	3.7	5.2	22.0	5.8	2.4	0.0
Cycle Q Clear(g_c), s	1.3	10.6	2.5	2.7	3.9	7.1	3.7	5.2	22.0	5.8	2.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	63	410	341	98	446	370	677	618	604	475	685	
V/C Ratio(X)	0.55	0.77	0.21	0.73	0.30	0.51	0.23	0.32	1.14	0.51	0.15	
Avail Cap(c_a), veh/h	241	618	514	241	618	512	772	618	604	507	685	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.3	24.2	21.0	30.7	20.5	21.7	12.4	16.4	20.2	11.9	13.9	0.0
Incr Delay (d2), s/veh	7.3	3.4	0.3	10.1	0.4	1.1	0.2	1.4	83.5	0.9	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.7	0.9	1.4	1.6	2.5	1.3	2.3	22.3	2.1	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.6	27.6	21.3	40.8	20.9	22.8	12.5	17.8	103.7	12.8	14.4	0.0
LnGrp LOS	D	C	C	D	C	C	B	B	F	B	B	
Approach Vol, veh/h		423			396			1042			345	
Approach Delay, s/veh		27.5			25.5			74.1			13.2	
Approach LOS		C			C			E			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	26.5	8.2	19.1	9.9	28.9	6.9	20.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.0	22.0	9.0	22.0	9.0	22.0	9.0	22.0
Max Q Clear Time (g_c+I1), s	7.8	24.0	4.7	12.6	5.7	4.4	3.3	9.1
Green Ext Time (p_c), s	0.1	0.0	0.0	1.4	0.1	0.4	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	46.9
HCM 6th LOS	D

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	292	1	358	0	0	0	0	604	12	60	148	0
Future Volume (veh/h)	292	1	358	0	0	0	0	604	12	60	148	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	328	1	402				0	679	13	67	166	0
Peak Hour Factor	0.89	0.89	0.89				0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	507	2	453				0	978	829	87	1149	0
Arrive On Green	0.29	0.29	0.29				0.00	0.53	0.53	0.05	0.62	0.00
Sat Flow, veh/h	1762	5	1572				0	1856	1572	1767	1856	0
Grp Volume(v), veh/h	329	0	402				0	679	13	67	166	0
Grp Sat Flow(s),veh/h/ln	1767	0	1572				0	1856	1572	1767	1856	0
Q Serve(g_s), s	17.9	0.0	26.9				0.0	30.0	0.4	4.1	4.1	0.0
Cycle Q Clear(g_c), s	17.9	0.0	26.9				0.0	30.0	0.4	4.1	4.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	509	0	453				0	978	829	87	1149	0
V/C Ratio(X)	0.65	0.00	0.89				0.00	0.69	0.02	0.77	0.14	0.00
Avail Cap(c_a), veh/h	641	0	570				0	978	829	326	1149	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.98	0.98	0.00
Uniform Delay (d), s/veh	34.3	0.0	37.5				0.0	19.4	12.4	51.7	8.8	0.0
Incr Delay (d2), s/veh	1.5	0.0	13.4				0.0	4.1	0.0	13.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	0.0	11.9				0.0	13.5	0.2	2.1	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	0.0	50.8				0.0	23.4	12.4	64.6	9.0	0.0
LnGrp LOS	D	A	D				A	C	B	E	A	A
Approach Vol, veh/h		731						692			233	
Approach Delay, s/veh		44.0						23.2			25.0	
Approach LOS		D						C			C	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	10.1	63.1	36.8	73.2
Change Period (Y+Rc), s	* 4.7	5.1	5.1	5.1
Max Green Setting (Gmax), s	* 26	34.9	39.9	34.9
Max Q Clear Time (g_c+I1), s	6.1	32.0	28.9	6.1
Green Ext Time (p_c), s	0.1	1.3	2.8	0.9

Intersection Summary	
HCM 6th Ctrl Delay	32.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	22.4
Intersection LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	267	20	6	373	379	115
Future Vol, veh/h	267	20	6	373	379	115
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	303	23	7	424	431	131
Number of Lanes	1	0	0	1	2	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	3	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	25.7	32.8	12.5
HCM LOS	D	D	B

Lane	NBLn1	EBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	2%	93%	0%	0%	0%
Vol Thru, %	98%	0%	100%	100%	0%
Vol Right, %	0%	7%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	379	287	190	190	115
LT Vol	6	267	0	0	0
Through Vol	373	0	190	190	0
RT Vol	0	20	0	0	115
Lane Flow Rate	431	326	215	215	131
Geometry Grp	7	7	7	7	7
Degree of Util (X)	0.813	0.691	0.403	0.403	0.153
Departure Headway (Hd)	6.798	7.624	6.729	6.729	4.222
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	534	476	534	534	847
Service Time	4.538	5.324	4.47	4.47	1.962
HCM Lane V/C Ratio	0.807	0.685	0.403	0.403	0.155
HCM Control Delay	32.8	25.7	14	14	7.7
HCM Lane LOS	D	D	B	B	A
HCM 95th-tile Q	7.9	5.2	1.9	1.9	0.5

Intersection	
Intersection Delay, s/veh	14
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	321	62	6	170	222
Future Vol, veh/h	7	321	62	6	170	222
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	8	353	68	7	187	244
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	12.9	9.2	15.7
HCM LOS	B	A	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	43%
Vol Thru, %	91%	0%	0%	57%
Vol Right, %	9%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	68	7	321	392
LT Vol	0	7	0	170
Through Vol	62	0	0	222
RT Vol	6	0	321	0
Lane Flow Rate	75	8	353	431
Geometry Grp	2	7	7	2
Degree of Util (X)	0.115	0.014	0.501	0.605
Departure Headway (Hd)	5.531	6.326	5.114	5.059
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	652	561	695	706
Service Time	3.531	4.123	2.909	3.151
HCM Lane V/C Ratio	0.115	0.014	0.508	0.61
HCM Control Delay	9.2	9.2	13	15.7
HCM Lane LOS	A	A	B	C
HCM 95th-tile Q	0.4	0	2.8	4.1

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	65	6	26	217	7	8
Future Vol, veh/h	65	6	26	217	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	235	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	82	8	33	275	9	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	90	0	427	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	341	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1499	-	583	970
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	718	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1499	-	570	970
Mov Cap-2 Maneuver	-	-	-	-	570	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	702	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	731	-	-	1499	-
HCM Lane V/C Ratio	0.026	-	-	0.022	-
HCM Control Delay (s)	10.1	-	-	7.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	58	0	18	201	2	6
Future Vol, veh/h	58	0	18	201	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	61	61	61	61	61	61
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	95	0	30	330	3	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	95	0	485	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	390	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1493	-	539	959
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	682	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1493	-	526	959
Mov Cap-2 Maneuver	-	-	-	-	526	-
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	665	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	795	-	-	1493	-
HCM Lane V/C Ratio	0.016	-	-	0.02	-
HCM Control Delay (s)	9.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

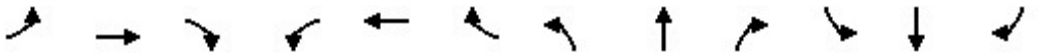
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	49	187	5	6	43
Future Vol, veh/h	13	49	187	5	6	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	15	56	213	6	7	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	219	0	-	0	302	216
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	86	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1344	-	-	-	688	821
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	935	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1344	-	-	-	680	821
Mov Cap-2 Maneuver	-	-	-	-	680	-
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	935	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1344	-	-	-	801
HCM Lane V/C Ratio	0.011	-	-	-	0.07
HCM Control Delay (s)	7.7	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	50	2	84	25	557	0	75	102	474	60	22
Future Volume (veh/h)	33	50	2	84	25	557	0	75	102	474	60	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	41	62	2	104	31	688	0	93	126	585	74	27
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	59	923	30	132	540	477	2	215	292	321	685	250
Arrive On Green	0.03	0.26	0.26	0.07	0.31	0.31	0.00	0.31	0.31	0.18	0.53	0.53
Sat Flow, veh/h	1767	3485	112	1767	1763	1557	1767	703	952	1767	1289	470
Grp Volume(v), veh/h	41	31	33	104	31	688	0	0	219	585	0	101
Grp Sat Flow(s),veh/h/ln	1767	1763	1834	1767	1763	1557	1767	0	1654	1767	0	1759
Q Serve(g_s), s	2.4	1.4	1.4	6.0	1.3	32.0	0.0	0.0	11.1	19.0	0.0	3.0
Cycle Q Clear(g_c), s	2.4	1.4	1.4	6.0	1.3	32.0	0.0	0.0	11.1	19.0	0.0	3.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.58	1.00		0.27
Lane Grp Cap(c), veh/h	59	467	486	132	540	477	2	0	507	321	0	934
V/C Ratio(X)	0.70	0.07	0.07	0.79	0.06	1.44	0.00	0.00	0.43	1.82	0.00	0.11
Avail Cap(c_a), veh/h	321	540	562	321	540	477	321	0	507	321	0	934
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.0	28.7	28.7	47.5	25.6	36.2	0.0	0.0	29.0	42.7	0.0	12.2
Incr Delay (d2), s/veh	13.8	0.1	0.1	9.9	0.0	210.8	0.0	0.0	2.7	381.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.6	0.6	3.0	0.5	39.6	0.0	0.0	4.7	42.2	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	28.8	28.8	57.4	25.6	247.0	0.0	0.0	31.7	423.9	0.0	12.4
LnGrp LOS	E	C	C	E	C	F	A	A	C	F	A	B
Approach Vol, veh/h		105			823			219			686	
Approach Delay, s/veh		42.5			214.7			31.7			363.3	
Approach LOS		D			F			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.5	36.5	12.3	32.2	0.0	60.0	8.0	36.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.0	32.0	19.0	32.0	19.0	32.0	19.0	32.0
Max Q Clear Time (g_c+I1), s	21.0	13.1	8.0	3.4	0.0	5.0	4.4	34.0
Green Ext Time (p_c), s	0.0	1.2	0.2	0.3	0.0	0.5	0.1	0.0

Intersection Summary		
HCM 6th Ctrl Delay		238.6
HCM 6th LOS		F

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	1019	1081	1615	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1019	1081	1615	-	-	-
Mov Cap-2 Maneuver	1019	-	-	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1615	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

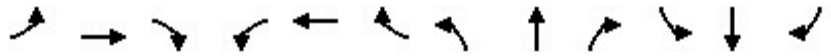
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	590	619	288	339	96	52
Future Volume (veh/h)	590	619	288	339	96	52
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	615	645	300	353	100	54
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1944	994	341	2819	142	126
Arrive On Green	0.55	0.55	0.19	0.80	0.08	0.08
Sat Flow, veh/h	3618	1572	1767	3618	1767	1572
Grp Volume(v), veh/h	615	645	300	353	100	54
Grp Sat Flow(s),veh/h/ln	1763	1572	1767	1763	1767	1572
Q Serve(g_s), s	8.1	21.8	14.0	1.9	4.7	2.8
Cycle Q Clear(g_c), s	8.1	21.8	14.0	1.9	4.7	2.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1944	994	341	2819	142	126
V/C Ratio(X)	0.32	0.65	0.88	0.13	0.70	0.43
Avail Cap(c_a), veh/h	1944	994	422	2819	414	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.52	0.52	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	9.8	33.4	1.9	38.1	37.2
Incr Delay (d2), s/veh	0.2	1.7	16.3	0.1	6.2	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	8.9	7.4	0.4	2.3	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.6	11.5	49.7	2.0	44.3	39.5
LnGrp LOS	B	B	D	A	D	D
Approach Vol, veh/h	1260			653	154	
Approach Delay, s/veh	11.0			23.9	42.6	
Approach LOS	B			C	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.1		11.9	21.1	52.0
Change Period (Y+Rc), s		5.1		5.1	* 4.7	5.1
Max Green Setting (Gmax), s		29.9		19.9	* 20	29.9
Max Q Clear Time (g_c+I1), s		3.9		6.7	16.0	23.8
Green Ext Time (p_c), s		2.4		0.3	0.4	3.4

