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TRAFFIC IMPACT ANALYSIS

OTAY WATER DISTRICT
NORTH-SOUTH INTERCONNECTION SYSTEM
PROJECT

San Diego, California
May 24, 2013

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TRAFFIC IMPACT ANALYSIS

OTAY WATER DISTRICT

NORTH-SOUTH INTERCONNECTION SYSTEM PROJECT

County of San Diego, California
May 23, 2013

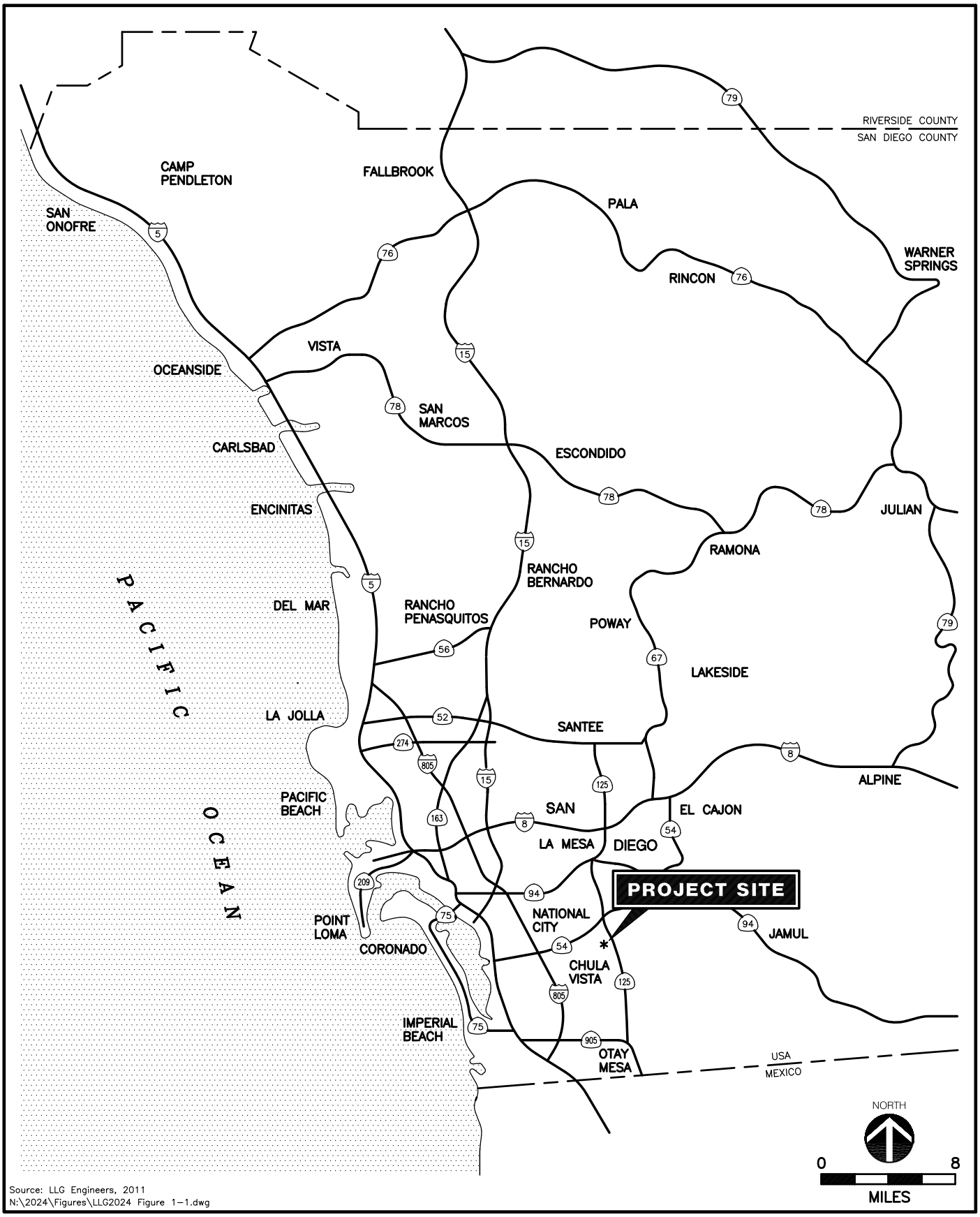
1.0 INTRODUCTION

The proposed Otay Water District North-South Interconnection System Project (Proposed Project) will consist of the installation and operation of an approximately 5- to 6-mile long, 30-inch-diameter potable water pipeline and associated booster pump station. The installation of the project would result in modest construction-related traffic, and possible temporary lane closures along the affected roadways, located in the County of San Diego and the City of Chula Vista.

This study will address the operations of intersections and segments during the construction due to additional construction truck/employee traffic in the project area, as well as the effects of potential lane closures along the pipeline route. The report includes the following sections:

- Project Description
- Existing Conditions
- Analysis Approach and Methodology
- Significance Criteria
- Analysis of Existing Conditions
- Trip Generation / Distribution / Assignment
- Cumulative Projects
- Analysis of Near-term Conditions
- Temporary Roadway Capacity Reduction Discussion
- Post-construction Traffic Effects Discussion
- Summary of Impacts and Conclusions

Figure 1-1 depicts the project vicinity.



Source: LLG Engineers, 2011
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Figure 1-1

Vicinity Map

OTAY WATER DISTRICT NORTH-SOUTH INTERCONNECT SYSTEM

2.0 PROJECT DESCRIPTION

2.1 Project Location

The northern extents of the project are located in the unincorporated community of Bonita in the County of San Diego. The southern extents of the project are located in the City of Chula Vista.

2.2 Project Description

As part of its adopted Capital Improvement Program (CIP) Budget for Fiscal Years 2011-2016, the District is scheduled to implement Capital Facility Projects in accordance with the CIP. The North-South District Interconnection System Project (CIP No. P2511) would consist of the installation and operation of an approximately 5- to 6-mile long, 30-inch-diameter potable water pipeline and associated booster pump station. The Proposed Project would enable the District to convey 10,000 gpm of potable water between the South District and North District, in either direction.

The northern terminus of the pipeline would begin at the existing 42-inch-diameter steel Paradise Mesa Crosstie pipeline on Paradise Valley Road near its intersection with Elkelton Boulevard. The pipeline would continue southwest to the intersection of South Worthington Street where it would traverse south. South Worthington Street becomes Sweetwater Road after crossing under SR 54. Just south of Sweetwater Road's intersection with Quarry Road, the pipeline would continue east to an access road located between Bonita Golf Course and SR 125. The pipeline would follow this unpaved access road south until its terminus, where it then becomes Conduit Road. The pipeline would follow Conduit Road and would turn west within San Miguel Road for approximately 1,770 feet to Amadita Lane. From this location, there are two potential options (A and B) for the pipeline to connect to the intersection of Corral Canyon Road/Central Avenue. Under Option A, the pipeline would turn south to continue along a horse trail between the intersections of San Miguel/Amadita Lane and Corral Canyon Road/Central Avenue. If Option A is determined to be infeasible, Option B would be implemented. Under Option B, the pipeline would continue west within San Miguel Road from its intersection with Amadita Lane until Frisbie Street, continue south within Frisbie Street, then turn east along Central Avenue until it connected with Corral Canyon Road. The pipeline would then (regardless of which alignment option is chosen) continue generally southeast within Corral Canyon Road, until East H Street, where it would turn to the northeast and continue for approximately 480 feet to connect to the 30-inch-diameter discharge pipeline of the 624-2 Reservoir. The total length of the pipeline would be 27,260 feet (5.2 miles) under Option A and 31,530 feet (6.0 miles) under Option B.

The majority of the proposed pipeline would be installed within existing dedicated public rights-of-way for roads, with approximately one mile of pipeline to occur within easements across private lands. Within public roads, the pipeline generally would be constructed using open-trench methods. The trenches would be approximately 8 to 9 feet deep and 5 to 12 feet wide. Within the easements across private lands (under Option A), the pipeline would be installed using either similar open-trench methods or a trenchless tunneling procedure. During tunneling, one pit would be excavated at either end of the pipeline segment. One pit would be approximately 12 feet wide by 30 feet long and the other pit would be 12 feet wide by 12 feet long. Both pits would have a depth of approximately 8

to 9 feet, with a maximum depth of 30 feet, depending on the geotechnical conditions of the pit area. A tunnel would be constructed between the two pits, thus allowing installation of the pipeline without an open trench.

Installation of the pipeline in the vicinity of the intersection of Central Avenue and Belle Bonnie Brae Road also would be conducted using a microtunneling technique, so that the pipeline can be installed under an existing drainage structure. Because the depth and distance would be less than that described above, the corresponding pits also would be smaller. The pits would be covered using steel plates at the end of each construction day. Upon completion of pipeline installation, the pits would be filled and the roadway would be re-paved.

3.0 EXISTING CONDITIONS

The following streets are located within the project study area. Brief descriptions of each street are given below. Roadway classification was determined from a review of the County of San Diego's General Plan Mobility Element, and the City of Chula Vista's Circulation Element. ***Figure 3–1*** depicts the existing conditions for the study area street segments and freeway segments.

Paradise Valley Road

Paradise Valley Road is currently classified as a 4.1B Major Road (4-lanes with intermittent turn lanes) on the County of San Diego's General Plan Mobility Element (Spring Valley Community Planning Area). Within the study area, Paradise Valley Road is a 4-lane undivided roadway with a two-way left-turn lane. Bike lanes are provided in both directions, and bus stops are present at intervals. The posted speed limit in the study area is generally 45 miles per hour (mph). Curb, gutter, and sidewalks are provided, and curbside parking is generally prohibited.

Worthington Street/Sweetwater Road

Worthington Street/Sweetwater Road is currently classified as a 2.2C Light Collector (2-lanes with intermittent turn lanes) on the County of San Diego's General Plan Mobility Element (Spring Valley Community Planning Area). Within the study area, Worthington Street is currently constructed as a 4-lane undivided roadway, with bike lanes. Worthington Street transitions from a 4-lane roadway to a 2-lane roadway at the SR-125/SR-54 freeway-to-freeway interchange, where it becomes Sweetwater Road. Sweetwater Road is classified as a 2.2C Light Collector in the Sweetwater Community Planning Area of the County of San Diego Mobility Element until it transitions into the jurisdiction of the City of Chula Vista at approximately Quarry Road.

Chula Vista classifies Sweetwater Road in this vicinity as a 4-Lane Major from SR-54 to Bonita Road, and as a Class I Collector west of Bonita Road. Sweetwater Road is currently constructed as a 2-lane roadway with a two-way left-turn lane in the study area. Bike lanes are provided, and the posted speed limit in the study area is generally 45 mph. Curb and gutter improvements are also provided.

Bonita Road

Bonita Road is classified as a 4-Lane Major on the City of Chula Vista's Adopted Circulation Element. Within the study area, Bonita Road crosses the Sweetwater River on a bridge that transitions from 2-lanes at the north end to 4-lanes at the south end. West of San Miguel Road, Bonita Road is generally constructed as a 2-lane roadway with a two-way left-turn lane, although it does provide 3-lanes in the eastbound direction from Central Avenue to Frisbie Street. Bike lanes are provided, and curbside parking is generally prohibited. Curb and gutter improvements are also provided.

Frisbie Street

Frisbie Street is an unclassified two-lane roadway in the study area. Currently, Frisbie Street has traffic calming in the form of a New Jersey-type barricade located south of the commercial (7-Eleven) driveway that prohibits southbound traffic from Bonita Road to Central Avenue. Conversely, westbound to northbound right-turn volumes from Central Avenue to Frisbie Street are prohibited during the AM peak period (7-9AM). Other than that restriction, northbound traffic is permitted along the length of Frisbie Street. Generally, no curb, gutter or sidewalks are provided on Frisbie Street.

Central Avenue

Central Avenue is classified as a Class I Collector on the City of Chula Vista's Adopted Circulation Element. Within the study area, Central Avenue is constructed as a 2-lane undivided roadway with a two-way left-turn lane. While curb, gutter and sidewalk improvements are present, bike lanes are not. Curbside parking is available at intervals where sporadic half-width subdivision improvements to Central Avenue have been made.

Corral Canyon Road

Corral Canyon Road is classified as a Class I Collector from Central Avenue to Blacksmith Road on the City of Chula Vista's Adopted Circulation Element. From Blacksmith Road to East H Street, Corral Canyon Road has an "Other Road" classification. Within the study area, Corral Canyon Road is generally constructed as a 2-lane roadway with a two-way left-turn lane and bike lanes in each direction. The posted speed limit within the study area is generally 35 mph. South of Port Renwick, Corral Canyon Road transitions to a 4-lane undivided roadway with an increased speed limit of 40 mph, and prohibited curbside parking. Curb, gutter and sidewalk improvements are provided.

It should be noted that the City of Chula Vista has installed aggressive traffic calming measures within the study area along Corral Canyon Road, including bollards and special signing, chokers, intermittent raised medians, and a chicane.

3.1 Existing Traffic Volumes

3.1.1 *Peak Hour Intersection Turning Movement Volumes*

AM and PM peak hour intersection turning movement volume counts were conducted by LLG Engineers during April 2011 and again in May 2013. ***Figure 3-2*** depicts the existing peak hour intersection turning movement volumes, based on the 2013 counts. ***Appendix A*** contains the manual count sheets.

3.1.2 *Daily Segment Volumes*

Table 3–1 is a summary of the average daily traffic counts (ADTs) conducted by LLG Engineers during the April 2011 and again in May 2013. *Figure 3-2* depicts the existing daily segment volumes, based on the higher of the 2011 or 2013 counts. *Appendix A* also contains the count sheets.

TABLE 3–1
EXISTING TRAFFIC VOLUMES

Street Segment	Jurisdiction	April 2011 ADT	May 2013 ADT	Source
Paradise Valley Road				
Elkelton Blvd. to S. Worthington Street	County of San Diego	23,330	22,870	LLG Engineers
S. Worthington Street				
Paradise Valley Road to Park Drive	County of San Diego	7,140	7,000	LLG Engineers
Park Drive to Quarry Road	County of San Diego	6,160	7,150	LLG Engineers
San Miguel Road				
Conduit Road to Bonita Road	City of Chula Vista	10,770	11,560	LLG Engineers
Bonita Road				
San Miguel Road to Frisbie Street	City of Chula Vista	9,740	9,710	LLG Engineers
Central Avenue				
Frisbie Street to Corral Canyon Road	City of Chula Vista	9,100	8,940	LLG Engineers
Corral Canyon Road to Country Trails	City of Chula Vista	N/A	2,070	LLG Engineers
Corral Canyon Road				
Central Avenue to Blacksmith Road	City of Chula Vista	6,880	6,270	LLG Engineers
Blacksmith Rd. to Country Vistas Lane	City of Chula Vista	6,260	6,360	LLG Engineers
Country Vistas Lane to East H Street	City of Chula Vista	8,500	5,720	LLG Engineers
Steeplechase Road				
Corral Canyon Road to Country Trails	City of Chula Vista	N/A	240	LLG Engineers
Country Vistas Lane				
Corral Canyon Road to Country Trails	City of Chula Vista	N/A	1,410	LLG Engineers

General Notes:
1. ADT = Average Daily Traffic

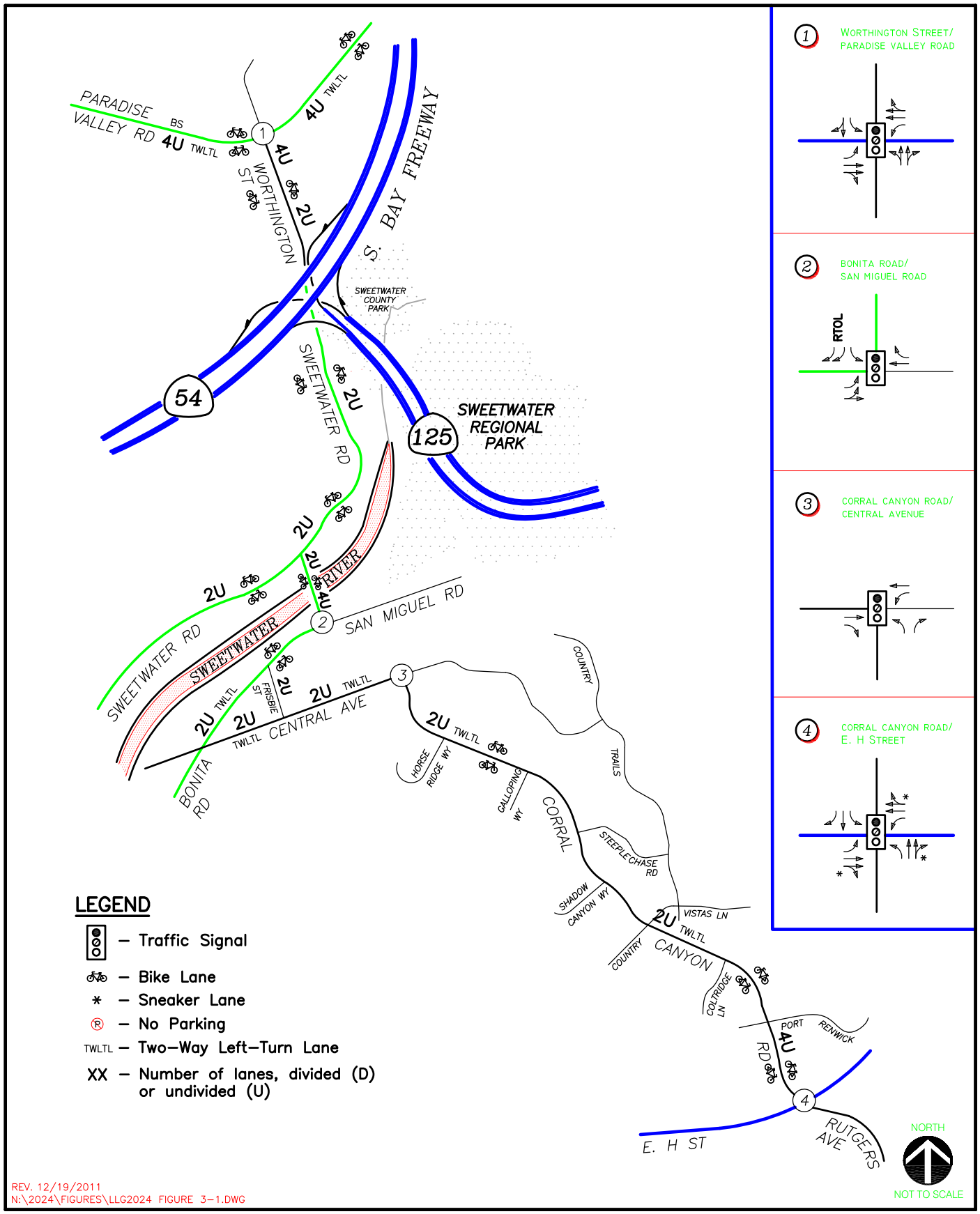

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Figure 3-1

Existing Conditions Diagram

OTAY WATER DISTRICT NORTH-SOUTH INTERCONNECTION SYSTEM

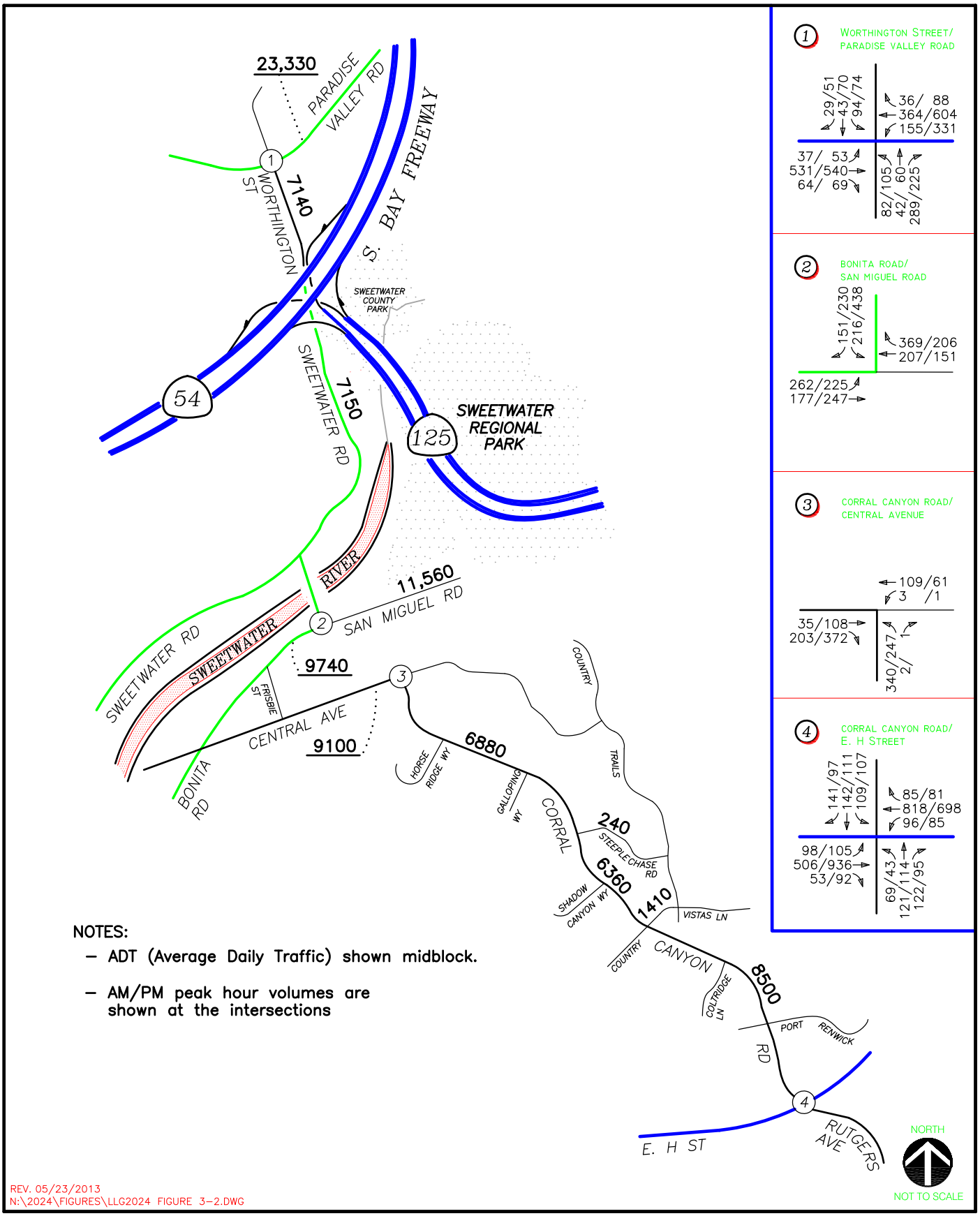

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Figure 3-2

Existing Traffic Volumes AM/PM Peak Hours & ADT

OTAY WATER DISTRICT NORTH-SOUTH INTERCONNECTION SYSTEM

4.0 ANALYSIS APPROACH AND METHODOLOGY

Level of service (LOS) is the term used to denote the different operating conditions which occur on a given roadway segment under various traffic volume loads. It is a qualitative measure used to describe a quantitative analysis taking into account factors such as roadway geometries, signal phasing, speed, travel delay, freedom to maneuver, and safety. LOS provides an index to the operational qualities of a roadway segment or an intersection. LOS designations range from A through F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions. LOS designation is reported differently for signalized and unsignalized intersections, as well as for roadway segments. ***Table 4–1*** summarizes the description for each level of service.

4.1 Signalized Intersections

For signalized intersections, LOS criteria are stated in terms of the average control delay per vehicle for a 15-minute analysis period. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. ***Table 4–2*** summarizes the delay thresholds for signalized intersections.

Level of service **A** describes operations with very low delay (i.e., less than 10.0 seconds per vehicle). This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

Level of service **B** describes operations with delay in the range of 10.1 seconds to 20.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.

Level of service **C** describes operations with delay in the range of 20.1 seconds to 35.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.

Level of service **D** describes operations with delay in the range of 35.1 seconds to 55.0 seconds per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or higher volume-to-capacity (v/c) ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are more frequent.

Level of service **E** describes operations with delay in the range of 55.1 seconds to 80.0 seconds per vehicle. This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.

Level of service **F** describes operations with delay in excess of 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with over-saturation (i.e., when arrival flow rates exceed the capacity of the intersection). It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

TABLE 4–1
INTERSECTION LEVEL OF SERVICE DESCRIPTIONS

Level of Service	Description
A	Occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.
B	Generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.
C	Generally results when there is fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear in this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.
D	Generally results in noticeable congestion. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	Considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high volume-to-capacity ratios. Individual cycle failures are frequent occurrences.
F	Considered to be unacceptable to most drivers. This condition often occurs with over saturation i.e. when arrival flow rates exceed the capacity of the intersection. It may also occur at high volume-to-capacity ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

TABLE 4–2
LEVEL OF SERVICE THRESHOLDS FOR SIGNALIZED INTERSECTIONS

Average Control Delay Per Vehicle (Seconds/Vehicle)			Level of Service
0.0	≤	10.0	A
10.1	to	20.0	B
21.1	to	35.0	C
35.1	to	55.0	D
55.1	to	80.0	E
	≥	80.0	F

4.2 Street Segments

Street segments were analyzed based upon the comparison of ADT to the appropriate County of San Diego or City of Chula Vista roadway capacity standards, shown on ***Table 4–3*** and ***Table 4–4***, respectively. These tables provide segment capacities for different street classifications, based on traffic volumes and roadway characteristics. Segment analysis is a comparison of ADT volumes and an approximate daily capacity on the subject roadway.

4.3 Alternative Alignments Options A and B

As discussed in the Project Description (Section 2.0), two alignment alternatives are possible in the vicinity of San Miguel Road: *Option A* would avoid an alignment within Frisbie Street; *Option B* would affect Frisbie Street for its length.

For the purposes of this traffic impact study, there would be no material difference which option is chosen.

TABLE 4–3
COUNTY OF SAN DIEGO ROADWAY CAPACITY STANDARDS
AVERAGE DAILY VEHICLE TRIPS

CIRCULATION ELEMENT ROADS		LEVEL OF SERVICE				
CLASS	**X-SECTION**	**A**	**B**	**C**	**D**	**E**
Expressway	126/146	<36,000	<54,000	<70,000	<86,000	<108,000
Prime Arterial	102/122	<22,200	<37,000	<44,600	<50,000	<57,000
Major Road	78/98	<14,800	<24,700	<29,600	<33,400	<37,000
Collector	64/84	<13,700	<22,800	<27,400	<30,800	<34,200
Town Collector	54/74	<3,000	<6,000	<9,500	<13,500	<19,000
Light Collector	40/60	<1,900	<4,100	<7,100	<10,900	<16,200
Rural Collector	40/84	<1,900	<4,100	<7,100	<10,900	<16,200
Rural Light Collector	40/60	<1,900	<4,100	<7,100	<10,900	<16,200
Recreational Parkway	40/100	<1,900	<4,100	<7,100	<10,900	<16,200
Rural Mountain	40/100	<1,900	<4,100	<7,100	<10,900	<16,200
NON-CIRCULATION ELEMENT ROADS		**LEVEL OF SERVICE**				
CLASS	**X-SECTION**	**A**	**B**	**C**	**D**	**E**
Residential Collector	40/60	*	*	<4,500	*	*
Residential Road	36/56	*	*	<1,500	*	*
Residential Cul-de-sac or Loop Road	32/52	*	*	< 200	*	*

Footnotes:
* Levels of service are not applicable to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

TABLE 4–4
CITY OF CHULA VISTA ROADWAY CAPACITY STANDARDS [A]
AVERAGE DAILY VEHICLE TRIPS

ROAD		LEVEL OF SERVICE				
CLASS	**X-SECTION V/C RATIO**	**A (0.6)**	**B (0.7)**	**C (0.8)**	**D (0.9)**	**E (1.0)**
Expressway	104/128	52,000	61,300	70,000	78,800	87,500
Prime Arterial	104/128	37,500	43,800	50,000	56,300	62,500
Major Street (6 lanes)	104/128	30,000	35,000	40,000	45,000	50,000
Major Street (4 lanes)	80/104	22,500	26,300	30,000	33,800	37,500
Class I Collector	74/94	16,500	19,300	22,000	24,800	27,500
Class II Collector	52/72	9,000	10,500	12,000	13,500	15,000
Class III Collector	40/60	5,600	6,600	7,500	8,400	9,400

Footnotes:

a. LOS 'C' Capacities are from City of Chula Vista Circulation Element of the General Plan. Other levels of service are derived by volume to capacity (v/c) ratios. This is only a guideline and capacities included in this table represent urban conditions. Rural roadways with little side friction and/or widening at intersections can accommodate much higher volumes than stated on this table.

5.0 SIGNIFICANCE CRITERIA

The Proposed Project lies within the boundaries of two jurisdictions: the County of San Diego and the City of Chula Vista. Each jurisdiction has its own significance criteria, which are defined as follows:

5.1 County of San Diego

The following criterion was utilized to evaluate potential significant impacts, based on the *County of San Diego Guidelines for Determining Significance—Transportation and Traffic*, dated June 30, 2009.

5.1.1 *Road Segments*

Pursuant to the County's General Plan Mobility Element Policy M-2.1, new development must provide improvements or other measures to mitigate traffic impacts to avoid:

a. Reduction in Level of Service (LOS) below "C" for on-site Mobility Element roads;

b. Reduction in LOS below "D" for off-site and on-site abutting Mobility Element roads; and

c. "Significantly impacting congestion" on roads that operate at LOS "E" or "F". If impacts cannot be mitigated, the project cannot be approved unless a statement of overriding findings is made pursuant to the State CEQA Guidelines. However, the General Plan Mobility Element does not include specific guidelines for determining the amount of additional traffic that would "significantly impact congestion" on such roads.

The County has created the following guidelines to evaluate likely traffic impacts of a proposed project for road segments and intersections serving that project site, for purposes of determining whether the development would "significantly impact congestion" on the referenced LOS E and F roads. The guidelines are summarized in ***Table 5–1***. The thresholds in *Table 5–1* are based upon average operating conditions on County roadways. It should be noted that these thresholds only establish general guidelines, and that the specific project location must be taken into account in conducting an analysis of traffic impact from new development.

TABLE 5–1
MEASURES OF SIGNIFICANT PROJECT IMPACTS TO CONGESTION ON
MOBILITY ELEMENT ROAD SEGMENTS
ALLOWABLE INCREASES ON CONGESTED ROAD SEGMENTS

Level of Service	Two-Lane Road	Four-Lane Road	Six-Lane Road
LOS E	200 ADT	400 ADT	600 ADT
LOS F	100 ADT	200 ADT	300 ADT

General Notes:

1. By adding proposed project trips to all other trips from a list of projects, this same table must be used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project that contributes additional trips must mitigate a share of the cumulative impacts.
2. The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.

On-site Circulation Mobility Element Roads—the General Plan Mobility Element states that "new development shall provide needed roadway expansion and improvements on-site to meet demand created by the development, and to maintain a Level of Service C on Mobility Element Roads during peak traffic hours". Pursuant to this policy, a significant traffic impact would result if:

- The additional or redistributed ADT generated by the proposed land development project will cause on-site Mobility Element Roads to operate below LOS C during peak traffic hours.

Off-Site Mobility Element Roads—the General Plan Mobility Element also addresses offsite Mobility Element roads. It states that "new development shall provide off-site improvements designed to contribute to the overall achievement of a Level of Service D on Mobility Element Roads." Implementation Measure 1.1.3 addressed projects that would significantly impact congestion on roads operating at LOS E or F. It states, "new development that would significantly impact congestion on roads operating at LOS E or F, either currently or as a result of the project, will be denied unless improvements are scheduled to attain a LOS to D or better or appropriate mitigation is provided." The following significance guidelines define a method for evaluating whether or not increased traffic volumes generated or redistributed from a proposed project will "significantly impact congestion" on County roads, operating at LOS E or F, either currently or as a result of the project.

Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant traffic volume or level of service impact on a road segment:

- The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a Mobility Element Road or State Highway currently operating at LOS E or LOS F, or will cause a Mobility Element Road or State Highway to operate at a LOS E or LOS F as a result of the proposed project as identified in *Table 5–1*, or
- The additional or redistributed ADT generated by the proposed project will cause a residential street to exceed its design capacity.

5.2 Intersections

This section provides guidance for evaluating adverse environmental effects a project may have on signalized and unsignalized intersections. ***Table 5–2*** summarizes significant project impacts for signalized and unsignalized intersections.

TABLE 5–2
MEASURES OF SIGNIFICANT PROJECT IMPACTS TO CONGESTION ON INTERSECTIONS
ALLOWABLE INCREASES ON CONGESTED INTERSECTIONS

Level of service	Signalized	Unsignalized
LOS E	Delay of 2 seconds or less	20 or less peak hour trips on a critical movement
LOS F	Either a Delay of 1 second, or 5 peak hour trips or less on a critical movement	5 or less peak hour trips on a critical movement

General Notes:

1. A critical movement is an intersection movement (right-turn, left-turn, through-movement) that experiences excessive queues, which typically operate at LOS F.
2. By adding proposed project trips to all other trips from a list of projects, these same tables are used to determine if total cumulative impacts are significant. If cumulative impacts are found to be significant, each project is responsible for mitigating its share of the cumulative impact.
3. The County may also determine impacts have occurred on roads even when a project's traffic or cumulative impacts do not trigger an unacceptable level of service, when such traffic uses a significant amount of remaining road capacity.
4. For determining significance at signalized intersections with LOS F conditions, the analysis must evaluate both the delay ***and*** the number of trips on a critical movement, exceedance of either criteria result in a significant impact.