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	180	113	162	103	157	154	238	813	220	214	58
Future Volume (veh/h)	27	180	113	162	103	157	154	238	813	220	214	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.97	0.99		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	28	188	118	169	107	164	160	248	847	229	223	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	52	311	248	215	482	395	592	684	747	423	736	
Arrive On Green	0.03	0.17	0.17	0.12	0.26	0.26	0.08	0.37	0.37	0.11	0.40	0.00
Sat Flow, veh/h	1767	1856	1483	1767	1856	1519	1767	1856	1508	1767	1856	1572
Grp Volume(v), veh/h	28	188	118	169	107	164	160	248	847	229	223	0
Grp Sat Flow(s),veh/h/ln	1767	1856	1483	1767	1856	1519	1767	1856	1508	1767	1856	1572
Q Serve(g_s), s	1.2	7.2	5.5	7.1	3.5	6.9	4.2	7.5	28.4	6.0	6.3	0.0
Cycle Q Clear(g_c), s	1.2	7.2	5.5	7.1	3.5	6.9	4.2	7.5	28.4	6.0	6.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	311	248	215	482	395	592	684	747	423	736	
V/C Ratio(X)	0.54	0.60	0.47	0.79	0.22	0.42	0.27	0.36	1.13	0.54	0.30	
Avail Cap(c_a), veh/h	140	470	376	954	1325	1084	691	684	747	588	736	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.8	29.7	29.0	32.8	22.3	23.6	13.0	17.7	19.7	12.8	15.9	0.0
Incr Delay (d2), s/veh	8.5	1.9	1.4	6.2	0.2	0.7	0.2	1.5	76.1	1.1	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.3	2.0	3.3	1.5	2.5	1.6	3.3	27.6	2.3	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	31.6	30.4	39.0	22.6	24.3	13.2	19.2	95.9	13.8	17.0	0.0
LnGrp LOS	D	C	C	D	C	C	B	B	F	B	B	
Approach Vol, veh/h		334			440			1255			452	
Approach Delay, s/veh		32.3			29.5			70.2			15.4	
Approach LOS		C			C			E			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	32.9	13.9	17.4	10.7	35.0	6.8	24.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.5	25.5	41.5	19.5	10.5	30.5	6.1	54.9
Max Q Clear Time (g_c+I1), s	8.0	30.4	9.1	9.2	6.2	8.3	3.2	8.9
Green Ext Time (p_c), s	0.4	0.0	0.5	1.0	0.2	1.2	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	47.9
HCM 6th LOS	D

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	583	1	493	0	0	0	0	625	57	194	294	0
Future Volume (veh/h)	583	1	493	0	0	0	0	625	57	194	294	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	595	1	503				0	638	58	198	300	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	628	1	559				0	702	583	230	1023	0
Arrive On Green	0.36	0.36	0.36				0.00	0.38	0.38	0.13	0.55	0.00
Sat Flow, veh/h	1764	3	1571				0	1856	1540	1767	1856	0
Grp Volume(v), veh/h	596	0	503				0	638	58	198	300	0
Grp Sat Flow(s),veh/h/ln	1767	0	1571				0	1856	1540	1767	1856	0
Q Serve(g_s), s	36.0	0.0	33.4				0.0	35.8	2.7	12.1	9.5	0.0
Cycle Q Clear(g_c), s	36.0	0.0	33.4				0.0	35.8	2.7	12.1	9.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	629	0	559				0	702	583	230	1023	0
V/C Ratio(X)	0.95	0.00	0.90				0.00	0.91	0.10	0.86	0.29	0.00
Avail Cap(c_a), veh/h	641	0	570				0	702	583	326	1023	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.94	0.94	0.00
Uniform Delay (d), s/veh	34.4	0.0	33.5				0.0	32.4	22.1	46.9	13.2	0.0
Incr Delay (d2), s/veh	23.1	0.0	17.0				0.0	17.8	0.3	14.2	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.1	0.0	15.1				0.0	19.1	1.0	6.2	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	0.0	50.6				0.0	50.2	22.4	61.1	13.9	0.0
LnGrp LOS	E	A	D				A	D	C	E	B	A
Approach Vol, veh/h		1099						696			498	
Approach Delay, s/veh		54.4						47.9			32.7	
Approach LOS		D						D			C	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	19.0	46.7	44.3	65.7
Change Period (Y+Rc), s*	4.7	5.1	5.1	5.1
Max Green Setting (Gmax), s	14.3	34.9	39.9	34.9
Max Q Clear Time (g_c+I1), s	11.1	37.8	38.0	11.5
Green Ext Time (p_c), s	0.3	0.0	1.1	1.8

Intersection Summary	
HCM 6th Ctrl Delay	47.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	33.3
Intersection LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	169	19	16	534	504	261
Future Vol, veh/h	169	19	16	534	504	261
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	178	20	17	562	531	275
Number of Lanes	1	0	0	1	2	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	3	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	16.9	68.4	12.1
HCM LOS	C	F	B

Lane	NBLn1	EBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	3%	90%	0%	0%	0%
Vol Thru, %	97%	0%	100%	100%	0%
Vol Right, %	0%	10%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	550	188	252	252	261
LT Vol	16	169	0	0	0
Through Vol	534	0	252	252	0
RT Vol	0	19	0	0	261
Lane Flow Rate	579	198	265	265	275
Geometry Grp	7	7	7	7	7
Degree of Util (X)	1.021	0.439	0.459	0.459	0.284
Departure Headway (Hd)	6.351	7.986	6.223	6.223	3.726
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	567	449	576	576	951
Service Time	4.125	5.774	3.999	3.999	1.5
HCM Lane V/C Ratio	1.021	0.441	0.46	0.46	0.289
HCM Control Delay	68.4	16.9	14.2	14.2	8
HCM Lane LOS	F	C	B	B	A
HCM 95th-tile Q	15.4	2.2	2.4	2.4	1.2

Intersection	
Intersection Delay, s/veh	23.3
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	351	200	17	470	50
Future Vol, veh/h	16	351	200	17	470	50
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	16	362	206	18	485	52
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	16.9	12.5	32.3
HCM LOS	C	B	D

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	90%
Vol Thru, %	92%	0%	0%	10%
Vol Right, %	8%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	217	16	351	520
LT Vol	0	16	0	470
Through Vol	200	0	0	50
RT Vol	17	0	351	0
Lane Flow Rate	224	16	362	536
Geometry Grp	2	7	7	2
Degree of Util (X)	0.37	0.033	0.597	0.846
Departure Headway (Hd)	5.957	7.166	5.944	5.679
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	600	498	604	638
Service Time	4.031	4.934	3.711	3.734
HCM Lane V/C Ratio	0.373	0.032	0.599	0.84
HCM Control Delay	12.5	10.2	17.2	32.3
HCM Lane LOS	B	B	C	D
HCM 95th-tile Q	1.7	0.1	3.9	9.3

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	185	2	4	74	3	23
Future Vol, veh/h	185	2	4	74	3	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	235	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	228	2	5	91	4	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	230	0	330	229
Stage 1	-	-	-	-	229	-
Stage 2	-	-	-	-	101	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1332	-	663	808
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1332	-	660	808
Mov Cap-2 Maneuver	-	-	-	-	660	-
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	917	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	788	-	-	1332	-
HCM Lane V/C Ratio	0.041	-	-	0.004	-
HCM Control Delay (s)	9.8	-	-	7.7	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	173	1	2	70	2	15
Future Vol, veh/h	173	1	2	70	2	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	211	1	2	85	2	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	212	0	301	212
Stage 1	-	-	-	-	212	-
Stage 2	-	-	-	-	89	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1352	-	688	826
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	932	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1352	-	687	826
Mov Cap-2 Maneuver	-	-	-	-	687	-
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	930	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	807	-	-	1352	-
HCM Lane V/C Ratio	0.026	-	-	0.002	-
HCM Control Delay (s)	9.6	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	49	151	44	22	17	21
Future Vol, veh/h	49	151	44	22	17	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	64	199	58	29	22	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	87	0	-	0	400	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	327	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1503	-	-	-	604	986
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	728	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1503	-	-	-	575	986
Mov Cap-2 Maneuver	-	-	-	-	575	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	728	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1503	-	-	-	747
HCM Lane V/C Ratio	0.043	-	-	-	0.067
HCM Control Delay (s)	7.5	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	36	2	103	50	401	1	57	123	481	67	13
Future Volume (veh/h)	7	36	2	103	50	401	1	57	123	481	67	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	7	38	2	108	53	422	1	60	129	506	71	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	16	610	32	136	436	380	2	121	261	550	817	161
Arrive On Green	0.01	0.18	0.18	0.08	0.25	0.25	0.00	0.23	0.23	0.31	0.54	0.54
Sat Flow, veh/h	1767	3403	177	1767	1763	1536	1767	518	1113	1767	1501	296
Grp Volume(v), veh/h	7	20	20	108	53	422	1	0	189	506	0	85
Grp Sat Flow(s),veh/h/ln	1767	1763	1817	1767	1763	1536	1767	0	1631	1767	0	1797
Q Serve(g_s), s	0.4	0.8	0.9	5.5	2.1	22.5	0.1	0.0	9.1	25.1	0.0	2.1
Cycle Q Clear(g_c), s	0.4	0.8	0.9	5.5	2.1	22.5	0.1	0.0	9.1	25.1	0.0	2.1
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.68	1.00		0.16
Lane Grp Cap(c), veh/h	16	316	326	136	436	380	2	0	383	550	0	978
V/C Ratio(X)	0.44	0.06	0.06	0.79	0.12	1.11	0.41	0.00	0.49	0.92	0.00	0.09
Avail Cap(c_a), veh/h	97	349	360	185	436	380	97	0	383	690	0	978
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.8	31.0	31.0	41.2	26.5	34.2	45.4	0.0	30.1	30.2	0.0	9.9
Incr Delay (d2), s/veh	18.4	0.1	0.1	15.1	0.1	79.6	85.2	0.0	4.5	15.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.4	0.4	2.9	0.9	16.4	0.1	0.0	4.0	12.6	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	31.1	31.1	56.4	26.7	113.8	130.6	0.0	34.6	45.6	0.0	10.1
LnGrp LOS	E	C	C	E	C	F	F	A	C	D	A	B
Approach Vol, veh/h		47			583			190			591	
Approach Delay, s/veh		35.9			95.2			35.1			40.5	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.8	25.8	11.5	20.8	4.6	54.0	5.3	27.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	35.5	19.0	9.5	18.0	5.0	49.5	5.0	22.5
Max Q Clear Time (g_c+I1), s	27.1	11.1	7.5	2.9	2.1	4.1	2.4	24.5
Green Ext Time (p_c), s	1.2	0.6	0.0	0.1	0.0	0.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	62.2
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	1019	1081	1615	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1019	1081	1615	-	-	-
Mov Cap-2 Maneuver	1019	-	-	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1615	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

- 2024 plus Project Conditions

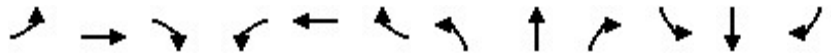
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	368	711	390	265	71	84
Future Volume (veh/h)	368	711	390	265	71	84
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	387	748	411	279	75	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1781	921	422	2818	142	127
Arrive On Green	0.51	0.51	0.24	0.80	0.08	0.08
Sat Flow, veh/h	3618	1572	1767	3618	1767	1572
Grp Volume(v), veh/h	387	748	411	279	75	88
Grp Sat Flow(s),veh/h/ln	1763	1572	1767	1763	1767	1572
Q Serve(g_s), s	5.2	31.9	19.6	1.5	3.5	4.6
Cycle Q Clear(g_c), s	5.2	31.9	19.6	1.5	3.5	4.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1781	921	422	2818	142	127
V/C Ratio(X)	0.22	0.81	0.97	0.10	0.53	0.69
Avail Cap(c_a), veh/h	1781	921	422	2818	414	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.7	13.9	32.1	1.9	37.5	38.1
Incr Delay (d2), s/veh	0.2	5.0	36.9	0.1	3.0	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	13.8	12.4	0.3	1.6	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.9	18.9	68.9	1.9	40.5	44.7
LnGrp LOS	B	B	E	A	D	D
Approach Vol, veh/h	1135			690	163	
Approach Delay, s/veh	16.5			41.8	42.8	
Approach LOS	B			D	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.0		12.0	25.0	48.0
Change Period (Y+Rc), s		5.1		5.1	* 4.7	5.1
Max Green Setting (Gmax), s		29.9		19.9	* 20	29.9
Max Q Clear Time (g_c+I1), s		3.5		6.6	21.6	33.9
Green Ext Time (p_c), s		1.8		0.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	27.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	273	61	63	115	163	132	169	595	210	88	53
Future Volume (veh/h)	30	273	61	63	115	163	132	169	595	210	88	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	35	317	71	73	134	190	153	197	692	244	102	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	63	410	341	99	447	370	676	617	605	475	684	
Arrive On Green	0.04	0.22	0.22	0.06	0.24	0.24	0.08	0.33	0.33	0.12	0.37	0.00
Sat Flow, veh/h	1767	1856	1544	1767	1856	1537	1767	1856	1554	1767	1856	1572
Grp Volume(v), veh/h	35	317	71	73	134	190	153	197	692	244	102	0
Grp Sat Flow(s),veh/h/ln	1767	1856	1544	1767	1856	1537	1767	1856	1554	1767	1856	1572
Q Serve(g_s), s	1.3	10.6	2.5	2.7	3.9	7.1	3.7	5.2	22.0	5.8	2.4	0.0
Cycle Q Clear(g_c), s	1.3	10.6	2.5	2.7	3.9	7.1	3.7	5.2	22.0	5.8	2.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	63	410	341	99	447	370	676	617	605	475	684	
V/C Ratio(X)	0.55	0.77	0.21	0.74	0.30	0.51	0.23	0.32	1.14	0.51	0.15	
Avail Cap(c_a), veh/h	241	617	514	241	617	511	771	617	605	506	684	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.3	24.2	21.0	30.7	20.5	21.7	12.4	16.5	20.2	11.9	13.9	0.0
Incr Delay (d2), s/veh	7.3	3.4	0.3	10.3	0.4	1.1	0.2	1.4	83.3	0.9	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.8	0.9	1.4	1.6	2.5	1.3	2.3	22.2	2.1	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.7	27.6	21.3	41.0	20.9	22.8	12.6	17.8	103.5	12.8	14.4	0.0
LnGrp LOS	D	C	C	D	C	C	B	B	F	B	B	
Approach Vol, veh/h		423			397			1042			346	
Approach Delay, s/veh		27.5			25.5			74.0			13.2	
Approach LOS		C			C			E			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	26.5	8.2	19.1	9.9	28.9	6.9	20.4
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.8	22.0	9.0	22.0	9.0	22.0	9.0	22.0
Max Q Clear Time (g_c+I1), s	7.8	24.0	4.7	12.6	5.7	4.4	3.3	9.1
Green Ext Time (p_c), s	0.1	0.0	0.0	1.4	0.1	0.4	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	46.8
HCM 6th LOS	D