Signalized Intersections—Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant traffic volume or level of service traffic impact on a signalized intersection:

- The additional or redistributed ADT generated by the proposed project will significantly increase congestion on a signalized intersection currently operating at LOS E or LOS F, or will cause a signalized intersection to operate at a LOS E or LOS F as identified in *Table 5–2*.
- Based upon an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance or other factors, the project would significantly impact the operations of the intersection.

Unsignalized Intersections—The operating parameters and conditions for unsignalized intersections differ dramatically from those of signalized intersections. Very small volume increases on one leg or turn and/or through movement of an unsignalized intersection can substantially affect the calculated delay for the entire intersection. Significance criteria for unsignalized intersections are based upon a minimum number of trips added to a critical movement at an unsignalized intersection.

Traffic volume increases from public or private projects that result in one or more of the following criteria will have a significant traffic impact on an unsignalized intersection as listed in *Table 5–2* and described as text below:

- The additional or redistributed ADT generated by the proposed project will add 21 or more peak hour trips to a critical movement of an unsignalized intersection, and cause an unsignalized intersection to operate below LOS D, or
- The additional or redistributed ADT generated by the proposed project will add 21 or more peak hour trips to a critical movement of an unsignalized intersection currently operating at LOS E, or
- The additional or redistributed ADT generated by the proposed project will add 6 or more peak hour trips to a critical movement of an unsignalized intersection, and cause the unsignalized intersection to operate at LOS F, or
- The additional or redistributed ADT generated by the proposed project will add 6 or more peak hour trips to a critical movement of an unsignalized intersection currently operating at LOS F, or
- Based upon an evaluation of existing accident rates, the signal priority list, intersection geometrics, proximity of adjacent driveways, sight distance or other factors, the project would significantly impact the operations of the intersection.

5.2.1 *Two-Lane Highways*

The County of San Diego has specialized methodology for analyzing two-lane highway segments typical of those found in the rural backcountry. No two-lane highway segments are present in the study area; therefore, no Congestion Management Program (CMP) analysis is required.

5.2.2 *Congestion Management Program Requirements*

Projects that generate over 2,400 ADT or 200 peak hour trips, must comply with the traffic study requirements of SANDAG's CMP. The Proposed Project does not exceed these thresholds; therefore, no CMP analysis is required.

5.3 City of Chula Vista

Traffic impacts will be defined as either project specific impacts or cumulative impacts. Project specific impacts are those impacts for which the addition of project trips result in an identifiable degradation in level of service on freeway segments, roadway segments, or intersections, triggering the need for specific project-related improvement strategies. Cumulative impacts are those in which the project trips contribute to a poor level of service, at a nominal level.

Study horizon year as used herein is intended to describe a future period of time in the traffic studies, which corresponds to SANDAG's traffic model years, and are meant to synchronize study impacts to be in line with typical study years of 2005, 2010, 2015 and 2030.

Criteria for determining whether the project results in either project specific or cumulative impacts on freeway segments, roadway segments, or intersections are as follows:

5.3.1 *Short-Term (Study Horizon Year 0 To 4)*

For purposes of the short-term analysis roadway sections may be defined as either links or segments. A link is typically that section of roadway between two adjacent Circulation Element intersections and a segment is defined as that combination of contiguous links used in the Growth Management Plan Traffic Monitoring Program. Analysis of roadway links under short-term conditions may require a more detailed analysis using the Growth Management Oversight Committee (GMOC) methodology if the typical planning analysis using volume to capacity ratios on an individual link indicates a potential impact to that link. The GMOC analysis uses the Highway Capacity Manual (HCM) methodology of average travel speed based on actual measurements on the segments as listed in the Growth Management Plan Traffic Monitoring Program.

Intersections

a. Project specific impact if both the following criteria are met:
   i. Level of service is LOS E or LOS F.
   ii. Project trips comprise 5% or more of entering volume.
b. Cumulative impact if only (i) is met.

Street Links/Segments

If the planning analysis using the volume to capacity ratio indicates LOS C or better, there is no impact. If the planning analysis indicates LOS D, E or F, the GMOC method should be utilized. The following criteria would then be utilized.

a. Project specific impact if all the following criteria are met:
   i. Level of service is LOS D for more than 2 hours or LOS E/F for 1hour
   ii. Project trips comprise 5% or more of segment volume
   iii. Project adds greater than 800 ADT to the segment
b. Cumulative impact if only (i) is met. All other criteria equal project-specific impacts.

6.0 ANALYSIS OF EXISTING CONDITIONS

6.1 Peak Hour Intersection Levels of Service

All the study area intersections that are analyzed are signalized. As seen in ***Table 6-1,*** all study area intersections are calculated to currently operate at LOS C or better. In some cases, analysis of the 2013 volumes resulted in a slightly lower reported delay as compared to 2011 volumes. However, in no case is the LOS resulting from the 2013 volumes different compared to 2011 volumes.

Appendix B contains the peak hour intersection analysis worksheets.

TABLE 6–1
EXISTING INTERSECTION OPERATIONS

Intersection	Jurisdiction	Control Type	Peak Hour	Delay [a]	LOS [b]
1. Worthington Street / Paradise Valley Road	County	Signal	AM PM	33.3 34.2	C C
2. Bonita Road / San Miguel Road	City	Signal	AM PM	29.3 29.9	C C
3. Corral Canyon Road / Central Avenue	City	Signal	AM PM	19.0 17.3	B B
4. Corral Canyon Road / East H Street	City	Signal	AM PM	27.6 25.2	C C

Footnotes:
a. Average delay expressed in seconds per vehicle.
b. Level of Service.

SIGNALIZED

Delay	LOS
0.0 < 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
> 80.1	F

6.2 Daily Street Segment Levels of Service

As seen in ***Table 6-2***, all study area segments are calculated to currently operate at LOS D or better.

TABLE 6–2
EXISTING STREET SEGMENT OPERATIONS

Street Segment	Jurisdiction	Buildout Classification	Capacity (LOS E) [a]	2011 ADT [b]	2013 ADT	V/C [c]	LOS [d]
Paradise Valley Road							
Elkelton Blvd. to S. Worthington St.	County	4-Lane Major	37,000	23,330	22,870	0.63	B
S. Worthington Street							
Paradise Valley Road to Park Drive	County	Light Collector	16,200	7,140	7,000	0.44	D
Park Drive to Quarry Road	County	Light Collector	16,200	6,160	7,150	0.44	D
San Miguel Road							
Conduit Road to Bonita Road	City	Other Road	15,000	10,770	11,560	0.77	C
Bonita Road							
San Miguel Road to Frisbie Street	City	4 Lane Major	15,000	9,740	9,710	0.65	B
Central Avenue							
Frisbie Street to Corral Canyon Road	City	Class II Collector	15,000	9,100	8,940	0.61	B
Corral Canyon Road to Country Trails	City	Class III Collector	9,400	N/A	2,070	0.22	A
Corral Canyon Road							
Central Avenue to Blacksmith Road	City	Class II Collector	15,000	6,880	6,270	0.46	A
Blacksmith Rd. to Country Vistas Ln.	City	Other Road	15,000	6,260	6,360	0.42	A
Country Vistas Lane to East H Street	City	Other Road	15,000	8,500	5,720	0.57	A
Steeplechase Road							
Corral Canyon Road to Country Trails	City	Other Road	3,400	N/A	240	0.07	A
Country Vistas Lane							
Corral Canyon Road to Country Trails	City	Class III Collector	9,400	N/A	1,410	0.15	A

Footnotes

a. Roadway capacity corresponding to Level of Service E from City of San Diego Standard Street Classification, Average Daily Vehicle Trips table. Based on Existing Conditions, not Buildout Classification.
b. Average Daily Traffic volumes
c. Volume / Capacity ratio.
d. Level of Service

General Notes

1. To provide a conservative analysis, V/C ratio and LOS are calculated using the higher of the listed ADT volumes for each segment

7.0 TRIP GENERATION, DISTRIBUTION AND ASSIGNMENT

7.1 Trip Generation

Project traffic generation for construction activities along the pipeline alignment was calculated using site-specific information provided to LLG by the pipeline engineers. Based on their information, the following are the traffic-generating components of the Proposed Project:

- Nine (9) construction workers per each daily shift at one location;
- Three (3) supervisor/other employees per each daily shift throughout the project area;
- 12 truck trips per day

7.1.1 *Employee Trips*

A trip rate of 3 trips/construction worker was derived based on the assumption that each worker arrives and leaves at least once during the work day, with a percentage (half assumed) potentially leaving and returning at least one other time, such as during a break. This results in 27 ADT associated with the nine construction workers. All nine were assumed to arrive and leave during the AM and PM peak hours, respectively.

A daily trip rate of 6 trips/supervisor was derived based on the assumption that supervisors would arrive and leave at least once during the work day, with several other potential trips possible, either to locations within the study area, to meetings, etc. This results in 18 ADT associated with the three supervisor positions. Because of the variable nature of the supervisor trips and the potential for them to occur throughout the day, one trip in and one trip out was assumed for both the AM and PM peak hours.

In both cases above, the assumed trip rates result in multiple trips/employee, which could potentially overstate employee trips. However, other miscellaneous trips may occur from time to time (equipment delivery/maintenance, material delivery, etc) which is not specifically identified as part of the day-to-day field operations on the construction site. Therefore, these trip rate assumptions provide for some flexibility when accounting for such potential trips.

7.1.2 *Truck Trips*

The project team estimates that there could be twelve (12) heavy vehicle truck trips on a given day to deliver and remove materials as need be. A trip rate of 2/vehicle would account for each truck arriving and leaving the site, resulting in 24 ADT. Additionally, a consideration was made for Passenger Car Equivalence (PCE), which is defined as the number of passenger cars that are displaced by a single heavy vehicle of a particular type under the prevailing traffic conditions. Heavy vehicles have a greater traffic impact than passenger cars since:

- They are larger than passenger cars, and therefore, occupy more roadway space; and
- Their performance characteristics are generally inferior to passenger cars, leading to the formation of downstream gaps in the traffic stream (especially on upgrades), which cannot always be effectively filled by normal passing maneuvers.

Exhibit 21-8, Passenger Car Equivalents on Extended General Highway Segments, (*obtained from "Highway Capacity Manual prepared by Transportation Research Board," dated Year 2000*) summarizes PCE factors for various types of vehicles. The type of terrain along the truck route ranges between level and rolling. As seen in Exhibit 21-8, the passenger car equivalents range between 1.5 and 2.5 for trucks on level to rolling terrain (See ***Appendix C***). Therefore, a PCE factor of 2.0 per truck was applied to the generated truck trips to account for the mixed terrain.

7.1.3 *Total Project Traffic Trip Generation*

Table 7–1 tabulates the total project traffic generation. The total project is calculated to generate 93 ADT, with 19 AM peak hour trips (14 inbound and 5 outbound) and 19 PM peak hour trips (5 inbound and 14 outbound).

TABLE 7–1
PROJECT TRIP GENERATION

Trip Type	Amount	Daily Traffic		AM Peak Hour			PM Peak Hour		
		Rate	Volume	Volume			Volume		
				In	Out	Total	In	Out	Total
Shift Employees [a]	9	3 [e]	27	9	0	9	0	9	9
Supervisors/Other [b]	3	6 [e]	18	1	1	2	1	1	2
Heavy Vehicles [c]	12	2	24	2	2	4	2	2	2
PCE Trips (2.0) [d]	–	–	24	2	2	4	2	2	4
Total	***–***	***–***	***93***	***14***	***5***	***19***	***5***	***14***	***19***

General Note:

1. Site-specific trip generation is based on the Proposed Project's operational characteristics.

Footnotes:

a. "Shift Employee" trips occur at the beginning and end of each day's shift. These trips may be expected to leave the site periodically only for lunch, if at all (See notes b, e).
b. "Supervisor/Other" trips occur throughout the day, in addition to the beginning and ending of a shift. In addition to trips to the heading throughout the day, these trips may be expected to leave the site periodically for lunch or other reasons (See notes e).
c. Heavy Vehicles represent trucks that would deliver/remove material, equipment, etc to the heading.
d. A "Passenger Car Equivalence" or PCE is applied to the truck trips to represent the reduced handling characteristics of heavy vehicles in the traffic stream.
e. A trip rate of 3 was used instead of 2 for the "Shift Employee" trip type (6 for "Supervisor/Other") to account for employees leaving/returning for lunch or other reasons during the day. This factor also provides accountability for unknown trips that could occur, and are not listed here (e.g. inspectors, visitors, etc).

7.2 Trip Distribution

The northern terminus of the project is located just south of the State Route (SR) 54 freeway, which provides regional access to Interstate 5, Interstate 805, and Interstate 8 (via State Route 125) freeways. SR 54 is anticipated to provide the primary regional access for truck and employee trips to the site. There are two potential interchanges in the vicinity of SR 54 that could be used: the Briarwood Road interchange is located to the west of the project area, and the Paradise Valley Road interchange is located east of the project area. Within the project area, the actual destination of

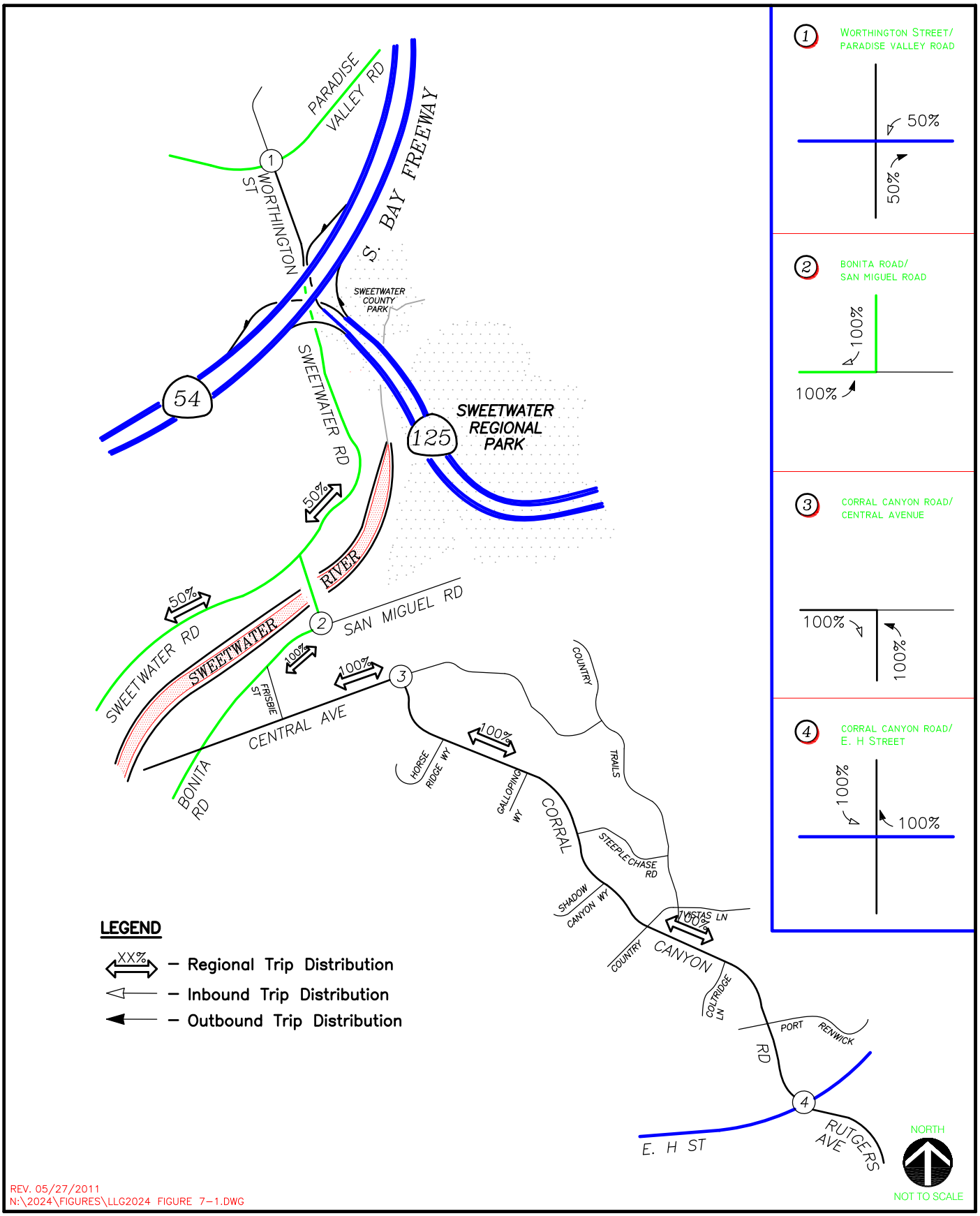
traffic will vary as the pipeline is constructed, from Paradise Valley Road in the north to East H Street in the south. To be conservative, the trip assignment used in this study assumes all traffic traverses through the study area from SR 54 to East H Street, thereby affecting the maximum number of roadway segments and intersections. In this scenario, 100% of the Proposed Project traffic was assumed to use the two interchanges (50% each). Thus, 50% of the project traffic occurs at the northern most Paradise Valley Road/Worthington intersection, then 100% occurs at all subsequent intersections.

Figure 7-1 depicts the distribution of Proposed Project traffic.

7.3 Trip Assignment

Based on the above traffic distribution, the Proposed Project trips were assigned to the study area segments.

The Proposed Project traffic assignment is depicted on ***Figure 7-2.*** The Proposed Project traffic volumes were added to the existing traffic volumes shown on ***Figure 3–2***, and the ***Figure 7–3*** shows the resulting Existing + Project traffic volumes.

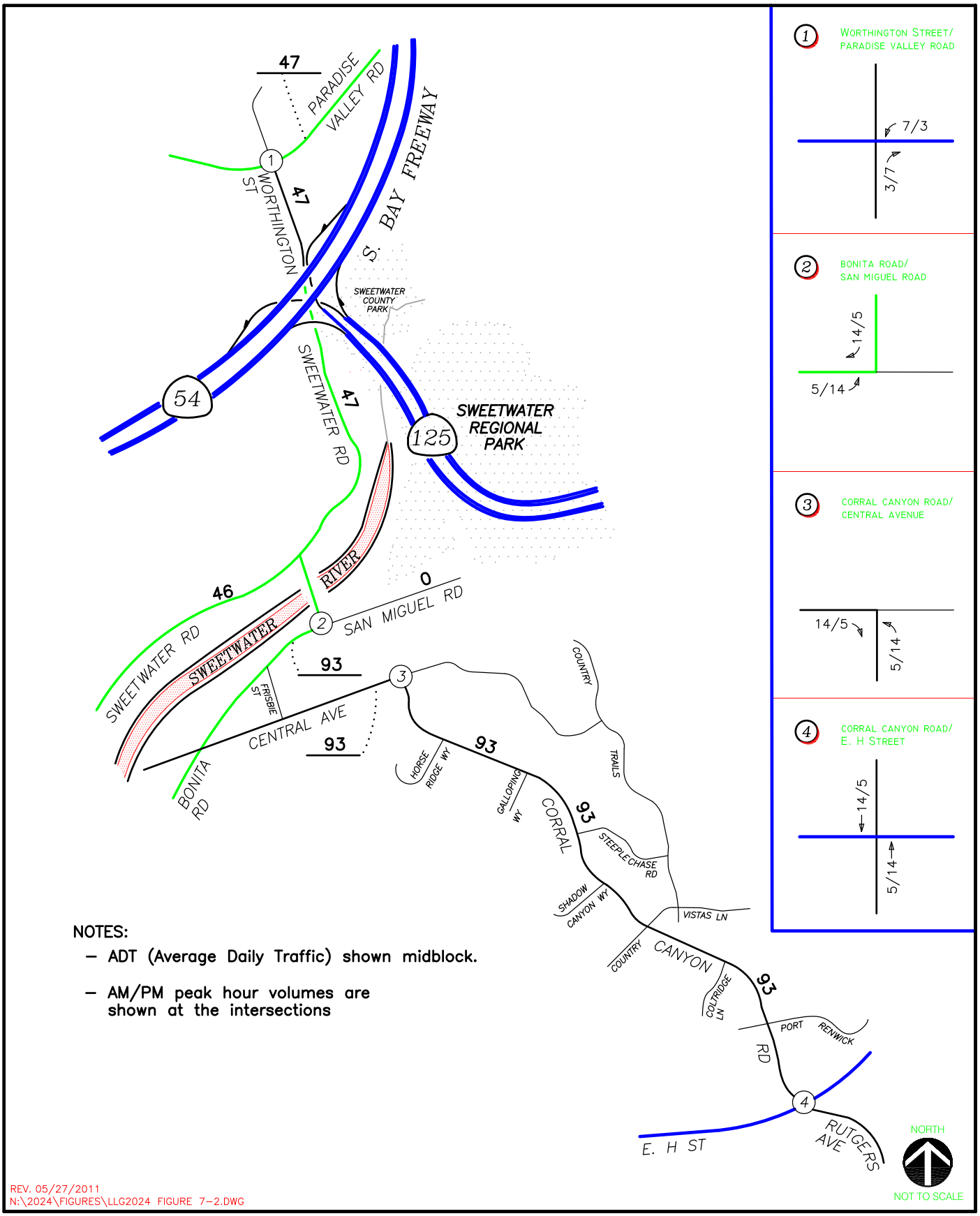


LINSCOTT LAW & GREENSPAN engineers

Figure 7-1

Regional Project Distribution

OTAY WATER DISTRICT NORTH-SOUTH INTERCONNECTION SYSTEM



NOTES:

- ADT (Average Daily Traffic) shown midblock.
- AM/PM peak hour volumes are shown at the intersections

REV. 05/27/2011
N:\2024\FIGURES\LLG2024 FIGURE 7-2.DWG

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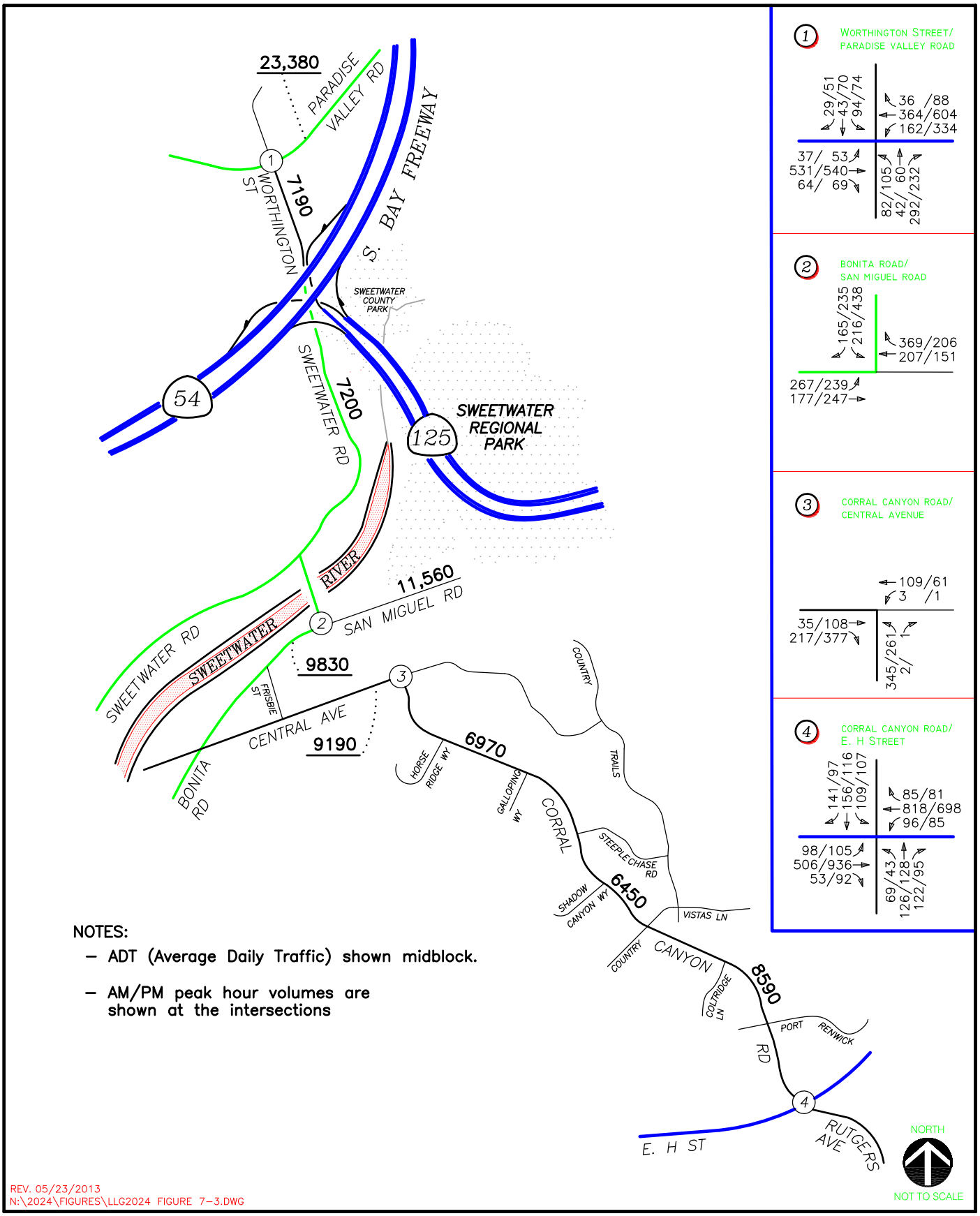
Figure 7-2

Proposed Project Traffic Volumes AM/PM Peak Hours & ADT

OTAY WATER DISTRICT NORTH-SOUTH INTERCONNECTION SYSTEM



NOTES:

- ADT (Average Daily Traffic) shown midblock.
- AM/PM peak hour volumes are shown at the intersections

REV. 05/23/2013
N:\2024\FIGURES\LLG2024 FIGURE 7-3.DWG

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Figure 7-3

Existing + Project Traffic Volumes AM/PM Peak Hours & ADT

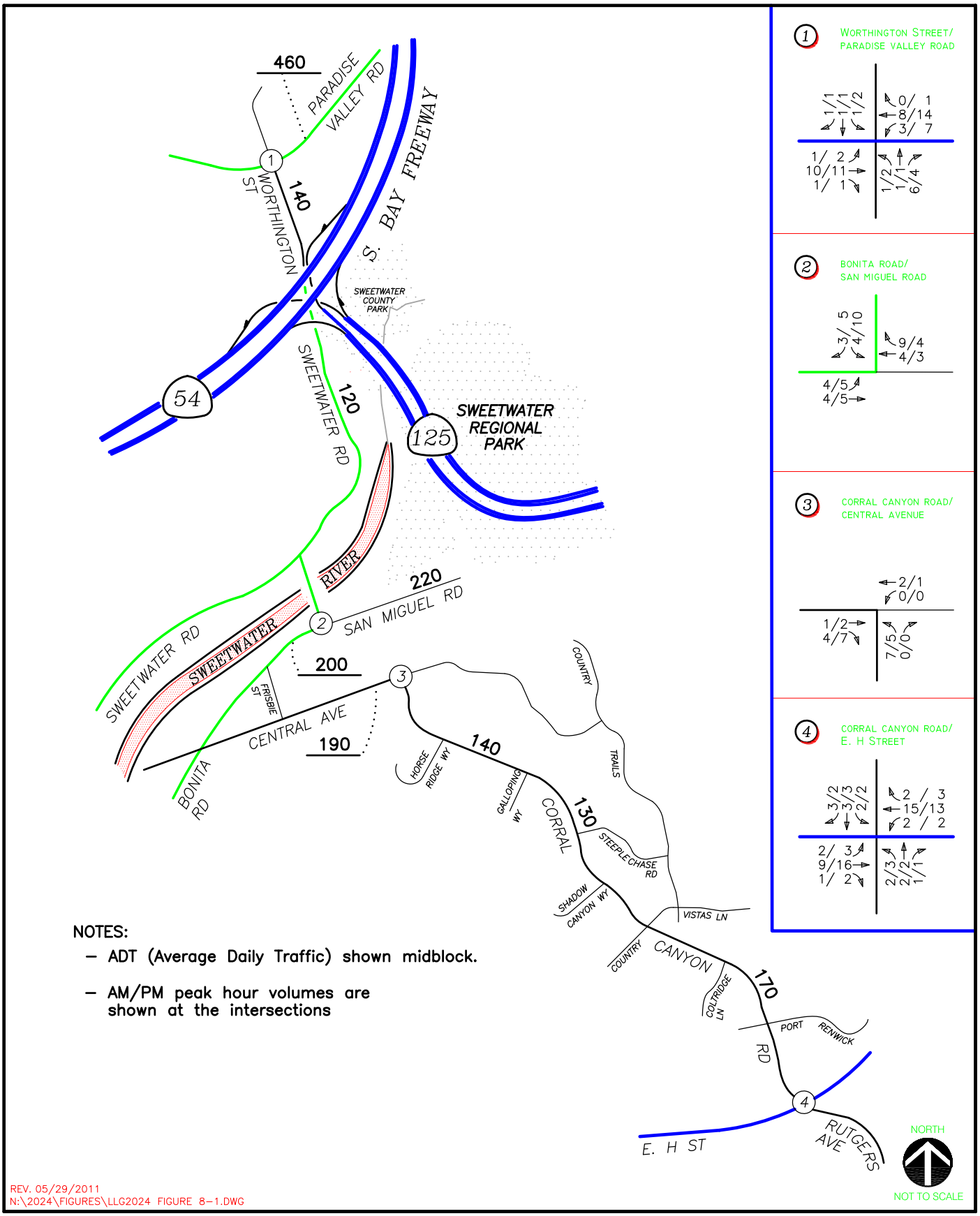
OTAY WATER DISTRICT NORTH-SOUTH INTERCONNECTION SYSTEM

8.0 CUMULATIVE PROJECT TRAFFIC VOLUME

The Proposed Project would potentially affect traffic patterns in the study area for a limited amount of time along the length of the pipeline route. As such, the Proposed Project would be considered an "immediate term" project, which would not likely be affected by any potential cumulative projects, which are typically considered to be substantive development projects that could occur within a five-year window from the existing condition.

While no specific "immediate term" cumulative projects were identified, LLG did include a 2% growth factor over existing volumes throughout the study area to account for any potential cumulative growth that could occur. The 2% increase is about twice what typical, annual growth countywide has been historically.

Figure 8–1 shows the cumulative growth assumed in the study area. ***Figure 8–2*** shows the Existing + Project + Cumulative Growth traffic volumes.