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	292	1	366	0	0	0	0	604	12	60	150	0
Future Volume (veh/h)	292	1	366	0	0	0	0	604	12	60	150	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	328	1	411				0	679	13	67	169	0
Peak Hour Factor	0.89	0.89	0.89				0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	516	2	461				0	969	821	87	1140	0
Arrive On Green	0.29	0.29	0.29				0.00	0.52	0.52	0.05	0.61	0.00
Sat Flow, veh/h	1762	5	1572				0	1856	1572	1767	1856	0
Grp Volume(v), veh/h	329	0	411				0	679	13	67	169	0
Grp Sat Flow(s),veh/h/ln	1767	0	1572				0	1856	1572	1767	1856	0
Q Serve(g_s), s	17.8	0.0	27.5				0.0	30.3	0.4	4.1	4.3	0.0
Cycle Q Clear(g_c), s	17.8	0.0	27.5				0.0	30.3	0.4	4.1	4.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	518	0	461				0	969	821	87	1140	0
V/C Ratio(X)	0.64	0.00	0.89				0.00	0.70	0.02	0.77	0.15	0.00
Avail Cap(c_a), veh/h	641	0	570				0	969	821	326	1140	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.98	0.98	0.00
Uniform Delay (d), s/veh	33.8	0.0	37.2				0.0	19.8	12.7	51.7	9.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	14.0				0.0	4.2	0.0	13.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	0.0	12.2				0.0	13.7	0.2	2.1	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	0.0	51.2				0.0	24.0	12.7	64.6	9.3	0.0
LnGrp LOS	D	A	D				A	C	B	E	A	A
Approach Vol, veh/h		740						692			236	
Approach Delay, s/veh		44.1						23.8			25.0	
Approach LOS		D						C			C	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	10.1	62.5	37.3	72.7
Change Period (Y+Rc), s	* 4.7	5.1	5.1	5.1
Max Green Setting (Gmax), s	* 26	34.9	39.9	34.9
Max Q Clear Time (g_c+I1), s	6.1	32.3	29.5	6.3
Green Ext Time (p_c), s	0.1	1.2	2.7	0.9

Intersection Summary	
HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	22.6
Intersection LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	267	20	6	373	389	115
Future Vol, veh/h	267	20	6	373	389	115
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	303	23	7	424	442	131
Number of Lanes	1	0	0	1	2	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	3	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	25.9	33.2	12.7
HCM LOS	D	D	B

Lane	NBLn1	EBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	2%	93%	0%	0%	0%
Vol Thru, %	98%	0%	100%	100%	0%
Vol Right, %	0%	7%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	379	287	195	195	115
LT Vol	6	267	0	0	0
Through Vol	373	0	195	195	0
RT Vol	0	20	0	0	115
Lane Flow Rate	431	326	221	221	131
Geometry Grp	7	7	7	7	7
Degree of Util (X)	0.816	0.693	0.414	0.414	0.154
Departure Headway (Hd)	6.82	7.65	6.737	6.737	4.23
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	530	476	535	535	846
Service Time	4.561	5.35	4.478	4.478	1.97
HCM Lane V/C Ratio	0.813	0.685	0.413	0.413	0.155
HCM Control Delay	33.2	25.9	14.2	14.2	7.7
HCM Lane LOS	D	D	B	B	A
HCM 95th-tile Q	8	5.2	2	2	0.5

Intersection	
Intersection Delay, s/veh	14.3
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	321	62	6	170	232
Future Vol, veh/h	8	321	62	6	170	232
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	9	353	68	7	187	255
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	13	9.3	16.2
HCM LOS	B	A	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	42%
Vol Thru, %	91%	0%	0%	58%
Vol Right, %	9%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	68	8	321	402
LT Vol	0	8	0	170
Through Vol	62	0	0	232
RT Vol	6	0	321	0
Lane Flow Rate	75	9	353	442
Geometry Grp	2	7	7	2
Degree of Util (X)	0.115	0.016	0.504	0.621
Departure Headway (Hd)	5.556	6.355	5.142	5.061
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	649	558	691	707
Service Time	3.556	4.153	2.939	3.156
HCM Lane V/C Ratio	0.116	0.016	0.511	0.625
HCM Control Delay	9.3	9.3	13.1	16.2
HCM Lane LOS	A	A	B	C
HCM 95th-tile Q	0.4	0	2.9	4.3

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	65	6	26	227	7	8
Future Vol, veh/h	65	6	26	227	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	235	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	82	8	33	287	9	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	90	0	439	86
Stage 1	-	-	-	-	86	-
Stage 2	-	-	-	-	353	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1499	-	573	970
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	709	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1499	-	560	970
Mov Cap-2 Maneuver	-	-	-	-	560	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	693	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	723	-	-	1499	-
HCM Lane V/C Ratio	0.026	-	-	0.022	-
HCM Control Delay (s)	10.1	-	-	7.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	27	35	28	156	47	6
Future Vol, veh/h	27	35	28	156	47	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	61	61	61	61	61	61
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	44	57	46	256	77	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	101	0	421	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	348	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1485	-	587	986
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1485	-	566	986
Mov Cap-2 Maneuver	-	-	-	-	566	-
Stage 1	-	-	-	-	947	-
Stage 2	-	-	-	-	687	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	595	-	-	1485	-
HCM Lane V/C Ratio	0.146	-	-	0.031	-
HCM Control Delay (s)	12.1	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

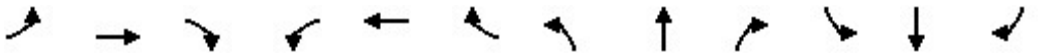
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	49	187	5	10	43
Future Vol, veh/h	13	49	187	5	10	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	15	56	213	6	11	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	219	0	-	0	302	216
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	86	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1344	-	-	-	688	821
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	935	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1344	-	-	-	680	821
Mov Cap-2 Maneuver	-	-	-	-	680	-
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	935	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1344	-	-	-	790
HCM Lane V/C Ratio	0.011	-	-	-	0.076
HCM Control Delay (s)	7.7	0	-	-	9.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	50	2	87	25	557	0	75	102	474	61	22
Future Volume (veh/h)	33	50	2	87	25	557	0	75	102	474	61	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	41	62	2	107	31	688	0	93	126	585	75	27
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	59	916	29	135	540	477	2	215	292	321	687	247
Arrive On Green	0.03	0.26	0.26	0.08	0.31	0.31	0.00	0.31	0.31	0.18	0.53	0.53
Sat Flow, veh/h	1767	3485	112	1767	1763	1557	1767	703	952	1767	1294	466
Grp Volume(v), veh/h	41	31	33	107	31	688	0	0	219	585	0	102
Grp Sat Flow(s),veh/h/ln	1767	1763	1834	1767	1763	1557	1767	0	1654	1767	0	1760
Q Serve(g_s), s	2.4	1.4	1.4	6.2	1.3	32.0	0.0	0.0	11.1	19.0	0.0	3.0
Cycle Q Clear(g_c), s	2.4	1.4	1.4	6.2	1.3	32.0	0.0	0.0	11.1	19.0	0.0	3.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.58	1.00		0.26
Lane Grp Cap(c), veh/h	59	464	482	135	540	477	2	0	507	321	0	935
V/C Ratio(X)	0.70	0.07	0.07	0.79	0.06	1.44	0.00	0.00	0.43	1.82	0.00	0.11
Avail Cap(c_a), veh/h	321	540	562	321	540	477	321	0	507	321	0	935
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.0	28.9	28.9	47.4	25.6	36.2	0.0	0.0	29.0	42.7	0.0	12.2
Incr Delay (d2), s/veh	13.8	0.1	0.1	9.8	0.0	210.8	0.0	0.0	2.7	381.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.6	0.6	3.1	0.5	39.6	0.0	0.0	4.7	42.2	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	29.0	29.0	57.2	25.6	247.0	0.0	0.0	31.7	423.9	0.0	12.4
LnGrp LOS	E	C	C	E	C	F	A	A	C	F	A	B
Approach Vol, veh/h		105			826			219			687	
Approach Delay, s/veh		42.5			214.1			31.7			362.8	
Approach LOS		D			F			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.5	36.5	12.5	32.0	0.0	60.0	8.0	36.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.0	32.0	19.0	32.0	19.0	32.0	19.0	32.0
Max Q Clear Time (g_c+I1), s	21.0	13.1	8.2	3.4	0.0	5.0	4.4	34.0
Green Ext Time (p_c), s	0.0	1.2	0.2	0.3	0.0	0.5	0.1	0.0

Intersection Summary		
HCM 6th Ctrl Delay		238.2
HCM 6th LOS		F

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	0	0	0	0	45
Future Vol, veh/h	45	0	0	0	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	49	0	0	0	0	49

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	25	25	49	0	-	0
Stage 1	25	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	988	1048	1551	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	988	1048	1551	-	-	-
Mov Cap-2 Maneuver	988	-	-	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1551	-	988	-	-
HCM Lane V/C Ratio	-	-	0.05	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

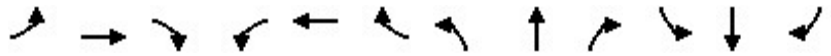
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	590	627	288	339	96	52
Future Volume (veh/h)	590	627	288	339	96	52
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	615	653	300	353	100	54
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1944	994	341	2819	142	126
Arrive On Green	0.55	0.55	0.19	0.80	0.08	0.08
Sat Flow, veh/h	3618	1572	1767	3618	1767	1572
Grp Volume(v), veh/h	615	653	300	353	100	54
Grp Sat Flow(s),veh/h/ln	1763	1572	1767	1763	1767	1572
Q Serve(g_s), s	8.1	22.2	14.0	1.9	4.7	2.8
Cycle Q Clear(g_c), s	8.1	22.2	14.0	1.9	4.7	2.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1944	994	341	2819	142	126
V/C Ratio(X)	0.32	0.66	0.88	0.13	0.70	0.43
Avail Cap(c_a), veh/h	1944	994	422	2819	414	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.51	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	9.8	33.4	1.9	38.1	37.2
Incr Delay (d2), s/veh	0.2	1.8	16.3	0.1	6.2	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	9.1	7.4	0.4	2.3	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.6	11.6	49.7	2.0	44.3	39.5
LnGrp LOS	B	B	D	A	D	D
Approach Vol, veh/h	1268			653	154	
Approach Delay, s/veh	11.1			23.9	42.6	
Approach LOS	B			C	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.1		11.9	21.1	52.0
Change Period (Y+Rc), s		5.1		5.1	* 4.7	5.1
Max Green Setting (Gmax), s		29.9		19.9	* 20	29.9
Max Q Clear Time (g_c+I1), s		3.9		6.7	16.0	24.2
Green Ext Time (p_c), s		2.4		0.3	0.4	3.2