NOTES:

- ADT (Average Daily Traffic) shown midblock.
- AM/PM peak hour volumes are shown at the intersections

REV. 05/29/2011
N:\2024\FIGURES\LLG2024 FIGURE 8-1.DWG

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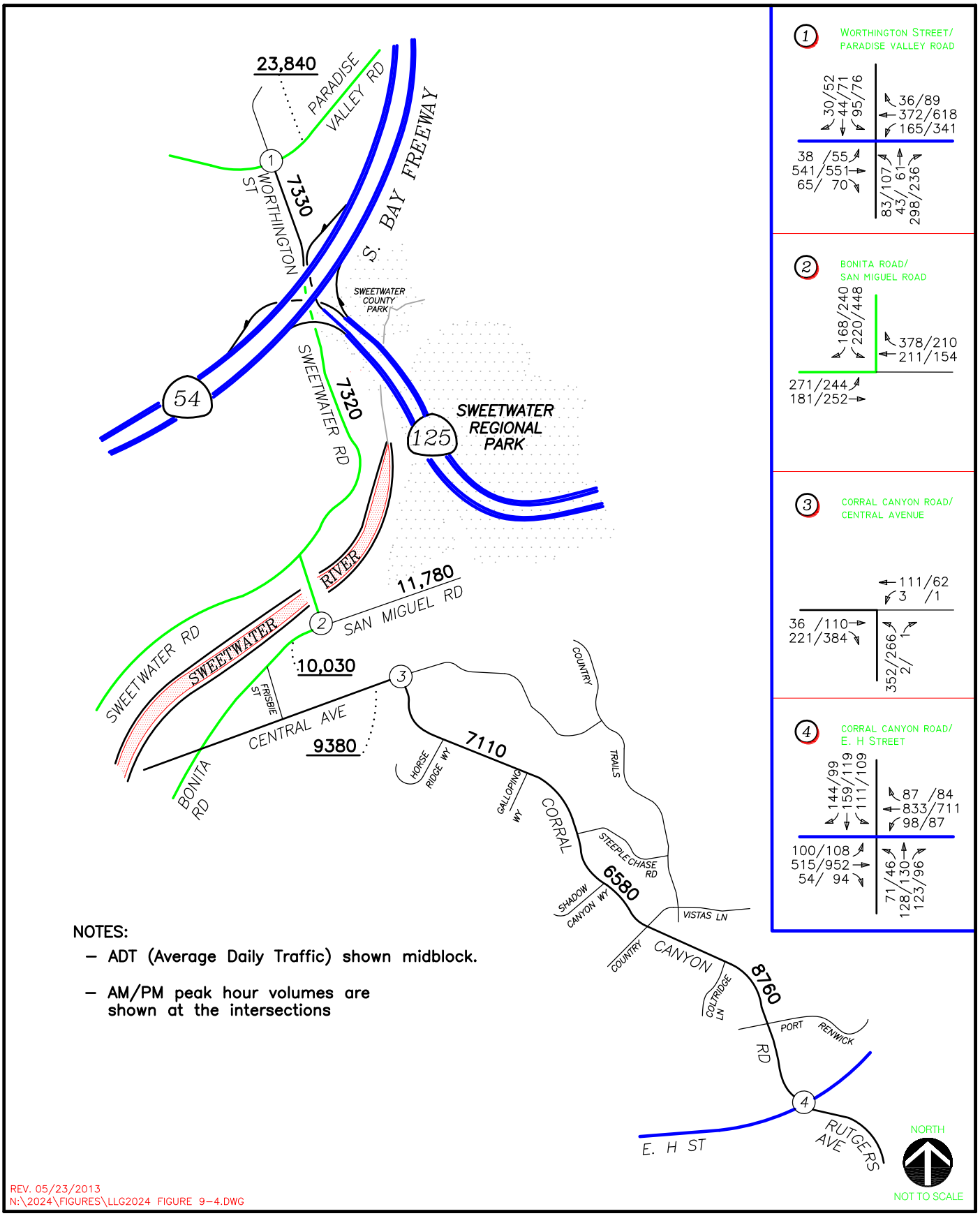
Figure 8-1

Cumulative Project Traffic Volumes AM/PM Peak Hours & ADT

OTAY WATER DISTRICT NORTH-SOUTH INTERCONNECTION SYSTEM



NOTES:

- ADT (Average Daily Traffic) shown midblock.
- AM/PM peak hour volumes are shown at the intersections

REV. 05/23/2013
N:\2024\FIGURES\LLG2024 FIGURE 9-4.DWG

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Figure 8-2

Existing + Project + Cumulative Traffic Volumes AM/PM Peak Hours & ADT

OTAY WATER DISTRICT NORTH-SOUTH INTERCONNECTION SYSTEM

9.0 ANALYSIS OF NEAR-TERM CONDITIONS

9.1 Existing + Project

9.1.1 *Intersection Analysis*

Table 9-1 summarizes the near-term without project peak hour intersection operations. As seen in *Table 9-1*, all study area intersections are calculated to operate at LOS C or better with the addition of construction traffic, and the project contribution to intersection delay is 0.4 seconds or less. Based on the County of San Diego and the City of Chula Vista significance criteria, ***there are no significant direct project intersection impacts.***

In some cases, analysis of the 2013 volumes resulted in a slightly lower reported delay as compared to 2011 volumes. However, in no case is the LOS resulting from the 2013 volumes different compared to 2011 volumes.

9.1.2 *Segment Operations*

Table 9-2 summarizes the near-term without project daily street segment operations. As seen in *Table 9-2*, all study area intersections are calculated to operate at LOS D or better with the addition of construction traffic. Based on the County of San Diego and the City of Chula Vista significance criteria, there ***are no significant direct project segment impacts.***

9.2 Existing + Project + Cumulative

9.2.1 *Intersection Analysis*

As seen in *Table 9-1*, all study area intersections are calculated to continue to operate at LOS C or better with the addition of cumulative project traffic. Based on the County of San Diego and the City of Chula Vista significance criteria, ***there are no significant cumulative project intersection impacts.***

In some cases, analysis of the 2013 volumes resulted in a slightly lower reported delay as compared to 2011 volumes. However, in no case is the LOS resulting from the 2013 volumes different compared to 2011 volumes.

9.2.2 *Segment Operations*

As seen in *Table 9-2*, all study area segments are calculated to continue to operate at LOS D or better with the addition of cumulative project traffic. Therefore, based on the County of San Diego and the City of Chula Vista significance criteria, ***there are no significant cumulative project segment impacts.***

TABLE 9–1
NEAR-TERM INTERSECTION OPERATIONS

Intersection	Juris-diction	Control Type	Peak Hour	Existing		Existing + Project			Existing + Project + Cumulative	
				Delay [a]	LOS [b]	Delay	LOS	Δ [c]	Delay	LOS
1. Worthington Street / Paradise Valley Road	County	Signal	AM	33.3	C	33.5	C	0.2	33.7	C
			PM	34.2	C	34.4	C	0.3	34.8	C
2. Bonita Road / San Miguel Road	City	Signal	AM	29.3	C	29.4	C	0.2	29.7	C
			PM	29.9	C	30.1	C	0.4	30.6	C
3. Corral Canyon Road / Central Avenue	City	Signal	AM	19.0	B	19.1	B	0.2	19.2	B
			PM	17.3	B	17.7	B	0.4	17.8	B
4. Corral Canyon Road / East H Street	City	Signal	AM	27.6	C	27.7	C	0.0	28.0	C
			PM	25.2	C	25.3	C	0.0	24.7	C

Footnotes:
a. Average delay expressed in seconds per vehicle.
b. Level of Service.
c. Δ = Project traffic-attributable increase in delay.

SIGNALIZED

Delay	LOS
0.0 < 10.0	A
10.1 to 20.0	B
20.1 to 35.0	C
35.1 to 55.0	D
55.1 to 80.0	E
> 80.1	F

TABLE 9–2
NEAR-TERM STREET SEGMENT OPERATIONS

Street Segment	Jurisdiction	Classification	Existing			Existing + Project		Existing + Project + Cumulative		Impact Type
			Capacity (LOS E) [a]	ADT [b]	LOS [c]	ADT [d]	LOS	ADT	LOS	
Paradise Valley Road										
Elkelton Boulevard. to South Worthington St.	County	4-Lane Major	37,000	23,330	B	23,380	B	23,840	B	None
S. Worthington Street										
Paradise Valley Road to Park Drive	County	Light Collector	16,200	7,140	D	7,190	D	7,330	D	None
Park Drive to Quarry Road	County	Light Collector	16,200	7,150	D	7,200	D	7,320	D	None
San Miguel Road										
Conduit Road to Bonita Road	City	Other Road	15,000	11,560	C	11,560	C	11,780	C	None
Bonita Road										
San Miguel Road to Frisbie Street	City	4 Lane Major	15,000	9,740	B	9,830	B	10,030	B	None
Central Avenue										
Frisbie Street to Corral Canyon Road	City	Class II Collector	15,000	9,100	B	9,190	B	9,380	B	None
Corral Canyon Road to Country Trails	City	Class III Collector	9,400	2,070	A	VAR [f]	-	VAR	-	
Corral Canyon Road [e]										
Central Avenue to Blacksmith Road	City	Class II Collector	15,000	6,880	A	6,970	A	7,110	A	None
Blacksmith Road to Country Vistas Lane	City	Other Road	15,000	6,360	A	6,450	A	6,580	A	None
Country Vistas Lane to East H Street	City	Other Road	15,000	8,500	A	8,590	A	8,760	A	None
Steeplechase Road										
Corral Canyon Road to Country Trails	City	Other Road	3,400	240	A	VAR	-	VAR	-	None

(Continued on Next Page)

Street Segment	Jurisdiction	Classification	Existing			Existing + Project		Existing + Project + Cumulative		Impact Type
			Capacity (LOS E) [a]	ADT [b]	LOS [c]	ADT [d]	LOS	ADT	LOS	
(Continued from Previous Page)										
Country Vistas Lane Corral Canyon Road to Country Trails	City	Class III Collector	9,400	1410	A	VAR	-	VAR	-	None

Footnotes

a. Roadway capacity corresponding to Level of Service E from the County of San Diego/City of Chula Vista Standard Street Classification, Average Daily Vehicle Trips tables.
b. Average Daily Traffic volumes
c. Level of Service
d. Project ADT are rounded to the nearest "10"
e. Nominal amounts of traffic may divert from Corral Canyon Road during pipeline construction. However, the volumes listed here in the Existing + Project and Existing + Project + Cumulative Projects scenarios assume no diversion and thus represent a conservative analysis.
f. VAR – Variable. It is unknown how much, if any, traffic will divert to side streets including Central Avenue, Steeplechase Road, and Country Vistas Lane during pipeline construction. An analysis of this issue is presented in Chapter 10 below.

10.0 TEMPORARY ROADWAY CAPACITY REDUCTION

The project description states that within public roads, the pipeline generally would be constructed using open-trench methods, although a "jack and bore" operation would be conducted under the existing drainage structure near the intersection of Central Avenue and Belle Bonnie Brae Road, involving excavation of a pit on each side of the drainage structure.

The more typical open-trench method would involve personnel and equipment within the public right-of-way (presumably within the paved width of the existing roadways) cutting trenches approximately 8 to 9 feet deep and 5 to 12 feet wide. This method would generally be expected to allow for two-way circulation on roadways with three or more lanes of pavement in the curb-to-curb (e.g., travel lane, two-way left-turn lane, travel lane). This would include roads such as Bonita Road, Central Avenue and Corral Canyon Road. However, depending on the location of the alignment in the roadway and the width of the road, temporary lane closures will likely be required, especially on roadways with limited pavement within the curb-to-curb, such as San Miguel Road and Frisbee Street, which will have a focused reduction in roadway capacity at the site of the trenching for the short duration of time that trenching occurs. The Sunnyside Elementary School is located south of San Miguel Road, east of Bonita Road. The effects of road closures on San Miguel Road in the vicinity of the school would be exacerbated by the school operations during the AM school peak. The Project is proposing to minimize this potential effect by conducting operations in the vicinity of the school during non-school periods to the extent possible.

Since these are focused, short-duration impacts to roadway capacity, ***there are no significant direct or cumulative roadway capacity impacts.*** If lane closures are to occur, it is recommended that if possible, bi-directional traffic should be maintained using the paved shoulder and median. If one-way traffic circulation is necessary, a flagman will be required to direct traffic safely and effectively. The effects of lane closures can be minimized by only conducting construction activities that require lane closures during off-peak periods.

10.1 Traffic Diversion – Corral Canyon Road

During pipeline construction, there is the potential for ambient traffic on Corral Canyon Road to divert through residential side streets to the east if drivers expect that a diverted route would provide faster transit time than along the parallel segment of Corral Canyon Road (approximately from Central Avenue to Country Vistas Drive). However, there are reasons to expect such diversion would be minimal. As seen in *Table 9-2*, Corral Canyon Road operates at LOS A in Existing + Project + Cumulative Project conditions. Due to its width (parking lanes, travel lanes and center turn lane), bi-directional traffic is expected to be maintained during project construction, although it is acknowledged that construction activity in the right-of-way including worker and equipment operations, materials staging, trenchplate and asphalt pavement disruptions would reduce roadway capacity as compared to the ideal.

The exact percentage of potential diverted traffic cannot be definitively estimated as it is primarily affected by driver behavior and psychology, which is widely variable. What is known is that diverted traffic would be required to travel further through the adjacent side streets as compared to remaining

on Corral Canyon Road. Traffic using Central Avenue, Country Trails, and Country Vistas Lane to avoid Corral Canyon Road between Central Avenue and Country Vistas Lane would travel an additional 0.4 miles. Traffic using Central Avenue, Country Trails, and Steeplechase Road to avoid Corral Canyon Road between Central Avenue and Steeplechase Road would travel an additional 0.8 miles.

To attempt to quantify the potential effects of an unknown possibility of diverted drivers, a "reserve capacity analysis" has been conducted to assess the ability of the adjacent residential streets to accommodate diverted traffic.

10.2 Reserve Capacity Analysis

Reserve capacity is the number of daily trips (ADT) that can occur above and beyond the existing volumes on a given segment before worse than LOS D operations occur. A reserve capacity analysis has been conducted for Central Avenue (east of Corral Canyon Road), Steeplechase Road, and Country Vistas Lane, which are considered to be the adjacent streets most likely to be affected by potentially diverted traffic from Corral Canyon Road during project construction.

Table 10-1 summarizes the reserve capacity on each of these segments. ***Table 10-2*** contrasts that capacity with a range of volumes that could potentially be diverted from Corral Canyon Road.

TABLE 10–1
RESERVE CAPACITY VOLUMES

Street Segment	Jurisdiction	Capacity (LOS D)	Existing ADT	Reserve Capacity
Central Avenue				
Corral Canyon Road to Country Trails	City of Chula Vista	8,400	2,070	6,330
Steeplechase Road				
Corral Canyon Road to Country Trails	City of Chula Vista	2,300	240	2,060
Country Vistas Lane				
Corral Canyon Road to Country Trails	City of Chula Vista	8,400	1,410	6,990

General Notes:
1. ADT = Average Daily Traffic
2. Capacity represents the maximum ADT a given segment can carry while maintaining LOS D or better. ADT above this level would result in LOS E/F and a significant impact.

TABLE 10–2
POTENTIAL DIVERTED VOLUMES
CORRAL CANYON ROAD
(CENTRAL AVE TO BLACKSMITH RD)

Potential Diverted %	Potential Diverted ADT
5%	360
10%	720
15%	1,070
20%	1,420

General Notes:
1. ADT = Average Daily Traffic
2. Percentages taken from a total Ex + Pro + Cuml ADT of 7,110 (see *Table 9–2*)

As stated, two-way circulation is expected to be maintained on Corral Canyon Road. As such, delays for this segment are not expected to be severe or common, and traffic diversions are therefore not expected to be substantial, if they occur at all. The maximum potential diverted ADT shown in *Table 10–2* is 1,420 ADT, which would occur if 20% of traffic on Corral Canyon Road were to divert during construction; the minimum shown is 360 ADT. The minimum reserve capacity available on any of the parallel roadways is 2,060 ADT (Steeplechase Road), shown in Table 10–1 above. Thus, it is concluded that while not expected, if traffic diversions do occur, the adjacent roadways have sufficient reserve capacity to accommodate the additional trips.

11.0 POST-CONSTRUCTION TRAFFIC EFFECTS

With the completion of the project, there will be no development of permanently staffed structures, nor will any on-going construction related-truck or employee traffic occur, although it is noted that operations staff will visit the pump station approximately once a day. Affected roadways will be returned to their existing conditions. It is therefore anticipated that the study area intersections and segments will continue to operate at the same acceptable levels of service post-construction.

12.0 SUMMARY OF IMPACTS AND CONCLUSIONS

The construction traffic volume associated with the Proposed Project is not sufficient to result in significant capacity-related impacts at any of the key study area segment or intersection locations.

No significant impacts would occur due to the additional traffic volumes associated with the Proposed Project, nor would significant impacts be associated with the temporary capacity reductions due to trenching. ***No mitigation measures are required.***

It should be noted that several of the roadways in the study area are two-lane roadways without additional pavement in the existing curb-to-curb (e.g., parking lanes, center two-way left-turn lanes, etc) that would experience noticeable interruption of service if one of the two lanes were to be closed temporarily due to pipeline construction. Where temporary lane closures are inevitable, the construction team should make every effort to accomplish the following:

- Minimize the construction footprint within the paved roadway to the extent possible to maintain two-way circulation

- Where lane closures are inevitable, requiring one-way circulation, avoid closing lanes during peak traffic hours (7-9 AM and 4-6 PM).

End of Report

LINSCOTT
LAW &
GREENSPAN
engineers

TECHNICAL APPENDICES

OTAY WATER DISTRICT
NORTH-SOUTH INTERCONNECTION SYSTEM
PROJECT

San Diego, California
May 24, 2013

LLG Ref. 3-11-2024

Linscott, Law & Greenspan, Engineers
4542 Ruffner Street
Suite 100
San Diego, CA 92111
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APPENDIX A

INTERSECTION AND SEGMENT MANUAL COUNT SHEETS

2011 INTERSECTION AND SEGMENT MANUAL COUNT SHEETS

TDSSW, Inc.
PO Box 1544
Lakeside, CA 92040
(619) 390-8495 Fax (866) 768-1818

Weather: Clear & Dry
Counted by: C. Hust
Board No: D1-1307
Loc: Bonita Road & San Miguel Road

File Name : 11027020
Site Code : 00027020
Start Date : 4/28/2011
Page No : 1

Groups Printed- Group 1

	Bonita Road Southbound					San Miguel Road Westbound					Northbound					San Miguel Road Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
07:00	43	0	32	3	75	0	31	145	0	176	0	0	0	0	0	55	48	0	0	103	3	354	357
07:15	61	0	30	0	91	0	53	120	0	173	0	0	0	0	0	50	50	0	0	100	0	364	364
07:30	71	0	51	0	122	0	64	97	0	161	0	0	0	0	0	53	63	0	0	116	0	399	399
07:45	46	0	51	0	97	0	61	89	0	150	0	0	0	0	0	59	19	0	0	78	0	325	325
Total	221	0	164	3	385	0	209	451	0	660	0	0	0	0	0	217	180	0	0	397	3	1442	1445
08:00	45	0	37	0	82	0	23	55	0	78	0	0	0	0	0	36	15	0	1	51	1	211	212
08:15	34	0	47	0	81	0	25	71	0	96	0	0	0	0	0	52	18	0	0	70	0	247	247
08:30	56	0	33	0	89	0	25	74	0	99	0	0	0	0	0	54	26	0	0	80	0	268	268
08:45	21	0	39	0	60	0	24	68	0	92	0	0	0	0	0	40	20	0	0	60	0	212	212
Total	156	0	156	0	312	0	97	268	0	365	0	0	0	0	0	182	79	0	1	261	1	938	939
Grand Total	377	0	320	3	697	0	306	719	0	1025	0	0	0	0	0	399	259	0	1	658	4	2380	2384
Apprch %	54.1	0.0	45.9			0.0	29.9	70.1			0.0	0.0	0.0			60.6	39.4	0.0					
Total %	15.8	0.0	13.4		29.3	0.0	12.9	30.2		43.1	0.0	0.0	0.0		0.0	16.8	10.9	0.0		27.6	0.2	99.8	

	Bonita Road Southbound				San Miguel Road Westbound				Northbound				San Miguel Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:00																
Volume	221	0	164	385	0	209	451	660	0	0	0	0	217	180	0	397	1442
Percent	57.4	0.0	42.6		0.0	31.7	68.3		0.0	0.0	0.0		54.7	45.3	0.0		
07:30 Volume	71	0	51	122	0	64	97	161	0	0	0	0	53	63	0	116	399
Peak Factor																	0.904
High Int.	07:30				07:00				6:45:00 AM				07:30				
Volume	71	0	51	122	0	31	145	176	0	0	0	0	53	63	0	116	
Peak Factor				0.789				0.938								0.856	

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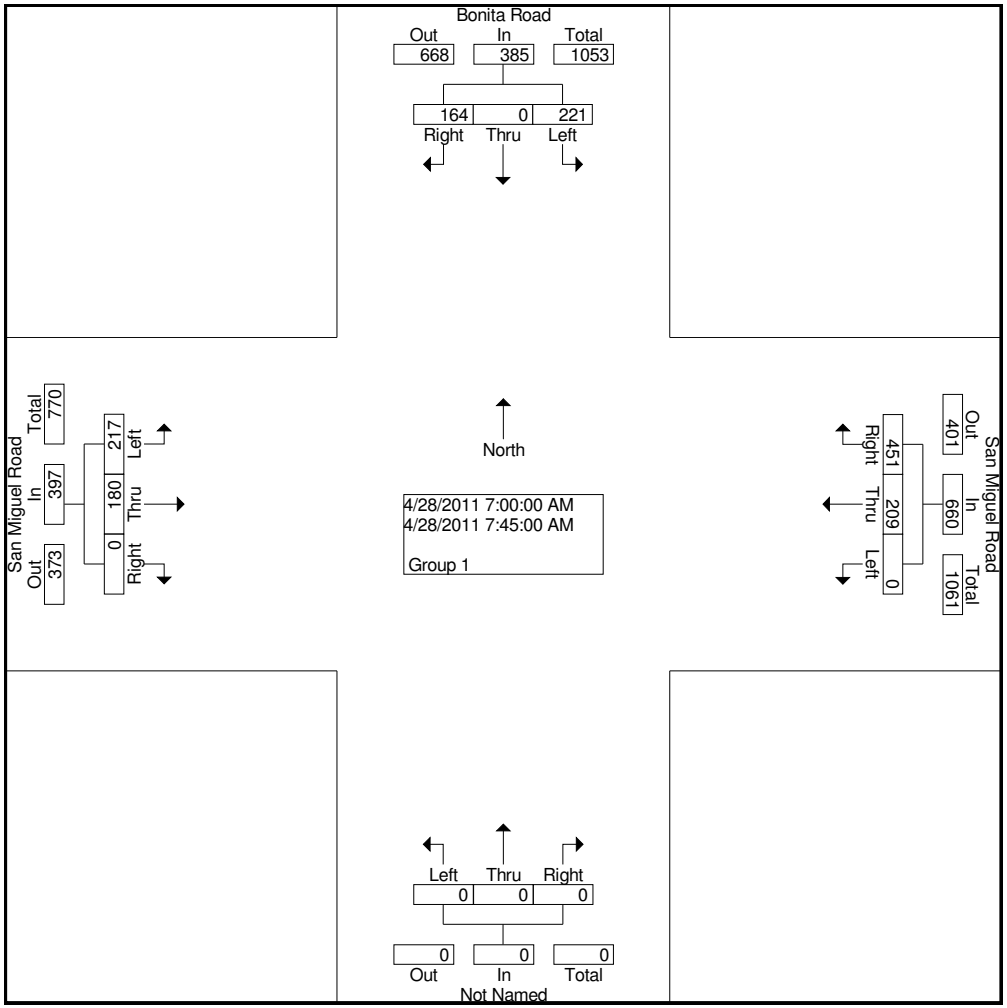
Loc: Bonita Road & San Miguel Road

File Name : 11027020
Site Code : 00027020
Start Date : 4/28/2011
Page No : 2



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Weather: Clear & Dry
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Board No: D1-1307
Loc: Bonita Road & San Miguel Road

File Name : 11027021
Site Code : 00027021
Start Date : 4/28/2011
Page No : 1

Groups Printed- Group 1

	Bonita Road Southbound					San Miguel Road Westbound					Northbound					San Miguel Road Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
16:00	111	0	50	0	161	0	46	42	0	88	0	0	0	0	0	54	59	0	0	113	0	362	362
16:15	107	0	63	0	170	0	40	44	0	84	0	0	0	0	0	69	56	0	0	125	0	379	379
16:30	131	0	66	0	197	0	36	55	0	91	0	0	0	0	0	74	57	0	0	131	0	419	419
16:45	116	0	63	0	179	0	23	56	0	79	0	0	0	0	0	53	67	0	0	120	0	378	378
Total	465	0	242	0	707	0	145	197	0	342	0	0	0	0	0	250	239	0	0	489	0	1538	1538
17:00	131	0	61	0	192	0	37	42	0	79	0	0	0	0	0	50	55	0	1	105	1	376	377
17:15	121	0	80	0	201	0	31	52	0	83	0	0	0	0	0	61	69	0	0	130	0	414	414
17:30	110	0	69	0	179	0	23	45	0	68	0	0	0	0	0	41	45	0	0	86	0	333	333
17:45	131	0	57	0	188	0	39	44	0	83	0	0	0	0	0	56	38	0	1	94	1	365	366
Total	493	0	267	0	760	0	130	183	0	313	0	0	0	0	0	208	207	0	2	415	2	1488	1490
Grand Total	958	0	509	0	1467	0	275	380	0	655	0	0	0	0	0	458	446	0	2	904	2	3026	3028
Apprch %	65.3	0.0	34.7			0.0	42.0	58.0			0.0	0.0	0.0			50.7	49.3	0.0					
Total %	31.7	0.0	16.8		48.5	0.0	9.1	12.6		21.6	0.0	0.0	0.0		0.0	15.1	14.7	0.0		29.9	0.1	99.9	

	Bonita Road Southbound				San Miguel Road Westbound				Northbound				San Miguel Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	16:30																
Volume	499	0	270	769	0	127	205	332	0	0	0	0	238	248	0	486	1587
Percent	64.9	0.0	35.1		0.0	38.3	61.7		0.0	0.0	0.0		49.0	51.0	0.0		
16:30 Volume	131	0	66	197	0	36	55	91	0	0	0	0	74	57	0	131	419
Peak Factor																	0.947
High Int.	17:15				16:30				3:45:00 PM				16:30				
Volume	121	0	80	201	0	36	55	91	0	0	0	0	74	57	0	131	
Peak Factor				0.956				0.912								0.927	

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Loc: Bonita Road & San Miguel Road

File Name : 11027021
Site Code : 00027021
Start Date : 4/28/2011
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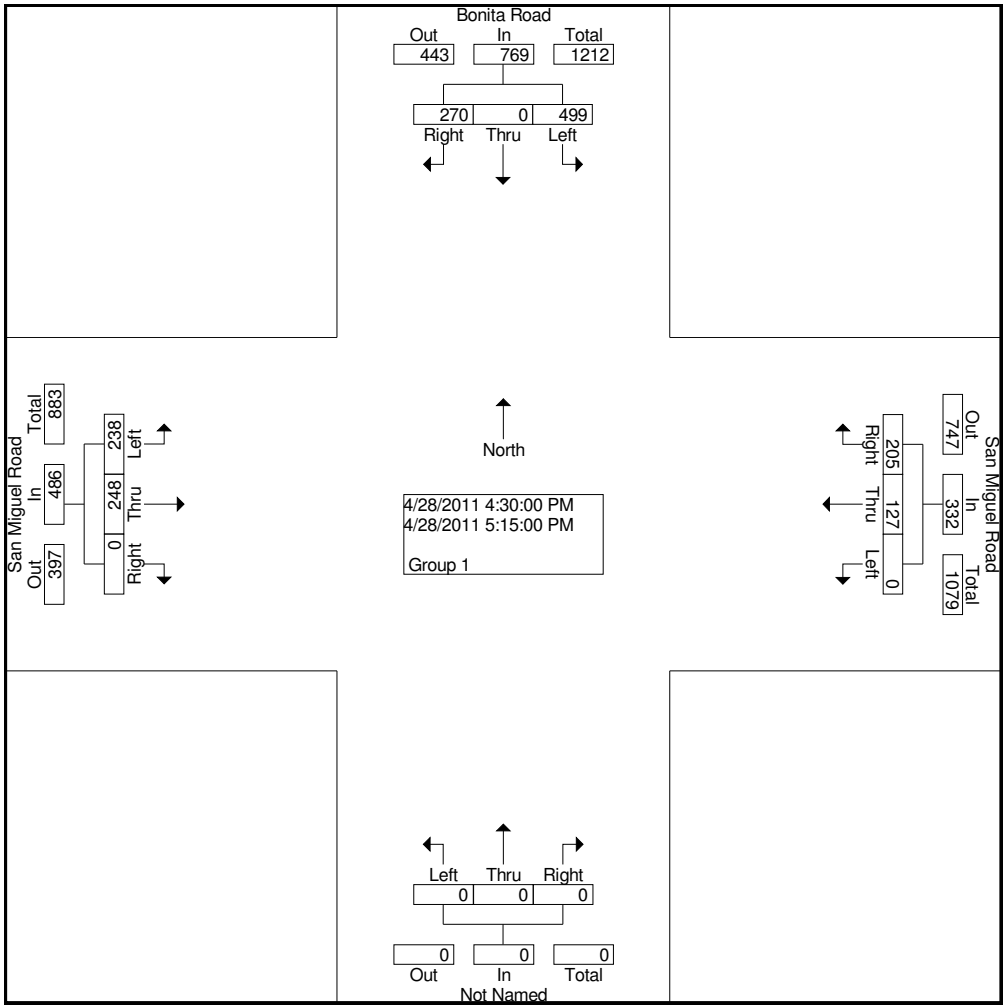

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Weather: Clear & Dry
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Board No: D1-1427
Loc: Corral Canyon Road & Central Avenue

File Name : 11027030
Site Code : 00027030
Start Date : 4/28/2011
Page No : 1

Groups Printed- Group 1

	Corral Canyon Road Southbound					Central Avenue Westbound					Corral Canyon Road Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
07:00	0	0	0	0	0	0	30	0	0	30	118	0	0	3	118	0	5	37	3	42	6	190	196
07:15	0	0	0	1	0	0	25	0	0	25	108	0	0	1	108	0	6	36	0	42	2	175	177
07:30	0	0	0	8	0	1	21	0	0	22	82	0	0	2	82	0	9	47	2	56	12	160	172
07:45	0	0	0	1	0	1	25	0	0	26	62	0	1	1	63	0	12	67	0	79	2	168	170
Total	0	0	0	10	0	2	101	0	0	103	370	0	1	7	371	0	32	187	5	219	22	693	715
08:00	0	0	0	0	0	0	24	0	0	24	67	0	1	1	68	0	8	37	0	45	1	137	138
08:15	0	0	0	0	0	2	11	0	0	13	73	0	0	0	73	0	8	38	0	46	0	132	132
08:30	0	0	0	0	0	0	21	0	0	21	79	1	0	0	80	0	8	45	0	53	0	154	154
08:45	0	0	1	0	1	2	16	0	0	18	51	0	1	0	52	0	9	40	0	49	0	120	120
Total	0	0	1	0	1	4	72	0	0	76	270	1	2	1	273	0	33	160	0	193	1	543	544
Grand Total	0	0	1	10	1	6	173	0	0	179	640	1	3	8	644	0	65	347	5	412	23	1236	1259
Apprch %	0.0	0.0	100.0			3.4	96.6	0.0			99.4	0.2	0.5			0.0	15.8	84.2					
Total %	0.0	0.0	0.1		0.1	0.5	14.0	0.0		14.5	51.8	0.1	0.2		52.1	0.0	5.3	28.1		33.3	1.8	98.2	

	Corral Canyon Road Southbound				Central Avenue Westbound				Corral Canyon Road Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:00																
Volume	0	0	0	0	2	101	0	103	370	0	1	371	0	32	187	219	693
Percent	0.0	0.0	0.0		1.9	98.1	0.0		99.7	0.0	0.3		0.0	14.6	85.4		
07:00 Volume	0	0	0	0	0	30	0	30	118	0	0	118	0	5	37	42	190
Peak Factor																	0.912
High Int.	6:45:00 AM				07:00				07:00				07:45				
Volume	0	0	0	0	0	30	0	30	118	0	0	118	0	12	67	79	
Peak Factor								0.858				0.786				0.693	

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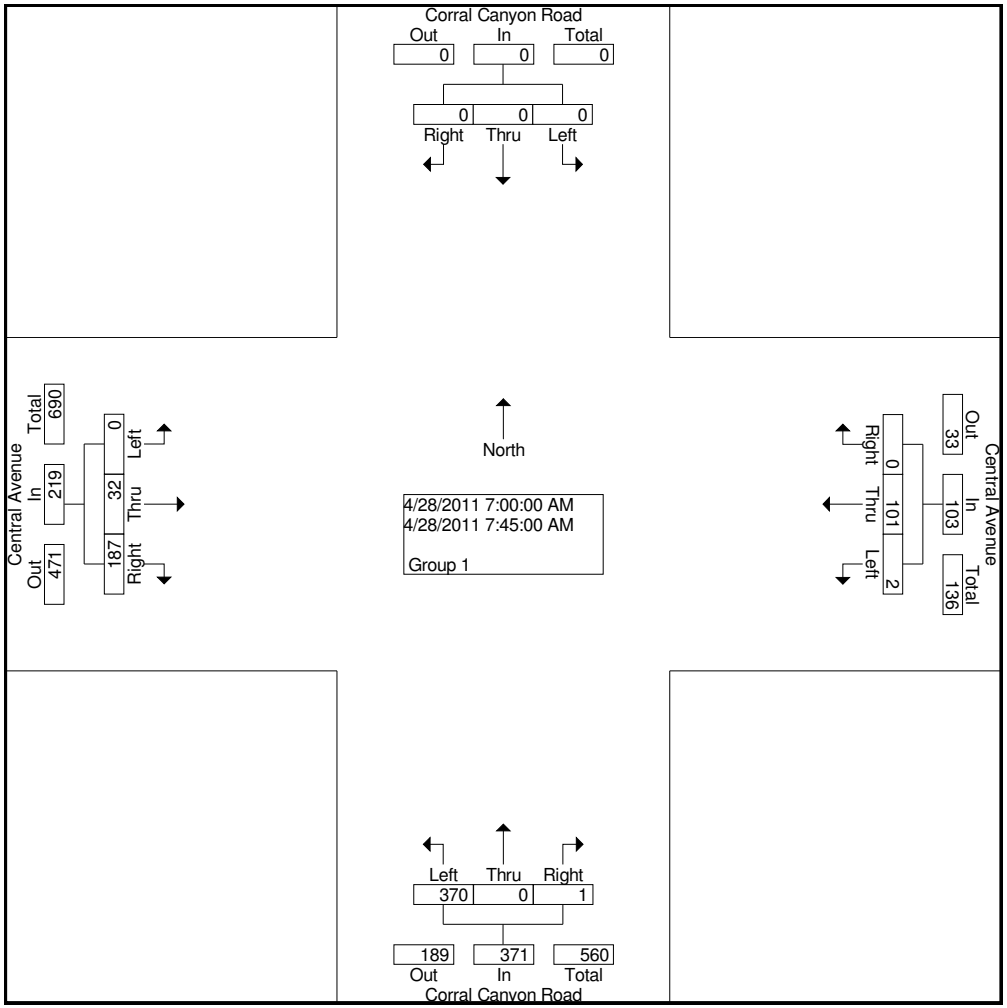
Loc: Corral Canyon Road & Central Avenue