Intersection Summary	
HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	180	113	162	103	157	154	239	821	220	214	58
Future Volume (veh/h)	27	180	113	162	103	157	154	239	821	220	214	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.97	0.99		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	28	188	118	169	107	164	160	249	855	229	223	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	52	311	248	215	482	395	592	684	747	421	736	
Arrive On Green	0.03	0.17	0.17	0.12	0.26	0.26	0.08	0.37	0.37	0.11	0.40	0.00
Sat Flow, veh/h	1767	1856	1483	1767	1856	1519	1767	1856	1508	1767	1856	1572
Grp Volume(v), veh/h	28	188	118	169	107	164	160	249	855	229	223	0
Grp Sat Flow(s),veh/h/ln	1767	1856	1483	1767	1856	1519	1767	1856	1508	1767	1856	1572
Q Serve(g_s), s	1.2	7.2	5.5	7.1	3.5	6.9	4.2	7.5	28.4	6.0	6.3	0.0
Cycle Q Clear(g_c), s	1.2	7.2	5.5	7.1	3.5	6.9	4.2	7.5	28.4	6.0	6.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	311	248	215	482	395	592	684	747	421	736	
V/C Ratio(X)	0.54	0.60	0.47	0.79	0.22	0.42	0.27	0.36	1.14	0.54	0.30	
Avail Cap(c_a), veh/h	140	470	376	954	1325	1084	691	684	747	586	736	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.8	29.7	29.0	32.8	22.3	23.6	13.0	17.7	19.7	12.8	15.9	0.0
Incr Delay (d2), s/veh	8.5	1.9	1.4	6.2	0.2	0.7	0.2	1.5	80.3	1.1	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.3	2.0	3.3	1.5	2.5	1.6	3.3	28.5	2.3	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	31.6	30.4	39.0	22.6	24.3	13.2	19.2	100.0	13.9	17.0	0.0
LnGrp LOS	D	C	C	D	C	C	B	B	F	B	B	
Approach Vol, veh/h		334			440			1264			452	
Approach Delay, s/veh		32.3			29.5			73.1			15.4	
Approach LOS		C			C			E			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	32.9	13.9	17.4	10.7	35.0	6.8	24.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.5	25.5	41.5	19.5	10.5	30.5	6.1	54.9
Max Q Clear Time (g_c+I1), s	8.0	30.4	9.1	9.2	6.2	8.3	3.2	8.9
Green Ext Time (p_c), s	0.4	0.0	0.5	1.0	0.2	1.2	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	49.5
HCM 6th LOS	D

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	583	1	493	0	0	0	0	634	58	194	294	0
Future Volume (veh/h)	583	1	493	0	0	0	0	634	58	194	294	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	595	1	503				0	647	59	198	300	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	628	1	559				0	702	583	230	1023	0
Arrive On Green	0.36	0.36	0.36				0.00	0.38	0.38	0.13	0.55	0.00
Sat Flow, veh/h	1764	3	1571				0	1856	1540	1767	1856	0
Grp Volume(v), veh/h	596	0	503				0	647	59	198	300	0
Grp Sat Flow(s),veh/h/ln	1767	0	1571				0	1856	1540	1767	1856	0
Q Serve(g_s), s	36.0	0.0	33.4				0.0	36.6	2.7	12.1	9.5	0.0
Cycle Q Clear(g_c), s	36.0	0.0	33.4				0.0	36.6	2.7	12.1	9.5	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	629	0	559				0	702	583	230	1023	0
V/C Ratio(X)	0.95	0.00	0.90				0.00	0.92	0.10	0.86	0.29	0.00
Avail Cap(c_a), veh/h	641	0	570				0	702	583	326	1023	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.94	0.94	0.00
Uniform Delay (d), s/veh	34.4	0.0	33.5				0.0	32.6	22.1	46.9	13.2	0.0
Incr Delay (d2), s/veh	23.1	0.0	17.0				0.0	19.4	0.3	14.2	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.1	0.0	15.1				0.0	19.8	1.0	6.2	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.6	0.0	50.6				0.0	52.1	22.4	61.1	13.9	0.0
LnGrp LOS	E	A	D				A	D	C	E	B	A
Approach Vol, veh/h		1099						706			498	
Approach Delay, s/veh		54.4						49.6			32.7	
Approach LOS		D						D			C	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	19.0	46.7	44.3	65.7
Change Period (Y+Rc), s*	4.7	5.1	5.1	5.1
Max Green Setting (Gmax), s	14.3	34.9	39.9	34.9
Max Q Clear Time (g_c+I1), s	11.1	38.6	38.0	11.5
Green Ext Time (p_c), s	0.3	0.0	1.1	1.8

Intersection Summary	
HCM 6th Ctrl Delay	48.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	35.5
Intersection LOS	E

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	169	19	16	544	504	261
Future Vol, veh/h	169	19	16	544	504	261
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	178	20	17	573	531	275
Number of Lanes	1	0	0	1	2	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	3	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	16.8	73.9	12
HCM LOS	C	F	B

Lane	NBLn1	EBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	3%	90%	0%	0%	0%
Vol Thru, %	97%	0%	100%	100%	0%
Vol Right, %	0%	10%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	560	188	252	252	261
LT Vol	16	169	0	0	0
Through Vol	544	0	252	252	0
RT Vol	0	19	0	0	261
Lane Flow Rate	589	198	265	265	275
Geometry Grp	7	7	7	7	7
Degree of Util (X)	1.041	0.433	0.453	0.453	0.283
Departure Headway (Hd)	6.356	8.091	6.3	6.3	3.703
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	572	447	576	576	951
Service Time	4.101	5.791	4	4	1.5
HCM Lane V/C Ratio	1.03	0.443	0.46	0.46	0.289
HCM Control Delay	73.9	16.8	14.1	14.1	8
HCM Lane LOS	F	C	B	B	A
HCM 95th-tile Q	16.3	2.1	2.3	2.3	1.2

Intersection	
Intersection Delay, s/veh	23.5
Intersection LOS	C

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	351	210	18	470	50
Future Vol, veh/h	16	351	210	18	470	50
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	16	362	216	19	485	52
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	17.1	12.8	32.7
HCM LOS	C	B	D

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	90%
Vol Thru, %	92%	0%	0%	10%
Vol Right, %	8%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	228	16	351	520
LT Vol	0	16	0	470
Through Vol	210	0	0	50
RT Vol	18	0	351	0
Lane Flow Rate	235	16	362	536
Geometry Grp	2	7	7	2
Degree of Util (X)	0.389	0.033	0.601	0.849
Departure Headway (Hd)	5.965	7.198	5.976	5.703
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	599	496	601	633
Service Time	4.043	4.965	3.742	3.764
HCM Lane V/C Ratio	0.392	0.032	0.602	0.847
HCM Control Delay	12.8	10.2	17.4	32.7
HCM Lane LOS	B	B	C	D
HCM 95th-tile Q	1.8	0.1	4	9.4

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	195	2	4	74	3	23
Future Vol, veh/h	195	2	4	74	3	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	235	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	241	2	5	91	4	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	243	0	343	242
Stage 1	-	-	-	-	242	-
Stage 2	-	-	-	-	101	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1317	-	651	794
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	921	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1317	-	648	794
Mov Cap-2 Maneuver	-	-	-	-	648	-
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	917	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	774	-	-	1317	-
HCM Lane V/C Ratio	0.041	-	-	0.004	-
HCM Control Delay (s)	9.9	-	-	7.7	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	128	46	2	39	37	25
Future Vol, veh/h	128	46	2	39	37	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	156	56	2	48	45	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	212	0	236	184
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	52	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1352	-	750	856
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	968	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1352	-	749	856
Mov Cap-2 Maneuver	-	-	-	-	749	-
Stage 1	-	-	-	-	845	-
Stage 2	-	-	-	-	966	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	789	-	-	1352	-
HCM Lane V/C Ratio	0.096	-	-	0.002	-
HCM Control Delay (s)	10	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

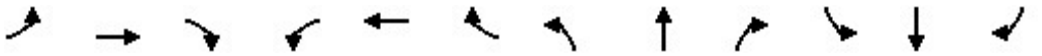
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	49	151	44	26	17	21
Future Vol, veh/h	49	151	44	26	17	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	64	199	58	34	22	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	92	0	-	0	402	75
Stage 1	-	-	-	-	75	-
Stage 2	-	-	-	-	327	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1496	-	-	-	602	984
Stage 1	-	-	-	-	945	-
Stage 2	-	-	-	-	728	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1496	-	-	-	573	984
Mov Cap-2 Maneuver	-	-	-	-	573	-
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	728	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1496	-	-	-	745
HCM Lane V/C Ratio	0.043	-	-	-	0.067
HCM Control Delay (s)	7.5	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	36	2	103	50	401	1	58	126	481	67	13
Future Volume (veh/h)	7	36	2	103	50	401	1	58	126	481	67	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	7	38	2	108	53	422	1	61	133	506	71	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	16	610	32	136	436	380	2	120	262	550	817	161
Arrive On Green	0.01	0.18	0.18	0.08	0.25	0.25	0.00	0.23	0.23	0.31	0.54	0.54
Sat Flow, veh/h	1767	3403	177	1767	1763	1536	1767	513	1118	1767	1501	296
Grp Volume(v), veh/h	7	20	20	108	53	422	1	0	194	506	0	85
Grp Sat Flow(s),veh/h/ln	1767	1763	1817	1767	1763	1536	1767	0	1630	1767	0	1797
Q Serve(g_s), s	0.4	0.8	0.9	5.5	2.1	22.5	0.1	0.0	9.4	25.1	0.0	2.1
Cycle Q Clear(g_c), s	0.4	0.8	0.9	5.5	2.1	22.5	0.1	0.0	9.4	25.1	0.0	2.1
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.69	1.00		0.16
Lane Grp Cap(c), veh/h	16	316	326	136	436	380	2	0	382	550	0	978
V/C Ratio(X)	0.44	0.06	0.06	0.79	0.12	1.11	0.41	0.00	0.51	0.92	0.00	0.09
Avail Cap(c_a), veh/h	97	349	360	185	436	380	97	0	382	690	0	978
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.8	31.0	31.0	41.2	26.5	34.2	45.4	0.0	30.2	30.2	0.0	9.9
Incr Delay (d2), s/veh	18.4	0.1	0.1	15.1	0.1	79.6	85.2	0.0	4.7	15.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.4	0.4	2.9	0.9	16.4	0.1	0.0	4.1	12.6	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	31.1	31.1	56.4	26.7	113.8	130.6	0.0	35.0	45.6	0.0	10.1
LnGrp LOS	E	C	C	E	C	F	F	A	C	D	A	B
Approach Vol, veh/h		47			583			195			591	
Approach Delay, s/veh		35.9			95.2			35.5			40.5	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.8	25.8	11.5	20.8	4.6	54.0	5.3	27.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	35.5	19.0	9.5	18.0	5.0	49.5	5.0	22.5
Max Q Clear Time (g_c+I1), s	27.1	11.4	7.5	2.9	2.1	4.1	2.4	24.5
Green Ext Time (p_c), s	1.2	0.6	0.0	0.1	0.0	0.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	62.2
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	45	0	0	0	0	45
Future Vol, veh/h	45	0	0	0	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	47	0	0	0	0	47

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	24	24	47	0	-	0
Stage 1	24	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	989	1050	1554	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	989	1050	1554	-	-	-
Mov Cap-2 Maneuver	989	-	-	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1554	-	989	-	-
HCM Lane V/C Ratio	-	-	0.047	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