File Name : 11027030
Site Code : 00027030
Start Date : 4/28/2011
Page No : 2



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Board No: D1-1427
Loc: Corral Canyon Road & Central Avenue

File Name : 11027031
Site Code : 00027031
Start Date : 4/28/2011
Page No : 1

Groups Printed- Group 1

	Corral Canyon Road Southbound					Central Avenue Westbound					Corral Canyon Road Northbound					Central Avenue Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
16:00	0	0	0	0	0	1	13	0	0	14	53	0	0	0	53	0	16	76	0	92	0	159	159
16:15	0	0	0	0	0	0	15	0	0	15	64	0	0	0	64	0	18	110	1	128	1	207	208
16:30	0	0	0	0	0	2	11	0	0	13	55	0	1	0	56	0	20	83	0	103	0	172	172
16:45	0	0	0	3	0	0	13	0	0	13	54	0	0	0	54	0	16	79	1	95	4	162	166
Total	0	0	0	3	0	3	52	0	0	55	226	0	1	0	227	0	70	348	2	418	5	700	705
17:00	0	0	1	0	1	0	10	0	0	10	43	0	1	0	44	0	22	78	0	100	0	155	155
17:15	0	0	0	0	0	1	11	0	0	12	64	0	1	0	65	0	22	101	1	123	1	200	201
17:30	0	0	0	0	0	0	12	0	0	12	69	0	0	2	69	0	25	104	0	129	2	210	212
17:45	0	0	0	0	0	4	14	0	0	18	54	0	0	0	54	0	23	85	0	108	0	180	180
Total	0	0	1	0	1	5	47	0	0	52	230	0	2	2	232	0	92	368	1	460	3	745	748
Grand Total	0	0	1	3	1	8	99	0	0	107	456	0	3	2	459	0	162	716	3	878	8	1445	1453
Apprch %	0.0	0.0	100.0			7.5	92.5	0.0			99.3	0.0	0.7			0.0	18.5	81.5					
Total %	0.0	0.0	0.1		0.1	0.6	6.9	0.0		7.4	31.6	0.0	0.2		31.8	0.0	11.2	49.6		60.8	0.6	99.4	

	Corral Canyon Road Southbound				Central Avenue Westbound				Corral Canyon Road Northbound				Central Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	17:00																
Volume	0	0	1	1	5	47	0	52	230	0	2	232	0	92	368	460	745
Percent	0.0	0.0	100.0		9.6	90.4	0.0		99.1	0.0	0.9		0.0	20.0	80.0		
17:30 Volume	0	0	0	0	0	12	0	12	69	0	0	69	0	25	104	129	210
Peak Factor																	0.887
High Int.	17:00				17:45				17:30				17:30				
Volume	0	0	1	1	4	14	0	18	69	0	0	69	0	25	104	129	
Peak Factor				0.250				0.722				0.841				0.891	

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Loc: Corral Canyon Road & Central Avenue

File Name : 11027031
Site Code : 00027031
Start Date : 4/28/2011
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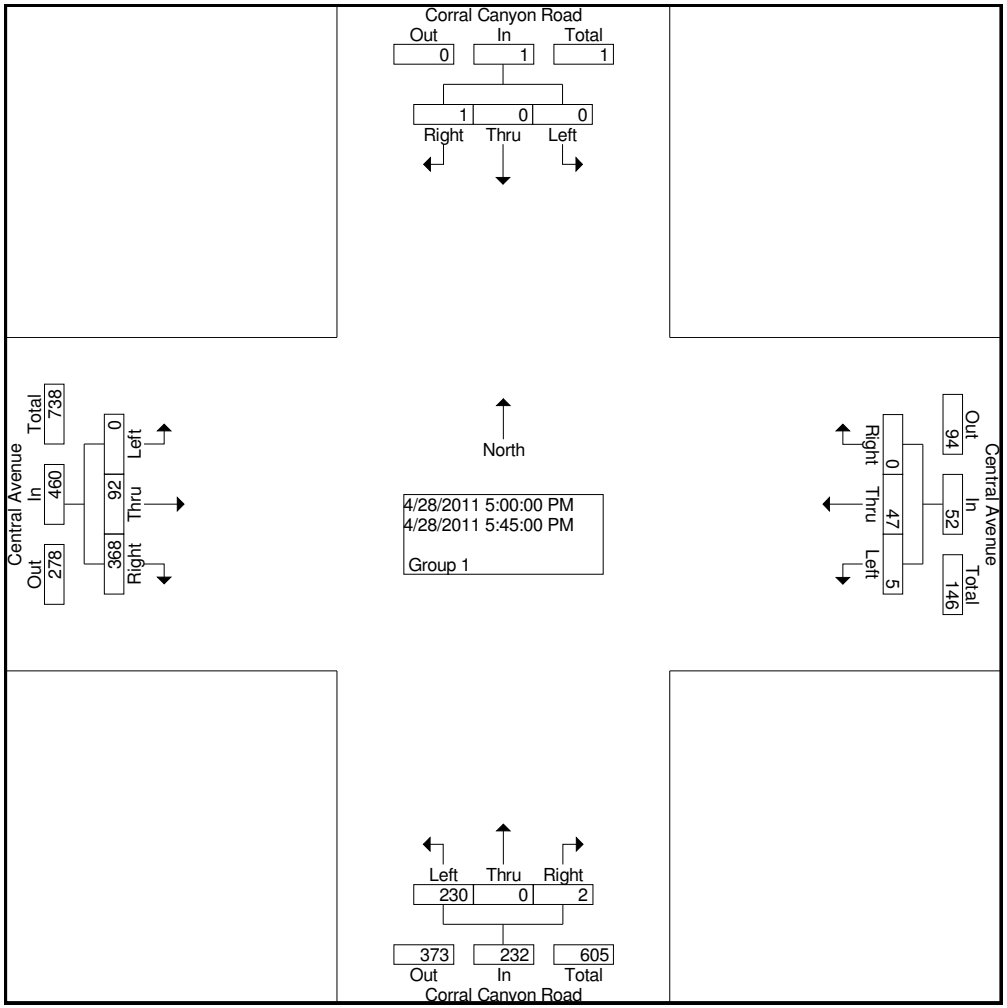

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Weather: Clear & Dry
Counted by: W. Reid
Board No: D1-1424
Loc: Corral Canyon Road & East H Street

File Name : 11027040
Site Code : 00027040
Start Date : 4/28/2011
Page No : 1

Groups Printed- Group 1

	Corral Canyon Road Southbound					East H Street Westbound					Corral Canyon Road Northbound					East H Street Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
07:00	15	17	51	1	83	27	178	17	0	222	0	19	23	1	42	17	89	18	0	124	2	471	473
07:15	22	25	22	2	69	29	161	16	0	206	1	21	29	0	51	14	101	4	0	119	2	445	447
07:30	17	22	27	0	66	20	188	19	0	227	25	31	19	1	75	8	118	8	0	134	1	502	503
07:45	30	25	33	0	88	41	247	37	0	325	33	31	20	0	84	28	132	12	1	172	1	669	670
Total	84	89	133	3	306	117	774	89	0	980	59	102	91	2	252	67	440	42	1	549	6	2087	2093
08:00	13	37	40	0	90	29	179	17	0	225	22	43	16	0	81	24	127	17	0	168	0	564	564
08:15	17	39	36	0	92	12	163	19	0	194	12	19	15	3	46	21	94	8	2	123	5	455	460
08:30	22	52	39	2	113	25	168	17	0	210	17	21	21	0	59	24	106	19	0	149	2	531	533
08:45	17	33	41	2	91	8	173	14	1	195	13	9	13	0	35	24	127	24	0	175	3	496	499
Total	69	161	156	4	386	74	683	67	1	824	64	92	65	3	221	93	454	68	2	615	10	2046	2056
Grand Total	153	250	289	7	692	191	1457	156	1	1804	123	194	156	5	473	160	894	110	3	1164	16	4133	4149
Apprch %	22.1	36.1	41.8			10.6	80.8	8.6			26.0	41.0	33.0			13.7	76.8	9.5					
Total %	3.7	6.0	7.0		16.7	4.6	35.3	3.8		43.6	3.0	4.7	3.8		11.4	3.9	21.6	2.7		28.2	0.4	99.6	

	Corral Canyon Road Southbound				East H Street Westbound				Corral Canyon Road Northbound				East H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:45																
Volume	82	153	148	383	107	757	90	954	84	114	72	270	97	459	56	612	2219
Percent	21.4	39.9	38.6		11.2	79.4	9.4		31.1	42.2	26.7		15.8	75.0	9.2		
07:45 Volume	30	25	33	88	41	247	37	325	33	31	20	84	28	132	12	172	669
Peak Factor																	0.829
High Int.	08:30				07:45				07:45				07:45				
Volume	22	52	39	113	41	247	37	325	33	31	20	84	28	132	12	172	
Peak Factor				0.847				0.734				0.804				0.890	

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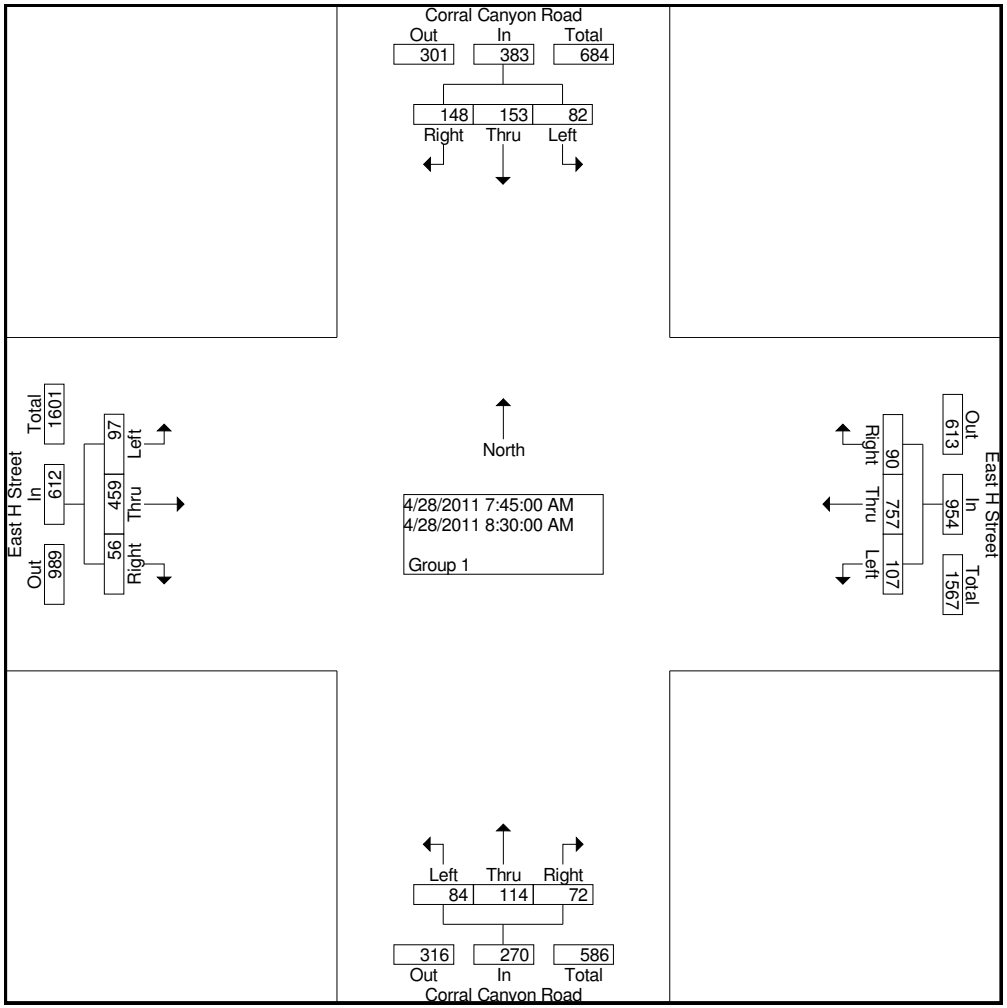
Weather: Clear & Dry
Counted by: W. Reid
Board No: D1-1424
Loc: Corral Canyon Road & East H Street

File Name : 11027040
Site Code : 00027040
Start Date : 4/28/2011
Page No : 2



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(619) 390-8495 Fax (866) 768-1818

Weather: Clear & Dry
Counted by: W Reid
Board No: D1-1424
Loc: Corral Cyn Road & East H Street

File Name : 11027041
Site Code : 00027041
Start Date : 4/28/2011
Page No : 1

Groups Printed- Group 1

	Corral Canyon Road Southbound					East H Street Westbound					Corral Canyon Road Northbound					East H Street Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
16:00	15	41	22	1	78	23	155	28	0	206	14	24	31	0	69	31	185	25	0	241	1	594	595
16:15	25	31	27	0	83	28	187	38	0	253	11	41	30	0	82	49	192	26	1	267	1	685	686
16:30	35	41	36	0	112	22	157	29	0	208	17	21	32	0	70	35	196	18	1	249	1	639	640
16:45	27	32	26	0	85	10	163	33	0	206	8	18	36	1	62	33	212	25	0	270	1	623	624
Total	102	145	111	1	358	83	662	128	0	873	50	104	129	1	283	148	785	94	2	1027	4	2541	2545
17:00	22	21	25	3	68	19	172	31	1	222	10	17	18	0	45	37	199	15	2	251	6	586	592
17:15	31	27	20	1	78	12	179	41	1	232	11	44	28	1	83	31	232	33	0	296	3	689	692
17:30	40	56	33	0	129	15	161	29	0	205	9	28	32	0	69	27	192	21	2	240	2	643	645
17:45	36	26	44	0	106	12	112	33	0	157	10	25	27	1	62	38	219	16	0	273	1	598	599
Total	129	130	122	4	381	58	624	134	2	816	40	114	105	2	259	133	842	85	4	1060	12	2516	2528
Grand Total	231	275	233	5	739	141	1286	262	2	1689	90	218	234	3	542	281	1627	179	6	2087	16	5057	5073
Apprch %	31.3	37.2	31.5			8.3	76.1	15.5			16.6	40.2	43.2			13.5	78.0	8.6					
Total %	4.6	5.4	4.6		14.6	2.8	25.4	5.2		33.4	1.8	4.3	4.6		10.7	5.6	32.2	3.5		41.3	0.3	99.7	

	Corral Canyon Road Southbound				East H Street Westbound				Corral Canyon Road Northbound				East H Street Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	16:00																
Volume	102	145	111	358	83	662	128	873	50	104	129	283	148	785	94	1027	2541
Percent	28.5	40.5	31.0		9.5	75.8	14.7		17.7	36.7	45.6		14.4	76.4	9.2		
16:15 Volume	25	31	27	83	28	187	38	253	11	41	30	82	49	192	26	267	685
Peak Factor																	0.927
High Int.	16:30				16:15				16:15				16:45				
Volume	35	41	36	112	28	187	38	253	11	41	30	82	33	212	25	270	
Peak Factor				0.799				0.863				0.863				0.951	

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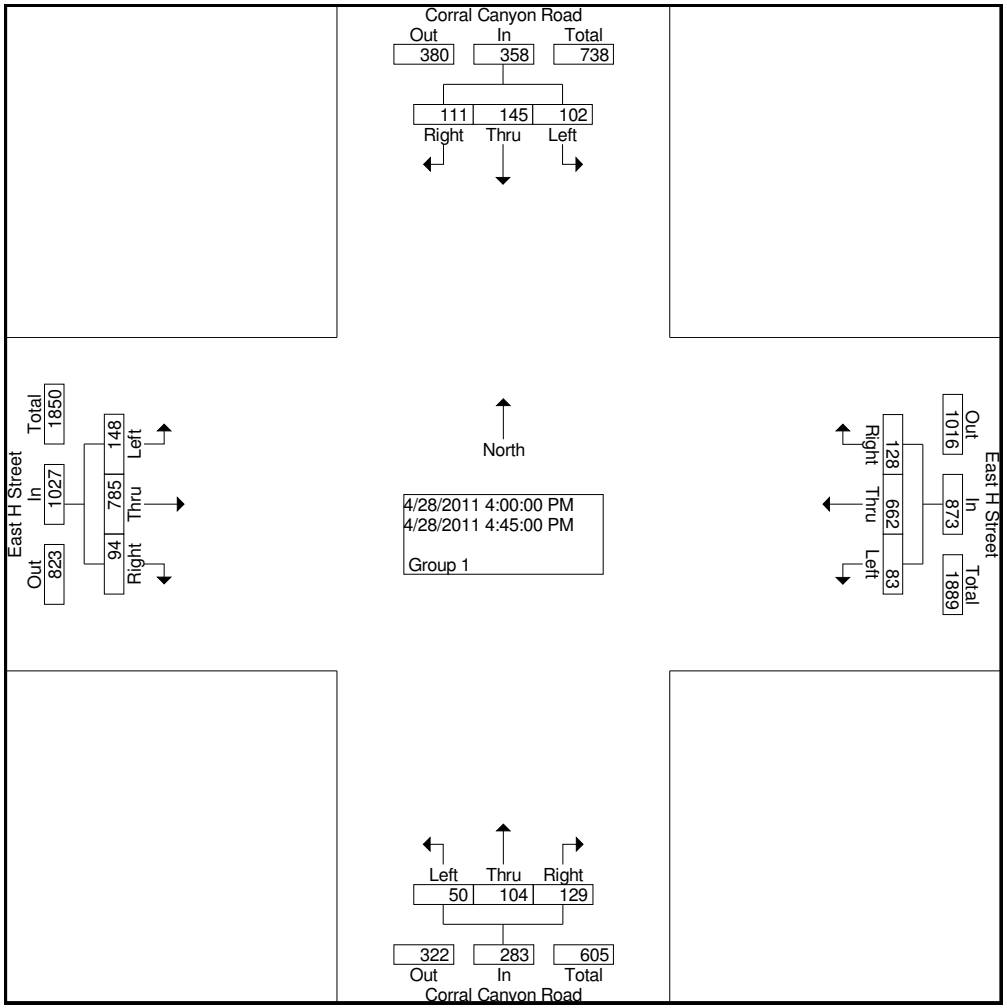
Weather: Clear & Dry
Counted by: W Reid
Board No: D1-1424
Loc: Corral Cyn Road & East H Street

File Name : 11027041
Site Code : 00027041
Start Date : 4/28/2011
Page No : 2



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(619) 390-8495 Fax (866) 768-1818

Weather: Clear & Dry
Counted by: D. Wellman
Board No: D1-1306
Loc:S. Worthington St.& Paridise Valley

File Name : 11027010
Site Code : 00027010
Start Date : 4/28/2011
Page No : 1

Groups Printed- Group 1

	S. Worthington St. Southbound					Paridise Valley Road Westbound					S. Worthington St. Northbound					Paridise Valley Road Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
07:00	21	7	6	0	34	40	109	3	2	152	23	5	63	0	91	11	120	17	1	148	3	425	428
07:15	19	12	7	1	38	42	90	3	2	135	15	16	65	0	96	5	138	14	1	157	4	426	430
07:30	24	20	6	0	50	46	73	2	0	121	9	17	77	0	103	13	135	20	0	168	0	442	442
07:45	10	11	12	0	33	41	103	16	0	160	20	11	78	1	109	9	115	16	0	140	1	442	443
Total	74	50	31	1	155	169	375	24	4	568	67	49	283	1	399	38	508	67	2	613	8	1735	1743
08:00	25	9	9	0	43	52	72	12	0	136	10	6	28	0	44	11	103	6	1	120	1	343	344
08:15	23	8	3	0	34	47	93	6	1	146	13	8	48	0	69	9	89	11	1	109	2	358	360
08:30	24	7	6	1	37	26	68	15	1	109	18	7	48	0	73	13	131	11	0	155	2	374	376
08:45	14	3	16	0	33	42	90	7	0	139	19	8	42	3	69	17	101	14	1	132	4	373	377
Total	86	27	34	1	147	167	323	40	2	530	60	29	166	3	255	50	424	42	3	516	9	1448	1457
Grand Total	160	77	65	2	302	336	698	64	6	1098	127	78	449	4	654	88	932	109	5	1129	17	3183	3200
Apprch %	53.0	25.5	21.5			30.6	63.6	5.8			19.4	11.9	68.7			7.8	82.6	9.7					
Total %	5.0	2.4	2.0		9.5	10.6	21.9	2.0		34.5	4.0	2.5	14.1		20.5	2.8	29.3	3.4		35.5	0.5	99.5	

	S. Worthington St. Southbound				Paridise Valley Road Westbound				S. Worthington St. Northbound				Paridise Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 07:00 to 08:45 - Peak 1 of 1																	
Intersection	07:00																
Volume	74	50	31	155	169	375	24	568	67	49	283	399	38	508	67	613	1735
Percent	47.7	32.3	20.0		29.8	66.0	4.2		16.8	12.3	70.9		6.2	82.9	10.9		
07:45 Volume	10	11	12	33	41	103	16	160	20	11	78	109	9	115	16	140	442
Peak Factor																	0.981
High Int.	07:30				07:45				07:45				07:30				
Volume	24	20	6	50	41	103	16	160	20	11	78	109	13	135	20	168	
Peak Factor				0.775				0.888				0.915				0.912	

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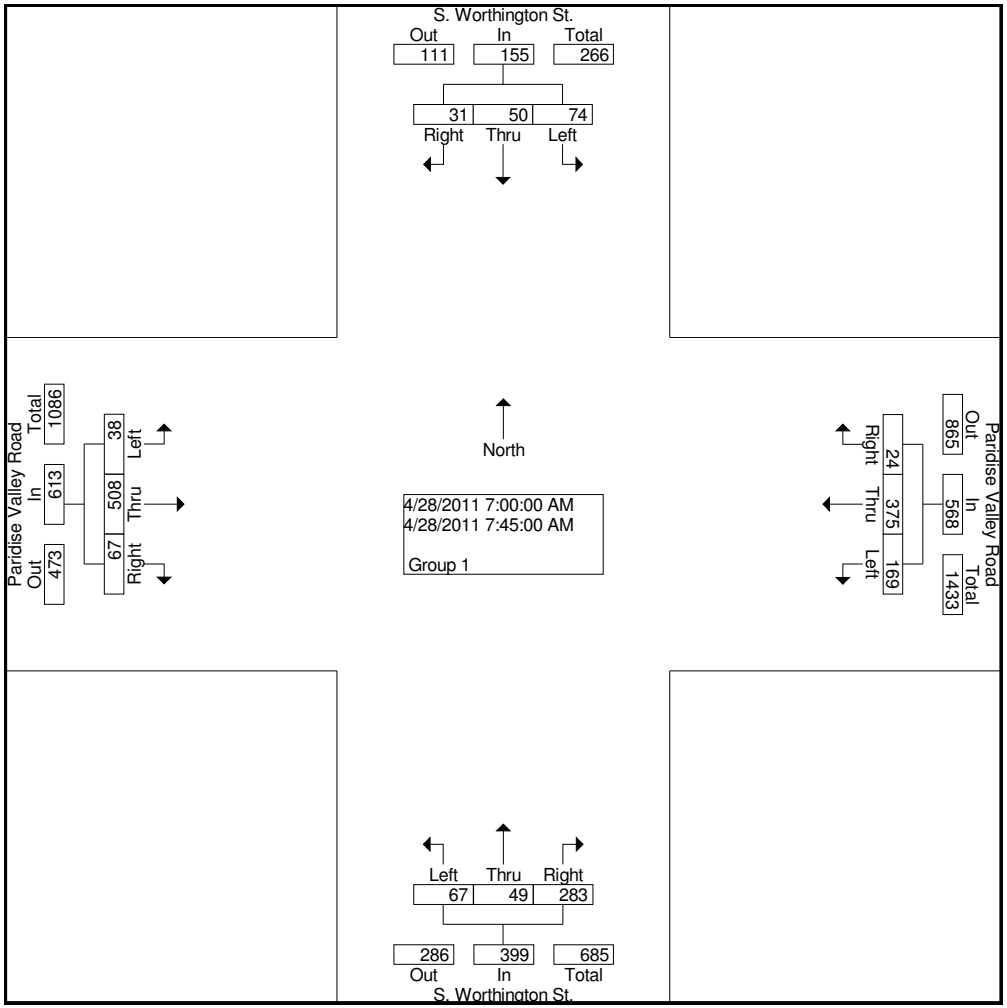
Weather: Clear & Dry
Counted by: D. Wellman
Board No: D1-1306
Loc:S. Worthington St.& Paridise Valley

File Name : 11027010
Site Code : 00027010
Start Date : 4/28/2011
Page No : 2



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Weather: Clear & Dry
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File Name : 11027011
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Page No : 1

Groups Printed- Group 1

	S. Worthington St. Southbound					Paridise Valley Road Westbound					S. Worthington St. Northbound					Paridise Valley Road Eastbound							
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0				
16:00	16	9	11	0	36	80	153	15	0	248	19	10	36	0	65	11	102	8	3	121	3	470	473
16:15	16	7	7	0	30	75	124	4	1	203	20	9	39	0	68	15	93	6	1	114	2	415	417
16:30	21	19	10	1	50	97	127	6	5	230	18	13	34	1	65	13	114	10	1	137	8	482	490
16:45	23	11	6	2	40	71	146	7	0	224	31	13	50	4	94	13	171	21	5	205	11	563	574
Total	76	46	34	3	156	323	550	32	6	905	88	45	159	5	292	52	480	45	10	577	24	1930	1954
17:00	19	15	12	0	46	74	136	7	1	217	25	15	40	0	80	16	132	19	5	167	6	510	516
17:15	18	11	9	0	38	83	175	6	0	264	28	23	41	2	92	36	98	13	0	147	2	541	543
17:30	24	12	9	1	45	112	187	10	0	309	32	14	50	0	96	14	173	15	2	202	3	652	655
17:45	17	17	10	0	44	76	184	10	0	270	24	14	52	0	90	23	137	13	0	173	0	577	577
Total	78	55	40	1	173	345	682	33	1	1060	109	66	183	2	358	89	540	60	7	689	11	2280	2291
Grand Total	154	101	74	4	329	668	1232	65	7	1965	197	111	342	7	650	141	1020	105	17	1266	35	4210	4245
Apprch %	46.8	30.7	22.5			34.0	62.7	3.3			30.3	17.1	52.6			11.1	80.6	8.3					
Total %	3.7	2.4	1.8		7.8	15.9	29.3	1.5		46.7	4.7	2.6	8.1		15.4	3.3	24.2	2.5		30.1	0.8	99.2	

	S. Worthington St. Southbound				Paridise Valley Road Westbound				S. Worthington St. Northbound				Paridise Valley Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour From 16:00 to 17:45 - Peak 1 of 1																	
Intersection	17:00																
Volume	78	55	40	173	345	682	33	1060	109	66	183	358	89	540	60	689	2280
Percent	45.1	31.8	23.1		32.5	64.3	3.1		30.4	18.4	51.1		12.9	78.4	8.7		
17:30 Volume	24	12	9	45	112	187	10	309	32	14	50	96	14	173	15	202	652
Peak Factor																	0.874
High Int.	17:00				17:30				17:30				17:30				
Volume	19	15	12	46	112	187	10	309	32	14	50	96	14	173	15	202	
Peak Factor				0.940				0.858				0.932				0.853	

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Loc:S. Worthington St.& Paridise Valley

File Name : 11027011
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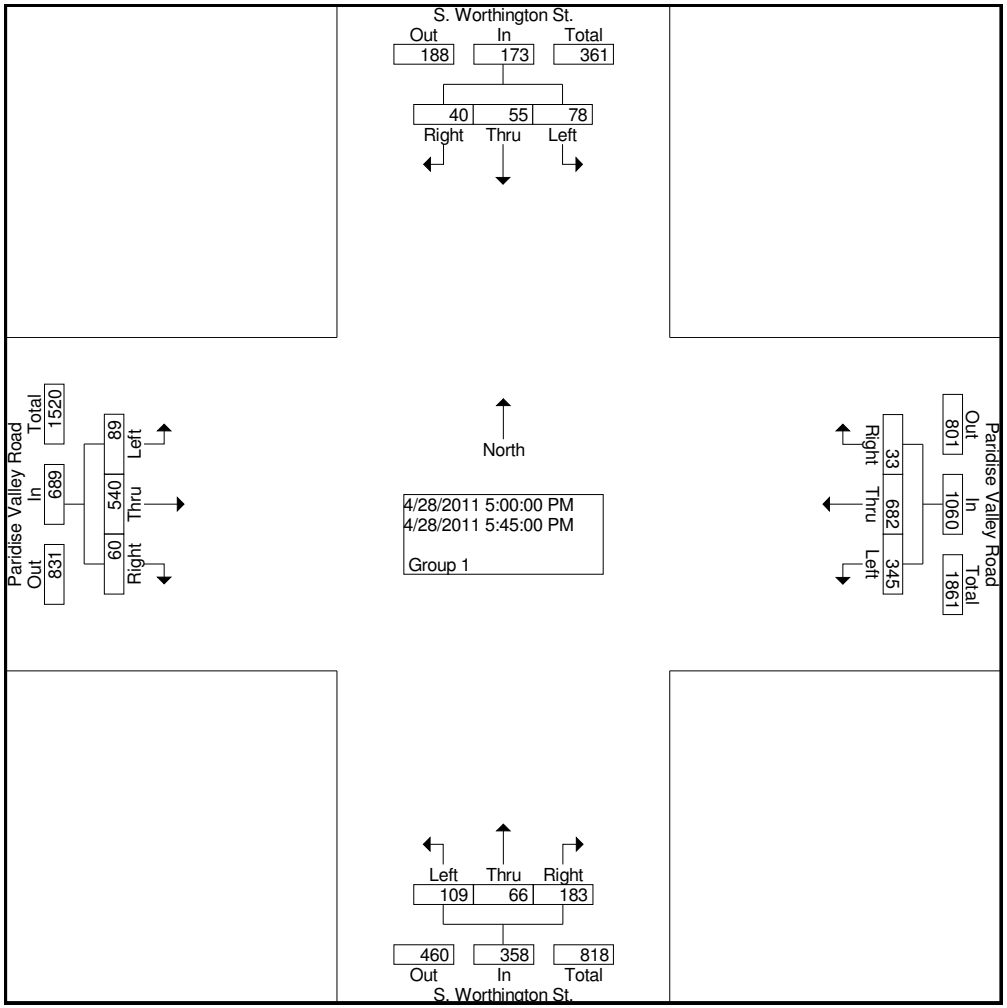


TDSSW, Inc.
Event Counts

EventCount-1414 -- English (ENU)

Datasets:

Site:	**[02705] Bonita Rd Btwn San Miguel Rd & Frisbie St**
Attribute:	[+32.673002 -117.019063]
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	4 - West bound. - Lane= 0, Subtracted from totals. (/-2.000)
Survey Duration:	21:44 Wednesday, April 27, 2011 => 9:38 Sunday, May 01, 2011
Zone:	North America
File:	0270501May2011.EC0 (Plus)
Identifier:	M504J6JA MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**21:45 Wednesday, April 27, 2011 => 10:00 Friday, April 29, 2011**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 18107 / 19994 (90.56%)

* Wednesday, April 27, 2011=146 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**93**	**53**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	27	15	6
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	28	15	10
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	14	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	13	9	7

* Thursday, April 28, 2011=5171, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
30	**12**	**9**	**10**	**13**	**66**	**143**	**401**	**259**	**221**	**251**	**277**	**298**	**322**	**350**	**410**	**471**	**427**	**402**	**262**	**236**	**167**	**90**	**48**	
6	1	2	5	1	9	14	**97**	56	59	60	79	85	69	91	78	102	**112**	121	78	65	56	23	14	8
10	2	1	0	1	9	35	**110**	67	57	56	58	70	71	90	100	**129**	126	88	74	65	42	27	12	8
7	7	3	3	2	18	37	**110**	74	52	70	69	67	94	90	113	**129**	94	84	59	50	38	21	11	4
7	2	3	2	9	31	58	**84**	63	54	66	72	76	89	79	120	**111**	97	110	52	57	32	19	11	3

AM Peak 0700 - 0800 (401), AM PHF=0.91 PM Peak 1615 - 1715 (481), PM PHF=0.93

* Friday, April 29, 2011=1122 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	**13**	**16**	**8**	**17**	**36**	**140**	**373**	**263**	**234**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
8	3	1	2	3	4	26	78	83	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	1	2	2	3	6	33	99	58	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	7	11	1	3	15	35	123	69	61	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	2	2	3	8	11	46	73	54	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-1415 -- English (ENU)

Datasets:

Site:	**[02705] Bonita Rd Btwn San Miguel Rd & Frisbie St**
Attribute:	[+32.673002 -117.019063]
Input A:	2 - East bound. - Lane= 0, Excluded from totals.
Input B:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration:	21:44 Wednesday, April 27, 2011 => 9:38 Sunday, May 01, 2011
Zone:	North America
File:	0270501May2011.EC0 (Plus)
Identifier:	M504J6JA MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**21:45 Wednesday, April 27, 2011 => 10:00 Friday, April 29, 2011**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 18107 / 19994 (90.56%)

*** Wednesday, April 27, 2011=92 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**62**	**30**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	19	10	5
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	6	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	8	5
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	9	6	3

*** Thursday, April 28, 2011=4573, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
20	**18**	**6**	**3**	**15**	**52**	**175**	**380**	**261**	**252**	**233**	**261**	**238**	**241**	**337**	**326**	**397**	**400**	**329**	**288**	**141**	**107**	**62**	**35**	
5	3	1	1	2	1	20	**69**	61	55	70	63	60	78	66	85	94	**94**	78	59	43	29	22	12	11
7	8	0	0	2	23	22	**74**	71	61	58	62	62	53	97	83	102	**114**	81	106	39	36	17	11	5
5	5	4	1	3	17	48	**113**	71	69	53	59	47	58	106	68	**104**	96	84	57	30	19	14	7	3
3	2	1	1	8	11	85	**125**	59	67	53	77	69	52	68	91	**97**	97	86	66	29	23	9	5	1

AM Peak 0700 - 0800 (380), AM PHF=0.76 PM Peak 1630 - 1730 (409), PM PHF=0.90

*** Friday, April 29, 2011=1151 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
20	**10**	**11**	**7**	**12**	**37**	**158**	**384**	**275**	**238**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
11	1	8	1	2	4	28	54	62	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	1	0	3	2	12	35	98	70	68	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	6	1	2	2	9	40	108	74	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	2	2	1	6	12	55	124	70	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-1416 -- English (ENU)

Datasets:

Site:	**[02707] Central Ave Btwn Frisbie St & Corral Cyn Rd**
Attribute:	[+32.670948 -117.014980]
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	4 - West bound. - Lane= 0, Subtracted from totals. (/-2.000)
Survey Duration:	22:17 Wednesday, April 27, 2011 => 9:44 Sunday, May 01, 2011
Zone:	North America
File:	0270701May2011.EC0 (Base)
Identifier:	A5590GBV MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**22:18 Wednesday, April 27, 2011 => 10:00 Friday, April 29, 2011**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 17840 / 19838 (89.93%)

* Wednesday, April 27, 2011=56 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**56**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	14
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	18	7	17
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	21	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	8	10

* Thursday, April 28, 2011=4654, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
48	**26**	**13**	**13**	**15**	**34**	**124**	**218**	**180**	**179**	**215**	**231**	**230**	**250**	**339**	**391**	**421**	**471**	**408**	**322**	**221**	**151**	**99**	**59**	
14	11	4	3	1	3	8	38	42	53	67	**44**	44	48	67	91	93	104	**110**	88	71	45	34	19	13
17	5	5	5	5	6	14	51	48	41	57	**68**	54	64	86	100	130	**126**	107	83	49	37	22	12	17
7	4	2	1	5	15	34	56	51	44	42	**72**	67	69	91	100	103	**130**	104	73	51	43	26	21	12
10	6	2	4	4	10	69	73	40	42	**50**	47	67	69	96	102	96	**111**	88	79	50	27	17	7	9

AM Peak 1045 - 1145 (233), AM PHF=0.81 PM Peak 1715 - 1815 (476), PM PHF=0.92

* Friday, April 29, 2011=885 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
51	**20**	**17**	**14**	**23**	**23**	**102**	**233**	**194**	**209**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
13	4	6	3	5	4	13	47	67	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17	6	4	7	5	4	24	56	53	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12	6	4	2	5	7	30	72	35	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	4	3	2	8	8	35	58	39	58	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-1417 -- English (ENU)

Datasets:

Site:	**[02707] Central Ave Btwn Frisbie St & Corral Cyn Rd**
Attribute:	[+32.670948 -117.014980]
Input A:	2 - East bound. - Lane= 0, Excluded from totals.
Input B:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration:	22:17 Wednesday, April 27, 2011 => 9:44 Sunday, May 01, 2011
Zone:	North America
File:	0270701May2011.EC0 (Base)
Identifier:	A5590GBV MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**22:18 Wednesday, April 27, 2011 => 10:00 Friday, April 29, 2011**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 17840 / 19838 (89.93%)

*** Wednesday, April 27, 2011=23 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**23**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	5	2
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	9	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	3	3

*** Thursday, April 28, 2011=4450, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	**6**	**4**	**10**	**33**	**120**	**308**	**495**	**368**	**291**	**255**	**243**	**237**	**224**	**230**	**307**	**287**	**291**	**232**	**179**	**116**	**101**	**63**	**34**	
7	1	0	2	8	16	51	**128**	90	73	60	61	59	44	39	**74**	58	62	70	63	27	34	18	11	2
2	1	1	3	8	25	77	**152**	83	67	66	59	56	49	51	**75**	84	79	56	41	37	20	20	12	9
7	2	2	0	10	35	91	**113**	117	78	64	67	60	79	64	**83**	70	76	53	45	28	23	13	6	1
3	2	1	5	7	44	90	**102**	78	74	65	56	63	52	**77**	76	76	74	53	31	24	24	12	5	2

AM Peak 0700 - 0800 (495), AM PHF=0.82 PM Peak 1445 - 1545 (308), PM PHF=0.93

*** Friday, April 29, 2011=1586 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**9**	**5**	**11**	**38**	**99**	**251**	**483**	**352**	**325**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
2	5	1	2	8	14	41	114	83	91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	3	2	3	5	18	44	119	83	76	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	1	0	4	9	30	92	132	96	85	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	0	2	2	16	37	74	118	90	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-1420 -- English (ENU)

Datasets:

Site:	**[02709] Corral Cyn Rd Btwn Blacksmith Rd & Country Vistas Lane**
Attribute:	[+32.661142 -116.999680]
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	3 - South bound. - Lane= 0, Excluded from totals.
Survey Duration:	22:43 Wednesday, April 27, 2011 => 9:35 Sunday, May 01, 2011
Zone:	North America
File:	0270901May2011.EC0 (Plus)
Identifier:	A6483S3X MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**22:44 Wednesday, April 27, 2011 => 10:00 Friday, April 29, 2011**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 7970 / 8975 (88.80%)

* Wednesday, April 27, 2011=26 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**26**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	2
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	2
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	7	5
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	4	1

* Thursday, April 28, 2011=2990, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
10	**6**	**3**	**6**	**15**	**52**	**165**	**263**	**229**	**171**	**137**	**149**	**157**	**145**	**192**	**265**	**216**	**226**	**178**	**151**	**116**	**79**	**46**	**16**	
2	0	1	2	7	5	33	**91**	59	44	37	25	40	26	38	**53**	44	55	48	49	26	28	13	5	5
2	1	0	2	3	14	39	**62**	64	34	35	37	32	34	38	**73**	64	63	52	39	34	17	10	7	6
5	5	2	1	3	9	44	**58**	66	46	31	46	49	48	57	**77**	54	62	36	34	27	21	10	2	1
1	0	0	1	2	24	49	**52**	40	47	34	42	36	37	60	**63**	55	47	42	29	29	13	13	2	4

AM Peak 0700 - 0800 (263), AM PHF=0.72 PM Peak 1500 - 1600 (265), PM PHF=0.86

* Friday, April 29, 2011=896 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
16	**9**	**5**	**3**	**20**	**42**	**142**	**271**	**203**	**186**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
5	6	1	1	6	5	18	72	61	55	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	2	2	2	3	11	30	53	48	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	0	0	0	7	11	41	76	49	47	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	1	2	0	4	15	53	70	45	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-1421 -- English (ENU)

Datasets:

Site:	**[02709] Corral Cyn Rd Btwn Blacksmith Rd & Country Vistas Lane**
Attribute:	[+32.661142 -116.999680]
Input A:	1 - North bound. - Lane= 0, Excluded from totals.
Input B:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration:	22:43 Wednesday, April 27, 2011 => 9:35 Sunday, May 01, 2011
Zone:	North America
File:	0270901May2011.EC0 (Plus)
Identifier:	A6483S3X MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**22:44 Wednesday, April 27, 2011 => 10:00 Friday, April 29, 2011**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 7970 / 8975 (88.80%)

* Wednesday, April 27, 2011=36 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**36**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	12	4
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	8	3

* Thursday, April 28, 2011=3266, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
21	**12**	**7**	**5**	**13**	**28**	**131**	**204**	**169**	**115**	**141**	**159**	**153**	**177**	**235**	**267**	**330**	**327**	**273**	**189**	**140**	**91**	**55**	**27**	
7	3	2	0	1	4	6	40	**45**	32	46	39	24	39	52	71	**69**	69	69	44	41	24	24	8	8
7	3	2	4	2	2	17	**37**	36	25	33	37	33	41	66	61	**93**	85	76	57	49	20	11	4	9
4	4	2	0	7	11	34	**51**	43	33	29	44	43	47	55	73	**86**	89	67	40	26	30	13	11	6
3	2	1	1	3	11	74	**76**	45	26	33	39	53	50	63	62	**82**	84	61	48	24	17	7	4	7

AM Peak 0715 - 0815 (209), AM PHF=0.69 PM Peak 1600 - 1700 (330), PM PHF=0.89

* Friday, April 29, 2011=725 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
30	**11**	**16**	**3**	**15**	**21**	**103**	**232**	**151**	**143**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
8	3	7	2	3	4	10	39	40	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	3	1	0	4	4	24	58	44	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	3	4	1	4	5	24	72	36	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	2	4	0	4	8	45	63	32	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-1418 -- English (ENU)

Datasets:

Site:	**[02708] Corral Cyn Rd Btwn Central Ave & Blacksmith Rd**
Attribute:	[+32.668173 -117.007965]
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	3 - South bound. - Lane= 0, Excluded from totals.
Survey Duration:	22:25 Wednesday, April 27, 2011 => 9:45 Sunday, May 01, 2011
Zone:	North America
File:	0270801May2011.EC0 (Base)
Identifier:	A578EM15 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**22:26 Wednesday, April 27, 2011 => 10:00 Friday, April 29, 2011**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 8836 / 9845 (89.75%)

*** Wednesday, April 27, 2011=18 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**18**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	4
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	4	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	7	5
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	2	2

*** Thursday, April 28, 2011=3328, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
12	**8**	**3**	**6**	**19**	**86**	**218**	**355**	**266**	**203**	**161**	**174**	**170**	**159**	**201**	**261**	**230**	**226**	**177**	**146**	**108**	**74**	**44**	**23**	
4	1	0	2	7	8	43	**116**	68	55	49	34	50	27	42	49	**52**	46	49	47	22	23	14	9	2
1	1	1	3	5	22	54	**99**	72	42	36	39	35	37	41	**72**	60	63	51	37	32	14	12	11	8
5	4	2	0	5	22	63	**74**	76	58	37	54	41	57	58	**77**	60	68	38	37	27	19	10	2	0
2	2	0	1	2	35	59	**67**	51	48	39	47	45	38	61	**63**	59	49	39	26	27	18	8	1	4

AM Peak 0700 - 0800 (355), AM PHF=0.77 PM Peak 1515 - 1615 (264), PM PHF=0.86

*** Friday, April 29, 2011=1112 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**10**	**5**	**6**	**26**	**67**	**185**	**344**	**243**	**213**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
2	7	0	2	7	7	27	91	62	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	2	2	3	4	16	39	81	59	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
0	1	0	1	7	19	62	87	64	59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	0	3	0	8	25	57	86	58	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-1419 -- English (ENU)

Datasets:

Site:	**[02708] Corral Cyn Rd Btwn Central Ave & Blacksmith Rd**
Attribute:	[+32.668173 -117.007965]
Input A:	1 - North bound. - Lane= 0, Excluded from totals.
Input B:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration:	22:25 Wednesday, April 27, 2011 => 9:45 Sunday, May 01, 2011
Zone:	North America
File:	0270801May2011.EC0 (Base)
Identifier:	A578EM15 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**22:26 Wednesday, April 27, 2011 => 10:00 Friday, April 29, 2011**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 8836 / 9845 (89.75%)

* Wednesday, April 27, 2011=40 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**40**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	8
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	4	10
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	14	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	8	5

* Thursday, April 28, 2011=3553, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
30	**16**	**9**	**4**	**15**	**28**	**117**	**205**	**170**	**124**	**155**	**169**	**183**	**190**	**255**	**287**	**352**	**368**	**296**	**223**	**155**	**107**	**61**	**37**	
8	4	3	0	1	2	6	40	**41**	30	41	38	31	36	47	73	77	76	**81**	54	46	31	24	12	10
10	7	2	3	4	4	14	**44**	43	30	45	38	45	41	75	70	109	**102**	79	58	49	23	12	5	10
7	4	2	0	6	13	28	**52**	48	32	36	54	50	53	67	73	86	**100**	70	57	32	31	14	15	8
5	1	2	1	4	9	69	**69**	39	33	34	40	57	61	67	71	80	**90**	67	54	28	22	11	5	7

AM Peak 0715 - 0815 (206), AM PHF=0.74 PM Peak 1715 - 1815 (373), PM PHF=0.91

* Friday, April 29, 2011=734 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
35	**16**	**15**	**5**	**17**	**20**	**91**	**220**	**163**	**152**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
10	3	5	2	4	4	9	43	51	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	4	1	3	5	4	22	59	46	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	5	4	0	4	5	23	64	33	39	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	4	5	0	4	7	37	54	33	40	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-1422 -- English (ENU)

Datasets:

Site:	**[02710N] !Corral Cyn Rd Btwn Country Vistas Lane & East H Street**
Attribute:	[+32.651263 -116.988
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	22:58 Wednesday, April 27, 2011 => 9:36 Sunday, May 01, 2011
Zone:	North America
File:	UM02710N501.EC0 (Plus)
Identifier:	M287G207 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**22:59 Wednesday, April 27, 2011 => 10:00 Friday, April 29, 2011**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 5765 / 6504 (88.64%)

* Wednesday, April 27, 2011=28 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**28**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	5
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	6
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	8	2

* Thursday, April 28, 2011=4434, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
20	**13**	**6**	**10**	**24**	**63**	**249**	**309**	**394**	**218**	**216**	**219**	**208**	**225**	**337**	**323**	**343**	**380**	**278**	**250**	**153**	**101**	**56**	**42**	
7	3	2	0	1	11	24	88	**94**	51	51	52	41	60	66	**101**	71	73	80	98	44	25	21	14	6
5	3	0	3	3	9	39	65	**92**	55	44	51	50	46	69	**82**	88	76	75	54	44	22	16	4	8
6	5	4	2	9	25	55	62	**110**	59	56	55	57	56	69	**75**	106	124	68	50	41	32	8	15	5
2	2	0	5	11	18	131	94	**99**	53	65	61	60	64	**133**	65	78	108	56	48	24	22	11	9	4

AM Peak 0800 - 0900 (394), AM PHF=0.90 PM Peak 1445 - 1545 (391), PM PHF=0.73

* Friday, April 29, 2011=1303 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	**8**	**14**	**10**	**30**	**46**	**196**	**355**	**369**	**253**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
6	2	7	5	5	8	27	61	103	59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	4	1	1	6	11	45	102	77	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	1	2	3	12	11	45	91	111	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	1	4	1	7	16	79	102	78	66	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-1423 -- English (ENU)

Datasets:

Site:	**[02710S] !Corral Cyn Rd Btwn Country Vistas Lane & East H Street**
Attribute:	[+32.651263 -116.988
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	23:00 Wednesday, April 27, 2011 => 9:33 Sunday, May 01, 2011
Zone:	North America
File:	UM02710S501.EC0 (Plus)
Identifier:	M264XG37 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**23:01 Wednesday, April 27, 2011 => 10:00 Friday, April 29, 2011**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 5024 / 5636 (89.14%)

*** Wednesday, April 27, 2011=41 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**41**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	8
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	6
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	6
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	3

*** Thursday, April 28, 2011=4069, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
23	**13**	**6**	**6**	**7**	**36**	**130**	**253**	**250**	**179**	**154**	**193**	**211**	**220**	**283**	**344**	**370**	**366**	**298**	**263**	**207**	**142**	**85**	**33**	
8	1	1	3	3	7	18	60	**81**	46	40	39	56	54	59	81	85	**85**	76	64	47	48	26	8	12
6	8	2	1	2	4	30	42	**63**	40	35	53	55	51	54	101	**117**	101	77	79	55	35	26	14	5
6	2	2	1	1	13	34	58	**63**	47	39	54	50	65	83	95	**85**	88	67	70	51	29	14	9	2
3	2	1	1	1	12	48	**93**	43	47	41	48	50	51	87	67	**83**	92	78	50	54	30	19	2	6

AM Peak 0745 - 0845 (300), AM PHF=0.81 PM Peak 1615 - 1715 (370), PM PHF=0.79

*** Friday, April 29, 2011=913 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
25	**15**	**10**	**6**	**14**	**31**	**115**	**269**	**247**	**181**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
12	7	2	1	3	5	12	52	94	49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	3	2	0	2	6	22	47	53	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	2	0	2	6	9	35	74	44	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	3	6	3	3	11	46	96	57	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Vehicle Counts

VehicleCount-1424 -- English (ENU)

Datasets:

Site:	**[02706] Frisbie St Btwn Bonita Rd & Central Ave**
Attribute:	[+32.671743 -117.019553]
Direction:	5 - South bound A>B, North bound B>A. **Lane:** 0
Survey Duration:	21:58 Wednesday, April 27, 2011 => 9:27 Sunday, May 01, 2011
Zone:	North America
File:	0270601May2011.EC0 (Plus)
Identifier:	A027V8X1 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Factory default (v3.21 - 15275)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**22:00 Wednesday, April 27, 2011 => 10:00 Friday, April 29, 2011**
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(N) Sp(0,100) Headway(>0)
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	North (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 1140 / 1351 (84.38%)

*** Wednesday, April 27, 2011 - Total=22 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**17**	**5**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	2	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	1	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	2	2
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	0	0

*** Thursday, April 28, 2011 - Total=905, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
3	**2**	**1**	**2**	**5**	**17**	**33**	**54**	**42**	**50**	**57**	**53**	**64**	**47**	**62**	**79**	**88**	**72**	**49**	**42**	**32**	**21**	**23**	**7**	
0	0	0	0	0	3	8	17	8	13	14	**15**	17	5	6	11	**20**	12	13	12	11	8	7	0	2
1	1	0	1	1	0	8	15	11	10	8	**10**	9	12	17	26	**29**	22	9	9	10	5	5	3	3
2	1	0	0	2	6	6	12	12	11	**19**	16	20	16	21	**18**	14	19	15	11	3	3	6	1	1
0	0	1	1	2	8	11	10	11	16	**16**	12	18	14	18	**24**	25	19	12	10	8	5	5	3	1

AM Peak 1030 - 1130 (60), AM PHF=0.79 PM Peak 1530 - 1630 (91), PM PHF=0.78

*** Friday, April 29, 2011 - Total=213 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
7	**3**	**0**	**2**	**7**	**12**	**28**	**57**	**46**	**51**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
2	2	0	0	1	1	7	13	14	9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	1	0	0	2	2	4	12	3	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	0	0	0	2	2	5	19	16	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
1	0	0	2	2	7	12	13	13	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Vehicle Counts

VehicleCount-1425 -- English (ENU)

Datasets:

Site:	**[02706] Frisbie St Btwn Bonita Rd & Central Ave**
Attribute:	[+32.671743 -117.019553]
Direction:	5 - South bound A>B, North bound B>A. **Lane:** 0
Survey Duration:	21:58 Wednesday, April 27, 2011 => 9:27 Sunday, May 01, 2011
Zone:	North America
File:	0270601May2011.EC0 (Plus)
Identifier:	A027V8X1 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Factory default (v3.21 - 15275)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**22:00 Wednesday, April 27, 2011 => 10:00 Friday, April 29, 2011**
Filter:	Cls(1 2 3 4 5 6 7 8 9 10 11 12 13) Dir(S) Sp(0,100) Headway(>0)
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	0 - 100 mph.
Direction:	South (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F99)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 71 / 1351 (5.26%)

*** Wednesday, April 27, 2011 - Total=4 (Incomplete) , 15 minute drops**

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

*** Thursday, April 28, 2011 - Total=58, 15 minute drops**

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

AM Peak 1045 - 1145 (6), AM PHF=0.50 PM Peak 1415 - 1515 (7), PM PHF=0.44

*** Friday, April 29, 2011 - Total=9 (Incomplete) , 15 minute drops**

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

TDSSW, Inc.
Event Counts

EventCount-1405 -- English (ENU)

Datasets:

Site:	**[02701E] Paridise Valley Road Btwn Elkton Bl & S. Worthington St**
Attribute:	[+32.700148 -117.015355]
Input A:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	20:36 Wednesday, April 27, 2011 => 9:29 Sunday, May 01, 2011
Zone:	North America
File:	02701E01May2011.EC0 (Plus)
Identifier:	M211NT13 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**21:00 Wednesday, April 27, 2011 => 10:00 Friday, April 29, 2011**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 15863 / 17258 (91.92%)

* Wednesday, April 27, 2011=886 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**443**	**311**	**133**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	120	94	38	22
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	117	84	37	14
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	122	73	32	21
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	84	60	26	15

* Thursday, April 28, 2011=11578, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
72	**50**	**43**	**49**	**111**	**313**	**652**	**844**	**672**	**569**	**606**	**584**	**552**	**653**	**737**	**734**	**777**	**825**	**701**	**643**	**486**	**445**	**322**	**146**	
22	20	15	7	8	48	121	**189**	171	143	152	142	142	181	181	174	196	**215**	171	175	144	115	98	50	13
14	10	7	8	30	67	154	**223**	167	147	152	142	143	146	194	180	186	**198**	168	167	133	122	83	33	26
21	10	15	18	38	94	191	**243**	175	122	154	133	145	165	197	173	177	**215**	169	167	109	109	79	36	19
15	10	7	16	36	105	187	**189**	160	158	148	168	123	161	165	207	**218**	197	193	135	102	100	63	27	13

AM Peak 0700 - 0800 (844), AM PHF=0.87 PM Peak 1645 - 1745 (846), PM PHF=0.97

* Friday, April 29, 2011=3399 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
71	**65**	**57**	**43**	**123**	**301**	**632**	**812**	**670**	**628**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
13	20	14	7	17	38	120	181	159	167	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
26	23	13	9	27	65	152	217	167	155	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19	13	17	13	35	98	189	213	180	162	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13	9	13	14	45	101	171	202	165	145	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-1406 -- English (ENU)

Datasets:

Site:	**[02701W] Paridise Valley Road Btwn Elkton Bl & S. Worthington St**
Attribute:	[+32.700172 -117.015367]
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	20:38 Wednesday, April 27, 2011 => 9:03 Sunday, May 01, 2011
Zone:	North America
File:	02701W01May2011.EC0 (Plus)
Identifier:	M432HARN MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**21:00 Wednesday, April 27, 2011 => 10:00 Friday, April 29, 2011**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 15579 / 16966 (91.82%)

* Wednesday, April 27, 2011=1111 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**525**	**348**	**239**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	125	93	62	56
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	154	101	74	41
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	129	91	45	35
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	117	64	59	51

* Thursday, April 28, 2011=11748, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
183	**99**	**54**	**43**	**77**	**158**	**393**	**566**	**542**	**503**	**499**	**547**	**634**	**602**	**721**	**882**	**916**	**1012**	**882**	**747**	**577**	**516**	**352**	**250**	
56	25	14	11	12	23	63	155	136	126	119	140	**129**	134	162	195	242	**243**	232	186	150	157	114	62	60
41	22	12	15	19	38	96	132	152	133	117	137	**172**	137	166	236	215	**279**	234	205	148	120	86	62	51
35	24	15	11	21	49	84	120	119	131	124	134	**162**	175	180	230	255	**267**	210	176	136	122	73	64	52
51	28	13	7	26	49	150	159	136	114	139	**137**	171	157	214	222	204	**224**	207	180	144	117	79	64	41

AM Peak 1145 - 1245 (599), AM PHF=0.87 PM Peak 1700 - 1800 (1012), PM PHF=0.91

* Friday, April 29, 2011=2720 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
203	**118**	**89**	**60**	**68**	**151**	**414**	**571**	**554**	**494**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
60	38	28	19	15	21	78	139	145	113	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
51	32	22	14	20	32	84	154	147	124	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
52	26	21	11	13	43	100	138	138	134	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
41	23	19	17	21	56	152	141	126	123	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-1407 -- English (ENU)

Datasets:

Site:	**[02702N] S. Worthington St Btwn Paridise Valley Road & Park Drive**
Attribute:	[+32.695168 -117.017795]
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	20:56 Wednesday, April 27, 2011 => 9:09 Sunday, May 01, 2011
Zone:	North America
File:	02702N01May2011.EC0 (Plus)
Identifier:	M3530X9Z MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**21:00 Wednesday, April 27, 2011 => 10:00 Friday, April 29, 2011**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 4728 / 5157 (91.67%)

* Wednesday, April 27, 2011=214 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**90**	**76**	**49**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	31	27	16	5
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	16	9	3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	17	18	5
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	16	6	7

* Thursday, April 28, 2011=3600, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	**15**	**8**	**5**	**21**	**61**	**143**	**295**	**194**	**175**	**206**	**194**	**198**	**195**	**242**	**267**	**279**	**268**	**253**	**187**	**167**	**118**	**59**	**36**	
5	3	0	2	1	7	19	**70**	41	42	55	55	58	47	49	67	69	**65**	68	49	41	37	14	7	5
3	4	3	1	6	10	36	**71**	52	46	46	49	50	49	67	62	71	**78**	52	45	49	20	16	11	4
5	4	3	1	7	20	35	**76**	51	42	54	46	45	48	57	72	**64**	60	53	58	44	33	16	13	2
7	4	2	1	7	25	54	**78**	51	45	52	45	45	51	70	67	**75**	65	80	36	33	28	13	5	3

AM Peak 0700 - 0800 (295), AM PHF=0.95 PM Peak 1630 - 1730 (281), PM PHF=0.91

* Friday, April 29, 2011=913 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
14	**11**	**11**	**8**	**28**	**56**	**130**	**250**	**218**	**187**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
5	1	2	2	3	6	18	63	59	34	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	3	1	3	8	8	32	65	62	54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	4	3	2	7	16	29	48	52	54	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	3	5	1	10	27	52	75	46	46	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-1408 -- English (ENU)

Datasets:

Site:	**[02702S] S. Worthington St Btwn Paridise Valley Road & Park Drive**
Attribute:	[+32.695162 -117.017793]
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	20:57 Wednesday, April 27, 2011 => 9:40 Sunday, May 01, 2011
Zone:	North America
File:	02702S01May2011.EC0 (Plus)
Identifier:	M8251KH4 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**21:00 Wednesday, April 27, 2011 => 10:00 Friday, April 29, 2011**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 4650 / 5025 (92.54%)

*** Wednesday, April 27, 2011=259 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**131**	**72**	**56**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	34	26	15	13
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33	24	14	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39	14	9	8
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	26	9	18	6

*** Thursday, April 28, 2011=3540, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
34	**14**	**6**	**8**	**18**	**46**	**138**	**243**	**209**	**203**	**153**	**153**	**191**	**187**	**222**	**281**	**299**	**333**	**283**	**191**	**126**	**91**	**63**	**53**	
13	1	0	3	3	8	26	53	**61**	41	35	33	44	45	55	58	77	**92**	77	54	33	19	26	16	14
7	4	4	2	0	8	31	57	**58**	58	42	44	53	35	47	63	71	**85**	74	55	31	28	17	16	5
8	6	0	3	10	15	35	**83**	50	58	41	37	44	59	54	82	82	**91**	74	48	25	19	12	14	4
6	3	2	0	5	16	48	**52**	41	47	35	39	50	48	66	79	**70**	66	58	34	39	27	8	7	4

AM Peak 0730 - 0830 (252), AM PHF=0.76 PM Peak 1645 - 1745 (337), PM PHF=0.92

*** Friday, April 29, 2011=852 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
27	**17**	**12**	**9**	**20**	**45**	**132**	**226**	**200**	**167**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
14	1	3	1	2	3	19	42	56	38	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	6	4	2	6	4	32	69	42	51	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	4	3	3	7	19	35	67	56	45	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	6	2	3	5	20	47	49	47	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-1409 -- English (ENU)

Datasets:

Site:	**[02703N] S. Worthington St Btwn Park Drive & Quary Road**
Attribute:	[+32.687720 -117.016182]
Input A:	1 - North bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	21:17 Wednesday, April 27, 2011 => 9:16 Sunday, May 01, 2011
Zone:	North America
File:	02703N01May2011.EC0 (Plus)
Identifier:	A33158DF MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**21:18 Wednesday, April 27, 2011 => 10:00 Friday, April 29, 2011**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 4059 / 4469 (90.84%)

*** Wednesday, April 27, 2011=116 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**76**	**40**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	29	12	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	17	7	3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	16	14	5
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	14	7	6

*** Thursday, April 28, 2011=3141, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
15	**9**	**6**	**5**	**15**	**40**	**107**	**249**	**157**	**151**	**175**	**173**	**173**	**176**	**218**	**230**	**257**	**243**	**229**	**168**	**157**	**110**	**51**	**31**	
1	3	0	2	0	5	13	**55**	29	40	49	44	54	42	44	58	63	**66**	61	46	41	33	12	7	5
3	2	3	1	4	3	26	**61**	43	37	38	49	40	50	62	51	**67**	67	51	37	40	20	15	10	2
5	4	2	1	5	14	24	**65**	43	36	40	41	44	42	53	57	**60**	49	48	48	39	33	14	8	3
6	0	1	1	6	18	44	**69**	42	38	49	40	35	42	59	64	**67**	61	70	37	37	24	10	6	3

AM Peak 0700 - 0800 (249), AM PHF=0.91 PM Peak 1615 - 1715 (260), PM PHF=0.97

*** Friday, April 29, 2011=751 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
13	**8**	**11**	**7**	**15**	**38**	**106**	**205**	**179**	**170**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
5	1	2	1	2	4	15	52	43	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	1	1	3	3	5	16	52	51	48	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	5	4	2	5	12	24	39	49	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	1	4	1	5	17	51	62	36	49	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-1410 -- English (ENU)

Datasets:

Site:	**[02703S] S. Worthington St Btwn Park Drive & Quary Road**
Attribute:	[+32.687750 -117.016172]
Input A:	3 - South bound. - Lane= 0, Added to totals. (/2.000)
Input B:	0 - Unused or unknown. - Lane= 0, Excluded from totals.
Survey Duration:	21:15 Wednesday, April 27, 2011 => 9:13 Sunday, May 01, 2011
Zone:	North America
File:	02703S01May2011.EC0 (Plus)
Identifier:	M79303MC MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Separate (Count)

Profile:

Filter time:	**21:18 Wednesday, April 27, 2011 => 10:00 Friday, April 29, 2011**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 3935 / 4249 (92.61%)

*** Wednesday, April 27, 2011=94 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**62**	**32**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	25	9	4
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	24	8	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	30	7	5	7
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	6	10	4

*** Thursday, April 28, 2011=3023, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
22	**8**	**4**	**8**	**14**	**36**	**119**	**218**	**183**	**171**	**141**	**132**	**148**	**168**	**185**	**251**	**275**	**295**	**238**	**156**	**92**	**74**	**51**	**36**	
4	0	0	2	2	5	19	45	**48**	33	36	31	39	45	46	47	69	**70**	66	40	23	17	22	9	9
7	3	2	2	0	8	25	49	**55**	48	40	33	46	31	38	58	63	**88**	61	43	25	26	12	11	2
7	3	1	3	7	12	30	**70**	45	51	31	31	26	49	45	70	**81**	80	61	45	16	11	10	7	3
4	2	1	1	5	11	45	**54**	35	40	35	37	37	43	56	76	**62**	57	51	28	28	20	7	9	2

AM Peak 0730 - 0830 (227), AM PHF=0.81 PM Peak 1630 - 1730 (301), PM PHF=0.86

*** Friday, April 29, 2011=748 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
16	**9**	**10**	**8**	**12**	**34**	**118**	**209**	**177**	**155**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
9	1	2	1	1	1	16	37	50	32	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	4	4	2	1	4	25	66	37	50	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	2	2	2	5	13	32	62	54	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	2	2	3	5	16	45	44	37	36	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-1413 -- English (ENU)

Datasets:

Site:	**[02704] San Miguel Road Btwn Conduit Rd & Bonita Rd**
Attribute:	[+32.675137 -117.013388]
Input A:	4 - West bound. - Lane= 0, Excluded from totals.
Input B:	2 - East bound. - Lane= 0, Added to totals. (/2.000)
Survey Duration:	21:36 Wednesday, April 27, 2011 => 9:07 Sunday, May 01, 2011
Zone:	North America
File:	0270401May2011.EC0 (Base)
Identifier:	A645ZJ44 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**21:37 Wednesday, April 27, 2011 => 10:00 Friday, April 29, 2011**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 21055 / 22614 (93.11%)

* Wednesday, April 27, 2011=210 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**123**	**87**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41	29	8
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	28	19
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	17	25	13	12
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	48	17	17	11