- 2026 Conditions

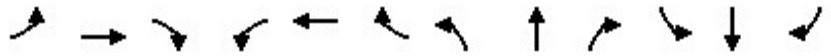
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	369	714	392	266	71	84
Future Volume (veh/h)	369	714	392	266	71	84
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	388	752	413	280	75	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1781	921	422	2818	142	127
Arrive On Green	0.51	0.51	0.24	0.80	0.08	0.08
Sat Flow, veh/h	3618	1572	1767	3618	1767	1572
Grp Volume(v), veh/h	388	752	413	280	75	88
Grp Sat Flow(s),veh/h/ln	1763	1572	1767	1763	1767	1572
Q Serve(g_s), s	5.2	32.3	19.7	1.5	3.5	4.6
Cycle Q Clear(g_c), s	5.2	32.3	19.7	1.5	3.5	4.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1781	921	422	2818	142	127
V/C Ratio(X)	0.22	0.82	0.98	0.10	0.53	0.69
Avail Cap(c_a), veh/h	1781	921	422	2818	414	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.7	14.0	32.1	1.9	37.5	38.1
Incr Delay (d2), s/veh	0.2	5.1	38.1	0.1	3.0	6.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	14.0	12.6	0.3	1.6	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.9	19.1	70.2	1.9	40.5	44.7
LnGrp LOS	B	B	E	A	D	D
Approach Vol, veh/h	1140			693	163	
Approach Delay, s/veh	16.6			42.6	42.8	
Approach LOS	B			D	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.0		12.0	25.0	48.0
Change Period (Y+Rc), s		5.1		5.1	* 4.7	5.1
Max Green Setting (Gmax), s		29.9		19.9	* 20	29.9
Max Q Clear Time (g_c+I1), s		3.5		6.6	21.7	34.3
Green Ext Time (p_c), s		1.8		0.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	275	62	62	115	163	133	169	597	210	87	53
Future Volume (veh/h)	30	275	62	62	115	163	133	169	597	210	87	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	35	320	72	72	134	190	155	197	694	244	101	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	63	412	343	98	449	372	676	616	603	474	682	
Arrive On Green	0.04	0.22	0.22	0.06	0.24	0.24	0.08	0.33	0.33	0.12	0.37	0.00
Sat Flow, veh/h	1767	1856	1544	1767	1856	1537	1767	1856	1554	1767	1856	1572
Grp Volume(v), veh/h	35	320	72	72	134	190	155	197	694	244	101	0
Grp Sat Flow(s),veh/h/ln	1767	1856	1544	1767	1856	1537	1767	1856	1554	1767	1856	1572
Q Serve(g_s), s	1.3	10.7	2.5	2.7	3.9	7.1	3.7	5.3	22.0	5.8	2.4	0.0
Cycle Q Clear(g_c), s	1.3	10.7	2.5	2.7	3.9	7.1	3.7	5.3	22.0	5.8	2.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	63	412	343	98	449	372	676	616	603	474	682	
V/C Ratio(X)	0.55	0.78	0.21	0.74	0.30	0.51	0.23	0.32	1.15	0.51	0.15	
Avail Cap(c_a), veh/h	240	616	513	240	616	511	769	616	603	505	682	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.4	24.2	21.0	30.8	20.5	21.7	12.4	16.5	20.3	11.9	14.0	0.0
Incr Delay (d2), s/veh	7.3	3.6	0.3	10.2	0.4	1.1	0.2	1.4	85.7	0.9	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.8	0.9	1.4	1.6	2.5	1.4	2.3	22.6	2.1	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.7	27.8	21.3	40.9	20.9	22.8	12.6	17.9	106.0	12.8	14.5	0.0
LnGrp LOS	D	C	C	D	C	C	B	B	F	B	B	
Approach Vol, veh/h		427			396			1046			345	
Approach Delay, s/veh		27.6			25.5			75.5			13.3	
Approach LOS		C			C			E			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	26.5	8.2	19.2	10.0	28.8	6.9	20.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.8	22.0	9.0	22.0	9.0	22.0	9.0	22.0
Max Q Clear Time (g_c+I1), s	7.8	24.0	4.7	12.7	5.7	4.4	3.3	9.1
Green Ext Time (p_c), s	0.1	0.0	0.0	1.5	0.1	0.4	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	47.6
HCM 6th LOS	D

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	293	1	359	0	0	0	0	606	12	61	149	0
Future Volume (veh/h)	293	1	359	0	0	0	0	606	12	61	149	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	329	1	403				0	681	13	69	167	0
Peak Hour Factor	0.89	0.89	0.89				0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	508	2	454				0	975	826	90	1148	0
Arrive On Green	0.29	0.29	0.29				0.00	0.53	0.53	0.05	0.62	0.00
Sat Flow, veh/h	1762	5	1572				0	1856	1572	1767	1856	0
Grp Volume(v), veh/h	330	0	403				0	681	13	69	167	0
Grp Sat Flow(s),veh/h/ln	1767	0	1572				0	1856	1572	1767	1856	0
Q Serve(g_s), s	18.0	0.0	27.0				0.0	30.3	0.4	4.2	4.1	0.0
Cycle Q Clear(g_c), s	18.0	0.0	27.0				0.0	30.3	0.4	4.2	4.1	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	510	0	454				0	975	826	90	1148	0
V/C Ratio(X)	0.65	0.00	0.89				0.00	0.70	0.02	0.77	0.15	0.00
Avail Cap(c_a), veh/h	641	0	570				0	975	826	326	1148	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.98	0.98	0.00
Uniform Delay (d), s/veh	34.2	0.0	37.4				0.0	19.6	12.5	51.6	8.8	0.0
Incr Delay (d2), s/veh	1.5	0.0	13.4				0.0	4.2	0.0	12.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.9	0.0	11.9				0.0	13.6	0.2	2.2	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.8	0.0	50.8				0.0	23.7	12.5	64.3	9.0	0.0
LnGrp LOS	D	A	D				A	C	B	E	A	A
Approach Vol, veh/h		733						694			236	
Approach Delay, s/veh		44.1						23.5			25.2	
Approach LOS		D						C			C	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	10.3	62.9	36.8	73.2
Change Period (Y+Rc), s	* 4.7	5.1	5.1	5.1
Max Green Setting (Gmax), s	* 26	34.9	39.9	34.9
Max Q Clear Time (g_c+I1), s	6.2	32.3	29.0	6.1
Green Ext Time (p_c), s	0.1	1.2	2.8	0.9

Intersection Summary	
HCM 6th Ctrl Delay	32.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	22.7
Intersection LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	268	21	6	374	380	115
Future Vol, veh/h	268	21	6	374	380	115
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	305	24	7	425	432	131
Number of Lanes	1	0	0	1	2	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	3	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	26	33.3	12.6
HCM LOS	D	D	B

Lane	NBLn1	EBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	2%	93%	0%	0%	0%
Vol Thru, %	98%	0%	100%	100%	0%
Vol Right, %	0%	7%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	380	289	190	190	115
LT Vol	6	268	0	0	0
Through Vol	374	0	190	190	0
RT Vol	0	21	0	0	115
Lane Flow Rate	432	328	216	216	131
Geometry Grp	7	7	7	7	7
Degree of Util (X)	0.817	0.696	0.405	0.405	0.154
Departure Headway (Hd)	6.813	7.631	6.746	6.746	4.239
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	531	476	533	533	843
Service Time	4.553	5.331	4.487	4.487	1.978
HCM Lane V/C Ratio	0.814	0.689	0.405	0.405	0.155
HCM Control Delay	33.3	26	14	14	7.8
HCM Lane LOS	D	D	B	B	A
HCM 95th-tile Q	8	5.3	1.9	1.9	0.5

Intersection	
Intersection Delay, s/veh	14.1
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	322	62	6	171	222
Future Vol, veh/h	7	322	62	6	171	222
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	8	354	68	7	188	244
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	13	9.3	15.8
HCM LOS	B	A	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	44%
Vol Thru, %	91%	0%	0%	56%
Vol Right, %	9%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	68	7	322	393
LT Vol	0	7	0	171
Through Vol	62	0	0	222
RT Vol	6	0	322	0
Lane Flow Rate	75	8	354	432
Geometry Grp	2	7	7	2
Degree of Util (X)	0.115	0.014	0.503	0.607
Departure Headway (Hd)	5.537	6.33	5.118	5.061
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	652	560	697	704
Service Time	3.537	4.126	2.913	3.155
HCM Lane V/C Ratio	0.115	0.014	0.508	0.614
HCM Control Delay	9.3	9.2	13.1	15.8
HCM Lane LOS	A	A	B	C
HCM 95th-tile Q	0.4	0	2.8	4.1

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	66	6	26	217	7	8
Future Vol, veh/h	66	6	26	217	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	235	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	84	8	33	275	9	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	92	0	429	88
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	341	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1496	-	581	968
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	718	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1496	-	568	968
Mov Cap-2 Maneuver	-	-	-	-	568	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	702	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	729	-	-	1496	-
HCM Lane V/C Ratio	0.026	-	-	0.022	-
HCM Control Delay (s)	10.1	-	-	7.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	58	0	19	201	2	6
Future Vol, veh/h	58	0	19	201	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	61	61	61	61	61	61
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	95	0	31	330	3	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	95	0	487	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	392	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1493	-	538	959
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	681	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1493	-	525	959
Mov Cap-2 Maneuver	-	-	-	-	525	-
Stage 1	-	-	-	-	926	-
Stage 2	-	-	-	-	664	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	795	-	-	1493	-
HCM Lane V/C Ratio	0.016	-	-	0.021	-
HCM Control Delay (s)	9.6	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

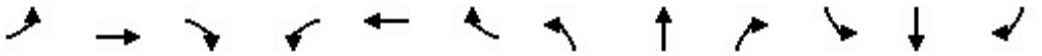
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	49	187	5	6	43
Future Vol, veh/h	13	49	187	5	6	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	15	56	213	6	7	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	219	0	-	0	302	216
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	86	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1344	-	-	-	688	821
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	935	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1344	-	-	-	680	821
Mov Cap-2 Maneuver	-	-	-	-	680	-
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	935	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	9.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1344	-	-	-	801
HCM Lane V/C Ratio	0.011	-	-	-	0.07
HCM Control Delay (s)	7.7	0	-	-	9.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	50	2	84	25	559	0	75	103	476	61	22
Future Volume (veh/h)	33	50	2	84	25	559	0	75	103	476	61	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	41	62	2	104	31	690	0	93	127	588	75	27
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	59	923	30	132	540	477	2	214	292	321	687	247
Arrive On Green	0.03	0.26	0.26	0.07	0.31	0.31	0.00	0.31	0.31	0.18	0.53	0.53
Sat Flow, veh/h	1767	3485	112	1767	1763	1557	1767	699	955	1767	1294	466
Grp Volume(v), veh/h	41	31	33	104	31	690	0	0	220	588	0	102
Grp Sat Flow(s),veh/h/ln	1767	1763	1834	1767	1763	1557	1767	0	1654	1767	0	1760
Q Serve(g_s), s	2.4	1.4	1.4	6.0	1.3	32.0	0.0	0.0	11.1	19.0	0.0	3.0
Cycle Q Clear(g_c), s	2.4	1.4	1.4	6.0	1.3	32.0	0.0	0.0	11.1	19.0	0.0	3.0
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.58	1.00		0.26
Lane Grp Cap(c), veh/h	59	467	486	132	540	477	2	0	507	321	0	935
V/C Ratio(X)	0.70	0.07	0.07	0.79	0.06	1.45	0.00	0.00	0.43	1.83	0.00	0.11
Avail Cap(c_a), veh/h	321	540	562	321	540	477	321	0	507	321	0	935
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.0	28.7	28.7	47.5	25.6	36.2	0.0	0.0	29.0	42.7	0.0	12.2
Incr Delay (d2), s/veh	13.8	0.1	0.1	9.9	0.0	212.6	0.0	0.0	2.7	385.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.6	0.6	3.0	0.5	39.9	0.0	0.0	4.8	42.6	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	28.8	28.8	57.4	25.6	248.9	0.0	0.0	31.7	428.1	0.0	12.4
LnGrp LOS	E	C	C	E	C	F	A	A	C	F	A	B
Approach Vol, veh/h		105			825			220			690	
Approach Delay, s/veh		42.5			216.3			31.7			366.6	
Approach LOS		D			F			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.5	36.5	12.3	32.2	0.0	60.0	8.0	36.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.0	32.0	19.0	32.0	19.0	32.0	19.0	32.0
Max Q Clear Time (g_c+I1), s	21.0	13.1	8.0	3.4	0.0	5.0	4.4	34.0
Green Ext Time (p_c), s	0.0	1.2	0.2	0.3	0.0	0.5	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	240.7
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	1019	1081	1615	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1019	1081	1615	-	-	-
Mov Cap-2 Maneuver	1019	-	-	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1615	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

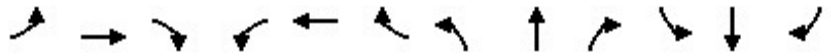
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	592	666	289	340	96	52
Future Volume (veh/h)	592	666	289	340	96	52
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	617	694	301	354	100	54
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1942	993	342	2819	142	126
Arrive On Green	0.55	0.55	0.19	0.80	0.08	0.08
Sat Flow, veh/h	3618	1572	1767	3618	1767	1572
Grp Volume(v), veh/h	617	694	301	354	100	54
Grp Sat Flow(s),veh/h/ln	1763	1572	1767	1763	1767	1572
Q Serve(g_s), s	8.1	24.8	14.1	1.9	4.7	2.8
Cycle Q Clear(g_c), s	8.1	24.8	14.1	1.9	4.7	2.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1942	993	342	2819	142	126
V/C Ratio(X)	0.32	0.70	0.88	0.13	0.70	0.43
Avail Cap(c_a), veh/h	1942	993	422	2819	414	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	10.3	33.3	1.9	38.1	37.2
Incr Delay (d2), s/veh	0.2	1.9	16.4	0.1	6.2	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	10.1	7.4	0.4	2.3	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.6	12.2	49.8	2.0	44.3	39.5
LnGrp LOS	B	B	D	A	D	D
Approach Vol, veh/h	1311			655	154	
Approach Delay, s/veh	11.5			23.9	42.6	
Approach LOS	B			C	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.1		11.9	21.1	51.9
Change Period (Y+Rc), s		5.1		5.1	* 4.7	5.1
Max Green Setting (Gmax), s		29.9		19.9	* 20	29.9
Max Q Clear Time (g_c+I1), s		3.9		6.7	16.1	26.8
Green Ext Time (p_c), s		2.4		0.3	0.4	2.0