* Thursday, April 28, 2011=5916, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
50	**23**	**11**	**13**	**23**	**31**	**136**	**256**	**224**	**191**	**193**	**201**	**263**	**292**	**390**	**540**	**678**	**672**	**601**	**385**	**291**	**212**	**159**	**86**	
8	3	2	4	5	5	18	55	**64**	50	42	54	69	65	94	118	164	**177**	172	105	79	70	45	25	7
19	3	1	3	0	7	35	**69**	51	53	47	46	67	66	91	128	155	**190**	151	99	86	49	51	24	10
12	9	5	4	7	7	38	**74**	69	51	47	48	66	83	91	147	**188**	156	146	106	64	37	43	12	11
11	8	3	2	11	12	45	**58**	42	37	57	53	61	79	115	147	**172**	150	132	75	62	56	20	25	6

AM Peak 0715 - 0815 (264), AM PHF=0.90 PM Peak 1630 - 1730 (726), PM PHF=0.96

* Friday, April 29, 2011=994 (Incomplete) , 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
34	**26**	**32**	**17**	**20**	**36**	**144**	**251**	**226**	**209**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
7	5	4	5	3	3	22	54	66	30	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	6	12	2	3	8	27	74	50	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	7	9	5	7	9	42	49	62	53	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	8	7	5	7	16	54	75	49	62	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

TDSSW, Inc.
Event Counts

EventCount-1412 -- English (ENU)

Datasets:

Site:	**[02704] San Miguel Road Btwn Conduit Rd & Bonita Rd**
Attribute:	[+32.675137 -117.013388]
Input A:	4 - West bound. - Lane= 0, Added to totals. (/2.000)
Input B:	2 - East bound. - Lane= 0, Subtracted from totals. (/-2.000)
Survey Duration:	21:36 Wednesday, April 27, 2011 => 9:07 Sunday, May 01, 2011
Zone:	North America
File:	0270401May2011.EC0 (Base)
Identifier:	A645ZJ44 MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm:	Event Count (v3.21 - 15275)
Data type:	Axle sensors - Split (Count)

Profile:

Filter time:	**21:37 Wednesday, April 27, 2011 => 10:00 Friday, April 29, 2011**
Name:	Default Profile
Scheme:	Count events divided by two
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Events = 21055 / 22614 (93.11%)

*** Wednesday, April 27, 2011=99 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
-	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**62**	**37**	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21	10	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	8	2
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	15	17	12	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20	9	7	5

*** Thursday, April 28, 2011=4850, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
8	**7**	**10**	**17**	**50**	**161**	**379**	**535**	**348**	**264**	**250**	**249**	**212**	**191**	**298**	**282**	**300**	**268**	**291**	**309**	**142**	**157**	**82**	**47**	
0	2	1	3	3	19	50	**170**	67	78	65	72	61	50	65	80	81	69	62	**66**	42	32	21	19	4
2	2	5	5	11	38	84	**145**	88	48	59	75	45	48	78	65	78	72	77	**103**	37	44	23	13	8
1	2	3	4	14	53	**113**	107	101	68	64	52	62	37	84	57	72	61	63	**66**	36	37	20	8	5
5	1	1	5	22	51	**133**	114	92	70	64	51	45	56	72	81	70	67	**90**	75	27	44	18	7	2

AM Peak 0630 - 0730 (560), AM PHF=0.82 PM Peak 1845 - 1945 (324), PM PHF=0.79

*** Friday, April 29, 2011=1703 (Incomplete) , 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
19	**9**	**13**	**15**	**47**	**125**	**342**	**489**	**346**	**299**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	
4	0	3	0	5	17	57	138	79	80	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	3	3	8	12	33	74	122	102	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	2	1	4	10	40	90	114	88	74	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	4	6	3	20	35	121	115	77	73	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

2013 INTERSECTION AND SEGMENT MANUAL COUNT SHEETS

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Paradise Valley Road @ Worthington Street

Date of Count: *Thursday, May 16, 2013*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *13-0062*

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Paradise Valley Road @ Worthington Street

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
7:00 AM	23	9	8	35	96	6	20	6	61	7	125	13	409
7:15 AM	28	10	10	37	90	6	26	13	76	16	129	17	458
7:30 AM	17	8	5	53	83	7	18	14	74	8	141	22	450
7:45 AM	26	16	6	30	95	17	18	9	78	6	136	12	449
8:00 AM	23	7	10	36	110	12	21	9	50	9	83	13	383
8:15 AM	12	9	10	39	65	10	22	13	44	7	99	6	336
8:30 AM	19	7	12	41	78	12	6	13	51	8	122	10	379
8:45 AM	16	17	8	39	81	14	13	11	52	12	100	15	378
Total	164	83	69	310	698	84	144	88	486	73	935	108	3,242

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Volume	94	43	29	155	364	36	82	42	289	37	531	64	1,766
PHF	0.84	0.67	0.73	0.73	0.95	0.53	0.79	0.75	0.93	0.58	0.94	0.73	0.96
Movement PHF		0.86			0.97			0.90			0.92		0.96

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
4:00 PM	27	11	12	70	137	21	15	12	57	11	115	25	513
4:15 PM	19	18	15	83	145	21	38	12	62	15	128	16	572
4:30 PM	21	19	17	74	139	14	35	11	51	12	127	18	538
4:45 PM	15	12	15	74	173	12	27	6	52	11	139	22	558
5:00 PM	15	16	16	63	133	21	26	10	46	15	140	16	517
5:15 PM	16	18	9	102	160	17	32	11	71	6	131	19	592
5:30 PM	26	22	7	86	155	20	29	16	56	15	130	19	581
5:45 PM	17	14	19	80	156	30	18	23	52	17	139	15	580
Total	156	130	110	632	1,198	156	220	101	447	102	1,049	150	4,451

PM Intersection Peak Hour : **5:00 AM - 6:00 AM** Intersection PHF : **0.96**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Volume	74	70	51	331	604	88	105	60	225	53	540	69	2270
PHF	0.71	0.795	0.671	0.811	0.944	0.733	0.82	0.652	0.792	0.779	0.964	0.908	0.96
Movement PHF		0.89			0.92			0.86			0.97		0.96

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: San Miguel Road @ Bonita Road

Date of Count: *Thursday, May 16, 2013*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *13-0062*

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: San Miguel Road @ Bonita Road

AM Period (7:00 AM - 9:00 AM)								
	Southbound		Westbound			Eastbound		
	Left	Right	Thru	Right		Left	Thru	TOTAL
7:00 AM	31	32	29	101		59	31	283
7:15 AM	60	26	43	84		77	54	344
7:30 AM	59	56	64	98		56	51	384
7:45 AM	66	37	71	86		70	41	371
8:00 AM	34	27	46	73		52	21	253
8:15 AM	39	34	31	69		46	31	250
8:30 AM	37	37	27	50		54	32	237
8:45 AM	22	44	15	71		27	23	202
Total	348	293	326	632		441	284	2,324

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.90**

	Southbound		Westbound			Eastbound		TOTAL
	Left	Right	Thru	Right		Left	Thru	
Volume	216	151	207	369		262	177	1,382
PHF	0.82	0.67	0.73	0.91		0.85	0.82	0.90
Movement PHF	0.80		0.89			0.84		0.90

PM Period (4:00 PM - 6:00 PM)								
	Southbound		Westbound			Eastbound		
	Left	Right	Thru	Right		Left	Thru	TOTAL
4:00 PM	99	46	26	39		51	39	300
4:15 PM	94	40	34	50		72	56	346
4:30 PM	112	67	43	54		51	49	376
4:45 PM	122	59	30	45		48	73	377
5:00 PM	110	64	44	57		54	69	398
5:15 PM	107	52	35	35		62	41	332
5:30 PM	128	76	27	45		52	54	382
5:45 PM	107	51	41	35		63	43	340
Total	879	455	280	360		453	424	2,851

PM Intersection Peak Hour : **4:15 PM - 5:15 PM** Intersection PHF : **0.94**

	Southbound		Westbound			Eastbound		TOTAL
	Left	Right	Thru	Right		Left	Thru	
Volume	438	230	151	206		225	247	1497
PHF	0.90	0.858	0.858	0.904		0.781	0.846	0.94
Movement PHF	0.92		0.88			0.92		0.94

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

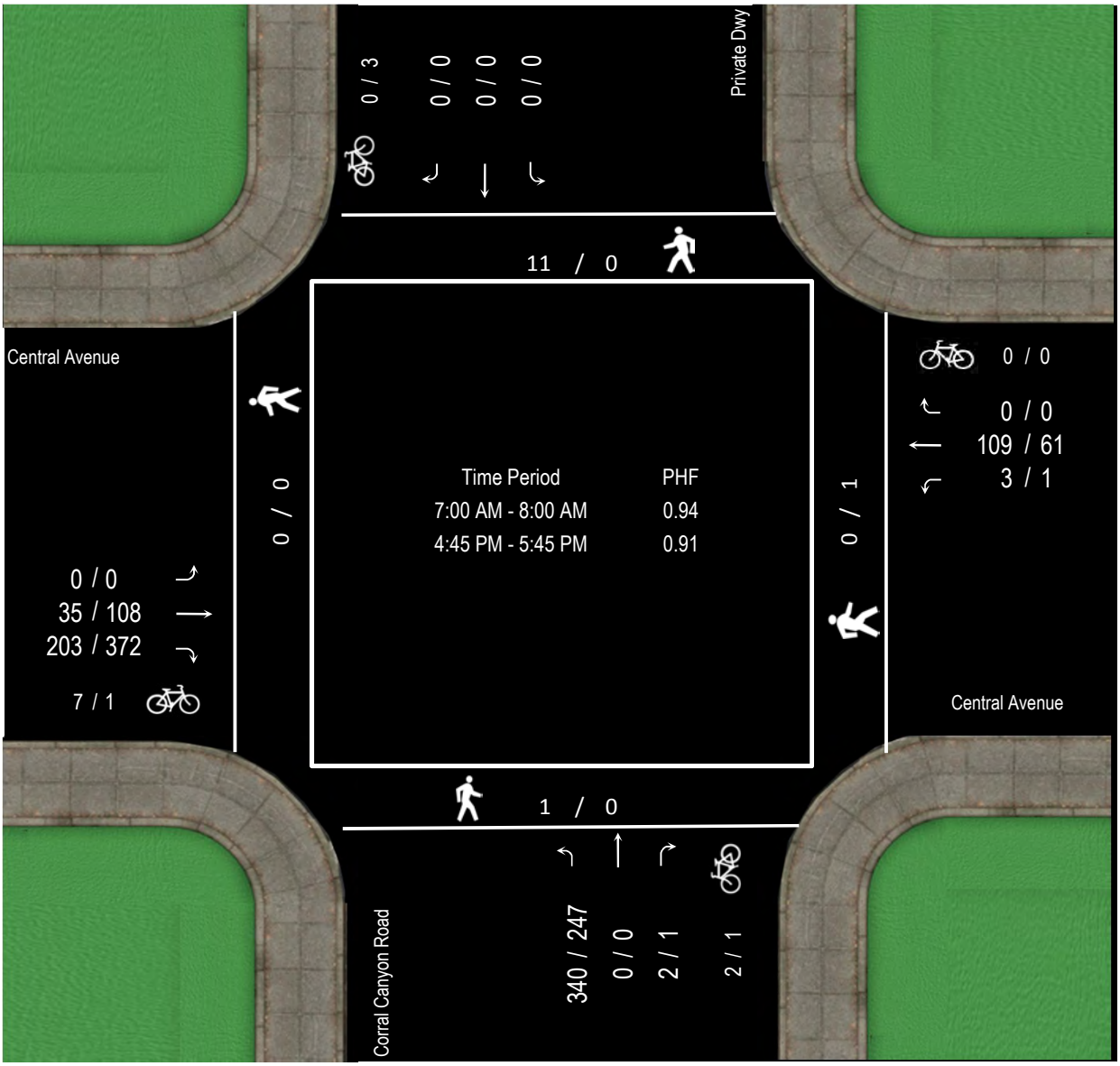
Location: Central Avenue @ Corral Canyon Road

Date of Count: *Thursday, May 16, 2013*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *13-0062*



Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: Central Avenue @ Corral Canyon Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
7:00 AM	0	0	0	0	30	0	84	0	0	0	6	38	158
7:15 AM	0	0	0	1	22	0	107	0	1	0	8	44	183
7:30 AM	0	0	0	1	34	0	77	0	0	0	12	60	184
7:45 AM	0	0	0	1	23	0	72	0	1	0	9	61	167
8:00 AM	0	0	0	0	15	0	65	0	1	0	7	52	140
8:15 AM	0	0	0	0	19	0	84	0	0	0	10	35	148
8:30 AM	0	0	1	0	21	0	74	0	0	0	18	42	156
8:45 AM	0	0	0	0	15	0	55	0	0	0	9	41	120
Total	0	0	1	3	179	0	618	0	3	0	79	373	1,256

AM Intersection Peak Hour : **7:00 AM - 8:00 AM** Intersection PHF : **0.94**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Volume	0	0	0	3	109	0	340	0	2	0	35	203	692
PHF	#####	#####	#####	0.75	0.80	#####	0.79	#####	0.50	#####	0.73	0.83	0.94
Movement PHF	#DIV/0!			0.80			0.79			0.83			0.94

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
4:00 PM	0	0	0	4	13	0	62	0	0	0	19	86	184
4:15 PM	0	0	0	0	14	0	46	0	1	0	28	80	169
4:30 PM	0	0	0	1	14	0	54	0	1	0	21	82	173
4:45 PM	0	0	0	1	19	0	53	0	1	0	18	88	180
5:00 PM	0	0	0	0	13	0	72	0	0	0	20	83	188
5:15 PM	0	0	0	0	10	0	63	0	0	0	40	103	216
5:30 PM	0	0	0	0	19	0	59	0	0	0	30	98	206
5:45 PM	0	0	0	2	16	0	41	0	1	0	22	91	173
Total	0	0	0	8	118	0	450	0	4	0	198	711	1,489

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.91**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Volume	0	0	0	1	61	0	247	0	1	0	108	372	790
PHF	#####	#####	#####	0.25	0.803	#####	0.858	#####	0.25	#####	0.675	0.903	0.91
Movement PHF	#DIV/0!			0.78			0.86			0.84			0.91

Turn Count Summary

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: E. H Street @ Corral Canyon Road

Date of Count: *Thursday, May 16, 2013*

Analysts: *LV/CD*

Weather: *Sunny*

AVC Proj No: *13-0062*

Vehicular Count

Accurate Video Counts Inc
info@accuratevideocounts.com
(619) 987-5136

Location: E. H Street @ Corral Canyon Road

AM Period (7:00 AM - 9:00 AM)													
	Southbound			Westbound			Northbound			Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
7:00 AM	16	22	51	25	150	15	25	28	11	19	106	16	484
7:15 AM	24	34	27	26	187	17	12	24	29	16	116	2	514
7:30 AM	34	34	38	20	210	22	14	22	42	18	111	11	576
7:45 AM	31	44	41	30	221	28	29	38	20	27	138	12	659
8:00 AM	20	30	35	20	200	18	14	37	31	37	141	28	611
8:15 AM	23	47	34	26	146	29	21	22	10	18	112	12	500
8:30 AM	26	48	35	22	161	15	11	19	20	24	126	23	530
8:45 AM	24	38	24	16	160	19	11	26	18	22	123	25	506
Total	198	297	285	185	1,435	163	137	216	181	181	973	129	4,380

AM Intersection Peak Hour : **7:15 AM - 8:15 AM** Intersection PHF : **0.90**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Volume	109	142	141	96	818	85	69	121	122	98	506	53	2,360
PHF	0.80	0.81	0.86	0.80	0.93	0.76	0.59	0.80	0.73	0.66	0.90	0.47	0.90
Movement PHF		0.84			0.90			0.90			0.80		0.90

PM Period (4:00 PM - 6:00 PM)													
	Southbound			Westbound			Northbound			Eastbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
4:00 PM	18	35	29	27	143	36	11	24	40	26	183	30	602
4:15 PM	33	23	32	22	129	20	6	29	35	36	224	19	608
4:30 PM	25	34	21	16	164	36	12	21	18	32	199	20	598
4:45 PM	29	30	25	22	168	25	14	32	27	33	246	21	672
5:00 PM	32	24	24	19	202	23	8	24	17	31	222	22	648
5:15 PM	24	24	18	21	166	15	12	29	23	18	242	25	617
5:30 PM	22	33	30	23	162	18	9	29	28	23	226	24	627
5:45 PM	30	26	30	18	148	22	14	26	22	30	261	27	654
Total	213	229	209	168	1,282	195	86	214	210	229	1,803	188	5,026

PM Intersection Peak Hour : **4:45 PM - 5:45 PM** Intersection PHF : **0.95**

	Southbound			Westbound			Northbound			Eastbound			TOTAL
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Volume	107	111	97	85	698	81	43	114	95	105	936	92	2564
PHF	0.84	0.841	0.808	0.924	0.864	0.81	0.768	0.891	0.848	0.795	0.951	0.92	0.95
Movement PHF		0.93			0.89			0.86			0.94		0.95

THURSDAY, MAY 16TH, 2013 CITY: CHULA VISTA PROJECT: PTD13-0317-02

PARADISE VALLEY E-O WORTHINGTON

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			19		57			12:00			159		125		
00:15			16		53			12:15			148		138		
00:30			15		38			12:30			146		142		
00:45			16	66	32	180	246	12:45			174	627	140	545	1172
01:00			7		43			13:00			160		156		
01:15			9		34			13:15			155		138		
01:30			11		24			13:30			187		159		
01:45			7	34	19	120	154	13:45			172	674	160	613	1287
02:00			5		24			14:00			199		144		
02:15			8		28			14:15			156		161		
02:30			16		17			14:30			158		178		
02:45			8	37	17	86	123	14:45			197	710	160	643	1353
03:00			25		13			15:00			215		170		
03:15			16		31			15:15			183		205		
03:30			18		8			15:30			202		190		
03:45			38	97	15	67	164	15:45			223	823	214	779	1602
04:00			45		16			16:00			206		205		
04:15			39		17			16:15			204		226		
04:30			69		15			16:30			216		235		
04:45			116	269	11	59	328	16:45			202	828	223	889	1717
05:00			105		12			17:00			241		223		
05:15			132		20			17:15			162		278		
05:30			160		23			17:30			212		268		
05:45			181	578	33	88	666	17:45			190	805	246	1015	1820
06:00			189		35			18:00			172		254		
06:15			197		34			18:15			156		255		
06:30			208		51			18:30			143		216		
06:45			246	840	86	206	1046	18:45			154	625	214	939	1564
07:00			214		108			19:00			107		215		
07:15			172		131			19:15			129		196		
07:30			154		141			19:30			115		162		
07:45			171	711	138	518	1229	19:45			118	469	149	722	1191
08:00			164		128			20:00			117		140		
08:15			170		154			20:15			93		154		
08:30			137		173			20:30			102		160		
08:45			136	607	111	566	1173	20:45			94	406	154	608	1014
09:00			143		139			21:00			85		168		
09:15			153		149			21:15			92		122		
09:30			128		120			21:30			64		137		
09:45			144	568	119	527	1095	21:45			65	306	114	541	847
10:00			146		105			22:00			63		123		
10:15			137		127			22:15			42		107		
10:30			131		125			22:30			37		89		
10:45			126	540	137	494	1034	22:45			37	179	73	392	571
11:00			136		110			23:00			29		79		
11:15			158		120			23:15			37		59		
11:30			168		130			23:30			29		71		
11:45			137	599	128	488	1087	23:45			17	112	62	271	383
Total Vol.				4946		3399	**8345**					6564		7957	**14521**

Daily Totals

NB	SB	EB	WB	**Combined**
		11510	11356	**22866**

	AM			**PM**		
Split %	59.3%	40.7%	**36.5%**	45.2%	54.8%	**63.5%**
Peak Hour	06:15	07:45	**06:45**	16:15	17:15	**17:00**
Volume	865	593	**1252**	863	1046	**1820**
P.H.F.	0.88	0.86	**0.94**	0.90	0.94	**0.95**

PACIFIC TECHNICAL DATA

THURSDAY, MAY 16TH, 2013 CITY: CHULA VISTA PROJECT: PTD13-0317-02

WORTHINGTON BTN PARADISE VALLEY & PARK

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	10		5					12:00	47		34				
00:15	9		8					12:15	56		38				
00:30	6		6					12:30	59		48				
00:45	6	31	8	27			58	12:45	46	208	47	167			375
01:00	3		4					13:00	51		44				
01:15	2		8					13:15	42		49				
01:30	6		4					13:30	58		38				
01:45	6	17	4	20			37	13:45	47	198	49	180			378
02:00	3		2					14:00	57		44				
02:15	2		4					14:15	40		51				
02:30	2		3					14:30	65		46				
02:45	2	9	1	10			19	14:45	62	224	68	209			433
03:00	2		4					15:00	68		58				
03:15	2		2					15:15	62		64				
03:30	1		1					15:30	73		56				
03:45	0	5	3	10			15	15:45	82	285	60	238			523
04:00	3		7					16:00	84		68				
04:15	1		3					16:15	78		62				
04:30	2		3					16:30	74		84				
04:45	3	9	3	16			25	16:45	70	306	66	280			586
05:00	2		9					17:00	71		96				
05:15	4		11					17:15	62		83				
05:30	8		5					17:30	73		82				
05:45	16	30	12	37			67	17:45	82	288	81	342			630
06:00	17		19					18:00	77		69				
06:15	23		15					18:15	52		59				
06:30	32		37					18:30	68		87				
06:45	36	108	43	114			222	18:45	53	250	51	266			516
07:00	35		60					19:00	47		49				
07:15	60		51					19:15	54		37				
07:30	79		55					19:30	45		47				
07:45	69	243	78	244			487	19:45	50	196	37	170			366
08:00	74		58					20:00	40		41				
08:15	70		37					20:15	52		39				
08:30	49		44					20:30	49		28				
08:45	49	242	58	197			439	20:45	40	181	37	145			326
09:00	47		55					21:00	37		26				
09:15	52		42					21:15	24		14				
09:30	33		45					21:30	36		20				
09:45	57	189	43	185			374	21:45	31	128	26	86			214
10:00	52		45					22:00	28		28				
10:15	46		30					22:15	23		20				
10:30	48		36					22:30	20		11				
10:45	46	192	35	146			338	22:45	11	82	14	73			155
11:00	49		41					23:00	20		8				
11:15	44		37					23:15	12		15				
11:30	30		48					23:30	12		6				
11:45	38	161	44	170			331	23:45	9	53	8	37			90
Total Vol.		1236		1176			**2412**			2399		2193			**4592**

Daily Totals

NB	SB	EB	WB	**Combined**
3635	3369			**7004**

	AM			**PM**		
Split %	51.2%	48.8%	**34.4%**	52.2%	47.8%	**65.6%**
Peak Hour	07:30	07:00	**07:15**	15:45	17:00	**17:00**
Volume	292	244	**524**	318	342	**630**
P.H.F.	0.92	0.78	**0.89**	0.96	0.89	**0.94**

THURSDAY, MAY 16TH, 2013 CITY: CHULA VISTA PROJECT: PTD13-0317-02

SWEETWATER S-O SR-125 & SR-54

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	9		9					12:00	51		41				
00:15	11		5					12:15	50		44				
00:30	7		8					12:30	62		42				
00:45	5	32	7	29			61	12:45	52	215	51	178			393
01:00	6		5					13:00	42		55				
01:15	8		4					13:15	40		42				
01:30	4		9					13:30	59		35				
01:45	2	20	5	23			43	13:45	51	192	48	180			372
02:00	3		5					14:00	58		51				
02:15	5		4					14:15	51		55				
02:30	4		3					14:30	66		58				
02:45	2	14	2	14			28	14:45	68	243	62	226			469
03:00	2		2					15:00	70		66				
03:15	4		1					15:15	78		60				
03:30	2		1					15:30	71		68				
03:45	1	9	3	7			16	15:45	84	303	61	255			558
04:00	2		5					16:00	81		70				
04:15	3		4					16:15	88		54				
04:30	2		6					16:30	82		62				
04:45	5	12	5	20			32	16:45	68	319	77	263			582
05:00	4		8					17:00	70		84				
05:15	6		10					17:15	51		81				
05:30	7		7					17:30	66		79				
05:45	12	29	10	35			64	17:45	78	265	71	315			580
06:00	18		15					18:00	71		77				
06:15	26		22					18:15	66		62				
06:30	33		35					18:30	68		70				
06:45	31	108	48	120			228	18:45	52	257	55	264			521
07:00	48		52					19:00	50		54				
07:15	52		58					19:15	48		35				
07:30	66		50					19:30	51		32				
07:45	78	244	68	228			472	19:45	62	211	27	148			359
08:00	84		66					20:00	44		28				
08:15	77		42					20:15	58		33				
08:30	51		45					20:30	51		32				
08:45	50	262	51	204			466	20:45	41	194	38	131			325
09:00	42		50					21:00	44		30				
09:15	59		55					21:15	35		22				
09:30	42		42					21:30	32		18				
09:45	55	198	48	195			393	21:45	28	139	15	85			224
10:00	48		49					22:00	20		21				
10:15	51		42					22:15	19		18				
10:30	62		35					22:30	26		17				
10:45	44	205	30	156			361	22:45	22	87	11	67			154
11:00	48		48					23:00	18		15				
11:15	40		41					23:15	10		9				
11:30	35		52					23:30	15		12				
11:45	31	154	50	191			345	23:45	11	54	11	47			101
Total Vol.		1287		1222			**2509**			2479		2159			**4638**

Daily Totals

NB	SB	EB	WB	**Combined**
3766	3381			**7147**

	AM			**PM**		
Split %	51.3%	48.7%	**35.1%**	53.4%	46.6%	**64.9%**
Peak Hour	07:30	07:15	**07:30**	15:45	16:45	**16:15**
Volume	305	242	**531**	335	321	**585**
P.H.F.	0.91	0.89	**0.89**	0.97	0.96	**0.95**

THURSDAY, MAY 16TH, 2013 CITY: CHULA VISTA PROJECT: PTD13-0317-02

SAN MIGUEL E-O BONITA

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			21		5			12:00			48		56		
00:15			19		6			12:15			52		47		
00:30			11		4			12:30			77		60		
00:45			13	64	5	20	84	12:45			84	261	56	219	480
01:00			10		5			13:00			82		55		
01:15			7		3			13:15			70		58		
01:30			6		3			13:30			80		42		
01:45			7	30	1	12	42	13:45			84	316	50	205	521
02:00			7		4			14:00			86		52		
02:15			4		0			14:15			68		76		
02:30			9		3			14:30			128		139		
02:45			3	23	2	9	32	14:45			94	376	110	377	753
03:00			5		2			15:00			110		79		
03:15			3		3			15:15			115		60		
03:30			2		1			15:30			125		68		
03:45			4	14	7	13	27	15:45			144	494	86	293	787
04:00			3		4			16:00			150		110		
04:15			7		5			16:15			128		94		
04:30			5		8			16:30			169		106		
04:45			9	24	17	34	58	16:45			166	613	85	395	1008
05:00			12		24			17:00			178		66		
05:15			5		37			17:15			194		60		
05:30			7		25			17:30			163		98		
05:45			15	39	59	145	184	17:45			168	703	97	321	1024
06:00			28		57			18:00			146		90		
06:15			16		86			18:15			130		81		
06:30			47		101			18:30			153		72		
06:45			43	134	120	364	498	18:45			128	557	71	314	871
07:00			57		113			19:00			110		89		
07:15			68		129			19:15			98		104		
07:30			103		142			19:30			100		89		
07:45			129	357	154	538	895	19:45			89	397	62	344	741
08:00			121		166			20:00			102		45		
08:15			62		125			20:15			99		50		
08:30			61		95			20:30			104		43		
08:45			74	318	77	463	781	20:45			96	401	38	176	577
09:00			47		96			21:00			66		41		
09:15			52		68			21:15			56		41		
09:30			55		79			21:30			54		31		
09:45			57	211	62	305	516	21:45			51	227	31	144	371
10:00			51		79			22:00			45		22		
10:15			44		68			22:15			41		33		
10:30			42		67			22:30			28		31		
10:45			42	179	57	271	450	22:45			23	137	23	109	246
11:00			66		56			23:00			21		14		
11:15			63		78			23:15			27		11		
11:30			58		63			23:30			23		15		
11:45			73	260	47	244	504	23:45			22	93	14	54	147
Total Vol.				1653		2418	**4071**					4575		2951	**7526**

Daily Totals

NB	SB	EB	WB	**Combined**
		6228	5369	**11597**

	AM			**PM**		
Split %	40.6%	59.4%	**35.1%**	60.8%	39.2%	**64.9%**
Peak Hour	07:15	07:15	**07:15**	16:30	14:15	**16:30**
Volume	421	591	**1012**	707	404	**1024**
P.H.F.	0.82	0.89	**0.88**	0.91	0.73	**0.93**

THURSDAY, MAY 16TH, 2013 CITY: CHULA VISTA PROJECT: PTD13-0317-02

BONITA W-O SAN MIGUEL

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			8		6			12:00			59		58		
00:15			11		3			12:15			74		49		
00:30			5		4			12:30			77		52		
00:45			3	27	6	19	46	12:45			95	305	53	212	517
01:00			1		3			13:00			82		55		
01:15			1		4			13:15			61		54		
01:30			5		3			13:30			65		60		
01:45			5	12	2	12	24	13:45			85	293	56	225	518
02:00			3		3			14:00			93		48		
02:15			3		3			14:15			86		75		
02:30			1		0			14:30			92		122		
02:45			2	9	2	8	17	14:45			83	354	102	347	701
03:00			2		2			15:00			95		75		
03:15			0		0			15:15			88		67		
03:30			1		1			15:30			101		76		
03:45			2	5	2	5	10	15:45			141	425	65	283	708
04:00			1		4			16:00			113		97		
04:15			3		1			16:15			94		81		
04:30			2		4			16:30			117		84		
04:45			4	10	4	13	23	16:45			127	451	95	357	808
05:00			7		8			17:00			110		84		
05:15			8		16			17:15			124		94		
05:30			12		3			17:30			107		94		
05:45			15	42	25	52	94	17:45			109	450	97	369	819
06:00			25		23			18:00			106		94		
06:15			32		26			18:15			106		90		
06:30			40		35			18:30			105		83		
06:45			42	139	54	138	277	18:45			81	398	71	338	736
07:00			67		84			19:00			68		91		
07:15			92		61			19:15			78		89		
07:30			128		89			19:30			73		89		
07:45			145	432	105	339	771	19:45			66	285	58	327	612
08:00			80		132			20:00			62		40		
08:15			75		73			20:15			69		46		
08:30			77		62			20:30			64		36		
08:45			79	311	62	329	640	20:45			87	282	31	153	435
09:00			47		62			21:00			41		34		
09:15			61		64			21:15			38		27		
09:30			61		55			21:30			48		23		
09:45			57	226	52	233	459	21:45			41	168	28	112	280
10:00			61		56			22:00			31		20		
10:15			60		53			22:15			24		21		
10:30			70		37			22:30			27		17		
10:45			60	251	50	196	447	22:45			16	98	13	71	169
11:00			59		71			23:00			25		15		
11:15			63		66			23:15			14		8		
11:30			56		63			23:30			22		6		
11:45			46	224	55	255	479	23:45			15	76	15	44	120
Total Vol.				1688		1599	**3287**					3585		2838	**6423**

Daily Totals

NB	SB	EB	WB	**Combined**
		5273	4437	**9710**

	AM			**PM**		
Split %	51.4%	48.6%	**33.9%**	55.8%	44.2%	**66.1%**
Peak Hour	07:15	07:30	**07:15**	16:30	17:15	**16:30**
Volume	445	399	**832**	478	379	**835**
P.H.F.	0.77	0.76	**0.83**	0.94	0.98	**0.94**

THURSDAY, MAY 16TH, 2013 CITY: CHULA VISTA PROJECT: PTD13-0317-02

CENTRAL BTN FRISBIE & CORRAL CANYON

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			17		4			12:00			68		54		
00:15			12		2			12:15			57		55		
00:30			11		3			12:30			56		49		
00:45			9	49	0	9	58	12:45			70	251	55	213	464
01:00			7		3			13:00			61		72		
01:15			5		1			13:15			53		46		
01:30			3		0			13:30			53		55		
01:45			6	21	2	6	27	13:45			67	234	65	238	472
02:00			4		0			14:00			71		60		
02:15			2		0			14:15			75		60		
02:30			2		1			14:30			85		73		
02:45			1	9	1	2	11	14:45			75	306	75	268	574
03:00			1		1			15:00			81		62		
03:15			2		1			15:15			97		87		
03:30			1		1			15:30			114		81		
03:45			3	7	1	4	11	15:45			108	400	77	307	707
04:00			6		9			16:00			103		53		
04:15			2		6			16:15			126		54		
04:30			3		6			16:30			107		63		
04:45			8	19	11	32	51	16:45			122	458	78	248	706
05:00			5		8			17:00			129		51		
05:15			4		9			17:15			118		73		
05:30			3		24			17:30			120		77		
05:45			6	18	37	78	96	17:45			126	493	69	270	763
06:00			9		46			18:00			98		56		
06:15			8		47			18:15			128		60		
06:30			13		60			18:30			106		55		
06:45			25	55	100	253	308	18:45			82	414	70	241	655
07:00			48		82			19:00			89		60		
07:15			33		113			19:15			105		41		
07:30			57		125			19:30			74		54		
07:45			73	211	111	431	642	19:45			57	325	51	206	531
08:00			62		108			20:00			52		33		
08:15			55		86			20:15			64		43		
08:30			55		113			20:30			49		39		
08:45			52	224	94	401	625	20:45			61	226	37	152	378
09:00			52		86			21:00			46		32		
09:15			33		65			21:15			39		25		
09:30			38		75			21:30			62		28		
09:45			42	165	66	292	457	21:45			37	184	22	107	291
10:00			45		67			22:00			41		26		
10:15			51		63			22:15			28		29		
10:30			38		63			22:30			25		12		
10:45			51	185	52	245	430	22:45			18	112	13	80	192
11:00			44		58			23:00			9		13		
11:15			65		43			23:15			12		3		
11:30			52		65			23:30			16		13		
11:45			40	201	43	209	410	23:45			7	44	7	36	80
Total Vol.				1164		1962	**3126**					3447		2366	**5813**