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	181	113	162	104	157	154	239	860	221	215	59
Future Volume (veh/h)	27	181	113	162	104	157	154	239	860	221	215	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.97	0.99		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	28	189	118	169	108	164	160	249	896	230	224	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	52	311	249	215	483	395	591	683	746	416	735	
Arrive On Green	0.03	0.17	0.17	0.12	0.26	0.26	0.08	0.37	0.37	0.11	0.40	0.00
Sat Flow, veh/h	1767	1856	1483	1767	1856	1519	1767	1856	1508	1767	1856	1572
Grp Volume(v), veh/h	28	189	118	169	108	164	160	249	896	230	224	0
Grp Sat Flow(s),veh/h/ln	1767	1856	1483	1767	1856	1519	1767	1856	1508	1767	1856	1572
Q Serve(g_s), s	1.2	7.3	5.5	7.1	3.5	6.9	4.2	7.5	28.3	6.0	6.4	0.0
Cycle Q Clear(g_c), s	1.2	7.3	5.5	7.1	3.5	6.9	4.2	7.5	28.3	6.0	6.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	311	249	215	483	395	591	683	746	416	735	
V/C Ratio(X)	0.54	0.61	0.47	0.79	0.22	0.41	0.27	0.36	1.20	0.55	0.30	
Avail Cap(c_a), veh/h	140	470	376	953	1324	1083	690	683	746	581	735	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.8	29.7	28.9	32.8	22.4	23.6	13.0	17.8	19.8	12.8	15.9	0.0
Incr Delay (d2), s/veh	8.5	1.9	1.4	6.2	0.2	0.7	0.2	1.5	102.8	1.1	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.3	2.0	3.3	1.5	2.5	1.6	3.3	33.2	2.3	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	31.6	30.3	39.0	22.6	24.3	13.3	19.3	122.6	14.0	17.0	0.0
LnGrp LOS	D	C	C	D	C	C	B	B	F	B	B	
Approach Vol, veh/h		335			441			1305			454	
Approach Delay, s/veh		32.3			29.5			89.5			15.5	
Approach LOS		C			C			F			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	32.8	13.9	17.4	10.7	35.0	6.8	24.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.5	25.5	41.5	19.5	10.5	30.5	6.1	54.9
Max Q Clear Time (g_c+I1), s	8.0	30.3	9.1	9.3	6.2	8.4	3.2	8.9
Green Ext Time (p_c), s	0.4	0.0	0.5	1.0	0.2	1.2	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	58.2
HCM 6th LOS	E

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	585	1	526	0	0	0	0	672	57	194	295	0
Future Volume (veh/h)	585	1	526	0	0	0	0	672	57	194	295	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	597	1	537				0	686	58	198	301	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	633	1	563				0	697	579	230	1018	0
Arrive On Green	0.36	0.36	0.36				0.00	0.38	0.38	0.13	0.55	0.00
Sat Flow, veh/h	1764	3	1571				0	1856	1539	1767	1856	0
Grp Volume(v), veh/h	598	0	537				0	686	58	198	301	0
Grp Sat Flow(s),veh/h/ln	1767	0	1571				0	1856	1539	1767	1856	0
Q Serve(g_s), s	36.1	0.0	36.6				0.0	40.3	2.7	12.1	9.6	0.0
Cycle Q Clear(g_c), s	36.1	0.0	36.6				0.0	40.3	2.7	12.1	9.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	634	0	563				0	697	579	230	1018	0
V/C Ratio(X)	0.94	0.00	0.95				0.00	0.98	0.10	0.86	0.30	0.00
Avail Cap(c_a), veh/h	641	0	570				0	697	579	326	1018	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.94	0.94	0.00
Uniform Delay (d), s/veh	34.2	0.0	34.4				0.0	34.0	22.3	46.9	13.4	0.0
Incr Delay (d2), s/veh	22.6	0.0	26.3				0.0	30.3	0.3	14.2	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.1	0.0	17.8				0.0	23.5	1.0	6.2	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.8	0.0	60.7				0.0	64.3	22.6	61.1	14.1	0.0
LnGrp LOS	E	A	E				A	E	C	E	B	A
Approach Vol, veh/h		1135						744			499	
Approach Delay, s/veh		58.6						61.0			32.7	
Approach LOS		E						E			C	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	19.0	46.4	44.5	65.5
Change Period (Y+Rc), s	* 4.7	5.1	5.1	5.1
Max Green Setting (Gmax), s	* 28	34.9	39.9	34.9
Max Q Clear Time (g_c+I1), s	14.1	42.3	38.6	11.6
Green Ext Time (p_c), s	0.3	0.0	0.8	1.8

Intersection Summary	
HCM 6th Ctrl Delay	54.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	46.1
Intersection LOS	E

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	170	20	16	580	537	262
Future Vol, veh/h	170	20	16	580	537	262
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	179	21	17	611	565	276
Number of Lanes	1	0	0	1	2	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	3	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	17.2	100.3	12.6
HCM LOS	C	F	B

Lane	NBLn1	EBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	3%	89%	0%	0%	0%
Vol Thru, %	97%	0%	100%	100%	0%
Vol Right, %	0%	11%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	596	190	269	269	262
LT Vol	16	170	0	0	0
Through Vol	580	0	269	269	0
RT Vol	0	20	0	0	262
Lane Flow Rate	627	200	283	283	276
Geometry Grp	7	7	7	7	7
Degree of Util (X)	1.123	0.436	0.479	0.479	0.286
Departure Headway (Hd)	6.442	8.238	6.378	6.378	3.876
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	565	440	568	568	932
Service Time	4.149	5.938	4.078	4.078	1.576
HCM Lane V/C Ratio	1.11	0.455	0.498	0.498	0.296
HCM Control Delay	100.3	17.2	14.8	14.8	8.1
HCM Lane LOS	F	C	B	B	A
HCM 95th-tile Q	20.2	2.2	2.6	2.6	1.2

Intersection	
Intersection Delay, s/veh	29.1
Intersection LOS	D

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	353	245	17	472	81
Future Vol, veh/h	16	353	245	17	472	81
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	16	364	253	18	487	84
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	18.4	14.3	43.2
HCM LOS	C	B	E

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	85%
Vol Thru, %	94%	0%	0%	15%
Vol Right, %	6%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	262	16	353	553
LT Vol	0	16	0	472
Through Vol	245	0	0	81
RT Vol	17	0	353	0
Lane Flow Rate	270	16	364	570
Geometry Grp	2	7	7	2
Degree of Util (X)	0.457	0.034	0.624	0.919
Departure Headway (Hd)	6.09	7.392	6.168	5.805
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	586	482	582	621
Service Time	4.183	5.176	3.95	3.878
HCM Lane V/C Ratio	0.461	0.033	0.625	0.918
HCM Control Delay	14.3	10.4	18.8	43.2
HCM Lane LOS	B	B	C	E
HCM 95th-tile Q	2.4	0.1	4.3	11.8

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	230	2	4	105	3	23
Future Vol, veh/h	230	2	4	105	3	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	235	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	284	2	5	130	4	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	286	0	425	285
Stage 1	-	-	-	-	285	-
Stage 2	-	-	-	-	140	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1270	-	584	752
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1270	-	582	752
Mov Cap-2 Maneuver	-	-	-	-	582	-
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	880	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	727	-	-	1270	-
HCM Lane V/C Ratio	0.044	-	-	0.004	-
HCM Control Delay (s)	10.2	-	-	7.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	218	1	2	101	2	15
Future Vol, veh/h	218	1	2	101	2	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	266	1	2	123	2	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	267	0	394	267
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1291	-	609	769
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	896	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1291	-	608	769
Mov Cap-2 Maneuver	-	-	-	-	608	-
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	894	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	746	-	-	1291	-
HCM Lane V/C Ratio	0.028	-	-	0.002	-
HCM Control Delay (s)	10	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

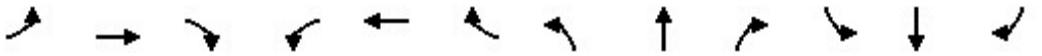
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	49	196	75	22	17	21
Future Vol, veh/h	49	196	75	22	17	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	64	258	99	29	22	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	128	0	-	0	500	114
Stage 1	-	-	-	-	114	-
Stage 2	-	-	-	-	386	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1452	-	-	-	529	936
Stage 1	-	-	-	-	908	-
Stage 2	-	-	-	-	685	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1452	-	-	-	502	936
Mov Cap-2 Maneuver	-	-	-	-	502	-
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	685	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1452	-	-	-	675
HCM Lane V/C Ratio	0.044	-	-	-	0.074
HCM Control Delay (s)	7.6	0	-	-	10.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	36	2	104	50	403	1	57	123	483	68	13
Future Volume (veh/h)	7	36	2	104	50	403	1	57	123	483	68	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	7	38	2	109	53	424	1	60	129	508	72	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	16	608	32	137	436	380	2	121	260	552	819	159
Arrive On Green	0.01	0.18	0.18	0.08	0.25	0.25	0.00	0.23	0.23	0.31	0.54	0.54
Sat Flow, veh/h	1767	3403	177	1767	1763	1536	1767	518	1113	1767	1505	293
Grp Volume(v), veh/h	7	20	20	109	53	424	1	0	189	508	0	86
Grp Sat Flow(s),veh/h/ln	1767	1763	1817	1767	1763	1536	1767	0	1631	1767	0	1797
Q Serve(g_s), s	0.4	0.8	0.9	5.5	2.1	22.5	0.1	0.0	9.1	25.2	0.0	2.1
Cycle Q Clear(g_c), s	0.4	0.8	0.9	5.5	2.1	22.5	0.1	0.0	9.1	25.2	0.0	2.1
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.68	1.00		0.16
Lane Grp Cap(c), veh/h	16	315	325	137	436	380	2	0	381	552	0	978
V/C Ratio(X)	0.44	0.06	0.06	0.79	0.12	1.12	0.41	0.00	0.50	0.92	0.00	0.09
Avail Cap(c_a), veh/h	97	349	360	185	436	380	97	0	381	690	0	978
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.8	31.0	31.0	41.2	26.5	34.2	45.4	0.0	30.2	30.2	0.0	9.9
Incr Delay (d2), s/veh	18.4	0.1	0.1	15.4	0.1	81.4	85.2	0.0	4.6	15.5	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.4	0.4	2.9	0.9	16.6	0.1	0.0	4.0	12.7	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	31.1	31.1	56.6	26.7	115.6	130.6	0.0	34.8	45.6	0.0	10.1
LnGrp LOS	E	C	C	E	C	F	F	A	C	D	A	B
Approach Vol, veh/h		47			586			190			594	
Approach Delay, s/veh		35.9			96.6			35.3			40.5	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.9	25.7	11.6	20.7	4.6	54.0	5.3	27.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	35.5	19.0	9.5	18.0	5.0	49.5	5.0	22.5
Max Q Clear Time (g_c+I1), s	27.2	11.1	7.5	2.9	2.1	4.1	2.4	24.5
Green Ext Time (p_c), s	1.2	0.6	0.0	0.1	0.0	0.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	62.8
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	1019	1081	1615	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1019	1081	1615	-	-	-
Mov Cap-2 Maneuver	1019	-	-	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1615	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