Daily Totals

NB	SB	EB	WB	**Combined**
		4611	4328	**8939**

	AM			**PM**		
Split %	37.2%	62.8%	**35.0%**	59.3%	40.7%	**65.0%**
Peak Hour	07:30	07:15	**07:15**	17:00	15:00	**16:45**
Volume	247	457	**682**	493	307	**768**
P.H.F.	0.85	0.91	**0.93**	0.96	0.88	**0.96**

THURSDAY, MAY 16TH, 2013 CITY: CHULA VISTA PROJECT: PTD13-0317-02

CORRAL CANYON BTN HORSE RIDGE & GALLOPING WAY

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	2		11					12:00	27		42				
00:15	4		6					12:15	39		43				
00:30	3		6					12:30	40		36				
00:45	0	9	6	29			38	12:45	46	152	54	175			327
01:00	2		6					13:00	48		45				
01:15	0		4					13:15	34		43				
01:30	1		3					13:30	51		30				
01:45	2	5	4	17			22	13:45	47	180	51	169			349
02:00	0		0					14:00	53		46				
02:15	0		3					14:15	45		65				
02:30	0		2					14:30	55		64				
02:45	0	0	1	6			6	14:45	66	219	64	239			458
03:00	1		0					15:00	53		57				
03:15	0		2					15:15	67		75				
03:30	1		1					15:30	59		86				
03:45	0	2	1	4			6	15:45	62	241	85	303			544
04:00	7		4					16:00	51		70				
04:15	4		0					16:15	50		86				
04:30	3		3					16:30	49		74				
04:45	7	21	7	14			35	16:45	60	210	87	317			527
05:00	4		4					17:00	39		92				
05:15	6		5					17:15	54		90				
05:30	16		2					17:30	69		93				
05:45	25	51	8	19			70	17:45	49	211	103	378			589
06:00	29		4					18:00	42		65				
06:15	34		10					18:15	39		84				
06:30	42		13					18:30	41		85				
06:45	73	178	18	45			223	18:45	42	164	55	289			453
07:00	47		41					19:00	43		62				
07:15	80		36					19:15	35		74				
07:30	105		53					19:30	38		54				
07:45	79	311	54	184			495	19:45	36	152	37	227			379
08:00	64		64					20:00	25		34				
08:15	68		54					20:15	30		37				
08:30	71		46					20:30	30		28				
08:45	68	271	35	199			470	20:45	34	119	40	139			258
09:00	58		41					21:00	22		31				
09:15	36		27					21:15	16		24				
09:30	59		29					21:30	22		36				
09:45	53	206	29	126			332	21:45	26	86	30	121			207
10:00	43		30					22:00	19		34				
10:15	40		30					22:15	20		21				
10:30	47		31					22:30	13		12				
10:45	38	168	32	123			291	22:45	10	62	11	78			140
11:00	38		26					23:00	10		7				
11:15	27		46					23:15	3		5				
11:30	37		37					23:30	11		6				
11:45								23:45	3	27	7	25			52
Total Vol.		1222		766			**1988**			1823		2460			**4283**

Daily Totals

NB	SB	EB	WB	**Combined**
3045	3226			**6271**

	AM			**PM**		
Split %	61.5%	38.5%	**31.7%**	42.6%	57.4%	**68.3%**
Peak Hour	07:15	07:30	**07:30**	14:45	17:00	**17:00**
Volume	328	225	**541**	245	378	**589**
P.H.F.	0.78	0.88	**0.86**	0.94	0.92	**0.91**

THURSDAY, MAY 16TH, 2013 CITY: CHULA VISTA PROJECT: PTD13-0317-02

CORRAL CANYON BTN GALLOPING WAY & SHADOW CANYON

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	2		10					12:00	36		40				
00:15	4		5					12:15	36		39				
00:30	3		5					12:30	40		36				
00:45	1	10	5	25			35	12:45	43	155	51	166			321
01:00	2		6					13:00	49		45				
01:15	0		4					13:15	32		42				
01:30	1		3					13:30	54		33				
01:45	2	5	4	17			22	13:45	50	185	50	170			355
02:00	0		0					14:00	55		48				
02:15	0		2					14:15	42		62				
02:30	1		3					14:30	58		65				
02:45	0	1	1	6			7	14:45	67	222	61	236			458
03:00	1		0					15:00	50		55				
03:15	0		2					15:15	69		71				
03:30	1		1					15:30	50		82				
03:45	0	2	1	4			6	15:45	59	228	85	293			521
04:00	7		5					16:00	50		72				
04:15	4		0					16:15	50		84				
04:30	3		3					16:30	48		65				
04:45	7	21	7	15			36	16:45	56	204	84	305			509
05:00	3		4					17:00	35		88				
05:15	5		6					17:15	52		83				
05:30	15		1					17:30	65		86				
05:45	23	46	8	19			65	17:45	53	205	93	350			555
06:00	26		7					18:00	38		69				
06:15	31		10					18:15	40		79				
06:30	42		16					18:30	40		80				
06:45	66	165	17	50			215	18:45	44	162	59	287			449
07:00	43		47					19:00	46		56				
07:15	80		37					19:15	36		66				
07:30	100		52					19:30	38		51				
07:45	68	291	54	190			481	19:45	43	163	33	206			369
08:00	61		65					20:00	27		33				
08:15	61		58					20:15	26		36				
08:30	64		45					20:30	31		28				
08:45	68	254	36	204			458	20:45	29	113	39	136			249
09:00	54		40					21:00	19		28				
09:15	37		31					21:15	16		24				
09:30	55		25					21:30	22		35				
09:45	51	197	24	120			317	21:45	24	81	27	114			195
10:00	42		30					22:00	17		33				
10:15	40		29					22:15	16		20				
10:30	43		36					22:30	13		12				
10:45	37	162	31	126			288	22:45	10	56	11	76			132
11:00	39		23					23:00	11		8				
11:15	26		40					23:15	2		3				
11:30	39		35					23:30	12		6				
11:45	25	129	42	140			269	23:45	3	28	5	22			50
Total Vol.		1283		916			**2199**			1802		2361			**4163**

Daily Totals

NB	SB	EB	WB	**Combined**
3085	3277			**6362**

	AM			**PM**		
Split %	58.3%	41.7%	**34.6%**	43.3%	56.7%	**65.4%**
Peak Hour	07:15	07:30	**07:30**	14:30	17:00	**17:00**
Volume	309	229	**519**	244	350	**555**
P.H.F.	0.77	0.88	**0.85**	0.84	0.94	**0.92**

THURSDAY, MAY 16TH, 2013 CITY: CHULA VISTA PROJECT: PTD13-0317-02

CORRAL CANYON BTN COLTRIDGE & PORT RENWICK

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	4		12					12:00	42		44				
00:15	3		8					12:15	32		41				
00:30	3		5					12:30	35		35				
00:45	2	12	4	29			41	12:45	33	142	42	162			304
01:00	1		6					13:00	37		38				
01:15	0		4					13:15	42		41				
01:30	1		2					13:30	48		30				
01:45	0	2	3	15			17	13:45	41	168	42	151			319
02:00	0		3					14:00	44		41				
02:15	2		2					14:15	50		56				
02:30	1		3					14:30	42		51				
02:45	0	3	1	9			12	14:45	68	204	55	203			407
03:00	2		0					15:00	52		40				
03:15	1		2					15:15	51		68				
03:30	1		1					15:30	55		70				
03:45	0	4	0	3			7	15:45	48	206	72	250			456
04:00	0		4					16:00	41		68				
04:15	1		2					16:15	37		77				
04:30	5		4					16:30	41		62				
04:45	4	10	5	15			25	16:45	50	169	88	295			464
05:00	6		4					17:00	42		81				
05:15	9		5					17:15	51		70				
05:30	10		2					17:30	60		67				
05:45	18	43	5	16			59	17:45	54	207	84	302			509
06:00	22		5					18:00	41		62				
06:15	35		8					18:15	35		68				
06:30	33		9					18:30	33		75				
06:45	48	138	12	34			172	18:45	27	136	51	256			392
07:00	51		33					19:00	35		50				
07:15	66		31					19:15	33		55				
07:30	87		48					19:30	31		42				
07:45	66	270	41	153			423	19:45	24	123	35	182			305
08:00	60		55					20:00	28		30				
08:15	51		51					20:15	20		25				
08:30	44		45					20:30	19		21				
08:45	43	198	40	191			389	20:45	26	93	30	106			199
09:00	51		42					21:00	18		22				
09:15	42		35					21:15	20		21				
09:30	52		30					21:30	15		22				
09:45	44	189	28	135			324	21:45	19	72	28	93			165
10:00	48		21					22:00	14		19				
10:15	41		27					22:15	14		15				
10:30	35		32					22:30	13		11				
10:45	42	166	33	113			279	22:45	11	52	9	54			106
11:00	44		27					23:00	9		7				
11:15	51		42					23:15	5		5				
11:30	35		35					23:30	7		4				
11:45	30	160	38	142			302	23:45	4	25	3	19			44
Total Vol.		1195		855			**2050**			1597		2073			**3670**

Daily Totals

NB	SB	EB	WB	**Combined**
2792	2928			**5720**

	AM			**PM**		
Split %	58.3%	41.7%	**35.8%**	43.5%	56.5%	**64.2%**
Peak Hour	07:15	07:30	**07:30**	14:45	16:15	**16:45**
Volume	279	195	**459**	226	308	**509**
P.H.F.	0.80	0.89	**0.85**	0.82	0.88	**0.92**

PACIFIC TECHNICAL DATA

THURSDAY, MAY 16TH, 2013 CITY: CHULA VISTA PROJECT: PTD13-0317-02

CENTRAL BTN CORRAL CANYON & COUNTRY TRAILS

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			1		2			12:00			18		13		
00:15			0		6			12:15			17		14		
00:30			1		4			12:30			17		13		
00:45			0	2	3	15	17	12:45			10	62	13	53	115
01:00			1		0			13:00			9		11		
01:15			1		2			13:15			16		11		
01:30			0		0			13:30			10		14		
01:45			0	2	1	3	5	13:45			13	48	15	51	99
02:00			0		2			14:00			16		19		
02:15			0		2			14:15			11		11		
02:30			1		0			14:30			16		22		
02:45			0	1	0	4	5	14:45			19	62	20	72	134
03:00			0		0			15:00			7		17		
03:15			0		0			15:15			16		23		
03:30			0		0			15:30			19		23		
03:45			0	0	0	0		15:45			22	64	22	85	149
04:00			1		1			16:00			5		29		
04:15			2		0			16:15			5		26		
04:30			2		1			16:30			16		18		
04:45			4	9	1	3	12	16:45			16	42	24	97	139
05:00			4		0			17:00			11		28		
05:15			1		0			17:15			17		25		
05:30			7		1			17:30			12		27		
05:45			14	26	3	4	30	17:45			12	52	23	103	155
06:00			11		2			18:00			12		22		
06:15			12		1			18:15			15		33		
06:30			15		2			18:30			11		16		
06:45			25	63	4	9	72	18:45			20	58	26	97	155
07:00			26		5			19:00			13		23		
07:15			29		8			19:15			11		17		
07:30			25		8			19:30			14		19		
07:45			38	118	12	33	151	19:45			9	47	18	77	124
08:00			22		7			20:00			8		17		
08:15			19		14			20:15			8		15		
08:30			22		14			20:30			11		15		
08:45			16	79	18	53	132	20:45			7	34	20	67	101
09:00			20		9			21:00			10		11		
09:15			20		10			21:15			7		14		
09:30			15		8			21:30			3		14		
09:45			15	70	10	37	107	21:45			3	23	6	45	68
10:00			20		16			22:00			2		7		
10:15			16		12			22:15			4		6		
10:30			15		6			22:30			3		11		
10:45			15	66	17	51	117	22:45			3	12	5	29	41
11:00			15		11			23:00			2		2		
11:15			11		14			23:15			1		6		
11:30			17		14			23:30			2		4		
11:45			21	64	13	52	116	23:45			4	9	4	16	25
Total Vol.				500		264	**764**					513		792	**1305**

Daily Totals

NB	SB	EB	WB	**Combined**
		1013	1056	**2069**

	AM			**PM**		
Split %	65.4%	34.6%	**36.9%**	39.3%	60.7%	**63.1%**
Peak Hour	07:00	10:45	**07:00**	15:00	17:30	**16:45**
Volume	118	56	**151**	64	105	**160**
P.H.F.	0.78	0.82	**0.76**	0.73	0.80	**0.95**

THURSDAY, MAY 16TH, 2013 CITY: CHULA VISTA PROJECT: PTD13-0317-02

STEEPLECHASE BTN CORRAL CANYON & COUNTRY TRAILS

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		0			12:00			3		1		
00:15			0		0			12:15			1		2		
00:30			1		0			12:30			1		3		
00:45			0	1	0	0	1	12:45			2	7	1	7	14
01:00			1		0			13:00			3		3		
01:15			0		0			13:15			1		3		
01:30			0		0			13:30			0		1		
01:45			0	1	0	0	1	13:45			4	8	1	8	16
02:00			0		0			14:00			5		2		
02:15			0		0			14:15			1		0		
02:30			0		0			14:30			1		2		
02:45			0	0	0	0		14:45			1	8	1	5	13
03:00			0		0			15:00			3		0		
03:15			0		0			15:15			1		3		
03:30			0		0			15:30			5		3		
03:45			0	0	0	0		15:45			0	9	0	6	15
04:00			0		0			16:00			2		1		
04:15			0		1			16:15			1		4		
04:30			0		1			16:30			1		0		
04:45			0	0	0	2	2	16:45			4	8	2	7	15
05:00			1		0			17:00			5		2		
05:15			1		0			17:15			3		3		
05:30			1		2			17:30			1		1		
05:45			0	3	2	4	7	17:45			3	12	1	7	19
06:00			1		0			18:00			4		5		
06:15			0		2			18:15			0		2		
06:30			5		6			18:30			2		3		
06:45			0	6	3	11	17	18:45			2	8	1	11	19
07:00			0		6			19:00			2		1		
07:15			0		2			19:15			1		4		
07:30			0		2			19:30			3		0		
07:45			0	0	3	13	13	19:45			0	6	0	5	11
08:00			0		3			20:00			0		0		
08:15			2		1			20:15			2		1		
08:30			2		2			20:30			0		0		
08:45			0	4	0	6	10	20:45			0	2	0	1	3
09:00			1		2			21:00			0		0		
09:15			4		4			21:15			1		0		
09:30			0		1			21:30			3		1		
09:45			1	6	1	8	14	21:45			0	4	0	1	5
10:00			2		1			22:00			2		0		
10:15			1		5			22:15			2		3		
10:30			1		5			22:30			0		0		
10:45			1	5	2	13	18	22:45			1	5	1	4	9
11:00			1		2			23:00			0		2		
11:15			4		2			23:15			0		0		
11:30			1		3			23:30			0		0		
11:45			5	11	0	7	18	23:45			0	0	0	2	2
Total Vol.				37		64	**101**					77		64	**141**

Daily Totals

NB	SB	EB	WB	**Combined**
		114	128	**242**

	AM			**PM**		
Split %	36.6%	63.4%	**41.7%**	54.6%	45.4%	**58.3%**
Peak Hour	11:15	06:15	**06:15**	16:30	17:45	**16:45**
Volume	13	17	**22**	13	11	**21**
P.H.F.	0.65	0.71	**0.50**	0.65	0.55	**0.75**

THURSDAY, MAY 16TH, 2013 CITY: CHULA VISTA PROJECT: PTD13-0317-02

COUNTRY VISTAS E-O CORRAL CANYON

AM Period	NB	SB	EB		WB			PM Period	NB	SB	EB		WB		
00:00			0		0			12:00			10		7		
00:15			1		1			12:15			5		9		
00:30			2		0			12:30			4		10		
00:45			3	6	0	1	7	12:45			9	28	5	31	59
01:00			1		1			13:00			9		4		
01:15			0		0			13:15			5		6		
01:30			1		0			13:30			7		9		
01:45			0	2	0	1	3	13:45			12	33	12	31	64
02:00			0		0			14:00			11		5		
02:15			1		1			14:15			15		4		
02:30			0		0			14:30			18		9		
02:45			2	3	2	3	6	14:45			22	66	9	27	93
03:00			0		0			15:00			16		10		
03:15			1		0			15:15			11		11		
03:30			0		0			15:30			15		15		
03:45			1	2	0	0	2	15:45			18	60	18	54	114
04:00			0		2			16:00			26		9		
04:15			0		0			16:15			35		12		
04:30			0		1			16:30			33		16		
04:45			1	1	3	6	7	16:45			32	126	11	48	174
05:00			1		2			17:00			42		9		
05:15			3		4			17:15			20		5		
05:30			2		5			17:30			18		11		
05:45			4	10	6	17	27	17:45			11	91	7	32	123
06:00			6		9			18:00			16		9		
06:15			5		12			18:15			9		5		
06:30			4		11			18:30			10		4		
06:45			8	23	18	50	73	18:45			5	40	6	24	64
07:00			9		26			19:00			4		3		
07:15			12		33			19:15			6		2		
07:30			18		25			19:30			5		1		
07:45			22	61	48	132	193	19:45			4	19	0	6	25
08:00			15		33			20:00			1		1		
08:15			11		32			20:15			2		2		
08:30			16		28			20:30			0		0		
08:45			9	51	18	111	162	20:45			1	4	1	4	8
09:00			10		12			21:00			2		0		
09:15			7		11			21:15			1		1		
09:30			5		15			21:30			0		1		
09:45			9	31	9	47	78	21:45			1	4	0	2	6
10:00			8		12			22:00			2		0		
10:15			4		9			22:15			0		1		
10:30			5		12			22:30			0		2		
10:45			4	21	5	38	59	22:45			1	3	1	4	7
11:00			2		4			23:00			0		0		
11:15			6		9			23:15			0		0		
11:30			8		5			23:30			1		0		
11:45			7	23	8	26	49	23:45			0	1	1	1	2
Total Vol.				234		432	**666**					475		264	**739**

Daily Totals

NB	SB	EB	WB	**Combined**
		709	696	**1405**

	AM			**PM**		
Split %	35.1%	64.9%	**47.4%**	64.3%	35.7%	**52.6%**
Peak Hour	07:15	07:45	**07:15**	16:15	15:45	**16:15**
Volume	67	141	**206**	142	55	**190**
P.H.F.	0.76	0.73	**0.74**	0.85	0.76	**0.93**

THURSDAY, MAY 16TH, 2013 CITY: CHULA VISTA PROJECT: PTD13-0317-02

CORRAL CANYON BTN COUNTRY VISTAS & COLTRIDGE

AM Period	NB		SB		EB	WB		PM Period	NB		SB		EB	WB	
00:00	2		7					12:00	36		35				
00:15	5		6					12:15	30		43				
00:30	2		4					12:30	42		29				
00:45	2	11	3	20			31	12:45	27	135	34	141			276
01:00	3		4					13:00	47		46				
01:15	0		3					13:15	31		41				
01:30	1		2					13:30	46		33				
01:45	2	6	5	14			20	13:45	49	173	39	159			332
02:00	0		0					14:00	50		45				
02:15	0		2					14:15	47		64				
02:30	0		2					14:30	53		57				
02:45	0	0	1	5			5	14:45	60	210	61	227			437
03:00	1		0					15:00	47		50				
03:15	0		2					15:15	65		68				
03:30	1		1					15:30	52		67				
03:45	0	2	1	4			6	15:45	60	224	83	268			492
04:00	7		4					16:00	50		65				
04:15	3		0					16:15	48		79				
04:30	2		2					16:30	46		59				
04:45	6	18	6	12			30	16:45	54	198	82	285			483
05:00	3		4					17:00	38		85				
05:15	4		6					17:15	43		71				
05:30	11		2					17:30	60		81				
05:45	14	32	6	18			50	17:45	50	191	83	320			511
06:00	21		9					18:00	39		60				
06:15	23		10					18:15	40		72				
06:30	29		17					18:30	40		78				
06:45	53	126	18	54			180	18:45	46	165	50	260			425
07:00	44		48					19:00	45		51				
07:15	69		50					19:15	35		56				
07:30	77		46					19:30	40		52				
07:45	54	244	60	204			448	19:45	45	165	35	194			359
08:00	56		75					20:00	27		29				
08:15	60		50					20:15	28		31				
08:30	57		41					20:30	32		28				
08:45	55	228	39	205			433	20:45	26	113	29	117			230
09:00	42		33					21:00	21		27				
09:15	35		31					21:15	24		25				
09:30	51		28					21:30	22		27				
09:45	47	175	25	117			292	21:45	25	92	27	106			198
10:00	35		28					22:00	20		26				
10:15	31		14					22:15	14		14				
10:30	39		39					22:30	13		12				
10:45	33	138	34	115			253	22:45	8	55	9	61			116
11:00	31		20					23:00	7		8				
11:15	24		40					23:15	2		3				
11:30	32		35					23:30	10		6				
11:45	31	118	34	129			247	23:45	4	23	2	19			42
Total Vol.		1098		897			**1995**			1744		2157			**3901**

Daily Totals

NB	SB	EB	WB	**Combined**
2842	3054			**5896**

	AM			**PM**		
Split %	55.0%	45.0%	**33.8%**	44.7%	55.3%	**66.2%**
Peak Hour	07:15	07:15	**07:15**	15:15	17:00	**16:45**
Volume	256	231	**487**	227	320	**514**
P.H.F.	0.83	0.77	**0.93**	0.91	0.94	**0.91**

APPENDIX B

PEAK HOUR INTERSECTION ANALYSIS WORKSHEETS

Otay Water District North-South Interconnetion System
Existing AM

Scenario Report

Scenario:	Ex AM
Command:	Ex AM
Volume:	Ex AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Otay Water District North-South Interconnetion System
Existing AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Paradise Valley Road/Worthingt	C	33.3	0.585	C	33.3	0.585	+ 0.000 D/V
# 2 Bonita Road/San MIguel Road	C	29.3	0.637	C	29.3	0.637	+ 0.000 D/V
# 3 Central Avenue/Corral Canyon	B	19.0	0.428	B	19.0	0.428	+ 0.000 D/V
# 4 H Street/Corral Canyon	C	27.6	0.470	C	27.6	0.470	+ 0.000 D/V

Otay Water District North-South Interconnetion System
Existing AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Paradise Valley Road/Worthington

Cycle (sec):	100	Critical Vol./Cap.(X):	0.585
Loss Time (sec):	12	Average Delay (sec/veh):	33.3
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	11	0	7	11	0	7	11	0	7	11	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:	AM Peak Hour											
Base Vol:	82	42	289	94	43	29	37	531	64	155	364	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	42	289	94	43	29	37	531	64	155	364	36
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	89	46	314	102	47	32	40	577	70	168	396	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	46	314	102	47	32	40	577	70	168	396	39
PCE 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
MLF 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
FinalVolume:	89	46	314	102	47	32	40	577	70	168	396	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.87	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.13	0.87	1.00	0.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	210	1442	1805	1067	719	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.06	0.04	0.04	0.02	0.16	0.04	0.09	0.11	0.02
Crit Moves:		****			****			****		****		
Green/Cycle:	0.36	0.36	0.36	0.11	0.11	0.11	0.16	0.26	0.26	0.15	0.25	0.25
Volume/Cap:	0.14	0.61	0.61	0.51	0.40	0.40	0.14	0.61	0.16	0.61	0.43	0.10
Delay/Veh:	21.9	28.4	28.4	44.3	42.7	42.7	36.2	33.7	28.7	43.6	31.7	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.9	28.4	28.4	44.3	42.7	42.7	36.2	33.7	28.7	43.6	31.7	28.7
LOS by Move:	C	C	C	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	2	10	10	4	3	3	1	9	2	6	6	1

Note: Queue reported is the number of cars per lane.

Otay Water District North-South Interconnetion System
Existing AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Bonita Road/San MIguel Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.637
Loss Time (sec):	12	Average Delay (sec/veh):	29.3
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	11	0	7	11	0	7	11	0	7	11	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	1 1	0 0	0	0 0	1 0	1
Volume Module:AM Peak Hour												
Base Vol:	0	0	0	216	0	151	262	177	0	0	207	369
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	216	0	151	262	177	0	0	207	369
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	235	0	164	285	192	0	0	225	401
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	235	0	164	285	192	0	0	225	401
PCE 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
MLF 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
FinalVolume:	0	0	0	235	0	164	285	192	0	0	225	401
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	1.00	0.91	0.97	0.97	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	0.74	0.00	1.26	1.19	0.81	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1282	0	2179	2202	1488	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.08	0.13	0.13	0.00	0.00	0.12	0.25
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.49	0.20	0.20	0.00	0.00	0.39	0.39
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.15	0.64	0.64	0.00	0.00	0.30	0.64
Delay/Veh:	0.0	0.0	0.0	33.3	0.0	14.1	38.3	38.3	0.0	0.0	21.4	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.3	0.0	14.1	38.3	38.3	0.0	0.0	21.4	27.0
LOS by Move:	A	A	A	C	A	B	D	D	A	A	C	C
HCM2kAvgQ:	0	0	0	9	0	2	8	8	0	0	5	11

Note: Queue reported is the number of cars per lane.

Otay Water District North-South Interconnetion System
Existing AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #3 Central Avenue/Corral Canyon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.428
Loss Time (sec):	9	Average Delay (sec/veh):	19.0
Optimal Cycle:	30	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	7	7	0	7	7	0	7	7	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 0	1	0 1	0 0	0
Volume Module: AM Peak Hour												
Base Vol:	340	0	2	0	0	0	0	35	203	3	109	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	0	2	0	0	0	0	35	203	3	109	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	370	0	2	0	0	0	0	38	221	3	118	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	0	2	0	0	0	0	38	221	3	118	0
PCE 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
MLF 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
FinalVolume:	370	0	2	0	0	0	0	38	221	3	118	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.03	0.97	0.00
Final Sat.:	1461	0	1615	0	0	0	0	1900	1615	51	1842	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.14	0.06	0.06	0.00
Crit Moves:	****								****			
Green/Cycle:	0.59	0.00	0.59	0.00	0.00	0.00	0.00	0.32	0.32	0.32	0.32	0.00
Volume/Cap:	0.43	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.43	0.20	0.20	0.00
Delay/Veh:	11.5	0.0	8.4	0.0	0.0	0.0	0.0	23.7	27.4	24.9	24.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.5	0.0	8.4	0.0	0.0	0.0	0.0	23.7	27.4	24.9	24.9	0.0
LOS by Move:	B	A	A	A	A	A	A	C	C	C	C	A
HCM2kAvgQ:	6	0	0	0	0	0	0	1	6	3	3	0

Note: Queue reported is the number of cars per lane.

Otay Water District North-South Interconnetion System
Existing AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 H Street/Corral Canyon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	9	Average Delay (sec/veh):	27.6
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	22	0	7	22	0	7	12	0	7	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: AM Peak Hour												
Base Vol:	69	121	122	109	142	141	98	506	53	96	818	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	121	122	109	142	141	98	506	53	96	818	85
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	75	132	133	118	154	153	107	550	58	104	889	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	132	133	118	154	153	107	550	58	104	889	92
PCE 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
MLF 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
FinalVolume:	75	132	133	118	154	153	107	550	58	104	889	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.08	0.07	0.08	0.09	0.06	0.15	0.04	0.06	0.25	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.23	0.23	0.07	0.22	0.22	0.12	0.42	0.42	0.19	0.49	0.49
Volume/Cap:	0.50	0.16	0.36	0.90	0.37	0.43	0.50	0.37	0.09	0.30	0.50	0.12
Delay/Veh:	46.6	30.9	32.9	94.9	33.7	34.5	43.3	20.3	17.7	35.2	17.5	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	30.9	32.9	94.9	33.7	34.5	43.3	20.3	17.7	35.2	17.5	13.9
LOS by Move:	D	C	C	F	C	C	D	C	B	D	B	B
HCM2kAvgQ:	3	2	4	6	4	4	4	6	1	3	10	2

Note: Queue reported is the number of cars per lane.

Otay Water District North-South Interconnetion System
Existing PM

Scenario Report

Scenario:	Ex PM
Command:	Ex PM
Volume:	Ex PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Otay Water District North-South Interconnetion System
Existing PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Paradise Valley Road/Worthingt	C	34.2	0.705	C	34.2	0.705	+ 0.000 D/V
# 2 Bonita Road/San MIguel Road	C	29.9	0.714	C	29.9	0.714	+ 0.000 D/V
# 3 Central Avenue/Corral Canyon	B	17.3	0.477	B	17.3	0.477	+ 0.000 D/V
# 4 H Street/Corral Canyon	C	25.2	0.464	C	25.2	0.464	+ 0.000 D/V

Otay Water District North-South Interconnetion System
Existing PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Paradise Valley Road/Worthington

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	12	Average Delay (sec/veh):	34.2
Optimal Cycle:	60	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	11	0	7	11	0	7	11	0	7	11	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: PM Peak Hour												
Base Vol:	105	60	225	74	70	51	53	540	69	331	604	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	60	225	74	70	51	53	540	69	331	604	88
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	114	65	245	80	76	55	58	587	75	360	657	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	65	245	80	76	55	58	587	75	360	657	96
PCE 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
MLF 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
FinalVolume:	114	65	245	80	76	55	58	587	75	360	657	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.21	0.79	1.00	0.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	353	1323	1805	1030	750	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.04	0.07	0.07	0.03	0.16	0.05	0.20	0.18	0.06
Crit Moves:		****			****			****		****		
Green/Cycle:	0.26	0.26	0.26	0.11	0.11	0.11	0.14	0.23	0.23	0.28	0.37	0.37
Volume/Cap:	0.24	0.71	0.71	0.41	0.67	0.67	0.23	0.71	0.20	0.71	0.49	0.16
Delay/Veh:	29.5	38.9	38.9	42.8	51.5	51.5	38.5	38.4	31.4	37.0	24.7	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	38.9	38.9	42.8	51.5	51.5	38.5	38.4	31.4	37.0	24.7	21.4
LOS by Move:	C	D	D	D	D	D	D	D	C	D	C	C
HCM2kAvgQ:	3	10	10	3	5	5	2	10	2	11	8	2

Note: Queue reported is the number of cars per lane.

Otay Water District North-South Interconnetion System
Existing PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Bonita Road/San MIguel Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.714
Loss Time (sec):	12	Average Delay (sec/veh):	29.9
Optimal Cycle:	61	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	11	0	7	11	0	7	11	0	7	11	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0		0 0	1! 0	1	1 1	0 0	0	0 0	1 0	1
Volume Module: PM Peak Hour												
Base Vol:	0	0	0	438	0	230	225	247	0	0	151	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	438	0	230	225	247	0	0	151	206
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	476	0	250	245	268	0	0	164	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	476	0	250	245	268	0	0	164	224
PCE 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
MLF 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
FinalVolume:	0	0	0	476	0	250	245	268	0	0	164	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.92	0.98	0.98	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	0.79	0.00	1.21	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1381	0	2106	1856	1856	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.00	0.12	0.13	0.14	0.00	0.00	0.09	0.14
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.48	0.00	0.69	0.20	0.20	0.00	0.00	0.19	0.19
Volume/Cap:	0.00	0.00	0.00	0.71	0.00	0.17	0.65	0.71	0.00	0.00	0.44	0.71
Delay/Veh:	0.0	0.0	0.0	22.8	0.0	5.6	38.5	40.6	0.0	0.0	36.4	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.8	0.0	5.6	38.5	40.6	0.0	0.0	36.4	45.2
LOS by Move:	A	A	A	C	A	A	D	D	A	A	D	D
HCM2kAvgQ:	0	0	0	15	0	2	8	9	0	0	5	8

Note: Queue reported is the number of cars per lane.