- 2026 plus Project Conditions

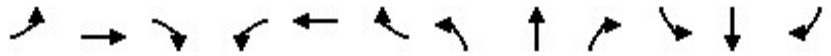
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	369	714	392	266	72	84
Future Volume (veh/h)	369	714	392	266	72	84
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	388	752	413	280	76	88
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1781	921	422	2818	143	127
Arrive On Green	0.51	0.51	0.24	0.80	0.08	0.08
Sat Flow, veh/h	3618	1572	1767	3618	1767	1572
Grp Volume(v), veh/h	388	752	413	280	76	88
Grp Sat Flow(s),veh/h/ln	1763	1572	1767	1763	1767	1572
Q Serve(g_s), s	5.2	32.3	19.7	1.5	3.5	4.6
Cycle Q Clear(g_c), s	5.2	32.3	19.7	1.5	3.5	4.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1781	921	422	2818	143	127
V/C Ratio(X)	0.22	0.82	0.98	0.10	0.53	0.69
Avail Cap(c_a), veh/h	1781	921	422	2818	414	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.7	14.0	32.1	1.9	37.5	38.0
Incr Delay (d2), s/veh	0.2	5.1	38.1	0.1	3.1	6.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	14.0	12.6	0.3	1.6	4.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.9	19.1	70.2	1.9	40.6	44.7
LnGrp LOS	B	B	E	A	D	D
Approach Vol, veh/h	1140			693	164	
Approach Delay, s/veh	16.6			42.6	42.8	
Approach LOS	B			D	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.0		12.0	25.0	48.0
Change Period (Y+Rc), s		5.1		5.1	* 4.7	5.1
Max Green Setting (Gmax), s		29.9		19.9	* 20	29.9
Max Q Clear Time (g_c+I1), s		3.5		6.6	21.7	34.3
Green Ext Time (p_c), s		1.8		0.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	275	62	63	115	163	133	169	597	210	88	53
Future Volume (veh/h)	30	275	62	63	115	163	133	169	597	210	88	53
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	0.99		0.99	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	35	320	72	73	134	190	155	197	694	244	102	0
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	63	412	343	99	449	372	675	616	604	474	681	
Arrive On Green	0.04	0.22	0.22	0.06	0.24	0.24	0.08	0.33	0.33	0.12	0.37	0.00
Sat Flow, veh/h	1767	1856	1544	1767	1856	1537	1767	1856	1554	1767	1856	1572
Grp Volume(v), veh/h	35	320	72	73	134	190	155	197	694	244	102	0
Grp Sat Flow(s),veh/h/ln	1767	1856	1544	1767	1856	1537	1767	1856	1554	1767	1856	1572
Q Serve(g_s), s	1.3	10.7	2.5	2.7	3.9	7.1	3.7	5.3	22.0	5.8	2.4	0.0
Cycle Q Clear(g_c), s	1.3	10.7	2.5	2.7	3.9	7.1	3.7	5.3	22.0	5.8	2.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	63	412	343	99	449	372	675	616	604	474	681	
V/C Ratio(X)	0.55	0.78	0.21	0.74	0.30	0.51	0.23	0.32	1.15	0.52	0.15	
Avail Cap(c_a), veh/h	240	616	513	240	616	510	768	616	604	505	681	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.4	24.2	21.0	30.8	20.5	21.7	12.4	16.5	20.3	12.0	14.0	0.0
Incr Delay (d2), s/veh	7.3	3.6	0.3	10.3	0.4	1.1	0.2	1.4	85.5	0.9	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	4.8	0.9	1.4	1.6	2.5	1.4	2.3	22.6	2.2	1.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.7	27.8	21.3	41.2	20.9	22.8	12.6	17.9	105.7	12.8	14.5	0.0
LnGrp LOS	D	C	C	D	C	C	B	B	F	B	B	
Approach Vol, veh/h		427			397			1046			346	
Approach Delay, s/veh		27.6			25.5			75.4			13.3	
Approach LOS		C			C			E			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	26.5	8.2	19.2	10.0	28.8	6.9	20.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	9.0	22.0	9.0	22.0	9.0	22.0	9.0	22.0
Max Q Clear Time (g_c+I1), s	7.8	24.0	4.7	12.7	5.7	4.4	3.3	9.1
Green Ext Time (p_c), s	0.1	0.0	0.0	1.5	0.1	0.4	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	47.6
HCM 6th LOS	D

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	293	1	367	0	0	0	0	606	12	61	151	0
Future Volume (veh/h)	293	1	367	0	0	0	0	606	12	61	151	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	329	1	412				0	681	13	69	170	0
Peak Hour Factor	0.89	0.89	0.89				0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	518	2	462				0	965	818	90	1139	0
Arrive On Green	0.29	0.29	0.29				0.00	0.52	0.52	0.05	0.61	0.00
Sat Flow, veh/h	1762	5	1572				0	1856	1572	1767	1856	0
Grp Volume(v), veh/h	330	0	412				0	681	13	69	170	0
Grp Sat Flow(s),veh/h/ln	1767	0	1572				0	1856	1572	1767	1856	0
Q Serve(g_s), s	17.8	0.0	27.6				0.0	30.6	0.4	4.2	4.3	0.0
Cycle Q Clear(g_c), s	17.8	0.0	27.6				0.0	30.6	0.4	4.2	4.3	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	519	0	462				0	965	818	90	1139	0
V/C Ratio(X)	0.64	0.00	0.89				0.00	0.71	0.02	0.77	0.15	0.00
Avail Cap(c_a), veh/h	641	0	570				0	965	818	326	1139	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.98	0.98	0.00
Uniform Delay (d), s/veh	33.7	0.0	37.2				0.0	20.0	12.8	51.6	9.0	0.0
Incr Delay (d2), s/veh	1.4	0.0	14.1				0.0	4.3	0.0	12.7	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.8	0.0	12.2				0.0	13.8	0.2	2.2	1.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	0.0	51.3				0.0	24.3	12.8	64.3	9.3	0.0
LnGrp LOS	D	A	D				A	C	B	E	A	A
Approach Vol, veh/h		742						694			239	
Approach Delay, s/veh		44.1						24.1			25.2	
Approach LOS		D						C			C	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	10.3	62.3	37.4	72.6
Change Period (Y+Rc), s	* 4.7	5.1	5.1	5.1
Max Green Setting (Gmax), s	* 26	34.9	39.9	34.9
Max Q Clear Time (g_c+I1), s	6.2	32.6	29.6	6.3
Green Ext Time (p_c), s	0.1	1.1	2.7	1.0

Intersection Summary	
HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	22.8
Intersection LOS	C

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	268	21	6	374	390	115
Future Vol, veh/h	268	21	6	374	390	115
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	305	24	7	425	443	131
Number of Lanes	1	0	0	1	2	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	3	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	26.2	33.7	12.7
HCM LOS	D	D	B

Lane	NBLn1	EBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	2%	93%	0%	0%	0%
Vol Thru, %	98%	0%	100%	100%	0%
Vol Right, %	0%	7%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	380	289	195	195	115
LT Vol	6	268	0	0	0
Through Vol	374	0	195	195	0
RT Vol	0	21	0	0	115
Lane Flow Rate	432	328	222	222	131
Geometry Grp	7	7	7	7	7
Degree of Util (X)	0.82	0.698	0.416	0.416	0.154
Departure Headway (Hd)	6.835	7.656	6.754	6.754	4.247
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	531	476	534	534	842
Service Time	4.576	5.356	4.495	4.495	1.987
HCM Lane V/C Ratio	0.814	0.689	0.416	0.416	0.156
HCM Control Delay	33.7	26.2	14.2	14.2	7.8
HCM Lane LOS	D	D	B	B	A
HCM 95th-tile Q	8.1	5.3	2	2	0.5

Intersection	
Intersection Delay, s/veh	14.4
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	322	62	6	171	232
Future Vol, veh/h	8	322	62	6	171	232
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	9	354	68	7	188	255
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	13.1	9.3	16.3
HCM LOS	B	A	C

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	42%
Vol Thru, %	91%	0%	0%	58%
Vol Right, %	9%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	68	8	322	403
LT Vol	0	8	0	171
Through Vol	62	0	0	232
RT Vol	6	0	322	0
Lane Flow Rate	75	9	354	443
Geometry Grp	2	7	7	2
Degree of Util (X)	0.115	0.016	0.506	0.623
Departure Headway (Hd)	5.563	6.357	5.144	5.065
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	649	558	694	704
Service Time	3.563	4.157	2.943	3.16
HCM Lane V/C Ratio	0.116	0.016	0.51	0.629
HCM Control Delay	9.3	9.3	13.2	16.3
HCM Lane LOS	A	A	B	C
HCM 95th-tile Q	0.4	0	2.9	4.4

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	66	6	26	227	7	8
Future Vol, veh/h	66	6	26	227	7	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	235	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	84	8	33	287	9	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	92	0	441	88
Stage 1	-	-	-	-	88	-
Stage 2	-	-	-	-	353	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1496	-	572	968
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	709	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1496	-	559	968
Mov Cap-2 Maneuver	-	-	-	-	559	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	693	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	722	-	-	1496	-
HCM Lane V/C Ratio	0.026	-	-	0.022	-
HCM Control Delay (s)	10.1	-	-	7.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	58	16	29	201	2	6
Future Vol, veh/h	58	16	29	201	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	61	61	61	61	61	61
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	95	26	48	330	3	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	121	0	534	108
Stage 1	-	-	-	-	108	-
Stage 2	-	-	-	-	426	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1460	-	505	943
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	657	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1460	-	485	943
Mov Cap-2 Maneuver	-	-	-	-	485	-
Stage 1	-	-	-	-	914	-
Stage 2	-	-	-	-	631	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	763	-	-	1460	-
HCM Lane V/C Ratio	0.017	-	-	0.033	-
HCM Control Delay (s)	9.8	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

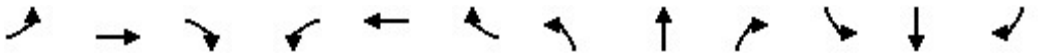
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	61	187	5	10	43
Future Vol, veh/h	13	61	187	5	10	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	15	69	213	6	11	49

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	219	0	-	0	315	216
Stage 1	-	-	-	-	216	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1344	-	-	-	676	821
Stage 1	-	-	-	-	818	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1344	-	-	-	668	821
Mov Cap-2 Maneuver	-	-	-	-	668	-
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	922	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1344	-	-	-	787
HCM Lane V/C Ratio	0.011	-	-	-	0.077
HCM Control Delay (s)	7.7	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	50	2	87	25	559	0	75	103	476	62	22
Future Volume (veh/h)	33	50	2	87	25	559	0	75	103	476	62	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	41	62	2	107	31	690	0	93	127	588	77	27
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	59	916	29	135	540	477	2	214	292	321	693	243
Arrive On Green	0.03	0.26	0.26	0.08	0.31	0.31	0.00	0.31	0.31	0.18	0.53	0.53
Sat Flow, veh/h	1767	3485	112	1767	1763	1557	1767	699	955	1767	1304	457
Grp Volume(v), veh/h	41	31	33	107	31	690	0	0	220	588	0	104
Grp Sat Flow(s),veh/h/ln	1767	1763	1834	1767	1763	1557	1767	0	1654	1767	0	1762
Q Serve(g_s), s	2.4	1.4	1.4	6.2	1.3	32.0	0.0	0.0	11.1	19.0	0.0	3.1
Cycle Q Clear(g_c), s	2.4	1.4	1.4	6.2	1.3	32.0	0.0	0.0	11.1	19.0	0.0	3.1
Prop In Lane	1.00		0.06	1.00		1.00	1.00		0.58	1.00		0.26
Lane Grp Cap(c), veh/h	59	464	482	135	540	477	2	0	507	321	0	936
V/C Ratio(X)	0.70	0.07	0.07	0.79	0.06	1.45	0.00	0.00	0.43	1.83	0.00	0.11
Avail Cap(c_a), veh/h	321	540	562	321	540	477	321	0	507	321	0	936
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.0	28.9	28.9	47.4	25.6	36.2	0.0	0.0	29.0	42.7	0.0	12.2
Incr Delay (d2), s/veh	13.8	0.1	0.1	9.8	0.0	212.6	0.0	0.0	2.7	385.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.6	0.6	3.1	0.5	39.9	0.0	0.0	4.8	42.6	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.8	29.0	29.0	57.2	25.6	248.9	0.0	0.0	31.7	428.1	0.0	12.4
LnGrp LOS	E	C	C	E	C	F	A	A	C	F	A	B
Approach Vol, veh/h		105			828			220			692	
Approach Delay, s/veh		42.5			215.7			31.7			365.6	
Approach LOS		D			F			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.5	36.5	12.5	32.0	0.0	60.0	8.0	36.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	19.0	32.0	19.0	32.0	19.0	32.0	19.0	32.0
Max Q Clear Time (g_c+I1), s	21.0	13.1	8.2	3.4	0.0	5.1	4.4	34.0
Green Ext Time (p_c), s	0.0	1.2	0.2	0.3	0.0	0.5	0.1	0.0

Intersection Summary			
HCM 6th Ctrl Delay		240.1	
HCM 6th LOS		F	

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	1	0	0	26
Future Vol, veh/h	0	0	1	0	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	0	0	1	0	0	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	16	14	28	0	-	0
Stage 1	14	-	-	-	-	-
Stage 2	2	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	1000	1063	1579	-	-	-
Stage 1	1006	-	-	-	-	-
Stage 2	1019	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	999	1063	1579	-	-	-
Mov Cap-2 Maneuver	999	-	-	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	1019	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	7.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1579	-	-	-	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	7.3	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

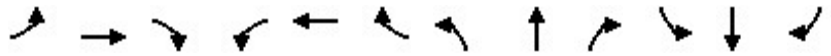
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	592	674	289	340	96	52
Future Volume (veh/h)	592	674	289	340	96	52
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	617	702	301	354	100	54
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3
Cap, veh/h	1942	993	342	2819	142	126
Arrive On Green	0.55	0.55	0.19	0.80	0.08	0.08
Sat Flow, veh/h	3618	1572	1767	3618	1767	1572
Grp Volume(v), veh/h	617	702	301	354	100	54
Grp Sat Flow(s),veh/h/ln	1763	1572	1767	1763	1767	1572
Q Serve(g_s), s	8.1	25.3	14.1	1.9	4.7	2.8
Cycle Q Clear(g_c), s	8.1	25.3	14.1	1.9	4.7	2.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1942	993	342	2819	142	126
V/C Ratio(X)	0.32	0.71	0.88	0.13	0.70	0.43
Avail Cap(c_a), veh/h	1942	993	422	2819	414	368
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.45	0.45	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	10.4	33.3	1.9	38.1	37.2
Incr Delay (d2), s/veh	0.2	1.9	16.4	0.1	6.2	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	10.3	7.4	0.4	2.3	2.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.6	12.4	49.8	2.0	44.3	39.5
LnGrp LOS	B	B	D	A	D	D
Approach Vol, veh/h	1319			655	154	
Approach Delay, s/veh	11.5			23.9	42.6	
Approach LOS	B			C	D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.1		11.9	21.1	51.9
Change Period (Y+Rc), s		5.1		5.1	* 4.7	5.1
Max Green Setting (Gmax), s		29.9		19.9	* 20	29.9
Max Q Clear Time (g_c+I1), s		3.9		6.7	16.1	27.3
Green Ext Time (p_c), s		2.4		0.3	0.4	1.7