Otay Water District North-South Interconnetion System
Existing PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #3 Central Avenue/Corral Canyon

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.477
Loss Time (sec):	9	Average Delay (sec/veh):	17.3
Optimal Cycle:	33	Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	7	7	0	7	7	0	7	7	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 0	1	0 1	0 0	0
Volume Module: PM Peak Hour												
Base Vol:	247	0	1	0	0	0	0	108	372	1	61	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	0	1	0	0	0	0	108	372	1	61	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	268	0	1	0	0	0	0	117	404	1	66	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	0	1	0	0	0	0	117	404	1	66	0
PCE 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
MLF 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
FinalVolume:	268	0	1	0	0	0	0	117	404	1	66	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.02	0.98	0.00
Final Sat.:	1461	0	1615	0	0	0	0	1900	1615	31	1866	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.25	0.04	0.04	0.00
Crit Moves:	****								****			
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.52	0.52	0.52	0.52	0.00
Volume/Cap:	0.48	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.48	0.07	0.07	0.00
Delay/Veh:	23.8	0.0	18.9	0.0	0.0	0.0	0.0	12.1	15.5	11.7	11.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	0.0	18.9	0.0	0.0	0.0	0.0	12.1	15.5	11.7	11.7	0.0
LOS by Move:	C	A	B	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	7	0	0	0	0	0	0	2	8	1	1	0

****

Note: Queue reported is the number of cars per lane.

****

Otay Water District North-South Interconnetion System
Existing PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 H Street/Corral Canyon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	9	Average Delay (sec/veh):	25.2
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	22	0	7	22	0	7	12	0	7	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: PM Peak Hour												
Base Vol:	43	114	95	107	111	97	105	936	92	85	698	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	114	95	107	111	97	105	936	92	85	698	81
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	47	124	103	116	121	105	114	1017	100	92	759	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	124	103	116	121	105	114	1017	100	92	759	88
PCE 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
MLF 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
FinalVolume:	47	124	103	116	121	105	114	1017	100	92	759	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.06	0.06	0.06	0.07	0.06	0.28	0.06	0.05	0.21	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.22	0.22	0.07	0.22	0.22	0.15	0.52	0.52	0.10	0.47	0.47
Volume/Cap:	0.37	0.16	0.29	0.92	0.29	0.30	0.41	0.54	0.12	0.54	0.45	0.12
Delay/Veh:	46.2	31.6	33.0	102.3	32.9	33.0	39.1	16.0	12.1	46.5	18.3	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	31.6	33.0	102.3	32.9	33.0	39.1	16.0	12.1	46.5	18.3	15.2
LOS by Move:	D	C	C	F	C	C	D	B	B	D	B	B
HCM2kAvgQ:	2	2	3	6	3	3	4	11	2	3	8	2

Note: Queue reported is the number of cars per lane.

Otay Water District North-South Interconnetion System
Existing + Project AM

Scenario Report

Scenario:	Ex + Proj AM
Command:	Ex + Proj AM
Volume:	Ex + Proj AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Otay Water District North-South Interconnetion System
Existing + Project AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Paradise Valley Road/Worthingt	C	33.5	0.592	C	33.5	0.592	+ 0.000 D/V
# 2 Bonita Road/San MIguel Road	C	29.4	0.644	C	29.4	0.644	+ 0.000 D/V
# 3 Central Avenue/Corral Canyon	B	19.1	0.443	B	19.1	0.443	+ 0.000 D/V
# 4 H Street/Corral Canyon	C	27.7	0.479	C	27.7	0.479	+ 0.000 D/V

Otay Water District North-South Interconnetion System
Existing + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Paradise Valley Road/Worthington

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	12	Average Delay (sec/veh):	33.5
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	11	0	7	11	0	7	11	0	7	11	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:AM Peak Hour												
Base Vol:	82	42	292	94	43	29	37	531	64	162	364	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	42	292	94	43	29	37	531	64	162	364	36
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	89	46	317	102	47	32	40	577	70	176	396	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	46	317	102	47	32	40	577	70	176	396	39
PCE 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
MLF 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
FinalVolume:	89	46	317	102	47	32	40	577	70	176	396	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.87	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.13	0.87	1.00	0.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	208	1443	1805	1067	719	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.06	0.04	0.04	0.02	0.16	0.04	0.10	0.11	0.02
Crit Moves:		****			****			****		****		
Green/Cycle:	0.35	0.35	0.35	0.11	0.11	0.11	0.16	0.26	0.26	0.16	0.25	0.25
Volume/Cap:	0.14	0.62	0.62	0.51	0.40	0.40	0.14	0.62	0.17	0.62	0.43	0.10
Delay/Veh:	22.0	28.7	28.7	44.3	42.7	42.7	36.2	34.1	29.0	43.5	31.6	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	28.7	28.7	44.3	42.7	42.7	36.2	34.1	29.0	43.5	31.6	28.6
LOS by Move:	C	C	C	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	2	10	10	4	3	3	1	9	2	6	6	1

Note: Queue reported is the number of cars per lane.

Otay Water District North-South Interconnetion System
Existing + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #2 Bonita Road/San MIguel Road

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.644
Loss Time (sec):	12	Average Delay (sec/veh):	29.4
Optimal Cycle:	53	Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	11	0	7	11	0	7	11	0	7	11	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	1 1	0 0	0	0 0	1 0	1
Volume Module:	AM Peak Hour											
Base Vol:	0	0	0	216	0	165	267	177	0	0	207	369
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	216	0	165	267	177	0	0	207	369
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	235	0	179	290	192	0	0	225	401
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	235	0	179	290	192	0	0	225	401
PCE 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
MLF 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
FinalVolume:	0	0	0	235	0	179	290	192	0	0	225	401
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	1.00	0.91	0.97	0.97	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	0.72	0.00	1.28	1.20	0.80	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1250	0	2204	2219	1471	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.08	0.13	0.13	0.00	0.00	0.12	0.25
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.49	0.20	0.20	0.00	0.00	0.39	0.39
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.16	0.64	0.64	0.00	0.00	0.31	0.64
Delay/Veh:	0.0	0.0	0.0	33.2	0.0	13.9	38.5	38.5	0.0	0.0	21.7	27.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.2	0.0	13.9	38.5	38.5	0.0	0.0	21.7	27.5
LOS by Move:	A	A	A	C	A	B	D	D	A	A	C	C
HCM2kAvgQ:	0	0	0	10	0	2	8	8	0	0	5	11

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Note: Queue reported is the number of cars per lane.

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Otay Water District North-South Interconnetion System
Existing + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #3 Central Avenue/Corral Canyon

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.443
Loss Time (sec):	9	Average Delay (sec/veh):	19.1
Optimal Cycle:	31	Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	7	7	0	7	7	0	7	7	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 0	1	0 1	0 0	0
Volume Module: AM Peak Hour												
Base Vol:	345	0	2	0	0	0	0	35	217	3	109	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	0	2	0	0	0	0	35	217	3	109	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	375	0	2	0	0	0	0	38	236	3	118	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	375	0	2	0	0	0	0	38	236	3	118	0
PCE 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
MLF 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
FinalVolume:	375	0	2	0	0	0	0	38	236	3	118	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.03	0.97	0.00
Final Sat.:	1461	0	1615	0	0	0	0	1900	1615	51	1842	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.15	0.06	0.06	0.00
Crit Moves:	****								****			
Green/Cycle:	0.58	0.00	0.58	0.00	0.00	0.00	0.00	0.33	0.33	0.33	0.33	0.00
Volume/Cap:	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.44	0.19	0.19	0.00
Delay/Veh:	12.2	0.0	8.8	0.0	0.0	0.0	0.0	22.9	26.9	24.1	24.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.2	0.0	8.8	0.0	0.0	0.0	0.0	22.9	26.9	24.1	24.1	0.0
LOS by Move:	B	A	A	A	A	A	A	C	C	C	C	A
HCM2kAvgQ:	7	0	0	0	0	0	0	1	6	3	3	0

****

Note: Queue reported is the number of cars per lane.

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Otay Water District North-South Interconnetion System
Existing + Project AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 H Street/Corral Canyon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.479
Loss Time (sec):	9	Average Delay (sec/veh):	27.7
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	22	0	7	22	0	7	12	0	7	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:	AM Peak Hour											
Base Vol:	69	126	122	109	156	141	98	506	53	96	818	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	126	122	109	156	141	98	506	53	96	818	85
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	75	137	133	118	170	153	107	550	58	104	889	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	137	133	118	170	153	107	550	58	104	889	92
PCE 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
MLF 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
FinalVolume:	75	137	133	118	170	153	107	550	58	104	889	92
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.08	0.07	0.09	0.09	0.06	0.15	0.04	0.06	0.25	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.23	0.23	0.07	0.22	0.22	0.12	0.42	0.42	0.19	0.49	0.49
Volume/Cap:	0.50	0.17	0.36	0.90	0.41	0.43	0.50	0.37	0.09	0.30	0.50	0.12
Delay/Veh:	46.6	30.9	32.9	94.9	34.0	34.5	43.3	20.3	17.7	35.2	17.5	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.6	30.9	32.9	94.9	34.0	34.5	43.3	20.3	17.7	35.2	17.5	13.9
LOS by Move:	D	C	C	F	C	C	D	C	B	D	B	B
HCM2kAvgQ:	3	2	4	6	5	4	4	6	1	3	10	2

Note: Queue reported is the number of cars per lane.

Otay Water District North-South Interconnetion System
Existing + Project PM

Scenario Report

Scenario:	Ex + Proj PM
Command:	Ex + Proj PM
Volume:	Ex + Proj PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Otay Water District North-South Interconnetion System
Existing + Project PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Paradise Valley Road/Worthingt	C	34.4	0.713	C	34.4	0.713	+ 0.000 D/V
# 2 Bonita Road/San MIguel Road	C	30.1	0.716	C	30.1	0.716	+ 0.000 D/V
# 3 Central Avenue/Corral Canyon	B	17.7	0.492	B	17.7	0.492	+ 0.000 D/V
# 4 H Street/Corral Canyon	C	25.3	0.467	C	25.3	0.467	+ 0.000 D/V

Otay Water District North-South Interconnetion System
Existing + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #1 Paradise Valley Road/Worthington

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.713
Loss Time (sec):	12	Average Delay (sec/veh):	34.4
Optimal Cycle:	61	Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	11	0	7	11	0	7	11	0	7	11	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: PM Peak Hour												
Base Vol:	105	60	232	74	70	51	53	540	69	334	604	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	60	232	74	70	51	53	540	69	334	604	88
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	114	65	252	80	76	55	58	587	75	363	657	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	65	252	80	76	55	58	587	75	363	657	96
PCE 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
MLF 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
FinalVolume:	114	65	252	80	76	55	58	587	75	363	657	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.21	0.79	1.00	0.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	344	1330	1805	1030	750	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.04	0.07	0.07	0.03	0.16	0.05	0.20	0.18	0.06
Crit Moves:		****			****			****		****		
Green/Cycle:	0.26	0.26	0.26	0.11	0.11	0.11	0.14	0.23	0.23	0.28	0.37	0.37
Volume/Cap:	0.24	0.72	0.72	0.41	0.67	0.67	0.23	0.72	0.21	0.72	0.50	0.16
Delay/Veh:	29.2	39.1	39.1	42.8	51.5	51.5	38.6	38.9	31.7	37.4	24.9	21.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.2	39.1	39.1	42.8	51.5	51.5	38.6	38.9	31.7	37.4	24.9	21.5
LOS by Move:	C	D	D	D	D	D	D	D	C	D	C	C
HCM2kAvgQ:	3	10	10	3	5	5	2	10	2	11	8	2

****

Note: Queue reported is the number of cars per lane.

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Otay Water District North-South Interconnetion System
Existing + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Bonita Road/San MIguel Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	12	Average Delay (sec/veh):	30.1
Optimal Cycle:	62	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	11	0	7	11	0	7	11	0	7	11	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	1 1	0 0	0	0 0	1 0	1
Volume Module: PM Peak Hour												
Base Vol:	0	0	0	438	0	235	239	247	0	0	151	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	438	0	235	239	247	0	0	151	206
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	476	0	255	260	268	0	0	164	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	476	0	255	260	268	0	0	164	224
PCE 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
MLF 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
FinalVolume:	0	0	0	476	0	255	260	268	0	0	164	224
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.92	0.98	0.98	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	0.79	0.00	1.21	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1375	0	2112	1854	1854	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.00	0.12	0.14	0.14	0.00	0.00	0.09	0.14
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.48	0.00	0.69	0.20	0.20	0.00	0.00	0.19	0.19
Volume/Cap:	0.00	0.00	0.00	0.72	0.00	0.18	0.69	0.72	0.00	0.00	0.45	0.72
Delay/Veh:	0.0	0.0	0.0	22.8	0.0	5.6	39.7	40.6	0.0	0.0	36.4	45.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	22.8	0.0	5.6	39.7	40.6	0.0	0.0	36.4	45.4
LOS by Move:	A	A	A	C	A	A	D	D	A	A	D	D
HCM2kAvgQ:	0	0	0	16	0	2	9	9	0	0	5	8

Note: Queue reported is the number of cars per lane.

Otay Water District North-South Interconnetion System
Existing + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #3 Central Avenue/Corral Canyon

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.492
Loss Time (sec):	9	Average Delay (sec/veh):	17.7
Optimal Cycle:	34	Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	7	7	0	7	7	0	7	7	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 0	1	0 1	0 0	0
Volume Module: PM Peak Hour												
Base Vol:	261	0	1	0	0	0	0	108	377	1	61	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	0	1	0	0	0	0	108	377	1	61	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	284	0	1	0	0	0	0	117	410	1	66	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	0	1	0	0	0	0	117	410	1	66	0
PCE 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
MLF 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
FinalVolume:	284	0	1	0	0	0	0	117	410	1	66	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.02	0.98	0.00
Final Sat.:	1461	0	1615	0	0	0	0	1900	1615	31	1866	0
Capacity Analysis Module:												
Vol/Sat:	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.25	0.04	0.04	0.00
Crit Moves:	****								****			
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.52	0.52	0.52	0.52	0.00
Volume/Cap:	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.49	0.07	0.07	0.00
Delay/Veh:	23.4	0.0	18.3	0.0	0.0	0.0	0.0	12.6	16.2	12.2	12.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	0.0	18.3	0.0	0.0	0.0	0.0	12.6	16.2	12.2	12.2	0.0
LOS by Move:	C	A	B	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	7	0	0	0	0	0	0	2	8	1	1	0

****

Note: Queue reported is the number of cars per lane.

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Otay Water District North-South Interconnetion System
Existing + Project PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 H Street/Corral Canyon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.467
Loss Time (sec):	9	Average Delay (sec/veh):	25.3
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	22	0	7	22	0	7	12	0	7	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: PM Peak Hour												
Base Vol:	43	128	95	107	116	97	105	936	92	85	698	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	128	95	107	116	97	105	936	92	85	698	81
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	47	139	103	116	126	105	114	1017	100	92	759	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	139	103	116	126	105	114	1017	100	92	759	88
PCE 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
MLF 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
FinalVolume:	47	139	103	116	126	105	114	1017	100	92	759	88
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.06	0.06	0.07	0.07	0.06	0.28	0.06	0.05	0.21	0.05
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.22	0.22	0.07	0.22	0.22	0.15	0.52	0.52	0.10	0.47	0.47
Volume/Cap:	0.37	0.18	0.29	0.92	0.30	0.30	0.41	0.54	0.12	0.54	0.45	0.12
Delay/Veh:	46.2	31.7	33.0	102.3	33.0	33.0	39.1	16.0	12.1	46.5	18.3	15.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	31.7	33.0	102.3	33.0	33.0	39.1	16.0	12.1	46.5	18.3	15.2
LOS by Move:	D	C	C	F	C	C	D	B	B	D	B	B
HCM2kAvgQ:	2	2	3	6	3	3	4	11	2	3	8	2

Note: Queue reported is the number of cars per lane.

Otay Water District North-South Interconnetion System
Existing + Project + Cumulative AM

Scenario Report

Scenario:	Ex + Proj + Cuml AM
Command:	Ex + Proj + Cuml AM
Volume:	Ex + Proj + Cuml AM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Otay Water District North-South Interconnetion System
Existing + Project + Cumulative AM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Paradise Valley Road/Worthingt	C	33.7	0.604	C	33.7	0.604	+ 0.000 D/V
# 2 Bonita Road/San MIguel Road	C	29.7	0.658	C	29.7	0.658	+ 0.000 D/V
# 3 Central Avenue/Corral Canyon	B	19.2	0.451	B	19.2	0.451	+ 0.000 D/V
# 4 H Street/Corral Canyon	C	28.0	0.489	C	28.0	0.489	+ 0.000 D/V

Otay Water District North-South Interconnetion System
Existing + Project + Cumulative AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #1 Paradise Valley Road/Worthington

Cycle (sec):	100	Critical Vol./Cap.(X):	0.604
Loss Time (sec):	12	Average Delay (sec/veh):	33.7
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	11	0	7	11	0	7	11	0	7	11	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module:AM Peak Hour												
Base Vol:	83	43	298	95	44	30	38	541	65	165	372	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	43	298	95	44	30	38	541	65	165	372	36
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	90	47	324	103	48	33	41	588	71	179	404	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	47	324	103	48	33	41	588	71	179	404	39
PCE 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
MLF 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
FinalVolume:	90	47	324	103	48	33	41	588	71	179	404	39
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.87	0.87	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.13	0.87	1.00	0.59	0.41	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	208	1443	1805	1061	723	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.06	0.05	0.05	0.02	0.16	0.04	0.10	0.11	0.02
Crit Moves:			****		****			****		****		
Green/Cycle:	0.36	0.36	0.36	0.11	0.11	0.11	0.16	0.26	0.26	0.16	0.26	0.26
Volume/Cap:	0.14	0.63	0.63	0.52	0.41	0.41	0.14	0.63	0.17	0.63	0.44	0.09
Delay/Veh:	22.0	29.1	29.1	44.5	42.9	42.9	36.4	34.3	29.0	44.0	31.6	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	22.0	29.1	29.1	44.5	42.9	42.9	36.4	34.3	29.0	44.0	31.6	28.5
LOS by Move:	C	C	C	D	D	D	D	C	C	D	C	C
HCM2kAvgQ:	2	10	10	4	3	3	1	9	2	6	6	1

Note: Queue reported is the number of cars per lane.

Otay Water District North-South Interconnetion System
Existing + Project + Cumulative AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #2 Bonita Road/San MIguel Road

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.658
Loss Time (sec):	12	Average Delay (sec/veh):	29.7
Optimal Cycle:	54	Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	11	0	7	11	0	7	11	0	7	11	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	1 1	0 0	0	0 0	1 0	1
Volume Module:	AM Peak Hour											
Base Vol:	0	0	0	220	0	168	271	181	0	0	211	378
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	220	0	168	271	181	0	0	211	378
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	239	0	183	295	197	0	0	229	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	239	0	183	295	197	0	0	229	411
PCE 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
MLF 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
FinalVolume:	0	0	0	239	0	183	295	197	0	0	229	411
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.91	1.00	0.91	0.97	0.97	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	0.72	0.00	1.28	1.20	0.80	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1250	0	2204	2212	1478	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.08	0.13	0.13	0.00	0.00	0.12	0.25
Crit Moves:				****			****					****
Green/Cycle:	0.00	0.00	0.00	0.29	0.00	0.49	0.20	0.20	0.00	0.00	0.39	0.39
Volume/Cap:	0.00	0.00	0.00	0.66	0.00	0.17	0.66	0.66	0.00	0.00	0.31	0.66
Delay/Veh:	0.0	0.0	0.0	33.6	0.0	14.0	38.9	38.9	0.0	0.0	21.6	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	33.6	0.0	14.0	38.9	38.9	0.0	0.0	21.6	27.8
LOS by Move:	A	A	A	C	A	B	D	D	A	A	C	C
HCM2kAvgQ:	0	0	0	10	0	2	8	8	0	0	5	11

****

Note: Queue reported is the number of cars per lane.

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Otay Water District North-South Interconnetion System
Existing + Project + Cumulative AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #3 Central Avenue/Corral Canyon

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Cycle (sec):	100	Critical Vol./Cap.(X):	0.451
Loss Time (sec):	9	Average Delay (sec/veh):	19.2
Optimal Cycle:	32	Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	7	7	0	7	7	0	7	7	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 0	1	0 1	0 0	0
Volume Module: AM Peak Hour												
Base Vol:	352	0	2	0	0	0	0	36	221	3	111	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	352	0	2	0	0	0	0	36	221	3	111	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	383	0	2	0	0	0	0	39	240	3	121	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	383	0	2	0	0	0	0	39	240	3	121	0
PCE 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
MLF 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
FinalVolume:	383	0	2	0	0	0	0	39	240	3	121	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.03	0.97	0.00
Final Sat.:	1461	0	1615	0	0	0	0	1900	1615	50	1843	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.15	0.07	0.07	0.00
Crit Moves:	****								****			
Green/Cycle:	0.58	0.00	0.58	0.00	0.00	0.00	0.00	0.33	0.33	0.33	0.33	0.00
Volume/Cap:	0.45	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.45	0.20	0.20	0.00
Delay/Veh:	12.3	0.0	8.8	0.0	0.0	0.0	0.0	23.0	27.0	24.2	24.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.3	0.0	8.8	0.0	0.0	0.0	0.0	23.0	27.0	24.2	24.2	0.0
LOS by Move:	B	A	A	A	A	A	A	C	C	C	C	A
HCM2kAvgQ:	7	0	0	0	0	0	0	1	6	3	3	0

****

Note: Queue reported is the number of cars per lane.

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Otay Water District North-South Interconnetion System
Existing + Project + Cumulative AM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #4 H Street/Corral Canyon

Cycle (sec):	100	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	9	Average Delay (sec/veh):	28.0
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	22	0	7	22	0	7	12	0	7	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:AM Peak Hour												
Base Vol:	71	128	123	111	159	144	100	515	54	98	833	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	128	123	111	159	144	100	515	54	98	833	87
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	77	139	134	121	173	157	109	560	59	107	905	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	139	134	121	173	157	109	560	59	107	905	95
PCE 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
MLF 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
FinalVolume:	77	139	134	121	173	157	109	560	59	107	905	95
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.08	0.07	0.09	0.10	0.06	0.16	0.04	0.06	0.25	0.06
Crit Moves:	****				****		****				****	
Green/Cycle:	0.08	0.23	0.23	0.07	0.22	0.22	0.12	0.42	0.42	0.19	0.49	0.49
Volume/Cap:	0.51	0.17	0.36	0.91	0.41	0.44	0.51	0.37	0.09	0.31	0.51	0.12
Delay/Veh:	46.9	30.9	32.9	98.5	34.1	34.6	43.6	20.2	17.6	35.5	17.7	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.9	30.9	32.9	98.5	34.1	34.6	43.6	20.2	17.6	35.5	17.7	13.9
LOS by Move:	D	C	C	F	C	C	D	C	B	D	B	B
HCM2kAvgQ:	3	2	4	7	5	5	4	6	1	3	10	2

Note: Queue reported is the number of cars per lane.

Otay Water District North-South Interconnetion System
Existing + Project + Cumulative PM

Scenario Report

Scenario:	Ex + Proj + Cuml PM
Command:	Ex + Proj + Cuml PM
Volume:	Ex + Proj + Cuml PM
Geometry:	Existing
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

Otay Water District North-South Interconnetion System
Existing + Project + Cumulative PM

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Paradise Valley Road/Worthingt	C	34.8	0.726	C	34.8	0.726	+ 0.000 D/V
# 2 Bonita Road/San MIguel Road	C	30.6	0.731	C	30.6	0.731	+ 0.000 D/V
# 3 Central Avenue/Corral Canyon	B	17.8	0.501	B	17.8	0.501	+ 0.000 D/V
# 4 H Street/Corral Canyon	C	24.7	0.488	C	24.7	0.488	+ 0.000 D/V

Otay Water District North-South Interconnetion System
Existing + Project + Cumulative PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #1 Paradise Valley Road/Worthington

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	12	Average Delay (sec/veh):	34.8
Optimal Cycle:	63	Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	11	0	7	11	0	7	11	0	7	11	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 1	0	1 0	0 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: PM Peak Hour												
Base Vol:	107	61	236	76	71	52	55	551	70	341	618	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	61	236	76	71	52	55	551	70	341	618	89
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	116	66	257	83	77	57	60	599	76	371	672	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	66	257	83	77	57	60	599	76	371	672	97
PCE 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
MLF 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
FinalVolume:	116	66	257	83	77	57	60	599	76	371	672	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.88	0.88	0.95	0.94	0.94	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	0.21	0.79	1.00	0.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	344	1330	1805	1028	753	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.19	0.05	0.08	0.08	0.03	0.17	0.05	0.21	0.19	0.06
Crit Moves:		****			****			****		****		
Green/Cycle:	0.26	0.26	0.26	0.11	0.11	0.11	0.14	0.23	0.23	0.28	0.37	0.37
Volume/Cap:	0.24	0.73	0.73	0.42	0.68	0.68	0.24	0.73	0.21	0.73	0.51	0.16
Delay/Veh:	29.3	39.9	39.9	42.9	52.3	52.3	38.9	39.3	31.7	38.1	24.8	21.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	39.9	39.9	42.9	52.3	52.3	38.9	39.3	31.7	38.1	24.8	21.4
LOS by Move:	C	D	D	D	D	D	D	D	C	D	C	C
HCM2kAvgQ:	3	11	11	3	5	5	2	10	2	12	9	2

****

Note: Queue reported is the number of cars per lane.

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Otay Water District North-South Interconnetion System
Existing + Project + Cumulative PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

Intersection #2 Bonita Road/San MIguel Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.731
Loss Time (sec):	12	Average Delay (sec/veh):	30.6
Optimal Cycle:	64	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	7	11	0	7	11	0	7	11	0	7	11	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	0 0	1! 0	1	1 1	0 0	0	0 0	1 0	1
Volume Module: PM Peak Hour												
Base Vol:	0	0	0	448	0	240	244	252	0	0	154	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	448	0	240	244	252	0	0	154	210
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	487	0	261	265	274	0	0	167	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	487	0	261	265	274	0	0	167	228
PCE 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
MLF 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
FinalVolume:	0	0	0	487	0	261	265	274	0	0	167	228
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	0.92	1.00	0.92	0.98	0.98	1.00	1.00	1.00	0.85
Lanes:	0.00	0.00	0.00	0.79	0.00	1.21	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1375	0	2112	1854	1854	0	0	1900	1615
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.00	0.12	0.14	0.15	0.00	0.00	0.09	0.14
Crit Moves:				****				****				****
Green/Cycle:	0.00	0.00	0.00	0.48	0.00	0.69	0.20	0.20	0.00	0.00	0.19	0.19
Volume/Cap:	0.00	0.00	0.00	0.73	0.00	0.18	0.71	0.73	0.00	0.00	0.46	0.73
Delay/Veh:	0.0	0.0	0.0	23.3	0.0	5.6	40.2	41.1	0.0	0.0	36.6	46.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	23.3	0.0	5.6	40.2	41.1	0.0	0.0	36.6	46.4
LOS by Move:	A	A	A	C	A	A	D	D	A	A	D	D
HCM2kAvgQ:	0	0	0	16	0	2	9	9	0	0	5	8

Note: Queue reported is the number of cars per lane.

Otay Water District North-South Interconnetion System
Existing + Project + Cumulative PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #3 Central Avenue/Corral Canyon

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.501
Loss Time (sec):	9	Average Delay (sec/veh):	17.8
Optimal Cycle:	34	Level Of Service:	B

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	7	7	0	7	7	0	7	7	0	7	7	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	1 0	1	0 1	0 0	0
Volume Module:	PM Peak Hour											
Base Vol:	266	0	1	0	0	0	0	110	384	1	62	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	0	1	0	0	0	0	110	384	1	62	0
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	289	0	1	0	0	0	0	120	417	1	67	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	0	1	0	0	0	0	120	417	1	67	0
PCE 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
MLF 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
FinalVolume:	289	0	1	0	0	0	0	120	417	1	67	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.77	1.00	0.85	1.00	1.00	1.00	1.00	1.00	0.85	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	0.02	0.98	0.00
Final Sat.:	1461	0	1615	0	0	0	0	1900	1615	30	1866	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.06	0.26	0.04	0.04	0.00
Crit Moves:	****								****			
Green/Cycle:	0.39	0.00	0.39	0.00	0.00	0.00	0.00	0.52	0.52	0.52	0.52	0.00
Volume/Cap:	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.50	0.07	0.07	0.00
Delay/Veh:	23.5	0.0	18.3	0.0	0.0	0.0	0.0	12.6	16.3	12.2	12.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	0.0	18.3	0.0	0.0	0.0	0.0	12.6	16.3	12.2	12.2	0.0
LOS by Move:	C	A	B	A	A	A	A	B	B	B	B	A
HCM2kAvgQ:	7	0	0	0	0	0	0	2	9	1	1	0

****

Note: Queue reported is the number of cars per lane.

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Otay Water District North-South Interconnetion System
Existing + Project + Cumulative PM

Level Of Service Computation Report
2000 HCM Operations Method (Base Volume Alternative)

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Intersection #4 H Street/Corral Canyon

****

Cycle (sec):	100	Critical Vol./Cap.(X):	0.488
Loss Time (sec):	9	Average Delay (sec/veh):	24.7
Optimal Cycle:	57	Level Of Service:	C

****

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	7	22	0	7	22	0	7	12	0	7	12	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:	PM Peak Hour											
Base Vol:	46	130	96	109	119	99	108	952	94	87	711	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	130	96	109	119	99	108	952	94	87	711	84
User 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
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	50	141	104	118	129	108	117	1035	102	95	773	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	141	104	118	129	108	117	1035	102	95	773	91
PCE 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
MLF 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
FinalVolume:	50	141	104	118	129	108	117	1035	102	95	773	91
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.85	0.95	1.00	0.85	0.95	0.95	0.85	0.95	0.95	0.85
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1805	3610	1615	1805	1900	1615	1805	3610	1615	1805	3610	1615
Capacity Analysis Module:												
Vol/Sat:	0.03	0.04	0.06	0.07	0.07	0.07	0.07	0.29	0.06	0.05	0.21	0.06
Crit Moves:		****		****				****		****		
Green/Cycle:	0.08	0.22	0.22	0.11	0.25	0.25	0.14	0.49	0.49	0.09	0.44	0.44
Volume/Cap:	0.35	0.18	0.29	0.59	0.27	0.26	0.46	0.59	0.13	0.59	0.49	0.13
Delay/Veh:	45.0	31.8	33.0	46.6	30.3	30.3	40.6	18.8	14.0	49.3	20.5	17.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.0	31.8	33.0	46.6	30.3	30.3	40.6	18.8	14.0	49.3	20.5	17.0
LOS by Move:	D	C	C	D	C	C	D	B	B	D	C	B
HCM2kAvgQ:	2	2	3	4	3	3	4	12	2	4	9	2

****

Note: Queue reported is the number of cars per lane.

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APPENDIX C

Highway Capacity Manual Excerpt on Passenger Car Equivalence

Adjustment for heavy vehicles in the traffic stream applies to three types of vehicles: trucks, RVs, and buses. No evidence indicates any distinct differences in the performance characteristics of trucks and buses on multilane highways; therefore, buses are considered trucks in this method. Finding the heavy-vehicle adjustment factor requires two steps. First, find an equivalent truck factor (E_T) and RV factor (E_R) for prevailing operating conditions. Second, using E_T and E_R, compute an adjustment factor for all heavy vehicles in the traffic stream.

Extended General Highway Segments

Passenger-car equivalents can be selected for two conditions: extended general highway segments and specific grades. Values of passenger-car equivalents are selected from Exhibits 21-8 through 21-11. For long segments of highway in which no single grade has a significant impact on operations, Exhibit 21-8 is used to select passenger-car equivalents for trucks and buses (E_T) and for RVs (E_R).

EXHIBIT 21-8. PASSENGER-CAR EQUIVALENTS ON EXTENDED GENERAL HIGHWAY SEGMENTS

	Type of Terrain		
Factor	Level	Rolling	Mountainous
E_T (trucks and buses)	1.5	2.5	4.5
E_R (RVs)	1.2	2.0	4.0

A long multilane highway segment can be classified as an extended general highway segment if no grade exceeding 3 percent is longer than 0.5 mi and if grades of 3 percent or less do not exceed 1 mi.

Specific Grade

Any grade of 3 percent or less that is longer than 1 mi or a grade greater than 3 percent that is longer than 0.5 mi should be treated as an isolated, specific grade. In addition, the upgrade and downgrade must be treated separately, because the impact of heavy vehicles differs substantially in each.

Equivalents for Extended General Highway Segments

For an extended general segment analysis, the terrain of the highway must be classified as level, rolling, or mountainous. These three classifications are discussed below.

Level Terrain

Level terrain is any combination of horizontal and vertical alignment that permits heavy vehicles to maintain approximately the same speed as passenger cars. This type of terrain generally includes short grades of no more than 1 to 2 percent.

Rolling Terrain

Rolling terrain is any combination of horizontal and vertical alignment that causes heavy vehicles to reduce their speeds substantially below those of passenger cars. However, the terrain does not cause heavy vehicles to operate at crawl speeds for any significant length of time or at frequent intervals.

Mountainous Terrain

Mountainous terrain is any combination of horizontal and vertical alignment that causes heavy vehicles to operate at crawl speeds for significant distances or at frequent intervals. For these general highway segments, values of E_T and E_R are selected from Exhibit 21-8.