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	181	113	162	104	157	154	240	868	221	215	59
Future Volume (veh/h)	27	181	113	162	104	157	154	240	868	221	215	59
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.94	1.00		0.97	0.99		0.96	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	28	189	118	169	108	164	160	250	904	230	224	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	52	311	249	215	483	395	591	683	746	415	735	
Arrive On Green	0.03	0.17	0.17	0.12	0.26	0.26	0.08	0.37	0.37	0.11	0.40	0.00
Sat Flow, veh/h	1767	1856	1483	1767	1856	1519	1767	1856	1508	1767	1856	1572
Grp Volume(v), veh/h	28	189	118	169	108	164	160	250	904	230	224	0
Grp Sat Flow(s),veh/h/ln	1767	1856	1483	1767	1856	1519	1767	1856	1508	1767	1856	1572
Q Serve(g_s), s	1.2	7.3	5.5	7.1	3.5	6.9	4.2	7.6	28.3	6.0	6.4	0.0
Cycle Q Clear(g_c), s	1.2	7.3	5.5	7.1	3.5	6.9	4.2	7.6	28.3	6.0	6.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	311	249	215	483	395	591	683	746	415	735	
V/C Ratio(X)	0.54	0.61	0.47	0.79	0.22	0.41	0.27	0.37	1.21	0.55	0.30	
Avail Cap(c_a), veh/h	140	470	376	953	1324	1083	690	683	746	579	735	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.8	29.7	28.9	32.8	22.4	23.6	13.0	17.8	19.8	12.8	15.9	0.0
Incr Delay (d2), s/veh	8.5	1.9	1.4	6.2	0.2	0.7	0.2	1.5	107.3	1.2	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	3.3	2.0	3.3	1.5	2.5	1.6	3.4	34.1	2.3	2.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	31.6	30.3	39.0	22.6	24.3	13.3	19.3	127.0	14.0	17.0	0.0
LnGrp LOS	D	C	C	D	C	C	B	B	F	B	B	
Approach Vol, veh/h		335			441			1314			454	
Approach Delay, s/veh		32.3			29.5			92.7			15.5	
Approach LOS		C			C			F			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.9	32.8	13.9	17.4	10.7	35.0	6.8	24.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	15.5	25.5	41.5	19.5	10.5	30.5	6.1	54.9
Max Q Clear Time (g_c+I1), s	8.0	30.3	9.1	9.3	6.2	8.4	3.2	8.9
Green Ext Time (p_c), s	0.4	0.0	0.5	1.0	0.2	1.2	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	60.0
HCM 6th LOS	E

Notes

Unsignalized Delay for [SBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	585	1	526	0	0	0	0	681	58	194	295	0
Future Volume (veh/h)	585	1	526	0	0	0	0	681	58	194	295	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1856	1856	1856	1856	0
Adj Flow Rate, veh/h	597	1	537				0	695	59	198	301	0
Peak Hour Factor	0.98	0.98	0.98				0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3				0	3	3	3	3	0
Cap, veh/h	633	1	563				0	697	579	230	1018	0
Arrive On Green	0.36	0.36	0.36				0.00	0.38	0.38	0.13	0.55	0.00
Sat Flow, veh/h	1764	3	1571				0	1856	1539	1767	1856	0
Grp Volume(v), veh/h	598	0	537				0	695	59	198	301	0
Grp Sat Flow(s),veh/h/ln	1767	0	1571				0	1856	1539	1767	1856	0
Q Serve(g_s), s	36.1	0.0	36.6				0.0	41.1	2.7	12.1	9.6	0.0
Cycle Q Clear(g_c), s	36.1	0.0	36.6				0.0	41.1	2.7	12.1	9.6	0.0
Prop In Lane	1.00		1.00				0.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	634	0	563				0	697	579	230	1018	0
V/C Ratio(X)	0.94	0.00	0.95				0.00	1.00	0.10	0.86	0.30	0.00
Avail Cap(c_a), veh/h	641	0	570				0	697	579	326	1018	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.94	0.94	0.00
Uniform Delay (d), s/veh	34.2	0.0	34.4				0.0	34.3	22.3	46.9	13.4	0.0
Incr Delay (d2), s/veh	22.6	0.0	26.3				0.0	33.2	0.4	14.2	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	19.1	0.0	17.8				0.0	24.4	1.0	6.2	4.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.8	0.0	60.7				0.0	67.5	22.6	61.1	14.1	0.0
LnGrp LOS	E	A	E				A	E	C	E	B	A
Approach Vol, veh/h		1135						754			499	
Approach Delay, s/veh		58.6						64.0			32.7	
Approach LOS		E						E			C	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	19.0	46.4	44.5	65.5
Change Period (Y+Rc), s*	4.7	5.1	5.1	5.1
Max Green Setting (Gmax), s	14.3	34.9	39.9	34.9
Max Q Clear Time (g_c+I1), s	11.1	43.1	38.6	11.6
Green Ext Time (p_c), s	0.3	0.0	0.8	1.8

Intersection Summary	
HCM 6th Ctrl Delay	54.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	49.1
Intersection LOS	E

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	170	20	16	590	537	262
Future Vol, veh/h	170	20	16	590	537	262
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	179	21	17	621	565	276
Number of Lanes	1	0	0	1	2	1

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	3	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	3	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	17.2	107	12.7
HCM LOS	C	F	B

Lane	NBLn1	EBLn1	SBLn1	SBLn2	SBLn3
Vol Left, %	3%	89%	0%	0%	0%
Vol Thru, %	97%	0%	100%	100%	0%
Vol Right, %	0%	11%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	606	190	269	269	262
LT Vol	16	170	0	0	0
Through Vol	590	0	269	269	0
RT Vol	0	20	0	0	262
Lane Flow Rate	638	200	283	283	276
Geometry Grp	7	7	7	7	7
Degree of Util (X)	1.142	0.437	0.48	0.48	0.286
Departure Headway (Hd)	6.446	8.265	6.397	6.397	3.895
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	568	438	568	568	929
Service Time	4.153	5.965	4.097	4.097	1.595
HCM Lane V/C Ratio	1.123	0.457	0.498	0.498	0.297
HCM Control Delay	107	17.2	14.9	14.9	8.1
HCM Lane LOS	F	C	B	B	A
HCM 95th-tile Q	21.2	2.2	2.6	2.6	1.2

Intersection	
Intersection Delay, s/veh	29.6
Intersection LOS	D

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	16	353	255	18	472	81
Future Vol, veh/h	16	353	255	18	472	81
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	16	364	263	19	487	84
Number of Lanes	1	1	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	2	0
HCM Control Delay	18.6	14.7	44.2
HCM LOS	C	B	E

Lane	NBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	100%	0%	85%
Vol Thru, %	93%	0%	0%	15%
Vol Right, %	7%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	273	16	353	553
LT Vol	0	16	0	472
Through Vol	255	0	0	81
RT Vol	18	0	353	0
Lane Flow Rate	281	16	364	570
Geometry Grp	2	7	7	2
Degree of Util (X)	0.477	0.034	0.627	0.924
Departure Headway (Hd)	6.1	7.425	6.2	5.832
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	585	480	579	616
Service Time	4.195	5.211	3.985	3.907
HCM Lane V/C Ratio	0.48	0.033	0.629	0.925
HCM Control Delay	14.7	10.5	19	44.2
HCM Lane LOS	B	B	C	E
HCM 95th-tile Q	2.6	0.1	4.3	11.9

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	240	2	4	105	3	23
Future Vol, veh/h	240	2	4	105	3	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	235	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	296	2	5	130	4	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	298	0	437	297
Stage 1	-	-	-	-	297	-
Stage 2	-	-	-	-	140	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1258	-	575	740
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1258	-	573	740
Mov Cap-2 Maneuver	-	-	-	-	573	-
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	880	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	716	-	-	1258	-
HCM Lane V/C Ratio	0.045	-	-	0.004	-
HCM Control Delay (s)	10.3	-	-	7.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	218	1	2	101	18	25
Future Vol, veh/h	218	1	2	101	18	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	266	1	2	123	22	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	267	0	394	267
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	127	-
Critical Hdwy	-	-	4.13	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.227	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1291	-	609	769
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	896	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1291	-	608	769
Mov Cap-2 Maneuver	-	-	-	-	608	-
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	894	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	692	-	-	1291	-
HCM Lane V/C Ratio	0.076	-	-	0.002	-
HCM Control Delay (s)	10.6	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

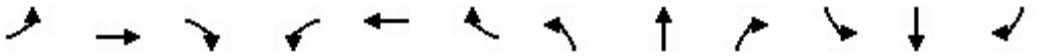
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	49	196	87	26	17	21
Future Vol, veh/h	49	196	87	26	17	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	64	258	114	34	22	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	148	0	-	0	517	131
Stage 1	-	-	-	-	131	-
Stage 2	-	-	-	-	386	-
Critical Hdwy	4.13	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1427	-	-	-	517	916
Stage 1	-	-	-	-	893	-
Stage 2	-	-	-	-	685	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1427	-	-	-	490	916
Mov Cap-2 Maneuver	-	-	-	-	490	-
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	685	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1427	-	-	-	659
HCM Lane V/C Ratio	0.045	-	-	-	0.076
HCM Control Delay (s)	7.6	0	-	-	10.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	36	2	104	50	403	1	58	126	483	68	13
Future Volume (veh/h)	7	36	2	104	50	403	1	58	126	483	68	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	7	38	2	109	53	424	1	61	133	508	72	14
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	16	608	32	137	436	380	2	120	261	552	819	159
Arrive On Green	0.01	0.18	0.18	0.08	0.25	0.25	0.00	0.23	0.23	0.31	0.54	0.54
Sat Flow, veh/h	1767	3403	177	1767	1763	1536	1767	513	1118	1767	1505	293
Grp Volume(v), veh/h	7	20	20	109	53	424	1	0	194	508	0	86
Grp Sat Flow(s),veh/h/ln	1767	1763	1817	1767	1763	1536	1767	0	1630	1767	0	1797
Q Serve(g_s), s	0.4	0.8	0.9	5.5	2.1	22.5	0.1	0.0	9.4	25.2	0.0	2.1
Cycle Q Clear(g_c), s	0.4	0.8	0.9	5.5	2.1	22.5	0.1	0.0	9.4	25.2	0.0	2.1
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.69	1.00		0.16
Lane Grp Cap(c), veh/h	16	315	325	137	436	380	2	0	381	552	0	978
V/C Ratio(X)	0.44	0.06	0.06	0.79	0.12	1.12	0.41	0.00	0.51	0.92	0.00	0.09
Avail Cap(c_a), veh/h	97	349	360	185	436	380	97	0	381	690	0	978
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.8	31.0	31.0	41.2	26.5	34.2	45.4	0.0	30.3	30.2	0.0	9.9
Incr Delay (d2), s/veh	18.4	0.1	0.1	15.4	0.1	81.4	85.2	0.0	4.8	15.5	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.4	0.4	2.9	0.9	16.6	0.1	0.0	4.1	12.7	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	31.1	31.1	56.6	26.7	115.6	130.6	0.0	35.1	45.6	0.0	10.1
LnGrp LOS	E	C	C	E	C	F	F	A	D	D	A	B
Approach Vol, veh/h		47			586			195			594	
Approach Delay, s/veh		35.9			96.6			35.6			40.5	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.9	25.7	11.6	20.7	4.6	54.0	5.3	27.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	35.5	19.0	9.5	18.0	5.0	49.5	5.0	22.5
Max Q Clear Time (g_c+I1), s	27.2	11.4	7.5	2.9	2.1	4.1	2.4	24.5
Green Ext Time (p_c), s	1.2	0.6	0.0	0.1	0.0	0.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	62.8
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	1	0	0	0	0
Future Vol, veh/h	26	1	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	3	3	3	3	3
Mvmt Flow	27	1	0	0	0	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1	1	1	0	-	0
Stage 1	1	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Critical Hdwy	6.43	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	1019	1081	1615	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1019	1081	1615	-	-	-
Mov Cap-2 Maneuver	1019	-	-	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1615	-	1021	-	-
HCM Lane V/C Ratio	-	-	0.028	-	-
HCM Control Delay (s)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-